



City of Kenmore
City Council Special and Regular
Meeting Agenda
Monday, October 27, 2025
6:15 PM

ZOOM - LINK: <https://kenmorewa-gov.zoom.us/j/86138417198>

Password: 102725

Telephone: Dial US: +1 253 215 8782

Webinar ID: 861 3841 7198

SIGN UP FOR VIRTUAL PUBLIC COMMENT HERE: kenmorewa.gov/publiccomment

REQUEST AN ACCOMMODATION HERE: kenmorewa.gov/accommodation

If you have technical difficulties accessing the meeting virtually, please contact Co-Clerk Shannon Tipple-Leen at stippleleen@kenmorewa.gov.

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 SPECIAL MEETING TO ORDER - 6:15 PM

2. EXECUTIVE SESSION

- A) Confidential Session of the Council - Pursuant to RCW 42.30.110(1)(i), the City Council will now enter an executive session to discuss potential litigation. This executive session is slated to last 45 minutes until approximately 7:00 PM.

3. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION

4. ADJOURN SPECIAL MEETING

5. CALL REGULAR MEETING TO ORDER - 7:00 PM

6. ROLL CALL

7. LAND ACKNOWLEDGEMENT

We acknowledge that the City of Kenmore is situated upon the ancestral lands of the Snohomish, Snoqualmie, Sauk-Suiattle, Duwamish, Stillaguamish, Tulalip, Suquamish, Muckleshoot, and other tribes who are part of the Coast Salish Peoples. We recognize and express our deepest respect for their enduring

stewardship and profound relationship with this land, which they have cherished and protected since time immemorial. We honor the First Peoples, acknowledge their vibrant cultures, and commit ourselves to learning from their wisdom in our journey to promote justice, equity, and mutual understanding. We pledge to stand alongside these communities in acknowledging past injustices and working towards a future that respects and celebrates the diverse heritage of this land.

8. FLAG SALUTE

9. AGENDA APPROVAL

10. PROCLAMATION

- A) Native American Heritage Month - November 2025
 - 1. Native American Heritage Month - November 2025

11. WHERE'S THE FUN?

12. PUBLIC COMMENTS

Welcome to the Council's meeting. Please address your comments to the Mayor and Council. You'll have three minutes to speak. If there are more than 20 speakers, time will be reduced to two minutes per speaker. The Clerk will call your name when it's your turn. The Presiding Officer may choose to alternate between in-person and online comments. Please state your name and city of residence and keep within the allotted time. To make every person feel welcome and safe here, please refrain from booing, clapping, heckling, yelling, or other interruptions. Please note: Under Washington State law (RCW 42.17A.555), public comment time may not be used to support or oppose candidates or ballot measures. Thank you for keeping remarks focused on City business. The meeting is recorded for transparency. Thank you for being here, and for sharing your input respectfully.

- A) **VIRTUAL PUBLIC COMMENT PRE-REGISTRATION:** To provide public comments virtually, please fill out the [Virtual Public Comment Request Form](#) in advance of the meeting. The form opens Tuesdays at 12:00 Noon and closes Mondays at 12:00 Noon. You will be confirmed by the City Clerk's Office. If you are having difficulty, please reach out to the City Clerk's Office at clerks@kenmorewa.gov.

13. CONSENT AGENDA

- A) Approve the City Council Regular Meeting Minutes of Monday, October 13, 2025.
 - 1. City Council Regular Meeting of Monday. October 13, 2025
- B) Approve the Drainage Easement Agreement with Northshore School District #417 in a form acceptable to the City Attorney's Office and authorize the City

Manager or designee to sign the agreement.

1. Agenda Bill - Drainage Easement
2. Attachment 1 - Draft PWOC Drainage Easement Agreement

14. PRESENTATION

- A) Super Co-Creator Award: Lucille Vickery, presented by Communications & Tourism Manager Lauren Chomiak

15. BUSINESS AGENDA

- A) Planning Commission Recommendation on Draft Amendments to the Parks, Recreation, and Open Space (PROS) Element and Capital Facilities Element, presented by Assistant City Manager/Community Development Director Debbie Bent, Principal Planner Todd Hall, Planning Commissioners, and Consultants, *for introduction and discussion*
1. Agenda Bill - Planning Commission Recommendation
 2. Attachment 1 - Summary of Amendments
 3. Attachment 2 - Draft PROS Element
 4. Attachment 3 - Draft Capital Facilities Element
 5. Attachment 4 - Presentation
- B) City of Kenmore 2026 State Legislative Agenda, presented by City Manager Teri Killgore and Gordon Thomas Honeywell State Lobbyist Shelly Helder, *for discussion and approval*
1. Agenda Bill - 2026 State Legislative Agenda
 2. Attachment 1 - Proposed State Legislative Agenda
 3. Attachment 2 - Proposed Policy Statements
 4. Attachment 3 - Presentation
- C) Proposed Ordinance No. 25-0632, KMC 10.45 Update, Limited Infraction Window for Photo Enforcement Infractions, presented by Traffic Engineer Tobin Bennett-Gold, *for discussion and potential adoption*
1. Agenda Bill - Limited Infraction Window
 2. Attachment 1 - Proposed Ordinance No. 25-0632
 3. Exhibit A - KMC 10.45 Update
 4. Presentation (added 10/24)
- D) Proposed Ordinance No. 25-0633, Capital Improvement Program (CIP) for Parks, Transportation, Surface Water Management, and City Facilities, presented by Finance & Administration Director Melinda Merrell, *for potential adoption*
1. Agenda Bill - Capital Improvement Program (CIP)
 2. Attachment 1 - Proposed Ordinance No. 25-0633
 3. Attachment 1 Exhibit A - Capital Improvement Program Summary
 4. Attachment 2 - Park CIP
 5. Attachment 3 - Park Narratives
 6. Attachment 4 - Transportation CIP

7. Attachment 5 - Transportation Narratives
8. Attachment 6 - Surface Water Management CIP
9. Attachment 7 - Surface Water Management Narratives
10. Attachment 8 - City Facilities CIP
11. Attachment 9 - City Facilities Narratives
12. Attachment 10 - REET Fund Projections
13. Attachment 11 - Park Impact Fee Fund Projections
14. Attachment 12 - Transportation Impact Fee Fund Projections
15. Attachment 13 - King County Parks Levy Projections
16. Attachment 14 - CIP Proposed Changes Summary
17. Presentation (added 10/24)

16. STAFF REPORTS

- A) Brief Update on Environmental Monitoring Options and Activities, presented by Development Services Director Samantha Loyuk, Assistant City Manager/Community Development Director Debbie Bent, and Environmental Services Director Richard Sawyer
 1. Agenda Bill - Staff Report
 2. Attachment 1 - Memo
 3. Attachment 2 - Presentation (added 10/24)
- B) Other - City Manager Teri Killgore

17. COUNCILMEMBER REPORTS & COMMENTS

18. ADJOURNMENT

UPCOMING MEETING SCHEDULE:

- A) Monday, November 10, 2025 7:00 PM - City Council Regular Meeting
- Monday, November 17, 2025 7:00 PM - City Council Regular Meeting
- Monday, November 24, 2025 7:00 PM - City Council Regular Meeting

NOTICE OF POTENTIAL QUORUMS

- A) [Click here for information about Potential Quorums of the City Council](#). Now found on the City website under City Council Meetings.

City of Kenmore, Washington

Proclamation

WHEREAS, Indigenous Peoples, the "First People," are culturally distinct ethnic groups native to North American, whose lands were later colonized and resettled by other ethnic groups. Native Americans are descendants of the original Indigenous inhabitants of what is now the United States; and

WHEREAS, during Native American Heritage Month, we celebrate the rich heritage, diverse cultures, and enduring contributions of Native peoples, and honor their deep and continuing connection to this land; and

WHEREAS, despite centuries of displacement, violence, and systemic oppression, Native peoples have remained resilient, resourceful, and proud; and

WHEREAS, Native communities have passed down rich cultures, profound knowledge, traditions, and ways of life that have enriched our heritage and continue to add to all aspects of our society through their generosity of teachings on economic, environmental, and cultural sustainability; and

WHEREAS, the City of Kenmore is committed to engaging in meaningful dialogue and partnership led by tribal communities, around the opportunities in the areas of self-determination, sovereignty, and cultural preservation, to foster an active government-to-government collaboration; and

WHEREAS, the City of Kenmore recognizes the importance of land acknowledgment as an essential step in honoring the original stewards of this region and in building a more inclusive and informed community that values our shared past, present, and future; and

WHEREAS, the City of Kenmore affirms that to truly thrive as a community, we must continue to learn from, celebrate, and uplift the histories and contributions of Native peoples and all diverse heritages represented within our city.

NOW THEREFORE, I, Nigel Herbig, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim **NOVEMBER 2025** to be **NATIVE AMERICAN HERITAGE MONTH** throughout the City of Kenmore.

IN WITNESS WHEREOF, signed this 27th day of October 2025.

Signed: _____ Attested: _____
Nigel Herbig, Mayor Scott Passey, City Clerk

**City of Kenmore
City Council Meeting
Regular Meeting Minutes
Monday, October 13, 2025**

These minutes are created to capture Council action. This is not a verbatim transcript. Meeting video is available on the [City YouTube channel](#). Attachments are available on the [CivicClerk Agenda Management Portal](#).

PRESENT:

Councilmembers: Mayor Nigel Herbig
Deputy Mayor Melanie O'Cain
Councilmember Joe Marshall
Councilmember Debra Srebnik
Councilmember Valerie Sasson
Councilmember Jon Culver
Councilmember Nathan Loutsis

Staff: City Manager Teri Killgore
Deputy City Manager Stephanie Lucash
City Attorney Dawn Reitan
Acting City Clerk Michelle Kang
Co-Clerk Elly Gallo
Finance & Administration Director Melinda Merrell
Assistant City Manager/Community Development Director Debbie Bent
Engineering Director John Vicente
Environmental Services Director Richard Sawyer
Public Works Operations Director Jennifer Gordon
Senior Civil Engineer Kent Vaughan

Speaking Guests: Dr. Eric Murray, Cascadia College President

Public Comments Speaking Guests:
Pam Wyss, Bothell Resident

Public Hearing Speaking Guests: (none)

CALL REGULAR MEETING TO ORDER

Mayor Herbig called the regular meeting to order at 7:00 PM.

LAND ACKNOWLEDGEMENT

Mayor Herbig read the Land Acknowledgement Honoring First Peoples.

FLAG SALUTE

Mayor Herbig led the Council in the Pledge of Allegiance.

AGENDA APPROVAL

The agenda was approved as presented.

PROCLAMATION

Mayor Herbig, on behalf of the City Council, proclaimed October 13, 2025, as Indigenous Peoples' Day throughout the City of Kenmore.

WHERE'S THE FUN?

City Manager Teri Killgore highlighted all the Seattle and local sports wins from the past week, including UW Husky Football, Seattle Kraken, Seattle Seahawks, Seattle Mariners, and Inglemoor Vikings Football Team.

PUBLIC COMMENTS

The City Council took comments from the public.

Timestamped link here:

https://www.youtube.com/live/q_emzdn599Q?si=p1jGJP9HrVXdP2vE&t=636

CONSENT AGENDA

- A. Approve the City Council Regular Meeting Minutes of Monday, September 15, 2025.
- B. Approve the following Voucher Certification and Approval:
 - Total Check #s 56931 through 57014 totaling \$957,791.37
 - Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 09/05/2025-09/08/2025 in the amount totaling \$355,669.79
 - Total EFT Payment #s 1888 through 1891 total \$81,115.35
- C. Authorize the City Manager to execute the Water Utilities Easement and Developer Extension Agreement with Northshore Utilities District for the Public Works Operations Center in a form acceptable to the City Attorney

MOTION: Approve the consent agenda outlined above.

Moved by Culver; seconded by Loutsis.

VOTE: Consent Agenda was approved by UNANIMOUS CONSENT

PRESENTATION

Cascadia College President Dr. Eric Murray presented the Cascadia College State of the College presentation to the City Council.

PUBLIC HEARING

- A. Proposed Ordinance No. 25-0633, Capital Improvement Program (CIP) for Parks, Transportation, Surface Water Management, and City Facilities, presented by Finance & Administration Director Melinda Merrell, Assistant City Manager/Community Development Director Debbie Bent, Engineering Director John Vicente, Environmental Services Director Richard Sawyer, and Public Works Operations Director Jennifer Gordon, *for discussion and public hearing*

Staff presented to the Council the updated 2025-2030 Capital Improvement Program (CIP) for Parks, Transportation, Surface Water Management, and City Facilities. Originally, the CIP had listed 44 projects valued at \$106 million and this update lists 52 projects for the next six years valued at \$129 million. Each respective department director spoke to their department's capital projects.

- Parks CIP – six projects
- Transportation CIP – 20 projects
- Surface Water CIP – 22 projects
- City Facilities CIP – four projects

Councilmembers discussed with Staff and asked questions prior to the opening of the public hearing.

Mayor Herbig opened the Public Hearing at approximately 8:33 PM.
The City Council provided the opportunity for testimony during a public hearing. There were no signups.
Timestamped link here: https://www.youtube.com/live/q_emzdn599Q?si=4NNwzMCr4-wYcyEb&t=5904
Mayor Herbig closed the Public Hearing at approximately 8:34 PM.

Staff will return at the October 27 Council Meeting for potential adoption of proposed Ordinance No. 25-0633, Capital Improvement Program.

STAFF REPORTS

- A. Finance & Administration Director Melinda Merrell provided an update on the City's IT Strategic Plan and Assessment. The assessment is expected to be complete in January and the consultants will come to a future Council meeting with the results.
- B. City Manager Teri Killgore informed the Council about a meeting with leadership with Sound Transit to get an update on the construction of the stride line through Kenmore on SR 522.

COUNCILMEMBER REPORTS & COMMENTS

The Council directed staff regarding the following items:

- On a future date, hold a community reception welcoming City Manager Teri Killgore.
- Create a "Report a Compliment" button on the City's website.
- Add to a future Council meeting, the opportunity for Council discussion related to affordable housing, specifically on land options and partners.
- At the October 13 Council meeting, invite Northshore Parks and Recreation Service Area (NPRSA) to present on its upcoming ballot measure maintenance levy and allow for a public comment opportunity under RCW 42.17A.555, so that Council may potentially adopt a resolution taking a position about the levy.

EXECUTIVE SESSION

Pursuant to RCW 42.30.110(1)(i), the City Council entered an executive session to discuss potential litigation. This executive session was slated to last 30 minutes, until approximately 9:20 PM. The Council exited the executive session at approximately 9:18 PM. No final action took place.

ADJOURNMENT

Mayor Herbig adjourned the meeting at approximately 9:20 PM.

Nigel Herbig, Mayor

Michelle Kang, Acting City Clerk

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 10/27/2025

Subject/Topic:	Proposed Council Action/Motion:
Public Works Operations Center (PWOC) drainage easement with Northshore School District. Department: Environmental Services Prepared by: Richard Sawyer Environmental Services Director Attachments: Draft PWOC Drainage Easement Agreement	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☒ Authorize ☐ Other: Move to approve the Drainage Easement Agreement with Northshore School District #417 in a form acceptable to the City Attorney's Office and authorize the City Manager or designee to sign the agreement.

Approvals:

Department	City	Finance	City
Head <u>RS 10/17/2025</u>	Attorney <u>DR 10/17/2025</u>	Director <u>N/A</u>	Manager <u>Initials & Date</u> Optional <u>N/A</u>

Summary/Background:

The Public Works Operations Center (PWOC) is being constructed between NE 202ND ST and Kenmore Junior High and requires a stormwater management facility to collect and treat runoff created on the site before discharging. The topography of the site discharges treated stormwater from the PWOC's drainage facility north onto the adjacent Northshore School District (NSD) property containing Kenmore Junior High. City staff have worked with NSD to develop a drainage easement agreement that conveys PWOC runoff through NSD's property back to city right-of-way on 66TH AVE NE under the condition that the City clean and maintain the portion of the system used by the City. City Council approved a draft of that easement on July 28, 2025, however, through the process of negotiating the easement with NSD, further refinement of the definition of maintenance warrants a second approval from City Council. The City agrees to clean and maintain the segment of NSD's stormwater facility being used by the City on their property.

Previous Council Action(s):

Council approved the original draft of the easement on July 28, 2025.

Fiscal Consideration:

The City will be responsible for typical cleaning and maintenance costs to operate the drainage facilities conveying city runoff through NSD's property. City staff already annually inspect the NSD facility as part of the private drainage facility program.

Diversity, Equity, Inclusion, and Accessibility (DEIA) Consideration:

[DEIA Strategic Plan](#) | [City's Equity Framework Toolkit](#)

Goal 3. Workplace - Invest in having a pro-equity organization and inclusive workplace culture for every employee.

Goal 5. Facility Plans & Improvements - Develop facility and system improvements responsive to the values and priorities of residents and stakeholders and achieve pro-equity outcomes.

[City Council Priorities](#) or Budget Objective Being Addressed:

City's top priority to fulfill its core mission, which includes maintaining the City's infrastructure and complying with state and federal mandates.

When recorded return to:

City of Kenmore
City Clerk
18120 – 68th Avenue N.E.
Kenmore, WA 98028

Document Title: Drainage Easement Agreement
Reference Number(s) of Documents assigned or released: N/A ☐ Additional reference #'s on page _____ of document.
Grantor: Northshore School District #417, a Washington municipal corporation ☐ Additional names on page _____ of document.
Grantee: The City of Kenmore, a Washington municipal corporation ☐ Additional names on page _____ of document.
Legal Description (abbreviated): [REDACTED], in King County, Washington ☒ Additional legal is on <u>Exhibit A</u> and <u>Exhibit B</u> of document.
Assessor's Property Tax Parcel/Account Numbers: 011410-0372 (Grantor's Property); 011410-0370 (Grantee's Property)

DRAINAGE EASEMENT AGREEMENT

This Drainage Easement Agreement (“**Agreement**”) is made as of the date set forth herein, by and between Northshore School District #417, a Washington municipal corporation (“**Grantor**” or “**District**”) and City of Kenmore, a Washington municipal corporation, (“**Grantee**” or “**City**”), referred to herein collectively as the “**Parties**” and individually as termed above or as a “**Party**”.

RECITALS

WHEREAS, Grantor is the owner of real property located at 20323 66th Avenue, N.E., Kenmore, Washington, 98028, and legally described in the attached Exhibit A, attached hereto and incorporated by reference (“**Grantor’s Property**”), attached hereto and incorporated by reference; and

WHEREAS, Grantee is currently in the design and planning process of building a new Public Works Operation Center (“**PWOC**”) on real property located on NE 202nd Street, just south of Grantor’s Property (“**Grantee’s Property**”); and

WHEREAS, Grantee desires to efficiently discharge stormwater from Grantee’s Property by connecting to Grantor’s existing stormwater facilities on Grantor’s Property; and

WHEREAS, Grantor desires to grant Grantee a non-exclusive easement to connect to and utilize the following portions of the existing stormwater system on Grantor’s Property:

Stormwater Catch Basin (CB): CB-6, CB-5, CB-4, CB-3, CB-2, CB-1 and CB-52, and

Stormwater Pipes (Pipes): Pipe 10, Pipe 9, Pipe 8, Pipe 6, Pipe 3, Pipe 1, and Pipe 60

(collectively, the “**District’s Storm Water Facilities**”), as further depicted on the attached Exhibit B, attached hereto and incorporated by reference; and

WHEREAS, the Parties acknowledge the intent of this Agreement is to allow Grantee to connect to and transmit stormwater discharge through the District’s Storm Water Facilities, which connect to the public stormwater drainage system located under 66th Avenue NE, in Kenmore, depicted on Exhibit B, attached hereto and incorporated by reference (“**Public Drainage System**”).

AGREEMENT

1. **Recitals Incorporated**. The recitals set forth above are incorporated by reference.

2. Grant of Easement; Purpose.

(a) Grantor grants, conveys and quitclaims to Grantee a non-exclusive stormwater drainage easement (the “**Drainage Easement**”), over, across, under, and upon the portion of Grantor’s Property legally described on Exhibit C-1 and as depicted on Exhibit C-2, which exhibits are attached hereto and incorporated by reference (the “**Easement Area**”). The conveyance of the Drainage Easement is made without warranty and subject to all matters of record and those that would be disclosed with an accurate survey. Grantor reserves all rights with respect to Grantor’s Property except to the extent the exercise thereof is expressly inconsistent with this Agreement.

(b) The Drainage Easement shall be used for (i) connecting to the District’s Storm Water Facilities and constructing new stormwater facilities to convey stormwater from Grantee’s Property through the District’s Storm Water Facilities (the “**City’s Storm Water Facilities**”), (ii) operating, inspecting, cleaning, and maintaining the District’s Storm Water Facilities and the City’s Storm Water Facilities located on Grantor’s Property (collectively, the “**Storm Water Facilities**”), (iii) the right to transmit and convey storm water through the Storm Water Facilities, (iv) performing the Repair and Maintenance (as defined below), and (v) the right of the City for reasonable ingress and egress across, over and upon the Easement Area as is necessary for said purposes.

3. Approval of Plans and Schedule; Construction Requirements.

(a) Approval of Plans. Prior to commencing any construction, installation, alteration, repair, replacement, or material maintenance, including the initial construction of the City’s Storm Water Facilities on Grantor’s Property (collectively, “**Grantee’s Work**”) Grantee shall prepare and submit to Grantor, for Grantor’s prior written approval, detailed plans and specifications describing the proposed work, including, as applicable, grading plans, engineering drawings, profiles and cross-sections, calculations, construction methods, access and staging plans, erosion and sediment control measures, and a construction schedule (collectively, the “**Plans**”). Grantor shall review and either approve or reasonably disapprove the Plans, together with written comments specifying any changes reasonably required to obtain approval. Grantee shall not commence any Grantee’s Work until Grantor has provided written approval of the Plans. Any material deviation from the approved Plans shall require Grantor’s prior written approval. As part of the Plan approval process, Grantor may require: (a) coordination of construction access, staging, and timing to minimize interference with Grantor’s operations and use of its property; (b) reasonable protective measures to safeguard existing improvements, landscaping, utilities, and access; and (c) evidence of Grantee’s insurance and contractor qualifications consistent with the requirements of this Agreement.

(b) Notice. Except in cases of emergency, prior to any Grantee’s Work or access on Grantor’s Property by Grantor or its contractors, agents or employees, Grantee shall notify Grantor in writing of such activity or work and provide Grantor with a summary of the scope and schedule for such activity or work. Grantor may impose reasonable conditions on

the performance of Grantee's activity or work, so that such activity or work does not unreasonably interfere with the use of Grantor's Property.

(c) Standard of Work. Any activity or work to be performed by Grantee on Grantor's Property under this Agreement (including Repair and Maintenance) shall be in accordance with any permits or approvals (if any) required by any governmental authority, and shall be completed in a good and workmanlike manner. All such work or activity shall be performed from start to finish by Grantee to minimize, to the extent reasonably possible, the time necessary to complete such activity or work and any inconvenience to Grantor. Upon completion of any work performed by Grantee on Grantor's Property, Grantee shall remove all debris and restore Grantor's Property as nearly as possible to the condition it was in at the commencement of such work. Grantee shall comply at all times with all laws, statutes, ordinances, rules and regulations now or hereafter in effect regarding Grantee's use of the Storm Water Facilities and any Repair and Maintenance conducted with respect thereto. Grantee shall not undertake any activity or work on Grantor's Property without first obtaining all permits and other local government approvals required for such activity or work. Nothing in this Agreement shall be deemed to impose any duty or obligation on Grantor to determine the adequacy, sufficiency, or safety of Grantee's plans, or to ascertain whether Grantee's plans comply with applicable laws or regulations.

(d) As-Builts. The City shall provide as-builts and a legal description of the area where it connects to the District's Storm Water Facilities within ninety (90) days after construction of the same. The Parties agree to amend this Agreement (at Grantee's cost) to memorialize such location on the request of either Party.

4. Inspection, Cleaning and Repair and Maintenance.

(a) Inspection and Cleaning. Grantee agrees to annually inspect and clean, if necessary, the District's Storm Water Facilities, identified below:

(i) Stormwater Catch Basin (CB): CB-6, CB-5, CB-4, CB-3, CB-2, CB-1 and CB-52, and

(ii) Stormwater Pipe (Pipe): Pipe 10, Pipe 9, Pipe 8, Pipe 6, Pipe 3, Pipe 1, and Pipe 60

For purposes of this Section "clean" means the removal of debris, sediment, contamination, which can accumulate in the drainage system through normal operation, through Grantee's use of a vactor truck. For the duration of this Agreement, the District will not be required to annually inspect or clean the Storm Water Facilities identified herein. The Parties acknowledge Grantee will use the King County Surface Water Design Manual to determine cleaning needs. Grantee's responsibility to clean the District's Storm Water Facilities shall not include spills or other types of illicit discharges that require cleaning outside of normal cleaning and are caused by Grantor's or its contractor's, agent's or employee's act or omission on the

Grantor Property. The Parties agree that the responsibility to clean such illicit discharges will be with the property owner where the illicit discharge originates.

(b) Repair and Maintenance. Grantee shall be responsible, at Grantee's sole cost and expense, for maintaining (and repairing, as necessary) the entire Storm Water Facilities on Grantor's Property to keep the same operating in a good and safe manner and in compliance with all applicable laws and regulations ("**Repair and Maintenance**"). Such Repair and Maintenance shall be Grantee's Work and shall be subject to the provisions of Section 3 above; provided, however, that if Grantee reasonably determines that any Repair and Maintenance is needed on an emergency basis, prior approval of Plans shall not be necessary to the extent prompt action is required to avoid or minimize further damage or injury to persons or property or environmental pollution.

(c) Egress and Ingress. The Drainage Easement includes a right of egress and ingress in reasonable locations, for Grantee to access the Easement Area. Grantee shall exercise its rights under this Agreement so as to minimize interference with Grantor's use of the Property. Grantee shall have all necessary access to the Easement Area without prior notification to the Grantor.

(d) Conflicts and Additional Easements. Grantor agrees that it will not unreasonably interfere with Grantee's use of the Drainage Easement for the purposes described herein. Grantor agrees that it will not grant any additional easements within the Easement Area to any other party to the extent they would unreasonably interfere with the Drainage Easement, without the prior written consent of the Grantee (which shall not be unreasonably withheld, conditioned or delayed). Grantor further agrees that it shall not place any permanent structures or facilities on the Easement Area which will interfere with the use of the Easement Area by Grantee or damage City's Storm Water Facilities.

5. Indemnity. Grantee shall defend, indemnify, and hold Grantor harmless from and against all liabilities, claims, damages, losses, and expenses, including, but not limited to, reasonable attorneys' fees, expert witness fees, and other expenses of litigation (collectively, "**Losses**"), arising out of or in connection with (a) the acts or omissions of Grantee or its agents or contractors on or around Grantor's Property or (b) Grantee's exercise of its rights under this Agreement. Notwithstanding the foregoing, Grantee shall have no obligation to defend or indemnify Grantor for Losses to the extent solely caused by or resulting from the actions of Grantee, its officers, officials, employees or agents.

6. Attorneys' Fees. In the event it is necessary for either party to initiate any legal proceeding to enforce any provision of this Agreement, the substantially prevailing party shall be entitled to an award of reasonable attorneys' fees and other costs, including expert witness expenses.

7. Termination. The Parties agree that this Agreement shall remain in effect until such time as (a) Grantee constructs a separate drainage system to connect to the Public Drainage

System such that it is no longer necessary to connect to the District's Storm Water Facilities, in which case this Agreement shall terminate as of the date such separate system is activated or (b) Grantor elects to redevelop Grantor's Property in a manner that requires reconfiguration or construction of a new drainage system on Grantor's Property or that is otherwise incompatible with the Drainage Easement and/or the provisions of this Agreement, in which case Grantor may terminate the Drainage Easement and this Agreement upon written notice to Grantee. The Parties shall execute, acknowledge and record (at Grantee's cost and expense) a memorandum of termination in form and substance reasonable satisfactory to the Parties upon termination for either of the foregoing events.

8. Successors and Assigns. This Agreement shall be recorded against Grantor's Property and Grantee's Property, at the cost of Grantee, and shall be a covenant running with the land, binding the heirs, successors and assigns of the Parties.

9. Governing Law and Venue. This Easement agreement shall be governed by and interpreted in accordance with Washington law. Any litigation arising out of or in connection with this Agreement shall be conducted in King County, Washington.

10. Entire Agreement. This Agreement constitutes the entire agreement between the parties hereto with respect to the easements granted herein and the Agreement by the City for maintenance, repair and replacement of the Storm Water Facilities and may not be modified except through a recorded agreement executed by such parties or their respective successors in interest

11. Amendment. This Agreement shall not be modified or amended except by written instrument executed by the duly authorized representatives of the Parties.

DATED this ____ of _____, 2025.

GRANTOR:

NORTHSHORE SCHOOL DISTRICT #417, a
Washington Municipal Corporation

By: _____
Its: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

The undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, affirms that _____ personally appeared before me, is known to be the _____ for the Northshore School District #417, a Washington municipal corporation, who executed the foregoing instrument, and acknowledged this instrument to be the free and voluntary act and deed of said Washington municipal corporation for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

Given under my hand and official seal this _____ day of _____, 2025.

Notary Public in and for the State of Washington,
residing at _____

My appointment expires _____.

GRANTEE:

CITY OF KENMORE

By: _____
Title: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

The undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, affirms that _____ personally appeared before me, is known to be the _____ of the City of Kenmore, a Washington municipal corporation, who executed the foregoing instrument, and acknowledged this instrument to be the free and voluntary act and deed of said municipal corporation, for the uses and purposes therein mentioned, and on oath stated that she/he was authorized to execute said instrument.

Given under my hand and official seal this _____ day of _____, 2025.

Notary Public in and for the State of Washington,
residing at _____

My appointment expires _____.

EXHIBIT A

LEGAL DESCRIPTION OF GRANTOR'S PROPERTY

[NOTE TO DRAFT: REPLACE WITH COMPLETE LEGAL DESCRIPTION IF AVAILABLE]

ALDERWOOD MANOR # 14 4 LESS W 155 FT OF POR S OF LN 624.85 FT S OF N LN
TGW N 624.85 FT OF LOTS 2 & 3 TGW LOT 1 LESS N 200 FT TGW POR OF N 200 FT
OF SD LOT 1 DAF-BAAP ON W LN OF SD LOT 1 DIST 200 FT S OF NW COR TH OF TH
S 88-51-40 E 35 FT TH NWLY TAP ON SD W LN 20 FT N OF POB TH S ALG SD W LN
20 FT TO POB & LESS POR OF LOT 1 LY SLY OF LN DAF - BEG ON W LN OF SD LOT
1 AT PT 240 FT N OF SW COR TH E 279.83 FT TO PT ON ELY LN OF SD LOT 1 & TERM
OF SD LN LESS POR FOR RD PER REC # 20021205001822

PLAT BLOCK: 8

PLAT LOT: 1 To 4

EXHIBIT B

LEGAL DESCRIPTION OF GRANTEE'S PROPERTY

[NOTE TO DRAFT: REPLACE WITH COMPLETE LEGAL DESCRIPTION IF AVAILABLE]

ALDERWOOD MANOR # 14 LOT "1" OF KENMORE BLA #BLA24-0031 REC
#20250304900003 SD BLA BEING POR OF LOTS 2 & 3 OF BLK 8 OF SD ADD

PLAT BLOCK: 8

PLAT LOT: 2-3

EXHIBIT C
DEPICTION OF DISTRICT'S SW FACILITIES
AND
PUBLIC DRAINAGE SYSTEM

EXHIBIT D-1
LEGAL DESCRIPTION OF EASEMENT AREA

EXHIBIT D-2
DEPICTION OF EASEMENT AREA

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 10/27/2025

Subject/Topic:	Proposed Council Action/Motion:
Presentation of Planning Commission's Recommendations on Draft Amendments to the Parks, Recreation, and Open Space (PROS) Element and Capital Facilities Elements Department: Community Development Prepared by: Debbie Bent, Community Development Director Todd Hall, Principal Planner Attachments: 1. Summary of Amendments 2. Draft PROS Element 3. Draft Capital Facilities Element 4. Presentation	☐ Information Only ☐ Receive and File ☒ Discuss ☒ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other:

Approvals:

Department Head DB, 10/14/25 City Attorney N/A Finance Director N/A City Manager TK 10/16/25 Optional N/A

Summary/Background:

At the October 27, 2025, City Council meeting, the Planning Commission will present their recommendations on draft amendments to the PROS Element (see Attachment #1) and Capital Facilities Element (see Attachment #2) of the Kenmore Comprehensive Plan. Attachment #3 provides a summary of proposed amendments. City Council ordinance adoption of amendments is anticipated at the December 8th City Council meeting.

At the November 10, 2025, City Council meeting staff will provide additional information to address City Council comments and questions. The City Council will discuss and provide direction on proposed amendments. If the City Council proposes substantive amendments to the Planning Commission's recommendations, the City Council will need to hold a Public Hearing prior to Ordinance adoption.

The Planning Commission are continuing review of the PROS Plan and will be bringing forward recommendations in January 2026. City Council passing a Resolution adopting the PROS Plan is anticipated February 2026.

Previous Council Action(s):

None. The PROS Element was last amended in 2020. The Capital Facilities Element was last amended in 2024 as part of the periodic update of the Comprehensive Plan.

Fiscal Consideration:

Contract 24-C3092 with Beckwith Consulting Group for \$120,000 for a scope of work related to updating the PROS Element of the Comprehensive Plan, Capital Facilities Element of the Comprehensive Plan, PROS Plan and Park Impact Fee Rate Study. \$120,000 budgeted in the Community Development Department budget.

Diversity, Equity, Inclusion, and Accessibility (DEIA) Consideration:

[DEIA Strategic Plan](#) | [City's Equity Framework Toolkit](#)

DEIA Objective 1.2: Ensure equitable access and representation in city services.

[City Council Priorities](#) or Budget Objective Being Addressed:

Council Priority 9: Explore opportunities to expand Parks and Recreation.

DRAFT COMPREHENSIVE PLAN AMENDMENTS

SUMMARY OF PROPOSED CHANGES

BACKGROUND

The City is updating the Parks, Recreation, and Open Space (PROS) Element and the Capital Facilities (CF) Element of the Comprehensive Plan. The City Council adopted the City's Comprehensive Plan in December 2024, consistent with requirements of the State Growth Management Act, VISION 2050 (the multicounty planning policies), and the King County Countywide Planning Policies. The PROS and CF Elements are being updated in 2025 in conjunction with the PROS Plan, which is required to be updated every six years. Tonight, the Planning Commission will be presenting their recommended amendments to both the PROS and CF elements.

PROS ELEMENT

Parks, Recreation and Open Space (PROS) Element provides policy framework for future development of Kenmore's parks system, including open spaces, recreation facilities and programs. The Element provides a vision for the community and a guide to future planning, acquisition, and/or development of parks, recreation, and open spaces throughout the City.

Amendments include:

Existing Park System

- Updated Table P-1, Parks and Recreation System Inventory
- Updated Figure P-1, Parks and Recreation Facilities map

Inventory

- Updated Inventory with acreages

Level of Service (LOS)

- Updated LOS describing quantity, quality, and accessibility of the park system to meet Kenmore's needs
- New Figure P-2, Walkability map

Heat Index

- New Figure P-3, Heat Index map

Social Equity

- New section describing how park services and facilities should be provided in areas of the city that are less advantaged than the general population.
- New Figure P-4, Housing Costs map

- New Figure P-5, People of Color map
- New Figure P-6, Limited English Proficiency map
- New Figure P-7, Disability map

Existing Park Plans

- New section describing how master plans have been developed for Kenmore's existing parks and what the long-term vision is for parks, trails, and open spaces.

Park & Recreation Programming

- New section describing how the City partners with other organizations and jurisdictions to provide recreation programming.

Community Outreach

- New section describing the various methods of public engagement with the community during the update process.

Population Growth

- New section describing key findings of future growth in Kenmore.

Recreation Programming

- New section describing several key findings related to recreation programming and operations.

Obstacles and Opportunities Affecting Future Demand and Needs

- Updated entire section

Goals, Objectives, and Policies

- New Goal P-1
- New Objective P-2.1
- New Goal P-3
- New Objective P-3.1
- New Goal P-4
- New Objective P-4.1, 4.2
- New Policies under Objectives P-4.1 and 4.2
- New Goal P-5
- New Objective P-5.1
- Updated Implementation Strategies section

CAPITAL FACILITIES ELEMENT

The Capital Facilities (CF) Element assists Staff and City Council to make the financial decisions to ensure public facilities and services City residents rely on will continue to adequately support residents today and into the future. The CF Element places particular focus on those facilities that the City is responsible for funding.

As part of this update, the only item that has been amended is Table CF-A: Parks Capital Improvements. This includes a newly updated fiscally unconstrained list addressing master plans, acquisition, and concept development parks and recreation facilities and amenities.

DRAFT PARKS, RECREATION AND OPEN SPACE (PROS) ELEMENT

INTRODUCTION

Purpose

The purpose of the Parks, Recreation and Open Space (PROS) Element is to provide the policy framework for future development of Kenmore's parks system, including open spaces, recreation facilities and programs. The Element provides a vision for the community and a guide to future planning, acquisition, and/or development of parks, recreation, and open spaces throughout the City.

Growth Management Act

One of the Growth Management Act's (GMA's) planning goals is to, "Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities."

The Act specifically requires local government to:

- Designate the general location and extent of land uses including recreation and open space lands;
- Identify lands useful for recreation, including wildlife habitat, trails and connection of critical areas;
- Evaluate facilities and service needs;
- Estimate park and recreation demand for at least a ten-year period;
- Evaluate intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand; and
- Develop a capital facilities plan (CFP) identifying funds necessary to implement the plan for at least a six-year period.

Countywide Planning Policies

The Countywide Planning Policies do not contain a chapter specifically addressing parks, recreation and open space. Under the Development Patterns chapter, DP-2 states, "Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space..." An Environment policy (EN-1) states, "Incorporate environmental protection and restoration efforts into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality are sustained now and for future generations."

Parks, Recreation and Open Space (PROS) Plan

The Recreation and Conservation Office (RCO) is a state agency that manages grant programs aiming to create outdoor recreation opportunities, protect wildlife habitat and farmland, and help return salmon from near extinction. RCO requires government agencies to plan for their parks and open space needs, and adopt a Parks, Recreation and Open Space (PROS) Plan, in order to apply for certain grants. Once adopted, a community's PROS plan is required to be updated every 6 years to maintain eligibility for those grant programs. The City's most recent PROS Plan was adopted in February 2020. The PROS Plan is being updated and is anticipated to be adopted January 2026. Information gathered for the Plan, including the results of several community involvement opportunities and a comprehensive demand and needs analysis, has been used as foundational information for this Element.

EXISTING CONDITIONS

Geography

Kenmore's natural resources are an important component of the city's park and recreation system. Many of the city's existing parks are located beside or contain a creek, river, freshwater shoreline, wetlands or significant forested areas. In fact, of the 153 total acres of city-owned park land, 133 acres (more than 85%) are natural areas – forests, wetlands, streams, and other natural environments. The City's abundance of natural systems weaves in and around the city, connecting the different neighborhoods through stream corridors, sensitive areas, and ravines to Swamp Creek, the Sammamish River and Lake Washington. Creating connections and corridors provides essential habitat which contributes to the overall health and viability of both the plant and animal communities in Kenmore. The natural geography of the city provides both opportunities and constraints for meeting park and recreation demand and needs.

Existing Park System

The City of Kenmore has 14 parks, recreation and open space facilities totaling over 153 acres of park land. Other parks and recreation providers within the city that have facilities open to the public include the State of Washington, King County, and Bastyr University. These facilities are listed in Table P-1, along with the improvements available in each park. The parks and open space areas are shown on Figure P-1.

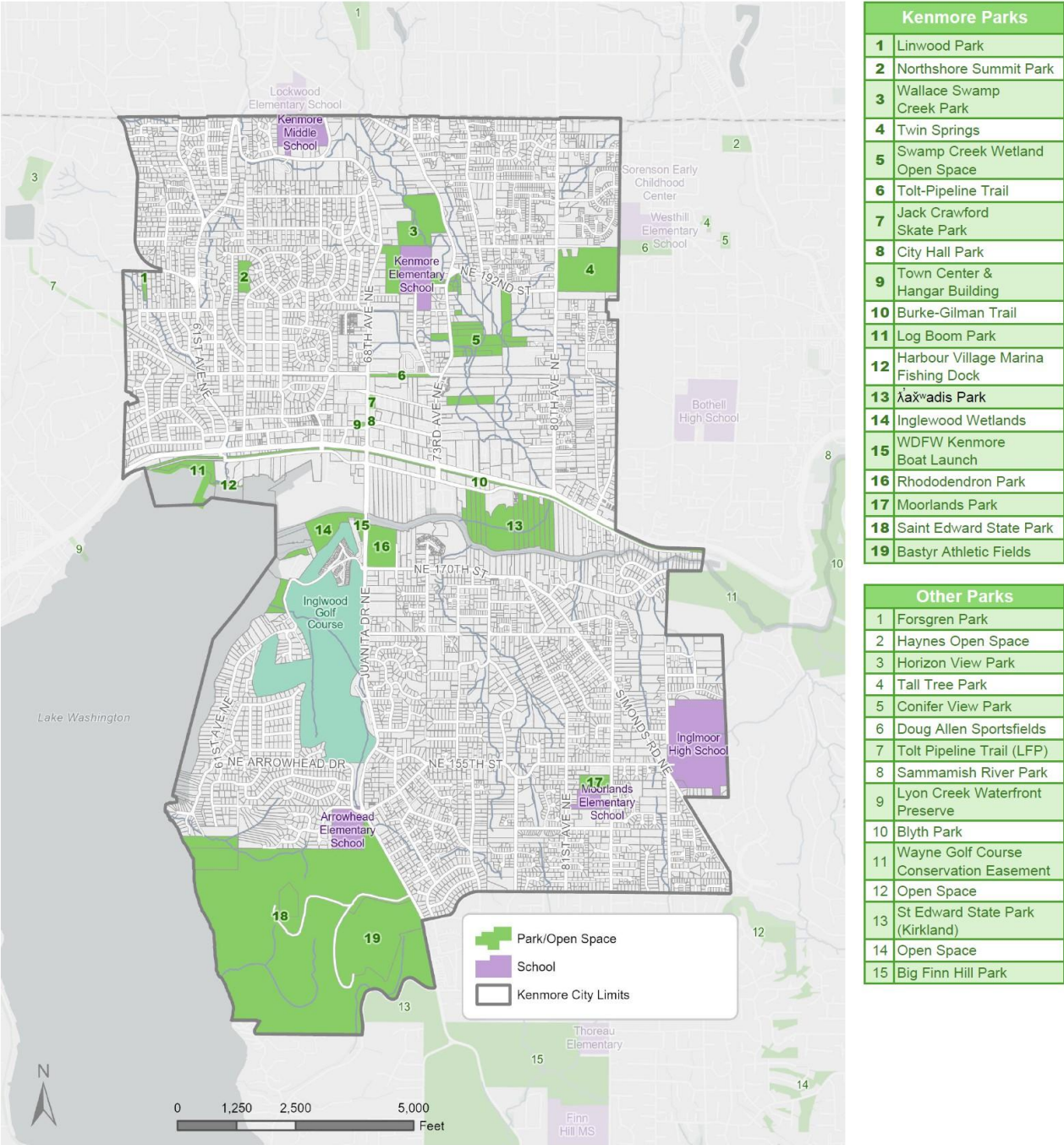
Table P-1: Kenmore's Park and Recreation System Inventory.

Parks, Recreation & Open Space Facilities	Hand Powered Boat Launching	Water Access / Fishing	Playground	Skate Park	Playfield	Restroom	Picnic Shelter	Picnic Tables	Paths	Hiking Trails	Paved Trails	Parking
Linwood Park			X						X			
Moorlands Park			X		X	X	X	X	X			X
Northshore Summit Park			X						X			
ł'awadis (Tl' awh-ah-dees) Park	X	X				~X		X	X	X		X
Wallace Swamp Creek Park		X						X	X	X		X
Rhododendron Park, Rhododendron Public Boathouse & Senior Center	X	X	X		X	X	X	X	X			X
Log Boom Park	X	X	X			X		X	X			X
Twin Springs Park										X		X
City Hall Park & Jack Crawford Skate Park				X		~X		X	X			X
City Plaza & Hangar Building						~X		X	X			X
Swamp Creek Wetland Open Spaces		X										
Inglewood Wetlands		X										
Tolt-Pipeline Trail (1.3 miles)									X		X	
CITY TOTAL	3	7	5	1	2	6	2	7	11	3	1	8
WDFW Boat Launch												X
Saint Edward State Park		X	X		X	X		X		X	X	X
Bastyr Athletic Fields					X	*X						X
Burke Gilman Trail (2.5 miles)											X	
Harbour Village Marina		X				X		X				X

* Portable restroom

~ Indoor restroom

1 **FIGURE P-1: PARK AND RECREATION FACILITIES**



Source: City of Kenmore GIS

Inventory

Kenmore's open space, parks, and trails inventory includes 14 sites comprising 153.0 acres, King County owns 4.5 acres that includes the Burke-Gilman Trail, and Washington State Parks and the Department of Fish & Wildlife (WDFW) own 317.9 acres that includes the Boat Launch Ramp and Saint Edward State Park or a total of 17 sites and 475.4 acres within Kenmore city limits of which Kenmore's 153.0 acres represents 32% of the total inventory.

Table P-2 Kenmore Parks, Facilities, & Open Space **Acres**

Linwood Park	1.4
Moorlands Park	4.5
Northshore Summit Park	3.6
Ḵ'áxw'adís (Tl'awh-ah-dees) Park	41.0
Wallace Creek Swamp Park	25.5
Rhododendron Park/Senior Ctr – 2,220 sf, Boathouse – 3,375 sf	12.5
Log Boom Park	3.9
Twin Springs Park	25.0
City Hall Park & Skate Court – 21,390 sf	1.7
Town Square – 9,641 sf & Hangar Building – 4,576 sf	0.5
Swamp Creek Wetlands	21.2
Inglewood Wetlands	8.5
Subtotal	145.1

Easement and leased in Kenmore limits

Bastyr Athletic Fields - leased	7.0
Tolt Pipeline Trail – 2.6 miles	0.9
Subtotal	7.9

King County

Burke-Gilman Trail – 2.5 miles	4.5
Subtotal	4.5

Washington State

WDFW Boat Launch	1.9
Saint Edward State Park	316.0
Subtotal	317.9

Total parks inside city limits **475.4**

In addition, Bothell, Kirkland, and King County own another 4 sites or 298.4 acres on or adjacent to Kenmore city limits, Northshore School District owns 5 schools and 98.9 acres inside city limits, Northshore and Lake Washington School District own another 6 schools and 104.4 acres adjacent to city limits, and nonprofit and private agencies own 4 sites and 149.1 acres inside Kenmore city limits or 19 sites and 650.8 acres.

Table P-3 Adjacent Parks and Facilities

Doug Allen Sports Field – Bothell	0.6
Wayne Park – Bothell	49.9
Kirkland Open Space – Kirkland	23.5
Big Finn Hill Park – King County	224.4
Subtotal	298.4

Northshore Schools inside city limits

Arrowhead Elementary	12.4
Kenmore Elementary	16.0
Moorlands Elementary	6.4
Kenmore Middle School	14.4
Inglemoor High School	49.7
Subtotal	98.9

Adjacent schools

Childhood Center – NSD	2.9
Westhill Elementary - NSD	22.4
Lockwood Elementary - NSD	10.8
Bothell High School - NSD	30.5
Thoreau Elementary – LWSD	9.3
Finn Hill HS - LWSD	28.5
Subtotal	104.4

Nonprofit, private facilities in city

Harbour Village Marina	0.2
Kenmore Community Club – 3,058 sf	0.6
Lakeside School Shell House – 1,580 sf	2.1
Inglewood Country Club & Golf Course - private	146.2
Subtotal	149.1
Total outside parks, schools, private	650.8
Total all	1,126.2

All agencies combined own 36 park, school, nonprofit, and private sites and 1,126.2 acres within or directly adjacent to Kenmore of which Kenmore's 145.1 acres represent 12.9% of the total inventory, which excludes the easement areas.

Level of service (LOS)

The National Recreation & Park Association (NRPA) Areas and Facilities Standards has not been updated in more than 20 years and will never again be updated because there is not a single set of standards for parks and recreation that could encompass the uniqueness found in every park agency.

Park agencies vary greatly by size, needs and desires; as should a park and recreation agency’s offerings. To have the same standard for a community in Washington, Alaska, Kansas, and south Florida is unrealistic, impractical, and potentially detrimental.

Nearly a decade ago, NRPA replaced the single set of standards with a nationwide benchmarking tool for parks and recreation. **NRPA Park Metrics** is the most comprehensive source of data benchmarks and insights for park and recreation agencies. Each spring, NRPA publishes **NRPA Agency Performance Review**, an annual report summarizing the benchmarking data contributed by nearly 1,100 agencies to the **Park Metrics** database.

The report presents the “typical” (median) nationwide benchmarking numbers based on peer agency data and the limitations of the former one-size-fits-all set of standards. For example, in the *2024 NRPA Agency Performance Review*: the typical park and recreation agency has 1 park per 2,386 residents. The report, however, indicates significant variation in the metric when the size of the jurisdiction is taken into consideration.

For example, jurisdictions of less than 20,000 residents have a median of 1 park for every 1,172 residents, but agencies serving more than 250,000 residents have a park for every 6,120 people served. In addition, the benchmark data within **NRPA Park Metrics** and the **2024 NRPA Agency Performance Review** break down to the lower (25%) and upper (75%) quartiles.

The ratio of parks per persons for Kenmore’s 2025 population of 23,391 persons, or within the 20,000-49,999-peer agency population comparison, would be a median of 1 park per 2,062 persons but ranges from 1 park per 1,232 persons in the lower quartile to 1 park per 3,000 persons in the upper quartile.

There is no one-size-fits-all solution for maintaining and improving a park and recreation agency. The **2024 NRPA Agency Performance Review** does not provide “standards”, but an informative evidence-based guideline. Factors such as jurisdiction population, the unique needs of each community and funding all play a major role in how an agency operates.

Benchmark comparisons

The following benchmark comparisons are for the low, median, and upper quartiles for park agencies of 20,000-49,999 population since Kenmore’s 2025 population of 23,391 is projected to increase to 33,491 by 2050. (Note – the next peer agency comparison is for 50,000-99,999 considerably above Kenmore’s projected population).

Table P-4 Residents Per Park

	Lower	Median	Upper
NRPA benchmark	1,232	2,062	3,000
PROS ratios year:		2025	2045
Kenmore		1,670	2,576
All parks in city		1,375	1,970
All in/near city		649	930

Inventory includes Kenmore, King County, and Washington State parks and trails inside Kenmore city limits, and Kenmore, King County, Washington State, Bothell, Kirkland, Northshore and Lake Washington School Districts, and nonprofit and private agencies within or directly adjacent to Kenmore.

Kenmore currently provides 14 parks and open spaces or 1 park per 1,670 persons, all agencies that provide parks within Kenmore city limits including Kenmore, King County, and Washington State provide

17 parks or 1 park per 1,375 persons, and all agencies combined including Kenmore, King County, Washington State, Bothell, Kirkland, Northshore and Lake Washington School Districts, and nonprofit and private agencies within or directly adjacent to Kenmore provide 36 parks and open spaces or 1 park per 649 persons, considerably above the ratio typical of peer agencies with 20,000-49,999 population.

If Kenmore does not acquire more parks by 2045 the ratio of residents per park will be 2,576 persons, all agencies within city limits will be 1,970 persons, and all agencies within and adjacent to city limits combined 930 residents per park which remains considerably above peer agency ratios.

Table P-5 Acres of parkland per 1,000 population

Parkland includes maintained parks and accessible open space areas which does not include conservation easements.

	Lower	Median	Upper
NRPA benchmark	6.2	11.2	18.0
PROS ratios year:		2025	2045
Kenmore		6.5	4.5
All parks in city		20.3	14.2
All in/near city		48.1	33.6

Kenmore currently provides 6.5 acres of parkland per 1,000 residents, all agencies within city limits provide 20.3 acres per 1,000 residents, and all agencies within or adjacent to city limits provide 48.1 acres per 1,000 residents.

If Kenmore does not acquire more parkland by 2045 the ratio of parkland per 1,000 residents will be 4.5 acres, for all agencies within city limits 14.2, and all agencies within or adjacent to city limits 48.1 acres which remains considerably above peer agency ratios.

Table P-6 Miles of Trails

Trails includes all trails within parks and all off-road multipurpose trails. Does not include on-road bike or walk lanes.

	Lower	Median	Upper
NRPA benchmark	5.0	10.0	19.6
PROS miles year:		2025	2045
Kenmore		2.6	
All parks in city		12.1	
All in/near city		21.6	

Kenmore currently provides 2.6 miles of off-road trails per 1,000 residents, all agencies within city limits provide 12.1 miles of off-road trails, and all agencies within or adjacent to city limits provide 21.6 miles of trails.

If Kenmore does not develop more trails by 2045 the number of trail miles will remain considerably above peer agency ratios.

Table P-7 Kenmore Park Amenities

Amenities includes outdoor and indoor park and recreation improvements that have been developed within existing parks.

	Kenmore	In city	All in, near
Beach access	1	1	2
Fishing	1	3	3
Hand carry launch	2	2	3
Boat ramp		1	2
Dock/pier	1	1	1
Picnic tables*	12	13	14
Picnic shelter	4	4	5
Playground	5	7	16
Basketball court	1	1	2
Volleyball court		1	1
Tennis court			16
Pickleball court			1
Baseball field	3	4	14
Soccer field	1	2	11
Football field			2
Lacrosse field			1
Running track			5
Skateboard park	1	1	1
Pump track			1

* Sites with tables

Kenmore provides a variety of outdoor environmental amenities including beach access, fishing, hand carry launches, docks, and picnicking facilities, but few athletic courts and fields.

Agencies within city limits, including Kenmore, King County, and Washington State supplement Kenmore's amenities somewhat with more athletic courts and fields.

Agencies within and near Kenmore city limits, including Bothell, Kirkland, Shoreline and Lake Washington School Districts, and nonprofit groups expand environmental and athletic amenities that are shared with Kenmore residents but also with a larger service area population.

Table P-8 Amenity benchmarks per median number of residents – in city only

Outdoor amenities	%	Median	2025
Beach access	*	*	23,391
Hand carry launch site	*	*	11,695
Boat ramp	*	*	23,391
Dock/pier	*	*	23,391
Dog park/off-leash areas	68%	27,508	
Community garden	52%	27,262	
Picnic tables*	*	*	1,799
Picnic shelters	*	*	5,847
Playground uncovered	93%	3,105	3,341
Basketball court	84%	7,501	23,391
Volleyball court	23%	14,280	23,391
Tennis court	72%	5,461	
Pickleball court	42%	7,737	
Sport court*	42%	14,265	
Disc golf	20%	29,445	
Baseball field	85%	3,007	5,847
Soccer field	83%	3,333	11,695
Football field	*	*	
Running tracks	19%	18,585	
Synthetic, rectangular	25%	23,189	
Exercise course	22%	27,762	
Skateboard park	46%	33,167	23,391
Pump track	*	*	
Splash pad	23%	30,629	
Swim pool all purpose	49%	27,081	
Indoor amenities			
Swim pool competitive	22%	31,000	
Swim pool leisure	19%	32,812	
Pickleball	19%	10,463	
Multiuse basket, volley	16%	14,577	
Basketball alone	12%	19,173	
Multiuse tennis, pickle	12%	14,950	
Therapeutic pools	11%	33,306	
Running tracks	10%	32,619	
Racquet, handball	9%	16,825	
Tennis courts	5%	6,600	

% percent of agencies that provide listed facility.

* 2024 NRPA Agency Performance Review does not include benchmark or percent provided by comparable agencies.

Kenmore's combined in city agencies meet or exceed benchmarks for playgrounds and skateboard courts but lag, considerably in some instances for outdoor basketball and volleyball courts, and athletic fields. And, in city agencies do not provide a significant number of outdoor or indoor amenities for a city Kenmore's current 23,391 population including dog parks, community gardens, athletic courts and fields, splash pad and swimming, and all indoor facilities.

Kenmore's amenity deficiencies will increase if the city does not develop or expand amenities as its population increases to 33,491 or by an additional 43% by the year 2050.

Table P-9 Indoor Centers

Centers includes indoor facilities that have been developed to serve specific activities or populations.

Center benchmarks per median number of residents

Indoor centers	%	Median	2025
Recreation w/gyms	62%	24,486	
Community*	59%	27,858	23,391
Senior**	40%	31,985	23,391
Theaters	40%	32,255	
Nature	34%	33,669	
Aquatics	30%	31,000	
Teen	12%	31,785	

% percent of agencies that provide listed facility.

* Kenmore Hangar Building and Kenmore Community Club

** Senior Center in Rhododendron Park

Kenmore's Town Square's Hangar Building and the nonprofit Kenmore Community Club exceed benchmarks for indoor community facilities, as does King County's Senior Center at Rhododendron Park for its 2025 population of 23,391.

However, Kenmore will be deficient in all other indoor centers when the population increases to 33,491 particularly for recreation, theater, nature, aquatics, and teen activities.

Walkability

An effective park system should provide a picnic, playground, sport court, trail, or other local recreation facility within a 5-10-minute walk of residential areas measured by actual walking routes on sidewalks, paths, trails, roads, or other routes.

Natural features such as steep hillsides, water bodies, and other obstacles as well as manmade obstacles like limited access highways or major traffic corridors or the lack of safe paths, trails, sidewalk improvements affect a 5-10-minute walk measurement.

Figure P-2: Walkability, calculates a 5-10-minute walk distances using sidewalks, paths, trails, and roads that account for natural and manmade obstacles from existing park, recreation, school, and other community facilities.

Park service gaps are areas beyond the 5-10-minute walk of residential developments indicating

residents must walk further or commute by bike or vehicle or are blocked by natural or manmade obstacles from a recreational activity.

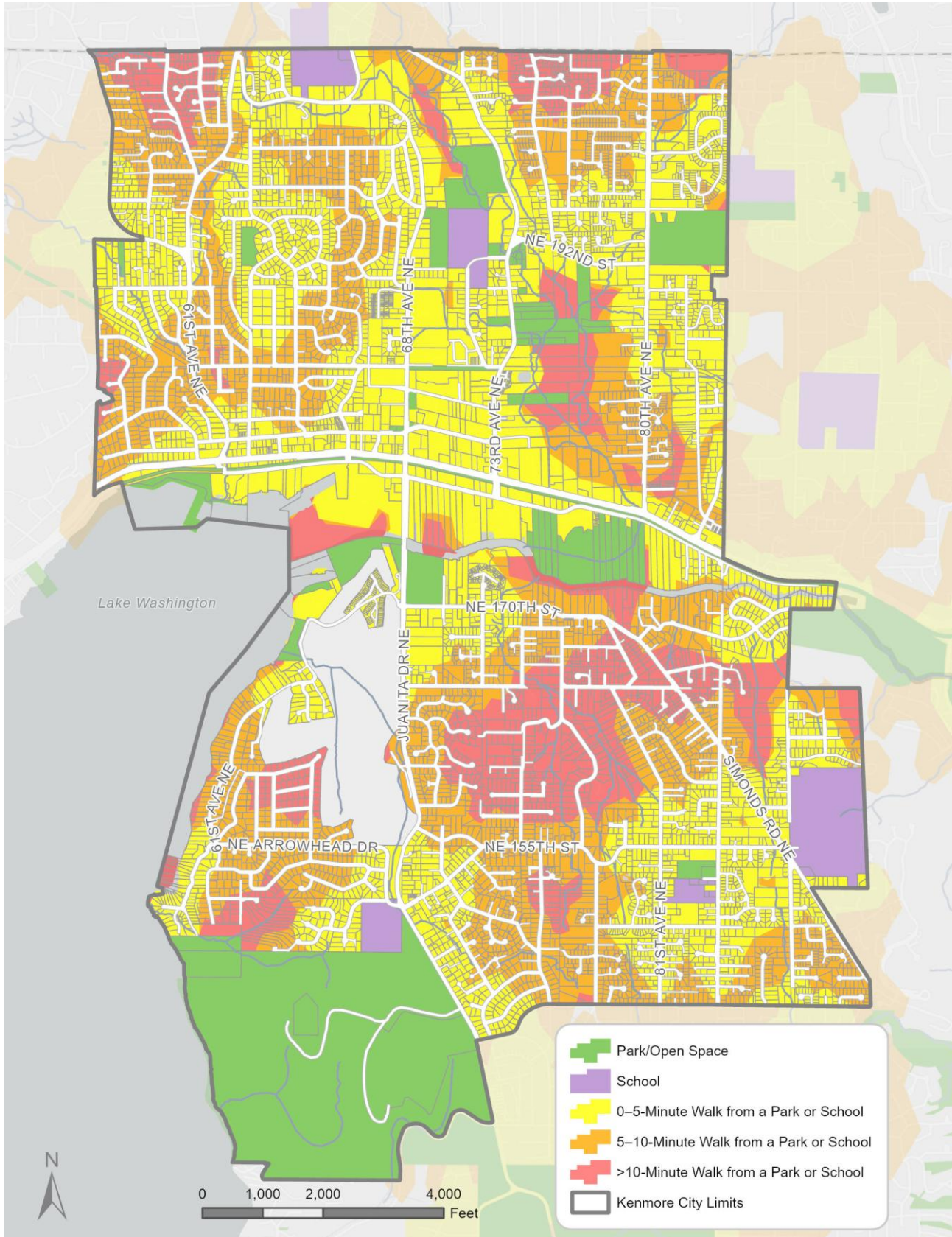
Implications

Kenmore has park service gaps or residential areas beyond the 5-10-minute walkability zone that should be filled with local park facilities:

- along the north city limits,
- in the central east neighborhood north of Bothell Highway,
- in the central south neighborhood south of the Sammamish River, and
- south of Inglewood Golf Course.

1

FIGURE P-2: WALKABILITY



Source: City of Kenmore GIS

2
3

Heat index

Heat indices are developed by the Trust for Public Land using Landsat 8 imagery for the summers of 2018-2019 to determine which areas of a city are impacted by extensive heat reflecting pavement and building roofs and the lack of mitigating tree and vegetation cover. The heat indices range from low (197-210) or slightly warmer than surrounding areas to severe (221+) or of temperatures of risk to human presence and activity.

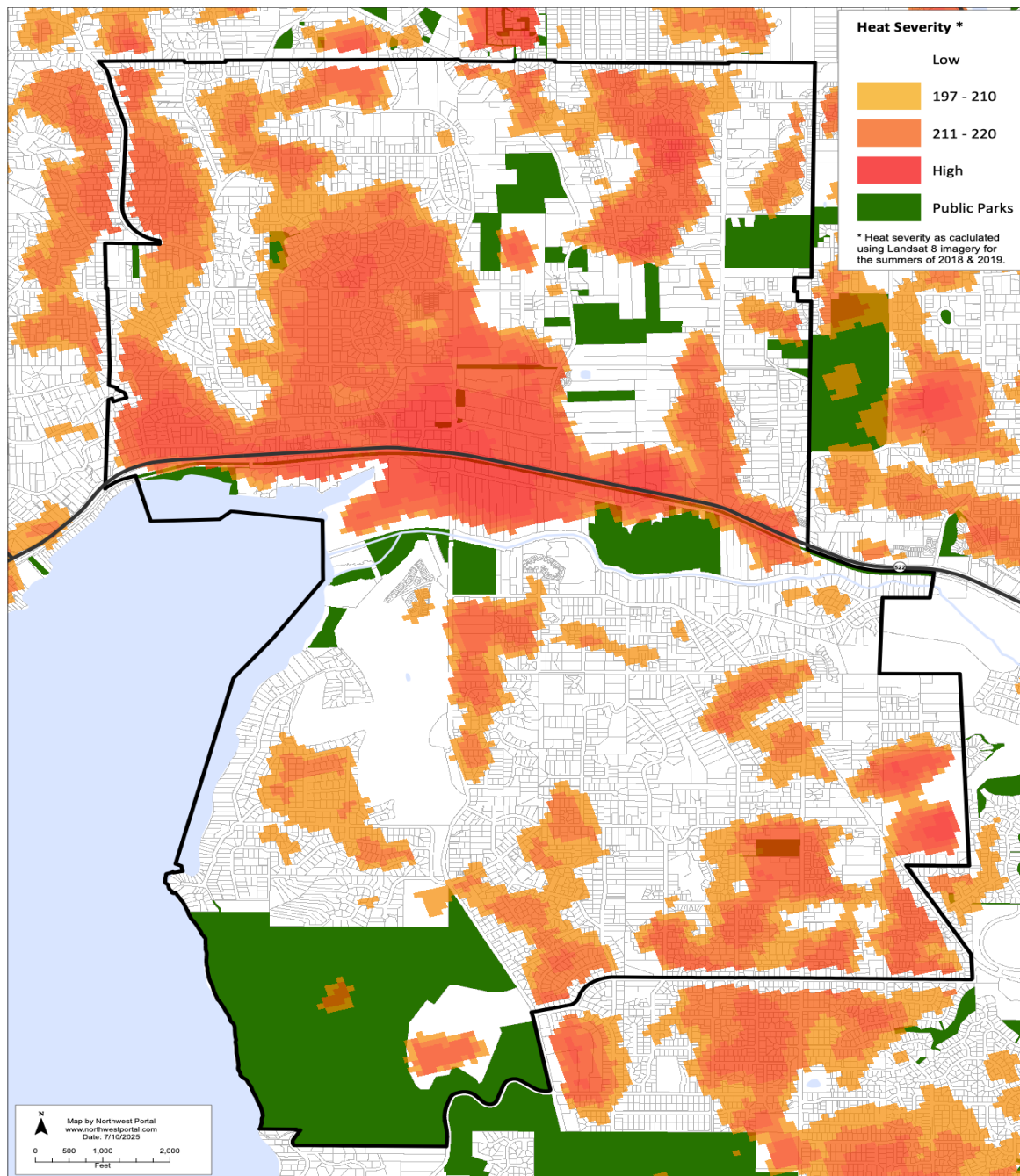
As shown on Figure P-3: Heat Severity, the most severe Kenmore heat locations include the paved areas around major commercial parking lots and industrial yards along the Bothell Way/SR-522 which include City Hall and the Skate Court, Hanger, the Tolt Pipeline Trail, and the Burke Gilman Trail, and residential neighborhoods directly north of downtown with limited tree cover and parks.

Implications

Heat conditions in these areas should be mitigated by:

- planting trees within large parking lots and along major road corridors,
- utilizing green roofs with vegetation on large building complex roofs, and
- inserting green gathering areas and improvements at the Skate Court, Hangar Building, and along heat impacted trails including the Tolt Pipeline and Burke-Gilman Trails and along roadway corridors such as the Bothell Highway/SR-522, 68th Avenue NE, and 181st Street.

FIGURE P-3: HEAT SEVERITY (Amanda to update)



Source: Northwest Portal

Social equity

An effective park system should ensure that park services and facilities are provided to residents in areas of the city that are less advantaged than the general population.

Figures P-4-7 were generated for Kenmore for equity variables using the US Census Bureau's 2019-2023 American Community Survey (ACS) census tracts based on the percent each equity variable was present. The results indicate:

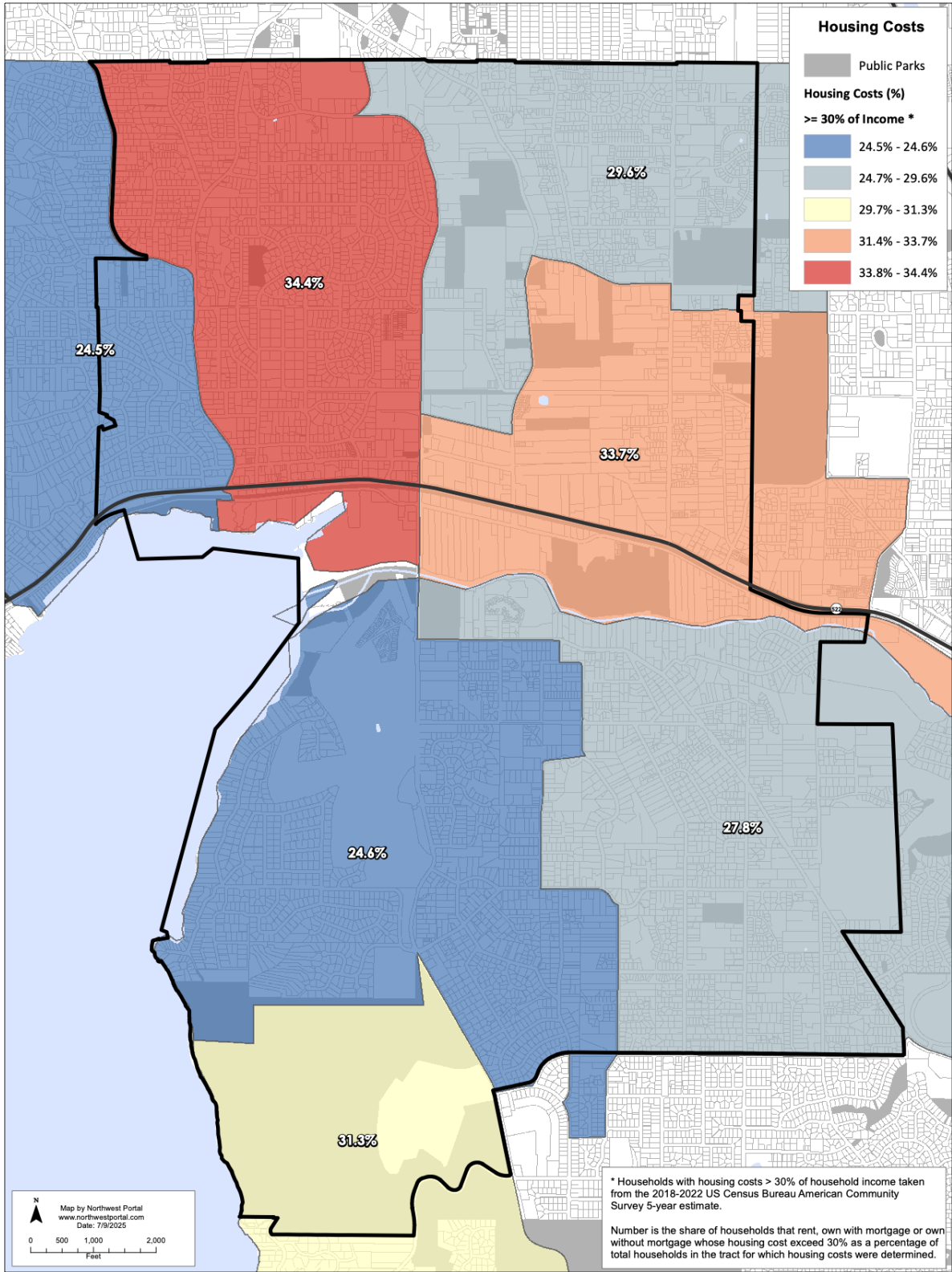
- **Housing cost stressed** – significant percentages (34.4% and 33.2%) of households of northwest and central Kenmore census tracts are paying more than 30% of gross income or are housing stressed for rent or mortgage payments according to US Department of Housing & Urban Development (HUD).
- **People of color** – significant percentage (46.9%) of persons of color are concentrated in the east central census tract of Kenmore.
- **Limited English Proficiency** – a sizable percentage (16.3%) of persons in the northeast census tracts of Kenmore speak limited English.
- **Disability** – significant percentage (21.7%) of the persons in the northeast census tract of Kenmore have a physical or mental disability.

Implications

The combined results indicate residents of Kenmore need access to parks and recreation services oriented to households that are housing stressed, people of color, that speak limited English, and with physical disabilities located in the central east neighborhoods.

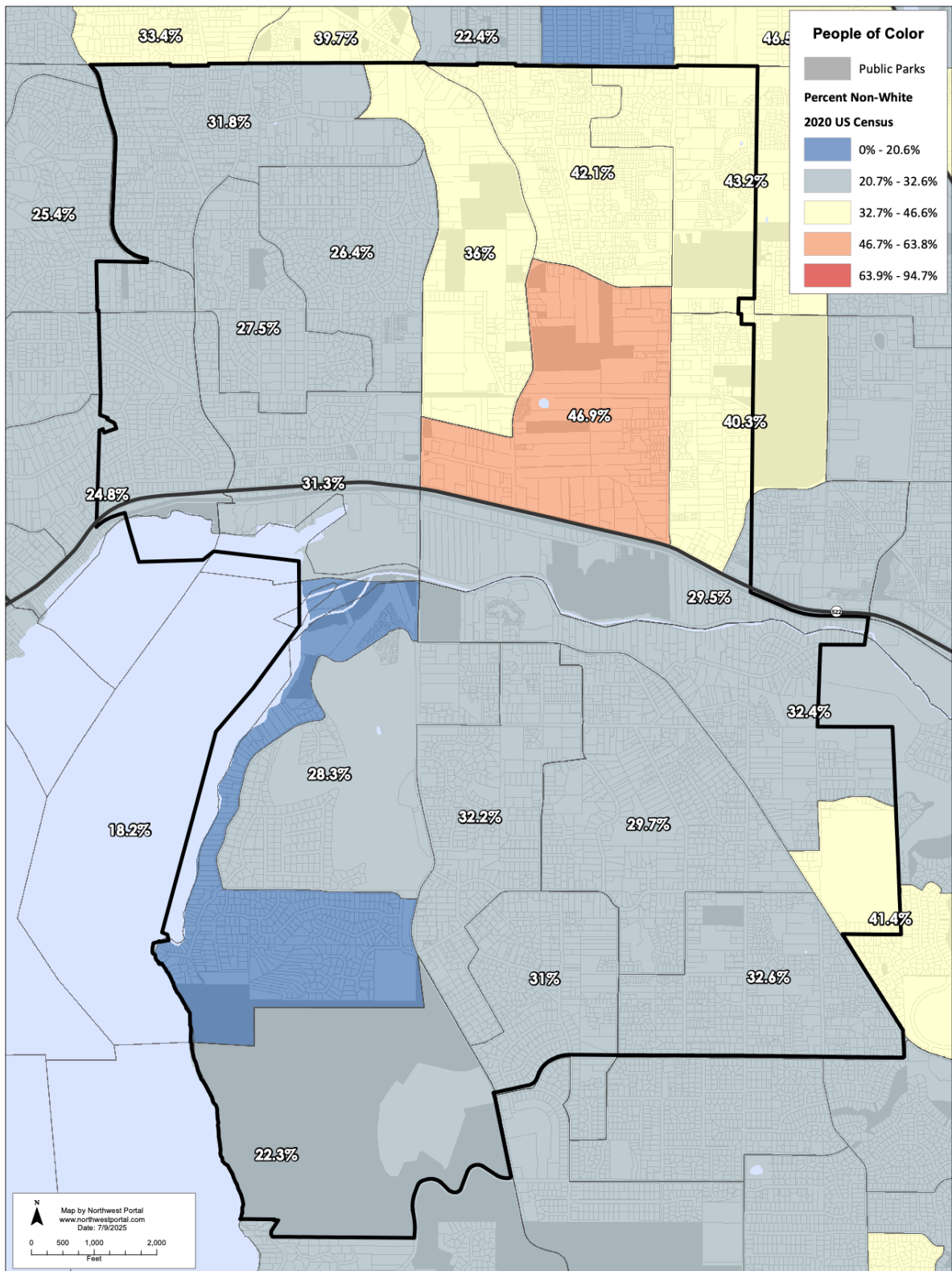
Similarly, residents of northwest Kenmore are severely stressed with housing costs and have less disposable income available to pay for park and recreation services than typical of the general Kenmore population.

FIGURE P-4: HOUSING COSTS



Source: Northwest Portal

FIGURE P-5: PEOPLE OF COLOR



Source: Northwest Portal

FIGURE P-6: LIMITED ENGLISH PROFICIENCY

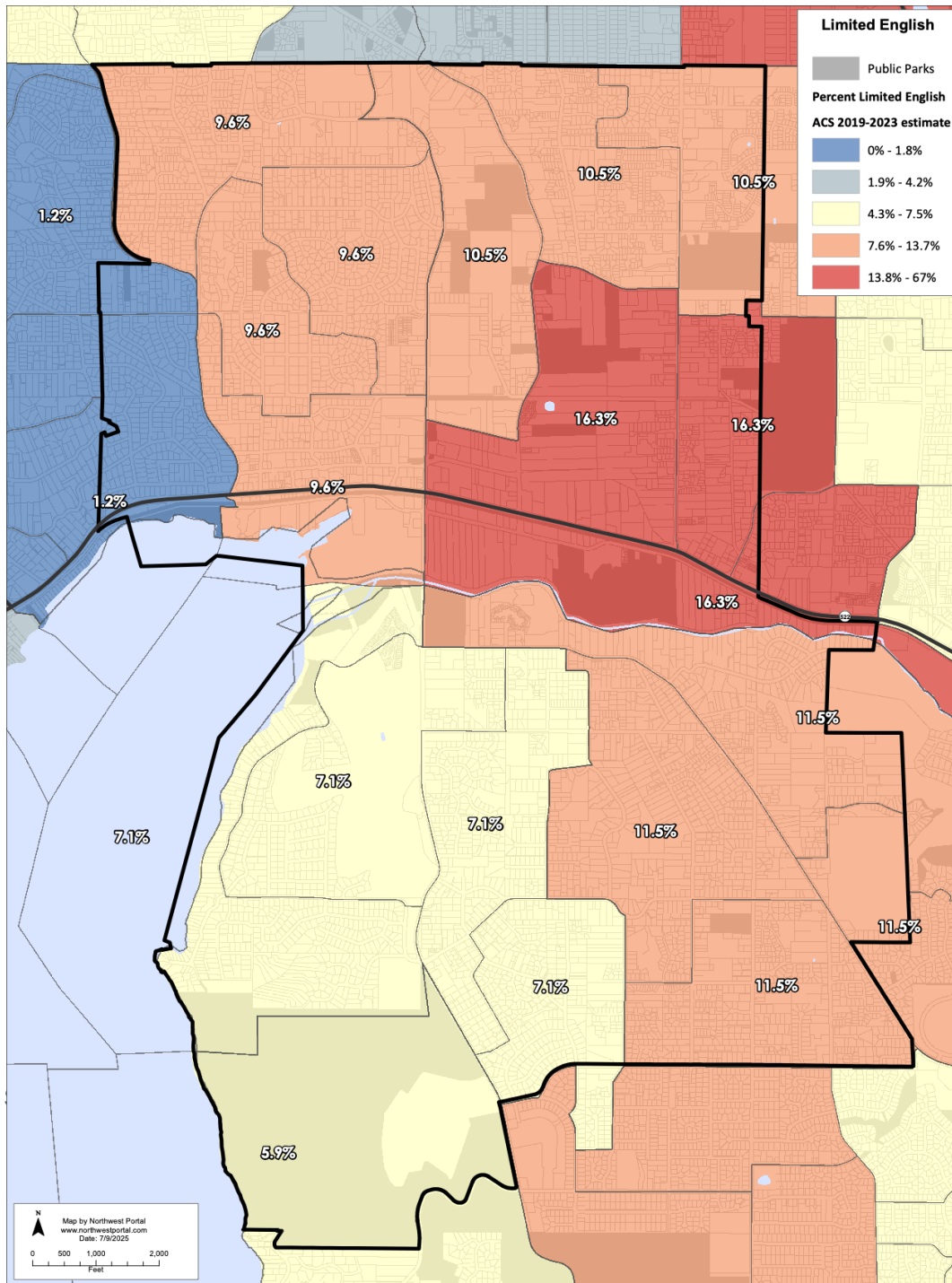
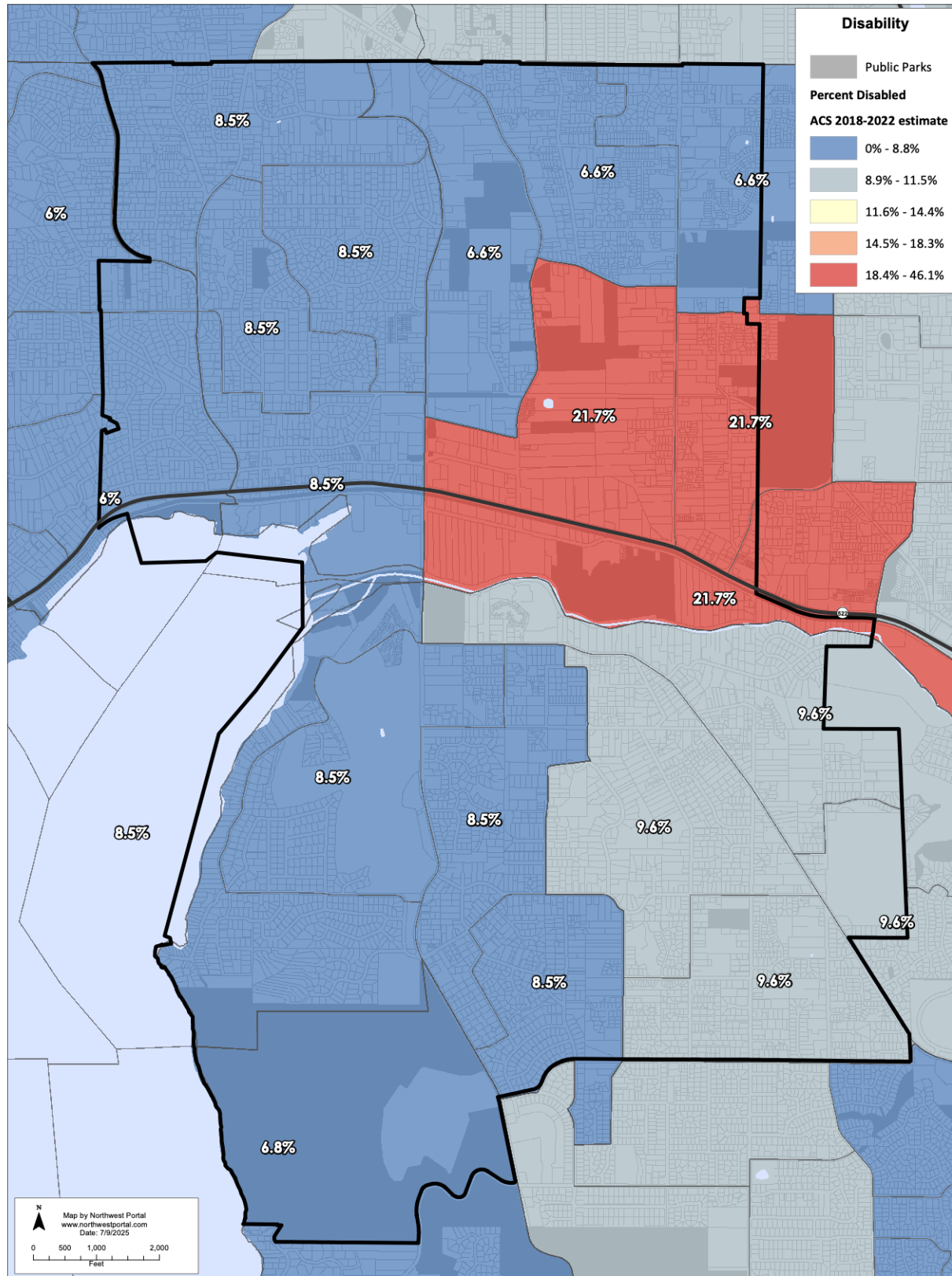


FIGURE P-7: DISABILITY



Source: Northwest Portal

Existing Park Plans

Site specific master plans or concept plans have been developed for most of Kenmore's existing parks. These plans each included an extensive public process to identify what the community would like to see improved or added within the park, along with an analysis of each site to determine what types of facilities or improvements are suitable given the surrounding context. A Master Plan is a formal plan for a given park site that has been adopted by the Kenmore City Council. A concept plan has generally gone through the same process and review by the City Council but has not been formally adopted.

The purpose of a master plan or concept plan is to express a long-term vision for the park, trail or open space that will guide future improvements. Features shown in the plan illustrate how different park elements could be implemented, and their relationship to other surrounding features. The ideas and improvements shown in a master plan or concept plan are implemented over time, and additional detailed design work is still needed before any construction could begin.

Updating the master plans to reflect completed improvements and/or identifying amendments or new concepts is considered in this PROS Plan update.

Park & Recreation Programming

The City of Kenmore helps organize a variety of programs and events in the city but partners with other organizations and jurisdictions to provide direct recreation programming. The city's main focus is on community events and park facility rentals, including the Hangar at Town Square. The city relies on the school district and other public, private, and non-profit organizations to provide all youth and adult sports leagues, summer camps, self-help or educational classes, cultural and performing arts events, and indoor fitness classes. Any future programming will follow this same model, with the city providing support, but other jurisdictions or organizations taking the lead role in any recreation programming.

The Hangar, opened in August of 2017, is the city's main indoor gathering space for recreational activities and events.

Community Outreach

Public opinion was gathered from a variety of outreach methods including exhibits at the Farmers' Market, workshops, open houses, and a series of online surveys of household residents and voters.

Workshops

General discussion with adjacent jurisdictions

- All jurisdictions are running out of space for athletic fields and are converting to synthetic turf to maximize use and capacity and adding lighting to extend playable hours. Partnering with schools is another option. Current synthetic fields include 1 in Kirkland, 1 in Mountlake Terrace, and 3 in Bothell.
- Jurisdictions are seeing more community and cultural activity demands that identify need for central gathering spaces preferably with small stages.
- Saint Edwards Park hosts concerts in the park – paid for by Kenmore. State Parks has the space but not the funds to clean up.
- The NPRSA is a special tax district established by voters in 1988 and expanded in 2001 that shares boundaries with the Northshore School District. NPRSA's purpose is to levy taxes and use the revenue to develop, build, and maintain parks and recreation facilities to serve the residents of Bothell, Kenmore, Woodinville, King, and Snohomish Counties. The NPRSA is unique among Washington State special tax districts in its focus on facilities for older adults. NPRSA is currently assessing the feasibility of developing a regional aquatic center to serve residents of NPRSA.

General thoughts

- The demand for indoor and outdoor space is an opportunity for collaborative shared space potentially in a central community space.
- A preferred location is along the Burke Gilman Trail area and waterfront.
- There is an opportunity of uniting non-profits including arts, performance, history in shared space and/or the same district.

Population growth

Key findings related to future population growth include:

- Kenmore is a growing community with a variety of housing types throughout the city. With the majority of residents commuting to work in a single-occupancy vehicle, park and recreation facility improvements that support and encourage multi-modal transportation choices should be considered a high priority.
- Higher density residential housing occurs mostly in downtown Kenmore, where the majority of assisted housing and senior housing are also located. Activities in this area should support healthy living, encourage active recreation, and focus on ease of access to recreation opportunities.
- The population is mostly middle-aged and of a white ethnic background. However, other more diverse ethnicities are growing and are expected to continue to grow in the future. Recreation activities that appeal to older youth and active adults should be considered, along with a greater variety and flexibility in those activities to better respond to changing demographics and increasing diversity over time.

Recreation programming

Reviewing recreation programming in the City, key findings include:

- The City has successfully partnered with other organizations and agencies to provide recreation programming in the city while the City focuses on community events.
- Recreation programming providers could expand offerings to Kenmore residents, especially for adult programs and athletic leagues.
- Tracking participation in various programs would support future planning efforts.
- Program venues should be accessible and have appropriate support facilities.
- Better access and parking, along with other supporting infrastructure, could facilitate and expand community events in Kenmore.

OBSTACLES AND OPPORTUNITIES AFFECTING FUTURE DEMAND AND NEEDS

Obstacles

Obstacles facing the City in the effort to meet demand and needs include:

Lack of Access to the Waterfront – Since the city’s incorporation in 1998, Kenmore’s residents have lobbied for improved access to the city’s 7+ miles of shoreline and natural resources along Lake Washington, the Sammamish River and Swamp Creek.

Securing Assets for Future Generations – It will be important to repair and replace physical recreation assets and maintain and restore natural park assets to ensure the park and recreation system is available for future generation to enjoy.

Lack of safe routes to parks – Kenmore needs safe pedestrian and bicycle routes that link residents from where they live to where they want to recreate. The Transportation Element of the Comprehensive Plan identifies a Priority Pedestrian Network that includes pedestrian amenities along key routes to improve the walkability and safety of pedestrians in the city.

Unable to Stay and Play – Residents have a desire to stay and play locally – they have a need for facilities, programs and services nearby. Currently, residents travel beyond the city for a variety of recreation facilities and programs. To stay and play, residents need diverse recreation experiences in Kenmore’s park system, including active facilities and natural environments for more passive recreation.

Opportunities

The same process used to understand the obstacles to delivering a quality parks and recreation system also revealed several key opportunities.

Walkways and Waterways – Kenmore residents gained significant waterfront access and safe walking routes with the passage of Kenmore’s Walkways & Waterways Improvements bond measure in November 2016. Proposition 1 Walkways & Waterways Improvements was the first city bond measure ever on the ballot in the City of Kenmore.

The Walkways and Waterways bond measure included new sidewalks and bicycle lanes on
October 2025

Juanita Drive NE and 68th Ave NE and public waterfront access and natural area improvements and restoration at Log Boom Park, Rhododendron Park, and ʕaʕwadis (TI' awh-ah-dees) Park for water dependent recreation. These five projects included in the \$19.75 million bond measure reflect the results of public input.

Waterwalk Trail –There is an opportunity to connect Log Boom Park on Lake Washington with ʕaʕwadis (TI' awh-ah-dees) Park at the confluence of Swamp Creek and the Sammamish River. This water-walk trail would require acquisition or dedication of privately-owned property in between to make this idea a reality. The city can pursue opportunities for public access when key properties on the central waterfront redevelop.

Downtown Kenmore -The Hangar and the Town Square plaza opened for use in 2017. This new civic facility has become Kenmore's gathering place for community events and for just hanging out. New multi-family housing has been developed nearby. City Hall Park and the Jack Crawford Skate Court create a great central location for active recreation. The City Hall Park Master Plan hasn't been fully completed and there is capacity for creating new park amenities that could serve to meet the needs of the new and existing downtown residents.

Safe Routes Network – The walkways constructed along Juanita Drive NE and 68th Avenue NE provide a central on-street spine for a safe route network. The Burke Gilman Trail and a new Tolt Pipeline trail create a start for an east-west spine for a network of on-street and off-road pedestrian and bicycle routes to connect the residential community to the park and recreation system. The city has begun to aggregate open space land along Swamp Creek corridor that could create an off-road north-south connection.

Partnerships – Kenmore relies on partnerships for providing park and recreation facilities, programs and services. Partners provide facilities, programs and services that provide for, activate and care for the park and recreation system. Creating new partnerships will provide a more sustainable park and recreation system for future generations.

Intergovernmental coordination opportunities – Regional approaches for meeting park and recreational demand are ongoing. The Northshore Parks and Recreation Service Area (NPRSA), a regional taxing district, was created in 1988 by Bothell, Snohomish and King County and was updated in 2001 to include Kenmore and Woodinville. NPRSA supports the Northshore Senior Center (NSC) located in Bothell and, in 2024-2025, NPRSA developed an aquatics center need analysis and location study to consider options for locating a regional community center with potential aquatic center.

Potential to work with King County as part of the King County Land Conservation initiative to acquire land for open space. Over the last several years the City has acquired land within the Swamp Creek basin for open space conservation.

Potential to partner with Seattle Public Utilities on agreements to improve portions of the Tolt Pipeline right-of-way.

Opportunities to Play – For Kenmore residents to stay and play, recreation program opportunities and sufficient facilities need to exist including community gathering spaces such as off-leash dog parks or community gardens. Adding these facilities to existing parks or new parks within the system will create a more diverse park system and provide greater opportunities for residents to stay and play.

GOALS, OBJECTIVES AND POLICIES

Following are the Parks, Recreation and Open Space goals, objectives and policies. The goals establish overarching priorities that establish the vision for the Parks, Recreation and Open Space Element. Objectives provide direction and policies provide the action to support the goals. These actions are specifically related to the implementation of a healthy, viable and balanced park and recreation system for Kenmore.

Goals and policies form the framework for the Parks, Recreation, & Open Space (PROS) Plan. A goal may change over time to reflect changing community values or economic conditions. Policies are more specific statements that describe a means to achieving goals, are measurable, and also may change over time.

The goals and policies were developed to provide policy direction for implementation strategies and actions.

Goal P-1: Develop new and maintain existing parks, trails and waterfront areas to support a balance of both active and passive recreation, while also prioritizing protection and stewardship of the city's waterways and natural resources.

Objective P-1.1 Provide high quality maintenance and stewardship of Kenmore parks and open spaces that are sustainable, safe, and attractive to use.

Policy P-1.1.1 Evaluate park and recreation facilities to ensure safety and operational requirements are being met.

Policy P-1.1.2 Maintain an asset maintenance and life cycle replacement schedule for all park assets.

Policy P-1.1.3 Provide procedures, practices, and resources to maintain and operate a quality park and recreation system.

Policy P-1.1.4 Establish and adopt park maintenance standards and practices for the park and recreation system.

Policy P-1.1.5 Conduct regular safety inspections of park and recreation facilities and correct any safety issues.

Policy P-1.1.6 Repair, replace/upgrade parks assets based on their condition and prior to reaching the end of their expected life cycle.

Policy P-1.1.7 Use equipment, landscaping and design techniques that reduce long-term maintenance costs and increase safety for park users.

Policy P-1.1.8 Incorporate sustainable design for new or renovation to existing park and recreation facilities. For example, incorporate the use of low impact development and green building best practices.

Policy P-1.1.9 Incorporate sustainable practices when implementing recreation program offerings. For example, consider impacts of recreational programs scheduled in natural areas.

Objective P-1.2 Establish and implement plans, development policies, regulations and incentives for waterfront access to retain views and create water dependent recreational opportunities in conjunction with private and public development.

Policy P-1.2.1 Continue to identify public and private parcels to locate a Waterwalk from Log Boom Park to ʕ'aʕwadis (Tl'awh-ah-dees) Park.

Policy P-1.2.2 Identify specific opportunities for joint development, partnership, and other options for implementing a Waterwalk.

Policy P-1.2.3 Develop a Waterfront Strategic Plan to improve park activities and access (physical or visual) along the waterfront while also focusing on the protection of sensitive natural areas. Allow sufficient space from the shoreline for natural ecosystem processes when considering Water Walk trail locations, especially those involve hardscapes.

Policy P-1.2.4 Adopt development regulations and incentives that are consistent with and further the implementation of a Waterfront Strategic Plan.

Policy P-1.2.5 Seek external funding sources or partnerships to provide public access and ensure water dependent recreational opportunities are available.

Policy P-1.2.6 Identify and retain important public access and view corridors to Lake Washington and the Sammamish River.

Goal P-2: Preserve, restore, maintain, and enhance built and natural environments to ensure quality and equitable recreational opportunities exist.

Objective P-2.1: Identify and implement strategies to preserve, restore, and enhance both built and natural environments within parks and recreational areas to support high-quality, sustainable recreational opportunities for current and future users.

Policy P-2.1.1 Identify opportunities to provide access, views, and education of environmental critical areas.

Policy P-2.1.2 Establish and implement development regulations and incentives to provide access and protection to critical areas.

Policy P-2.1.3 When developing parks, create a balance between habitat restoration, particularly salmon habitat, enhancement, and public access.

Policy P-2.1.4 Develop a Strategic Plan to explore opportunities for continuing habitat and riparian corridor restoration and that includes opportunities for public access where appropriate.

Policy P-2.1.5 Seek funding sources to support efforts for habitat restoration, enhancement and public access.

Policy P-2.1.6 Develop vegetation management plans for parks with critical areas.

Policy P-2.1.7 Identify resource management agencies, such as the WRIA8 Salmon Recovery Council, partners to steward critical areas in parks and open spaces.

Policy P-2.1.8 Develop and install interpretive signage to inform and educate about environmental sustainability, the value and the function of environmental critical areas.

Policy P-2.1.9 Develop and install signage to inform and educate about community history including the importance of First Nations and Indigenous peoples, culture and history

Policy P-2.1.10 Identify agencies and organizations in partnership with the City that support volunteer programs and efforts focused on habitat restoration, vegetation management and stewardship.

Policy P-2.1.11 Develop, consider and implement climate resiliency measures that mitigate the impacts of climate change (for example heat islands) such as planting trees, and vegetation in parks and in corridors connecting parks.

Goal P-3: Promote safe multimodal and non-motorized access to parks and recreational facilities in the city.

Objective P-3.1 Develop an interconnected road and off-road trail system throughout Kenmore that supports both regional and local active transportation, destinations and recreation, while thoughtfully protecting and integrating habitat corridors.

Policy P-3.1.1 Prepare, communicate and promote a safe routes plan which maps a network of pedestrian and bicycle connections from neighborhoods to downtown, the waterfront, parks, and public facilities ensuring equitable, inclusive and accessible access.

Policy P-3.1.2 Identify and create opportunities to provide connections to parks, trails, and open space in adjoining cities including access to and parking for trail heads.

Policy P-3.1.3 Review development proposals for creating viewpoints, view corridors and easements for pedestrian and bicycle connections to parks, recreation, and open space facilities.

Policy P-3.1.4 Plan and develop park connections utilizing transportation corridors, as appropriate (i.e., 68th Ave NE, 73rd Ave NE).

Policy P-3.1.5 Pursue the acquisition of easements and develop the Tolt Pipeline Trail linking to adjoining cities excluding crossing the Swamp Creek wetland, consistent with the transportation element.

Policy P-3.1.6 Establish and implement development regulations and incentives for new

development to provide pedestrian/bicycle routes.

Goal P-4: Preserve, develop, and enhance existing parks and open space to provide quality passive and active recreation opportunities and community needs.

Objective P-4.1. Develop facilities and programs that adapt to demographic shifts, community input, and identified needs.

Policy 4.1.1 Design and manage Kenmore parks to support a balanced mix of active (e.g., sports, playgrounds) and passive (e.g., trails, picnic areas, nature observation) recreational uses, ensuring options that are equitable, inclusive and accessible for all ages, interests, and abilities.

Policy 4.1.2 Based on level of service analysis, consider improving and developing new features or amenities at existing parks that enhance experiences.

Policy 4.1.3 Continue to monitor and assess baseline and benchmark data, level of service, trends, community needs, demand, participation, satisfaction, and other key metrics for all recreational programs so that informed decisions can be made for appropriate investment.

Policy P-4-1-3 Pursue opportunities to ensure equitable access to all residents with access to an aquatic facility.

Policy P-4.1.4 Complete strategic plans and development of park and recreation facilities as funding allows.

Objective P-4.2 Explore partnership opportunities to acquire properties to develop new parks and facilities to meet existing and future park needs.

Policy P-4.2.1 Pursue local and regional partnerships with public and private entities to support planning, enhancement, and maintenance of parks and recreational facilities and programming.

Policy P-4.2.2 Identify areas of Kenmore to locate a variety of park types and sizes that fit both localized and city-wide needs, depending on their location (i.e., mini, active, passive).

Policy P-4.2.3 Collaborate with private property owners and the business community to incorporate and expand public spaces throughout Kenmore.

Objective P-4.3 Encourage pursuing multi-purpose and/or joint use of school district (including adjoining school districts), special district, government, non-profit and other similar agency facilities for civic, recreational, cultural, and beautification activities.

Policy P-4.3.1 Partner with local jurisdictions, public agencies, and regional park providers to coordinate master plans, share facilities, and expand recreation opportunities such as aquatic centers and trails.

Policy P-4.3.2 Collaborate with organizations and agencies to enhance the city's visual character through landscaping, public art, and thoughtful design.

Policy P-4.3.3 Encourage and actively support and partner with volunteer participation in park maintenance, programming, and stewardship by providing the resources needed for success.

Goal P-5: To meet the diverse needs of the community, expand arts and cultural facilities and opportunities in Kenmore

Objective P-5.1: Expand community access to public art and cultural programs in Kenmore.

Policy P-5.1.1 Support efforts to restore, protect, preserve, and foster education and stewardship of natural, cultural, artistic, and historic resources.

Policy 5.2.2 Build partnerships with community organizations, particularly those representing diverse cultural groups, to collaboratively plan and host inclusive, community-building events for all residents.

Policy P-5.1.3 Identify locations for expanding opportunities for diverse indoor and outdoor spaces for arts and cultural activities and events.

Policy P-5.1.4 Explore opportunities to integrate public art throughout Kenmore's parks, recreational facilities, and cultural programming with an emphasis on celebrating the area's history, natural environment, and cultural diversity.

Policy P-5.1.5 Encourage partnerships with Indigenous peoples to highlight Native history, traditions, and contemporary expression through public art, cultural events, interpretive elements, and educational programming.

Policy P-5.1.6 Continue to expand urban park amenities, including public art and cultural elements, in Kenmore's downtown.

Objective P-5.2 Provide equitable opportunities for diverse and affordable arts and recreation programs and community and cultural events.

Policy P-5.2.1 Support the efforts of organizations that offer recreation and arts programs and community and cultural events.

Policy P-5.2.2 Publicize arts and recreation programs and community and cultural event opportunities in the city using the newsletter, webpage, and other marketing materials.

Policy P-5.3.3 Promote private arts, recreation, and cultural programming and facilities within the city.

Policy P-5.4.4 Promote plans that increase park amenities to existing parks that support new trends in recreation, arts, and culture to continue to meet community needs.

Policy P-5.5.5 Support recreation, arts, and cultural providers in offering opportunities in Kenmore

1 and define the city’s role in providing programs for the community.

2
3 Policy P-5.6.6 Ensure that all future capital improvement projects have an allowance for
4 art and cultural elements.

5
6 **Goal P-6: Guide parks, recreation, and open space development through strategic, community-**
7 **based planning.**

8
9 **Objective P-6.1 Establish a comprehensive, data-informed, and community-driven planning**
10 **framework to guide the development, improvement, and management of Kenmore’s parks and**
11 **recreation system, ensuring alignment with community needs, strategic priorities, and**
12 **sustainable funding strategies.**

13
14 Policy P-6.1.1 Maintain and periodically update the Park, Recreation, and Open Space (PROS) Plan,
15 park master plans, and ordinances to reflect evolving community needs and citywide goals.

16
17 Policy P-6.1.2 Use inclusive public involvement to identify recreation needs, set priorities, and
18 shape the vision for park improvements and land acquisition.

19
20 Policy P-6.1.3 Conduct inventories, needs assessments, and level of service analyses to inform
21 planning and decision-making for parks and recreation.

22
23 Policy P-6.1.4 Identify funding sources, prepare capital improvement plans, and establish
24 acquisition strategies to ensure sustainable investment in park facilities.

25
26 Policy P-6.1.5 Coordinate the parks and recreation system with other city strategic plans to
27 maximize benefits and community impact.

28
29 **Goal P-7: Identify and implement a stable and durable revenue source for acquisition and**
30 **maintenance of the City’s parks, recreation, and open space assets.**

31
32 **Objective P-7.1 Identify City and agency partnerships for joint development and maintenance of**
33 **parks, recreation, and open space assets.**

34
35 P-7.1.1 Budget for capital, operations, maintenance, and site mitigation before committing to new
36 park projects or programs. Land acquisition for parks and open space can sometimes be a
37 strategic opportunity where future costs for development and maintenance may be not be known.

38
39 P-7.1.2 Develop and maintain a six-year Capital Improvement Program to guide park and recreation
40 priorities and funding needs.

41
42 P-7.1.3 Pursue a mix of funding sources—including grants, partnerships, impact fees, and regional
43 collaborations—to support acquisition, development, restoration, and programming.

44
45 Policy P-7.1.4 Collaborate with service districts, organizations, and volunteers to expand recreation
46 opportunities and steward parks.

1 Policy P-7.1.5 Plan for long-term feasibility of the existing senior center to consider improvements
2 or expansion of the existing facility or full replacement if no longer adequate to serve the
3 community's needs.
4

5 **IMPLEMENTATION STRATEGIES**

6

7 The Capital Facilities Element includes the 20-year capital facilities project list for master plans,
8 acquisitions, and development projects necessary to implement the PROS Plan. The capital
9 facilities plan identifies a series of fiscally unconstrained capital projects that are based on the
10 overall vision and goals for the park system and the key findings from the demand and needs
11 analysis. If implemented, these projects will respond to the needs of the community, meet or
12 exceed the proposed level of service, and result in a relevant and vibrant park, recreation and open
13 space system well into the future.
14

15 Financial strategies for implementing the list of master planning, acquisitions, and development
16 projects, as well as supporting administration, park maintenance, repair and replacement (R&R)
17 requirements are included in the PROS Plan based on the city's financial trends, park impact fees
18 (PIF), Real Estate Excise Tax (REET) proceeds, possible limited park levies and bonds, and grants,
19 among others. Financial strategies and the resulting CFP list will be tested with a voter household
20 survey and City Council accordingly.
21

22 **REFERENCES**

23 Parks, Recreation and Open Space Plan, 2026-2032

DRAFT CAPITAL FACILITIES ELEMENT

INTRODUCTION

Purpose

The Capital Facilities Element is intended to assist the City of Kenmore and its officials make the financial decisions to ensure that the public facilities and services City residents rely on will continue to adequately support City residents today and into the future. The Capital Facilities Element places particular focus on those facilities that the City is responsible for funding. This Element contains a six-year plan for capital improvements that support the City of Kenmore's current and future population and economy. The six-year capital improvements described here must be fully funded.

Another purpose of the Capital Facilities Element is to respond to Growth Management Act requirements to provide a process to review the potential siting of uses typically difficult to locate in most communities due to environmental, economic, or social costs. This Element provides policies that would guide local permit and public review of essential public facilities.

Growth Management Act Requirements

The Growth Management Act (GMA) establishes many of the requirements of the capital facilities element. It establishes an overall goal to "ensure that those public facilities and services necessary to support development shall be 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." The GMA requires that the capital facilities element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year plan to indicate from what sources the identified future facilities will be financed. The GMA defines public facilities to include roadways, street lighting, traffic signals, sidewalks, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. Public services are defined to include fire protection, law enforcement, public health, education, recreation, environmental protection, and other governmental services. The Capital Facilities Element is intended to provide a general assessment of major public services which impact land use issues, rather than a detailed analysis of every service provided by government.

Another key GMA requirement is to include a process for identifying and siting essential public facilities. Essential public facilities include "those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, community facilities as defined in RCW 72.05.020, and secure community transition facilities as defined in RCW 71.09.020." No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

VISION 2050

VISION 2050 acknowledges that expanding public services to accommodate growth can create challenges in how and where to site new facilities. While capital facilities are essential to communities, commerce, and quality of life, they often affect the environment and adjacent communities. Policies support locating development in a manner that minimizes impacts to natural features. They also promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance. VISION 2050 adds a new emphasis on equity considerations to ensure that both the benefits and the impacts of capital facilities are shared by communities throughout the region.

Countywide Planning Policies

The King County Countywide Planning Policies (CPPs) include general policies regarding adequate infrastructure for planned development for those areas within the Urban Growth Area. Growth is to be directed to centers and urbanized areas with existing infrastructure capacity. Policies also include several policy statements regarding water and wastewater. In summary, the policies address regional coordination of water supplies, water conservation, alternate sewer treatment technologies and systems, and preference for urban water and sewer systems to serve new construction in the areas identified for growth.

The CPPs state that public capital facilities of a regional or statewide nature should be sited using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities. As in VISION 2050, the CPPs emphasize that the impacts and benefits of public capital facilities should be equitably dispersed while still reflecting the CPPs' overall policy directions.

When siting and building essential public services and facilities, CPP policies support consideration of climate change, economic, equity, and health impacts.

Concurrency, Level of Service and Impact Fees

Concurrency refers to the timely provision of public facilities and services relative to the need for them, especially for transportation improvements. WAC 365-196-210 states, "Concurrency means that adequate public facilities are available when the impacts of development occur, or within a specified time thereafter." The City maintains a 6-year capital improvement program that identifies needed improvements and the funds to pay for them. Longer-term facilities plans are described in individual Comprehensive Plan elements or summarized in this element, along with estimates of future costs, if available.

Level of service standards provide the baseline by which the impacts of new development are measured. WAC 365-196-210 states, "Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards are synonymous with locally established minimum standards." For transportation facilities, if growth will reduce the level of service below the City's adopted standards, development permits cannot be issued until facilities are provided. The Transportation Element discusses level of service standards for multimodal transportation facilities.

The City's impact fee requirements are in place to maintain desired levels of service by providing funding from new development for needed improvements. Impact fees are available as a funding mechanism for transportation facilities, parks, fire protection facilities, and schools. The City requires impact fees for transportation facilities and parks. When the Northshore School District determines that impact fees for schools are needed, they may request that the City collect school impact fees on their behalf. The need for additional fire protection facilities was not identified in the Public Services Element.

Sound Fiscal Management

Planning for major capital facilities and their costs enables the City of Kenmore to demonstrate the need for facilities and the need for revenues to pay for them. It also allows the City to estimate the future operation/maintenance costs of new facilities that will impact the annual budget. Additionally, it helps the City take advantage of sources of revenue (i.e., grants, fees, real estate excise taxes) that require a Capital Facilities Plan to qualify for the revenue. Lastly, it may help the City get better ratings on bond issues when the City borrows money for capital facilities.

Eligibility for Grants and Loans

The State Department of Community Development's Public Works Trust Fund requires that local governments have a Capital Facilities Plan in order to be eligible for grants and loans. Some other grants and loans have similar requirements (i.e., Washington State Recreation and Conservation Office grants, or the Department of Ecology's Centennial Clean Water Fund), or give preference to jurisdictions that have a Plan.

INVENTORY/FORECAST OF FUTURE NEEDS

General

The inventory and forecast of needs required in the Capital Facilities Element have been met in other Elements as follows:

- Existing and future needs for transportation facilities - **Transportation Element**
- Domestic water systems, storm and sanitary sewer systems - **Surface Water Element** and **Utilities Element**
- Parks and recreational facilities - **Parks, Recreation and Open Space Element**
- Government services including City, fire, police, human, library, and school services - **Public Services Element**
- Affordable housing provision - **Housing Element**

Levels of service analyses, where appropriate, also are discussed in these other Elements.

In 2018, the City of Lake Forest Park ended their contract with the City of Kenmore to provide public works services. The existing public works shop in Lake Forest Park will no longer be used by the City of Kenmore. This shop provides services needed to support the Transportation; Parks, Recreation and Open Space; Surface Water; and Public Services Elements of this Plan. Based on

a level-of-service analysis of Kenmore’s participation in the Lake Forest Park shop, the City estimates that a shop capable of housing twelve employees (five maintenance workers, an Administrative Assistant and six seasonal employees) will be required. This shop would maintain existing shop capacity and would continue to serve the City for the foreseeable future.

Housing Element policies support the use of surplus public property and local resources to leverage other public and private funding for the creation or preservation of affordable housing. In 2021/2022, the City Council determined that developing a project to provide affordable housing would fulfill not only a Council priority, but also would implement the goals, objectives, and policies of the Housing Element. Preliminarily, funding from the City’s American Rescue Plan Act (ARPA) allocation and the ARCH Housing Trust Fund, along with a donation of surplus City property will advance this effort. Other affordable housing projects may be identified in the future for City participation.

The focus of the Capital Facilities Element is to identify the capital facility costs and timeframes for at least 6 years to support the Comprehensive Plan.

Essential Public Facilities

Existing Essential Public Facilities

Within Kenmore today, there are several existing facilities that would qualify as “essential public facilities” including, but not limited to:

- SR-522 – Bothell Way, a state transportation facility (classified as a Highway of Statewide Significance)
- Kenmore Air Harbor, a private seaplane base, which is considered a “public use airport” by the Washington State Aviation System Plan
- Several adult family homes and group homes as described in - **Housing Element**.

Although not specifically listed in the definition of essential public facilities, regional wastewater facilities could be considered essential public facilities, since the definition lists examples and is not a definitive list. Examples of regional wastewater facilities include:

- King County Department of Natural Resources, Wastewater Treatment Division, regional facilities within Kenmore. These include the Kenmore Pump Station/Logboom Regulator System, Swamp Creek Trunk, and Kenmore Interceptor. The Kenmore Pump Station/Logboom Regulator System controls flows in the Kenmore Lakeline, a 48-inch diameter, five-mile long pipeline constructed in Lake Washington between Kenmore and Matthews Beach. This system conveys sewage from King County’s North Service 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.

Planned Essential Public Facilities

The State of Washington Office of Financial Management (OFM) is required to maintain a list of those essential state public facilities that are required or likely to be built within the next six years. The OFM 2021-2027 Six-Year Facilities Plan includes no planned facilities in Kenmore.

CAPITAL FACILITIES PLANNING

This section addresses short and long-term improvement plans for City facilities including parks and recreation, surface water and transportation. **Tables CF-A** through **CF-D** are the Capital Facilities Plans through 2035 for transportation and surface water and through 2040 for parks, recreation and open spaces. **Table CF-E** is the City's current Capital Improvement Program, showing the 6-year plans for capital facilities with forecasts of expenditures and revenues. Cost estimates and revenue projections are most accurate for the current biennium and least accurate for the long-term assessments. Projects and schedules in the Capital Facilities Element of the Comprehensive Plan will be updated as needed in conjunction with the City's budget process.

The Element also incorporates by reference the 6-year capital facility plans for the special districts that provide water, wastewater services, fire protection and school services: the Northshore Utility District, the Northshore Fire Department and the Northshore School District. Agencies or special districts, in accordance with the provisions of the Growth Management Act, may need to update their Comprehensive Plans and/or 6-year capital improvement plans in order to be consistent with the City's Comprehensive Plan.

TABLE CF-A
PARKS CAPITAL IMPROVEMENTS
CITY OF KENMORE
2025-2040 FISCALLY UNCONSTRAINED LIST

Master Plans and Feasibility Analysis

Swamp Creek Wetland	Develop conservation and public access plan	\$75,000
Linwood Park	Develop master plan	\$100,000
City Hall/Skate Court	Assess feasibility of universal playground	\$60,000
Moorlands Park	Assess feasibility of turf capacity improvements	\$45,000
Twin Springs Park	Develop master plan including beaver pond conservation	\$100,000
Inglewood Wetlands	Develop master plan for conservation, public viewpoints	\$80,000
181st Streetscape	Develop urban corridor plan and design	\$100,000
SR-522 Overpass	Assess feasibility of an overpass at 65th Avenue	\$125,000
Swamp Creek Underpass	Assess feasibility of an underpass of SR-522 and 175th Street at 80th Avenue	\$150,000

Subtotal Master Plans and Feasibility

\$835,000

Acquisition

Swamp Creek	Acquire wetland property -	\$7,800,000
Lakepointe	Acquire park site - 3.5 acres	\$5,250,000
Waterwalk	Acquire shoreline from Lakepointe - 11 acres	tbd
łááłwadis (TI'awh-ah-dees) Park	Acquire open space property 12.6 acres	tbd
Athletic Fields	Acquire site - 7 acres	\$10,500,000
NE 182nd Street Mini Park	Acquire minipark to fill park gap in neighborhood 1	\$1,200,000
80th/83rd Avenue Mini Park	Acquire minipark to fill park gap in neighborhood 2	\$1,200,000
Simonds Road Mini Park	Acquire minipark to fill park gap in neighborhood 3	\$1,200,000
Moorlands Mini Park	Acquire minipark to fill park gap in neighborhood 4	\$1,200,000
Recreation Center	Acquire site for multigenerational community/recreation center	\$7,500,000
Cultural Center	Acquire site for fine and performing arts, and cultural and historic center	\$3,750,000
Aquatic Center	Acquire site for regional aquatic facility	tbd
181st Streetscape	Acquire pocket or urban parklets in downtown, higher density neighborhood	\$925,000

Subtotal Acquisition

\$40,525,000

Development – Hold Over Projects

Twin Springs Park	Minimal park improvements to open park	\$35,000
ḲaḲwadis (Tl'awh-ah-dees) Park	Monitor/maintain mitigation improvements (2024-2034)	\$60,000 (annual cost)
Log Boom Park	Monitor/maintain mitigation improvements (2023-2027)	\$50,000 (annual cost)
Rhododendron Park	Monitor/maintain mitigation (2022-2026) improvements	\$3,200 (annual cost)
Tolt Pipeline Trail	Construct phase 2 - 73-80th	tbd
Subtotal Holdover Projects		\$148,200

Concept Development - Parks

Lakepointe	Develop Lakepointe gathering area with supporting audio, lighting, and other services for summer festivals and events	\$15,000,000
Linwood Park	Install picnic shelter, upgrade playground	\$425,000
Northshore Summit Park	Install picnic shelter, sport court	\$310,000
Wallace Swamp Creek Park	Install signage, picnic shelter, 3 picnic tables, play area,, and parking improvements	\$940,000
Twin Springs Park	Develop pond overlook, 0.5-mile secondary paths, stream crossing, play areas, 3 picnic tables, improve parking lot	\$900,000
Town Square	Expand amenities when neighboring properties redevelop	tbd
City Hall/Jack V. Crawford Skate Court	Add universal playground, add overhead canopy with bleachers, develop pump track extension, add benches, seating, and picnic tables	\$1,210,000
Log Boom Park	Provide kayak access from pier	tbd
Rhododendron Park	Pave and extend ADA trails, reconfigure basketball for sports court, add wayfinding signage	\$770,000
Moorlands Park	Add sports court, improve turf on ballfield, install security lighting at shelter and restroom	\$1,110,000
Harbor Village Marina	Add wayfinding signage	\$10,000
Athletic Fields	Install turf and lights on 2 rectangular fields	\$820,000
Senior Center	Upgrade 2,220 square foot building in Rhododendron Park for seniors and/or meeting facilities	\$444,000
Recreation Center	Develop 18,000 square foot multigenerational community/recreation center with 2 basketball courts with 4 pickleball court overlays, physical conditioning/wellness, lockers and showers, studio/classrooms	\$14,400,000
Cultural Arts Center	Develop 28,000 square foot regional facility with 15,850 square foot black box theater, 4,290 square foot art studio and workshops, 4,290 square foot historical center, and 3,570 square foot café, lobby, gallery	\$22,400,000
Aquatic Center	Develop regional aquatic facility	tbd
Neighborhood 1*	Install 2 picnic tables, playground ages 5-12, sport court	\$540,000

Neighborhood 2*	Install 2 picnic tables, playground ages 5-12, sport court	\$540,000
Neighborhood 3*	Install 2 picnic tables, playground ages 5-12, sport court	\$540,000
Neighborhood 4*	Install 2 picnic tables, playground ages 5-12, sport court	\$540,000
Dog Park	Joint venture with Bothell for dedicated dog park facility	tbd
Subtotal Parks Development		\$60,899,000
Concept Development – Trails		
181 st Streetscape	Develop urban gathering areas, parklets in downtown, higher density neighborhoods	\$1,000,000
Waterfront gathering area	Develop pedestrian linkages between Burke-Gilman Trail, SR-522 over and undercrossings, ḷaḵʷadis (Tl'awh-ah-dees), Log Boom Park, and Lakepointe for activities node	\$540,000
Tolt Pipeline Trail	Develop 2.32-mile path around Swamp Creek and master plan links with Bothell and Lake Forest Park	\$950,000
Inglewood Wetlands	Develop 0.55-mile access trails and viewpoints	\$225,000
ḷaḵʷadis (Tl'awh-ah-dees) Park	Develop 0.3-mile trail north to 175 th Street Bridge, 0.3-mile trail south to bridge over Swamp Creek, add lighting in parking lot and park, add playground	\$245,000
Swamp Creek Trail	Extend 0.86-mile trail from ḷaḵʷadis (Tl'awh-ah-dees) Park north around Swamp Creek	\$350,000
NE 181 st Street Trail	Extend 0.15-mile trail from 181 st Street to connect with Swamp Creek Trail	\$62,000
NE 198 th Street Trail	Extend 0.14-mile trail from Wallace Swamp Creek Park to 198 th Street	\$58,000
ḷaḵʷadis (Tl'awh-ah-dees)/Rhododendron Park Trail	Develop 0.27-mile trail and bridge over Sammamish River and along the south shoreline to Rhododendron Park	\$110,000
Lakepointe Trail	Develop 0.73-mile trail from Burke-Gilman around Lakepointe to Juanita Drive	\$780,000
Burke-Gilman Trail	SR-522 Burke-Gilman Accessibility Project	\$1,745,000
Burke-Gilman Trail	Extend 0.25-mile trail to Juanita Drive to Saint Edwards State Park to Big Finn Hill	\$270,000
Burke-Gilman Trail	Develop 175-foot overpass of SR-522/Bothell Highway at 65 th Avenue to 175 th Street	tbd
Burke-Gilman Trail	Develop 0.15-mile underpass of SR-522/175 th Street at Swamp Creek to 192 nd Street	tbd
Subtotal Trails Development		\$6,335,000
Grand Total		\$108,742,200

* See Figure CF-A for neighborhood quadrants.

tbd – to be determined when project details are established. All cost estimates are in 2025 dollars.

FIGURE CF-A
NEIGHBORHOOD QUADRANTS

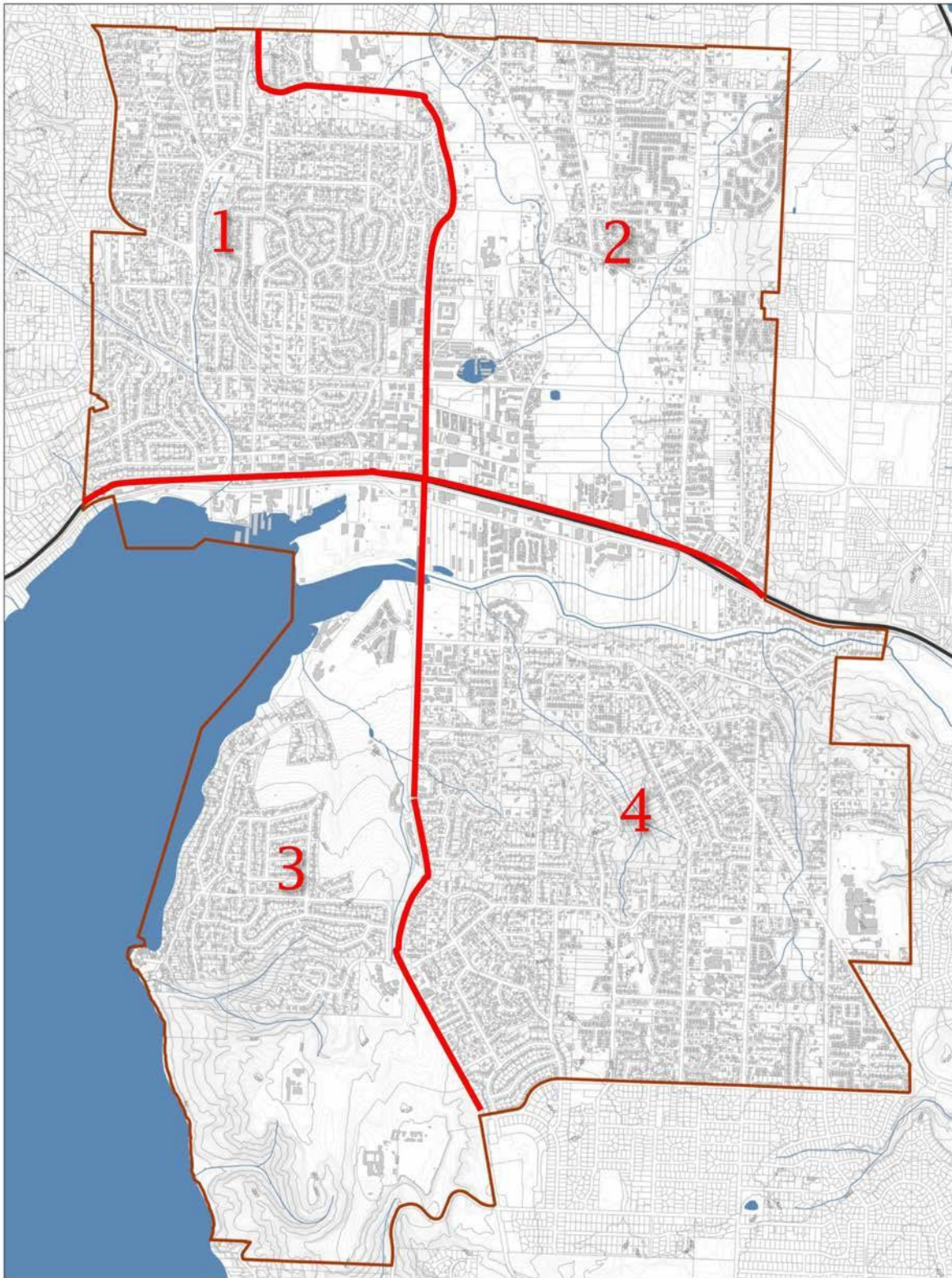


TABLE CF-B
SURFACE WATER FACILITIES CAPITAL IMPROVEMENTS
CITY OF KENMORE
2025-2045 FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
1 Muck Creek Restoration	\$ 1,000,000
2 192nd Culvert Replacement	\$ 2,300,000
3 169th Culvert Replacement (Samm Trib)	\$ 2,264,100
4 175th Culvert Replacement (0056)	\$ 6,320,000
5 61st 182nd Replacement Culvert (0056)	\$ 7,495,000
6 74th Culvert Replacement Private (0057)	\$ 2,509,000
7 74th Culvert Replacement Public (0057)	\$ 2,498,300
8 76th Culvert Replacement (0057)	\$ 1,957,100
9 163rd Culvert Replacement (0057)	\$ 2,165,400
10 Little Swamp Creek Restoration	\$ 5,716,600
11 Kenmore Lane SW Facility Retrofit	\$ 1,000,000
12 Lakepointe Shoreline Restoration (Salmon Recovery)	\$ 26,000,000
13 Sammamish River Restoration (Salmon Recovery)	\$ 12,000,000
14 Swamp Creek Restoration (Salmon Recovery)	\$ 20,000,000
15 SW Small Works (Annual)	\$ 2,400,000
16 Culvert Replacements (2031-2045, Unspecified)	\$ 25,000,000
17 SW Facility Retrofits (Unspecified)	\$ 11,600,000
18 Restoration Projects (Unspecified)	\$ 21,000,000
TOTAL	\$ 153,225,500

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

Projects	Total Cost (2022 \$)
SR 522 West B (West boundary to 61st Ave NE)	\$2,200,000
NE 181st St South Side (61 st Ave NE-63rd Ave NE) Sidewalk	\$1,300,000
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	\$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	\$4,100,000
Pavement Preservation Program	\$17,360,000
ADA Transition Plan Program	\$11,500,000
Pedestrian Facilities Plan Program (Sidewalk Program)	\$35,000,000
Lakepointe Development Mitigation	To be determined/Developer Funded
61st Ave NE/NE 193 rd St Intersection	\$2,200,000
73rd Ave NE/NE 192nd St Intersection	\$3,700,000
Nonmotorized crossing of SR 522	\$17,160,000
NE 181st Street/SR 522 East Connection	\$14,000,000
TOTAL	\$121,490,000

**TABLE CF-D
OTHER CAPITAL IMPROVEMENTS
CITY OF KENMORE**

2022-2044 AND BEYOND FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
Public Works Shop Land Acquisition and Development	\$10-20,000,000
Affordable Housing Development	\$8,090,000
TOTAL	\$18,090,000-28,090,000

TABLE CF-E
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

EXPENDITURES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
<u>PARKS</u>							
P 1 Twin Springs Interim Use	\$227,900	\$0	\$0	\$0	\$0	\$0	\$227,900
P 18 Rhododendron Park Waterfront & Open Space	18,000	8,000		0	0	0	26,000
P 18a Rhododendron Park Float Mitigation	2,000	2,000	0	0	0	0	4,000
P 26 Tlahwadees Landing Float Mitigation	4,000	4,000	0	0	0	0	8,000
P 27 Tlahwadees Landing Park Waterfront & Mitigation	179,762	8,078,190	30,000	43,000	43,000	43,000	8,416,952
P 28 Log Boom Park Waterfront Access & Mitigation	2,490,461	725,382	60,000	42,500	42,500	42,500	3,403,343
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	3,200	3,200	3,200	0	16,000
P 31 Tlahwadees Landing Park Land Acquisition-Op	150,151	0	0	0	0	0	150,151
P 32 Moorlands Field Lighting	0	0	0	10,000	60,000	580,000	650,000
Total Parks	\$3,075,474	\$8,820,772	\$93,200	\$98,700	\$148,700	\$665,500	\$12,902,346
<u>TRANSPORTATION</u>							
T 8 SR 522 West B 57th to 61st	\$5,000	\$250,000	\$250,000	\$900,000	\$585,000	\$10,000	\$2,000,000
T 27 Sidewalk Program:							
Sidewalk Gaps/ADA Replacement Program	20,000	150,000	100,000	100,000	100,000	100,000	570,000
T27x NE 192nd Ave Sidewalks (73rd Ave -75th Ave)	500	86,306	344,194	0	0	0	431,000
T 47 Arrowhead Dr	1,000	60,000	85,900	980,348	0	0	1,127,248
T 35 Pavement Preservation	150,000	990,000	150,000	990,000	150,000	990,000	3,420,000
T 37 West Samm Bridge	18,024,711	8,643,947	893,176	9,757	9,759	78,632	27,659,982
T 38 175th St/ Swamp Creek Crossing	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segm	9,897,233	358,699	0	0	0	0	10,255,932
T 42 68th Ave Pedestrian & Bicycle Safety All Segm	9,167,718	2,733,503	0	0	0	0	11,901,221
T 44 61 Ave Sidewalk Replacement Project	85,000	165,000	4,674,265	0	0	0	4,924,265
T 48 2018 Local Road Safety - Signing	292,000	0	0	0	0	0	292,000
T 49 2018 Local Road Safety - Lighting	35,000	0	0	0	0	0	35,000
T 50 SR522 Gateway Sign East	20,000	0	0	0	0	0	20,000
T51 Burk-Gilman Trail/NE 175th St. wayfinding&	10,000	296,047	0	0	0	0	306,047
Total Transportation	\$37,708,162	\$13,758,502	\$6,522,535	\$3,155,105	\$1,044,759	\$3,378,632	\$65,567,695
<u>SURFACE WATER</u>							
SW 8 190th St. Fish Passable Culvert	\$316,000	\$2,074,580	\$0	\$0	\$0	\$0	\$2,390,580
SW 8 Trust Fund Loan Repayment	81,650	81,650	81,650	81,650	81,650	81,650	489,900
SW 17 Little Swamp Creek Relocation	0	0	0	0	800,000	814,300	1,614,300
SW 20 Small Works Projects	75,000	75,000	75,000	75,000	75,000	75,000	450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE	0	0	0	0	500,000	0	500,000
SW 31 Drainage Impr & Street Repair at 66th Ave N	200,000	0	0	0	0	0	200,000
SW 32 61st Ave Stabilization	150,000	0	0	0	0	0	150,000
SW 34 Blueberry Creek Culverts	0	200,000	300,000	1,000,000	0	0	1,500,000
SW 34 Blueberry Creek Culverts Bank Note Repaym	0	0	0	0	120,000	120,000	240,000
T 44 61 Ave Sidewalk Replacement Project	0	0	30,000	0	0	0	30,000
T 37 West Samm Bridge (SWM Component)	649,587	0	0	0	0	0	649,587
Total Surface Water	\$1,472,237	\$2,431,230	\$486,650	\$1,156,650	\$1,576,650	\$1,090,950	\$8,214,367
<u>CITY FACILITIES</u>							
F 1 Public Works Shop Land Acquisition & Develop	\$6,000,000	\$0	\$4,000,000	\$0	\$0	\$0	\$10,000,000
Consultant and Acquisition Costs.	100,000	0	0	0	0	0	100,000
F 2 Debt Repayment	0	641,000	639,000	636,000	638,000	639,000	3,193,000
Total City Facilities	\$6,100,000	\$641,000	\$4,639,000	\$636,000	\$638,000	\$639,000	\$13,293,000
TOTAL EXPENDITURES	\$48,355,873	\$25,651,504	\$11,741,385	\$5,046,455	\$3,408,109	\$5,774,082	\$99,977,408

TABLE CF-E
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

REVENUES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
Park Impact Fee Revenue	76,000	581,410	0	10,000	60,000	290,000	1,017,410
State Department of Commerce Award: Twin Springs	151,900	0	0	0	0	0	151,900
State Appropriation Unsecured	0	927,000	0	0	0	0	927,000
RCO Park Grants	209,093	961,482	0	0	0	290,000	1,460,575
King County Park Levy	9,200	309,200	63,200	45,700	45,700	42,500	515,500
King County Conservation District, secured	0	213,000	0	0	0	0	213,000
King County Waterworks Grants	0	100,000	0	0	0	0	100,000
Walkways & Waterways Bonds: Log Boom, Squires	1,791,571	4,147,950	0	0	0	0	5,939,521
City Swamp Creek Basin Funds	150,151	550,486	30,000	43,000	43,000	43,000	859,637
Public Art Fund	55,559	24,083	0	0	0	0	79,642
Real Estate Excise Tax (Parks)	632,000	1,006,161	0	0	0	0	1,638,161
Transportation Impact Fee Revenue	3,258,848	358,699	0	0	0	0	3,617,547
Real Estate Excise Tax (Transportation)	\$3,165,050	\$2,140,000	\$250,000	\$1,090,000	\$250,000	\$1,090,000	7,985,050
Dept of Commerce: Juanita Drive	194,000	0	0	0	0	0	194,000
WSDOT Safe Routes to School - Sidewalks	1,500	146,306	430,094	980,348	0	0	1,558,248
WSDOT pedestrian/bike grant	65,000	461,047	1,144,265	0	0	0	1,670,312
Future Grants	0	0	3,500,000	0	0	0	3,500,000
Federal Highway Safety Impr Program - Sidewalks	326,000	0	0	0	0	0	326,000
Walkways & Waterways Bonds: Juanita and 68th Av	5,908,160	400,000	0	0	0	0	6,308,160
WSDOT Grants: Juanita Drive	1,704,000	0	0	0	0	0	1,704,000
Sound Transit Grant Juanita Drive	1,278,000	0	0	0	0	0	1,278,000
Reimbursements from Other Agencies	2,765,330	0	0	0	0	0	2,765,330
Connecting WA Funds T8	5,000	250,000	250,000	900,000	585,000	10,000	2,000,000
DOE Grant: Juanita and 68th Ave	1,012,563	0	0	0	0	0	1,012,563
Strategic Opportunity Fund	0	1,333,503	0	0	0	0	1,333,503
Other grant or funding	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
Surface Water Utility Funds	0	0	30,000	0	0	0	30,000
Transportation Impact Fee Revenue-Samm Bridge	0	45,000	352,770	9,757	9,759	78,632	495,918
Real Estate Excise Tax (Transportation) - Samm Brid	0	996,913	500,000	0	0	0	1,496,913
BRAC Grant West Samm Bridge Replacement	3,692,856	0	0	0	0	0	3,692,856
TIB Grant: West Samm Bridge Replacement	3,650,023	1,295,403	0	0	0	0	4,945,426
Connecting WA Funds West Samm Bridge Replacen	9,619,546	6,306,631	40,406	0	0	0	15,966,583
Surface Water Management Fund	649,587	0	0	0	0	0	649,587
Utility Reimbursement: West Samm Bridge Replacen	412,699	0	0	0	0	0	412,699
Surface Water Utility Funds	1,056,237	1,419,230	386,650	56,650	396,650	440,950	3,756,367
Surface Water General Utility Charges	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Public Works Trust Fund Loan: 190th Culvert	316,000	912,000	0	0	0	0	1,228,000
Bank Note for Blueberry Creek Culverts (10 Yr 2.5%)	0	0	0	1,000,000	0	0	1,000,000
King County Flood Control District Resources	0	0	0	0	380,000	50,000	430,000
Other grants	0	0	0	0	700,000	500,000	1,200,000
20 year Note Public Works Shop	6,000,000	4,000,000	0	0	0	0	10,000,000
Surface Water Utility Funds	50,000	288,450	287,550	286,200	287,100	287,550	1,486,850
Street Fund	0	128,200	127,800	127,200	127,600	127,800	638,600
General Fund	50,000	160,250	159,750	159,000	159,500	159,750	848,250
Transportation Benefit District	0	64,100	63,900	63,600	63,800	63,900	319,300
TOTAL REVENUES	\$48,355,873	\$29,651,504	\$7,741,385	\$5,046,455	\$3,408,109	\$5,774,082	\$99,977,408

GOALS, OBJECTIVES, AND POLICIES

Following are the goals, objectives and policies addressing capital facility planning and financing. These are applicable to Kenmore as well as to other agencies planning public capital facilities and services in Kenmore.

GOAL CF-1. ESTABLISH APPROPRIATE LEVELS OF SERVICE FOR PUBLIC FACILITIES TO ADEQUATELY SERVE EXISTING AND FUTURE DEVELOPMENT.

Objective CF-1.1 Identify and define types of public facilities.

- Policy CF-1.1.1 Maintain an inventory of existing public facilities owned or operated by the City, and reference those of the County, State, special districts, or other public entities within Kenmore. Include in the inventory the locations and capacities of such facilities and systems.

Objective CF-1.2 Review standards for levels of service, where appropriate, for each public facility, and determine what additional public facilities are needed in order to achieve and maintain the desired quality of life and vision for the City of Kenmore.

- Policy CF-1.2.1 Level of service standards should 1) measure the quality of life based on the City's vision of its future and values, 2) be achievable for existing development and growth anticipated in the land use plan, and 3) be achievable with existing and proposed financing plans.
- Policy CF-1.2.2 If appropriate, use the level of service standards to 1) determine the need for public facilities and 2) test the adequacy of such facilities to serve proposed development. In addition, use the level of service standards for city-owned public facilities to develop the City's annual budget and 6-year Capital Improvement Program.
- Policy CF-1.2.3 Reassess the Capital Facility Element annually to ensure that public facilities needs, financing, and level of service are consistent with the land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan.

GOAL CF-2. PROVIDE ADEQUATE PUBLIC FACILITIES CONCURRENT WITH THE IMPACT OF NEW DEVELOPMENT.

Objective CF-2.1 Provide a variety of responses to the demands of growth on capital facilities.

- Policy CF-2.1.1 Ensure City public facilities and services are provided concurrent with the impact of new development or redevelopment, including stormwater, roads, and local parks. Require that non-City public facilities are provided concurrent with the impact of new development or redevelopment including, water and sewer. Consistent with the Growth Management Act, road improvements may be provided at the time of, or within 6-years of,

development. Local parkland to serve new development may be in place at the time of, or within 6-years of, development.

Policy CF-2.1.2 Make the most efficient use of existing public facilities, including techniques such as:

- Conservation
- Demand management
- Improved scheduling
- Encourage development that uses existing facilities
- Contracting for services
- Other methods of improved efficiency.

Policy CF-2.1.3 Provide additional public facility capacity when existing facilities are used to their maximum level of efficiency consistent with adopted standards for levels of service.

Policy CF-2.1.4 Encourage development where adequate public facilities and services exist or can be provided in an efficient manner.

GOAL CF-3. COORDINATE CAPITAL FACILITY PLANS WITH STATE, COUNTY, AND LOCAL AGENCIES AND DISTRICTS.

Objective CF-3.1 Coordinate the land use planning and decisions with plans for public facility capital improvements.

Policy CF-3.1.1 Coordinate with non-City providers of public facilities about maintaining adopted levels of service standards, funding, and construction of capital improvements. Work in partnership with non-City public facility providers to prepare functional plans consistent with the City of Kenmore Comprehensive Plan as provided in Objective 2.7 and associated policies in the Land Use Element.

Policy CF-3.1.2 Establish interagency planning mechanisms to assure coordinated and mutually supportive capital facility plans from non-City providers of public facilities.

- a. Establish priority areas for infrastructure improvements consistent with the City's vision as provided in Policy LU-2.4.1.
- b. Annually assess development trends and infrastructure provision to identify and remedy deficiencies or need to reassess the land use plan.

GOAL CF-4. MAINTAIN A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM TO IMPLEMENT THE COMPREHENSIVE PLAN.

Objective CF-4.1 **Annually develop a six-year Capital Improvement Program to implement the Comprehensive Plan.**

Policy CF-4.1.1 Prepare and utilize the six-year Capital Improvement Program to identify City capital projects necessary to respond to the planned growth of the community and maintain desired levels of service.

Policy CF-4.1.2 Prepare and utilize the six-year Capital Improvement Program to integrate all of the community's capital project resources such as grants, bonds, city funds, donations, impact fees and other available funding.

Policy CF-4.1.3 Maintain the Capital Improvement Program as follows:

- a. Provide for annual review of the Capital Improvement Program contained in this Capital Facilities Element by the City Council and incorporate a public participation process.
- b. Ensure that the Capital Improvement Program:
 - Is consistent with the overall Comprehensive Plan
 - Defines the projects' need and links to levels of service and facility plans
 - Includes construction costs, timing, and funding sources, and considers operations and maintenance impacts where appropriate
 - Establishes priorities for capital project development
 - Adopts by reference annual updates of the Northshore School District Capital Facilities Plan, Lake Washington School District Capital Facilities Plan if appropriate, Northshore Utility District water and sewer plans, and Northshore Fire District 16 (Northshore Fire Department) facility plans if any.

GOAL CF-5. PREPARE AND MAINTAIN A CAPITAL IMPROVEMENT PROGRAM THAT IS FULLY FUNDED AND FINANCIALLY FEASIBLE.

Objective CF-5.1 **Establish mechanisms to ensure that the required public facilities are financially feasible.**

Policy CF-5.1.1 Base the financing plan for public facilities on realistic estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

Policy CF-5.1.2 Finance the six-year Capital Improvement Program within the City's financial capacity to achieve a balance between available revenue and needed public facilities. If the projected funding is inadequate to finance needed public facilities based on adopted level of service standards and forecasted growth, the City could do one or more of the following:

- Lower the level of service standard
- Change the Land Use Plan
- Increase the amount of revenue from existing sources
- Adopt new sources of revenue

Objective CF-5.2 Establish mechanisms to ensure that the required public facilities are fully funded.

Policy CF-5.2.1 Match revenue sources to capital improvements on the basis of sound fiscal policies.

Policy CF-5.2.2 Revise the financing plan in the event that revenue sources for capital improvements, which require voter approval in a local referendum, are not approved.

Policy CF-5.2.3 Ensure that the ongoing operating and maintenance costs of a public facility are financially feasible prior to constructing the facility.

GOAL CF-6. ENSURE GROWTH PAYS PROPORTIONATE COSTS OF CAPITAL FACILITIES REQUIRED TO SERVE THE GROWTH

Objective CF-6.1 Ensure existing and future development pay for the costs of needed capital improvements.

Policy CF-6.1.1 Ensure that existing development pays for capital improvements that reduce or eliminate existing deficiencies, and pays for some or all of the cost to replace obsolete or worn out facilities. Existing development may also pay a portion of the cost of capital improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments, and taxes.

Policy CF-6.1.2 Ensure that future development pays a proportionate share of the cost of new facilities that it requires. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities. Future development's payments may take the form of voluntary contributions for the benefit of any public facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of users' fees, charges for services, special assessments, and taxes.

GOAL CF-7. LOCATE AND DESIGN CAPITAL FACILITIES TO REALIZE THE VISION STATEMENT, AND TO BE COMPATIBLE WITH SURROUNDING LAND USES AND THE ENVIRONMENT.

Objective CF-7.1 Promote capital facilities that protect the public health, safety and welfare, and that serve as models for function, design, and environmental protection.

Policy CF-7.1.1 Consider the quality of public facilities in planning for capital improvements.

- Ensure that public facilities' design meets appropriate policies in the Community Design Sub-Element, complies with City design standards, and is compatible with the surrounding areas.
- Maintain public spaces and enhance their appearance.

Policy CF-7.1.2 Encourage public amenities and facilities which serve as catalysts for beneficial development.

Policy CF-7.1.3 Protect public health and environmental quality through the appropriate design and installation of public facilities.

- Promote conservation of energy, water, and other natural resources in the location and design of public facilities.
- Practice efficient and environmentally responsible maintenance and operating procedures for public facilities.
- Preserve existing significant natural vegetation and features in the development of public facilities.

Policy CF-7.1.4 Equitably disperse the impacts and benefits of public capital facilities throughout the community.

GOAL CF-8. ALLOW FOR THE APPROPRIATE SITING OF ESSENTIAL PUBLIC CAPITAL FACILITIES OF A STATE-WIDE OR COUNTY-WIDE NATURE.

OBJECTIVE CF-8.1 Participate in a cooperative inter-jurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. The approach should address definitions, inventories, incentives, compensation, public involvement, environmental protection, climate change, economic and health impacts, and alternative sites analysis.

Policy CF-8.1.1 Identify essential public facilities based upon the Growth Management Act, State Office of Financial Management list of essential public facilities

required or likely to be built, King County Countywide Planning Policies, and any City lists which may be developed.

Policy CF-8.1.2 Classify a facility as an essential public facility if it has one or more of the following characteristics:

- a. The facility meets the Growth Management Act definition of an essential public facility;
- b. The facility is on a State, County or City list of essential public facilities;
- c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or
- d. The facility is the sole existing facility in the County for providing that essential public service.

OBJECTIVE CF-8.2 Establish a local public review and permit process for essential public facilities.

Policy CF-8.2.1 Require a siting analysis for proposed new or expansions to existing essential public facilities consisting of the following:

- a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;
- b. A forecast of the future needs for the essential public facility, and definition of a logical service area;
- c. An analysis of the potential social and economic costs and benefits to jurisdictions receiving or surrounding the facilities;
- d. An analysis of environmental, health, social, and economic impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;
- e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
- f. Consideration of any applicable prior review conducted by a public agency, local government, or community group;
- g. An analysis of the consistency with Comprehensive Plan policies and designations; and,
- h. Consideration of other standards and criteria as outlined in the King County Countywide Planning Policies and other locally defined plans and ordinances.

- Policy CF-8.2.2 Require a public process by which the public has a reasonable opportunity to participate in the site selection process, especially those from historically marginalized and disproportionately burdened communities.
- Policy CF-8.2.3 Siting criteria for essential public facilities which are not difficult to site should provide for site design and buffering techniques to ensure compatibility with surrounding uses and enable the facility to be permitted outright in appropriate zoning classifications whenever feasible.
- Policy CF-8.2.4 Work with King County and other municipalities to standardize review procedures and criteria for the siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.
- OBJECTIVE CF-8.3 Cooperate regionally to ensure appropriate and equitable siting of essential public facilities.**
- Policy CF-8.3.1 Encourage the State and County to site essential public facilities equitably among communities. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider environmental equity and environmental, economic, technical, and service area factors. The net impact of siting new essential public facilities should be weighted against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation.
- Policy CF-8.3.2 Participate in a cooperative interjurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. Joint planning agreements should be sought where appropriate.
- OBJECTIVE CF-8.4 Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities.**
- Policy CF-8.4.1 Through joint planning or interlocal agreements, the City should seek to mitigate disproportionate financial burdens due to the siting of essential public facilities
- Policy CF-8.4.2 Seek amenities or incentives for neighborhoods in which the facilities are located and require compensation for adverse impacts.

IMPLEMENTATION STRATEGIES

The Capital Facilities Element policies would require new or increased commitments of City resources to prepare new regulations, review/amend existing regulations, or coordinate with agencies and other service providers.

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

- Evaluation reports monitoring implementation of the goals and policies of the Capital Facilities Element.

A review of existing programs, rules and regulations would be needed to ensure they meet the policies. Rules, regulations and programs that should be reviewed include:

- Impact fee approaches, given revised facilities lists
- Levels of service for non-City-owned facilities.

REFERENCES

King County Growth Management Planning Council (December 2021). Countywide Planning Policies. Seattle, WA.

Puget Sound Regional Council (2020). VISION 2050. Seattle, WA.

State of Washington Office of Financial Management (January 2015). 2021-2027 Six-Year Facilities Plan. Olympia, WA.

CITY OF KENMORE

City Council

Parks, Recreation, and Open Space & Capital Facilities Elements

Planning Commission Recommendation

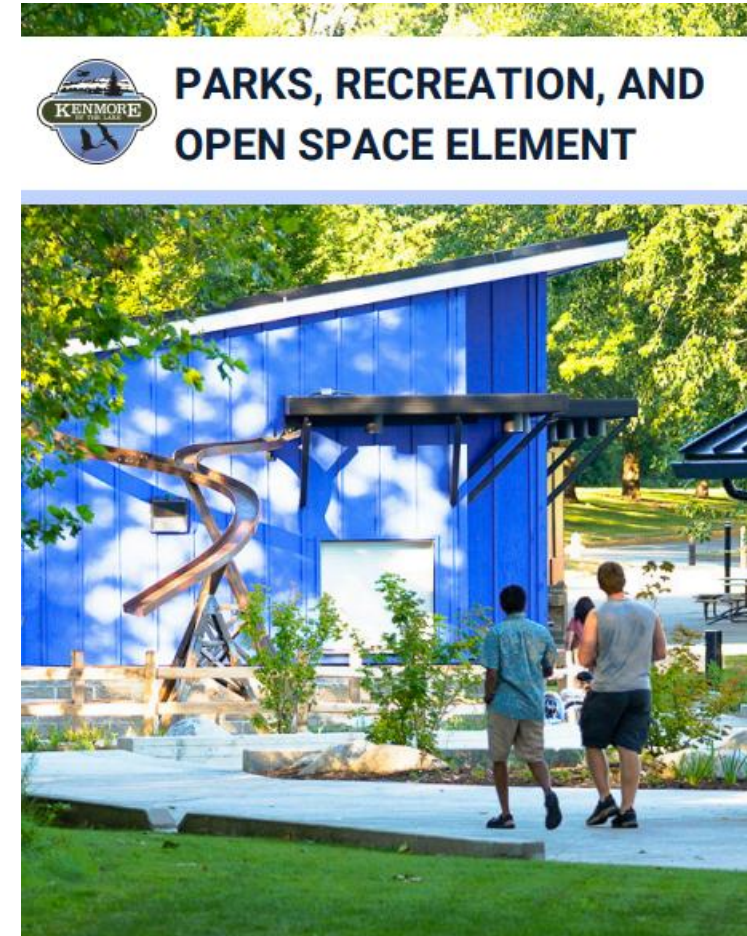
October 27, 2025



Parks, Recreation, & Open Space (PROS) Element

Purpose

- To provide the policy framework for future development of Kenmore's parks system, including open spaces, recreation facilities and programs
- To provide a vision for the community and guide future planning, acquisition, and development of parks, recreation, and opens spaces throughout the city.



Parks, Recreation, & Open Space (PROS) Element

Amendments

- Updated inventory of PROS facilities and amenities
- Updated Level of Service (LOS)
- Updated maps
- New sections on Walkability, Heat Index, Social Equity, and Community Outreach
- New and updated Goals, Objectives, and Policies

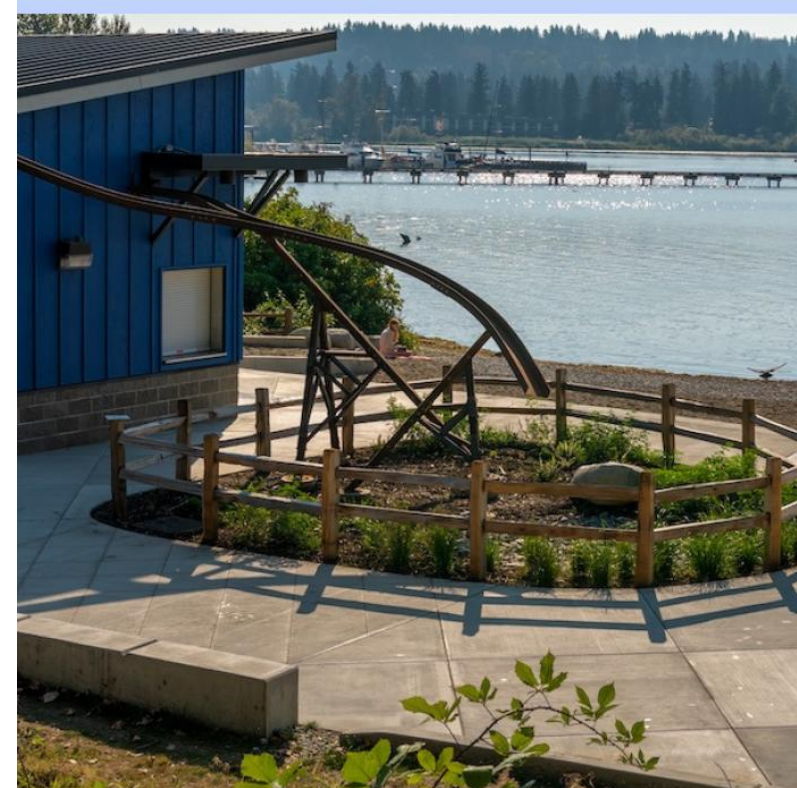


Capital Facilities Element

- Guides City Council in making financial decision to ensure public facilities and services continue to meet community needs
 - Emphasizes facilities for which the City is directly responsible for funding
 - Includes a six-year plan for capital improvements to support both current and future population and economic growth
- ** Only Table CF-A Parks Capital Improvements updated as part of this update



CAPITAL FACILITIES ELEMENT



Public Outreach

- Agency and interest group interviews (cities, school district, arts/culture/recreation groups)
- Open House
- 4 Farmer's Markets
- Let's Talk Kenmore Podcast
- 2 surveys (online and mailed)
- Top 4 and Weekly Update
- PROS Plan website
- Kenmore Quarterly
- Movie night PROS preview



Background

- PROS Element last amended in 2020 (along with PROS Plan)
- Capital Facilities Element last amended in 2024 (periodic update of Comp Plan)

Next steps

- October 27 – Planning Commission Recommendations to City Council
- December 8 – City Council adoption of both elements by ordinance
- January/February – City Council adoption of PROS Plan

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 10/27/2025

Subject/Topic:	Proposed Council Action/Motion:
City of Kenmore 2026 State Legislative Agenda	☐ Information Only
Department: City Manager's Office	☐ Receive and File
Prepared by: Stephanie Lucash Deputy City Manager	☒ Discuss
Attachments: 2026 Proposed State Legislative Agenda 2026 Proposed Policy Statements Presentation from Gordon Thomas Honeywell	☒ Provide Direction
	☐ Public Hearing
	☐ Adopt/Approve
	☐ Authorize
	☐ Other:
	Approve the proposed City of Kenmore 2026 State Legislative Agenda and Policy Statements

Approvals:

Department	City	Finance	City
Head <u>SLL, 10/14/25</u>	Attorney <u>n/a</u>	Director <u>MM, 10/16/25</u>	Manager <u>TK 10/16/25</u>
			Optional <u>N/A</u>

Summary/Background:

Each year, the Kenmore City Council approves a Legislative Agenda prior to each state legislative session that outlines priority requests the City and its government relations consultants will put forward during the legislative session. The proposed 2026 State Legislative Agenda for Kenmore is attached to this agenda bill.

In addition, Policy Statements are attached to this agenda bill for City Council consideration. These Policy Statements are intended to be more internal and guide staff and the City's lobbyist in expressing City support for or opposition to legislative proposals.

Gordon Thomas Honeywell represents the City in State Legislative matters and will advocate for the City's priorities during the legislative session.

Previous Council Action(s):

This is the first Council discussion of the proposed 2026 State Legislative Agenda.

Fiscal Consideration:

The funding requests in the proposed 2026 State Legislative Agenda, if approved by the State Legislature, will improve the financial health of the city.

Diversity, Equity, Inclusion, and Accessibility (DEIA) Consideration:

[DEIA Strategic Plan](#) | [City's Equity Framework Toolkit](#)

This 2026 State Legislative Agenda and Policy Statements support the following objectives in the City's DEIA Strategic Plan:

Objective 1.2: Ensure equitable access and representation in city services.

Objective 2.1: Develop and implement inclusive and equitable policies

Objective 2.3: Develop and advocate for affordable housing and diverse housing options.

Objective 2.4: Promote economic development opportunities that benefit all Kenmore residents and businesses.

Objective 5.2: Improve transportation safety and accessibility for multiple modes of transportation so that owning an automobile isn't the only way to get around.

Objective 6.1 Advance the police department's progress in equitably serving and responding to the community.

Objective 7.1 Advance human services by centering marginalized communities in responding to community needs.

[City Council Priorities](#) or Budget Objective Being Addressed:

Effective advocacy at the State Legislature supports all City Council goals.



2026 State Legislative Agenda

Lakepointe

The City is poised to transform the 40+ acre Lakepointe property, which is currently a languishing industrial site on Lake Washington, into a walkable urban village with over 3,000 lineal feet of restored shoreline habitat and a landmark waterfront park. Once a final agreement is reached with the property owner, the City will move forward to perform thorough due diligence and coordination with regulatory agencies in order to acquire a significant portion of the property. Acquisition and development of Lakepointe will be a multi-year effort and require support from all levels of government. The City requests state funding to help acquire a strategic part of the property to make this vision a reality.

Ped/Bike Projects in Kenmore

Pedestrian and bicyclist safety is a City priority. The City is committed to achieving zero pedestrian and bicyclist fatalities and serious injuries by 2025 through project improvements, education and enforcement. The City requests state funding to deliver the following projects:

- 80th Avenue: There is a \$750,000 funding gap to close sidewalk gaps and create continuous sidewalk, buffered bike lanes, and enhanced crossings on both sides of the street connecting to SR522.
- Burke Gilman Trail/ SR 522 Accessibility: There is a \$1M gap to provide an ADA connection from the Burke Gilman Trail to SR 522 and the BRT stop.
- Arrowhead Drive: There is a \$500,000 gap to build sidewalks, install a flashing crossing sign and several traffic calming features to improve safety for this school route.
- NE 181st – There is a \$500,000 gap to construct new sidewalks on the south side of NE 181st connecting the BRT stop.

Digital Permitting System Upgrades

As a member of the eCityGov Alliance, we request \$2.7 million from the supplemental budget for the development of a digital permitting solution that will help cities comply with SB 5290 and improve the responsiveness, efficiency, and overall management of the permitting process for local governments.

City of Kenmore 2026 Policy Statements

This is an internal document designed to provide guidance to city staff and the city's lobbyist. The policy statements in this document allow the city to quickly take positions on legislation. It is not all-inclusive of all policy positions that the city may take throughout a session, and the following items are listed alphabetically, not in order of priority.

Climate Change and Environmental Stewardship

- **Climate Action.** The City supports statewide policies and programs that respond to climate change and protect and promote clean air, clean water, and clean energy. The City's Climate Action Plan establishes a goal of a 50% reduction in greenhouse gas emissions by 2030. A key component to meeting that goal is the enforcement of new state building and energy code requirements.
- **Climate Commitment Act.** The City also supports state sharing of Climate Commitment Act revenues, including grant funding for energy retrofits of public buildings and incentives for property owners transitioning to clean energy.
- **Culvert & Stormwater Funding for Salmon Habitat Restoration.** Kenmore encourages the State to invest in state and local culvert, floodplain, and fish habitat projects to restore habitat for salmon on a watershed basis. The city owns approximately dozens of fish blocking culverts and is committed to removing these barriers to improve fish passage but has limited resources to accomplish this task.
- **Other Environmental Efforts.** The City supports product stewardship programs to reduce waste at the source and promote a circular economy; eliminating salmon-killing rubber tire dust (i.e. 6PPD-quinone); the removal of PFAS from the environment, including food and water supplies; and increased environmental remediation funding through MTCA and other programs.

Economic Development

- **The Lodge at St. Edward State Park.** The City supports policies and investments that promote the long-term success of The Lodge at St. Edward State Park.

Housing

- **Affordable Housing Near Fixed Route Transit.** Kenmore supports setting affordability goals for transit-oriented development and providing local flexibility and planning resources to help communities achieve those goals.
- **Housing Policies and Funding.** The City of Kenmore feels the urgency in addressing the housing crisis and is committed to doing what it can to increase the supply of housing, especially affordable units. The City welcomes the State's partnership via grant programs, like the Housing Trust Fund, and other funding tools to increase the number of housing units. The City supports policies and incentives that increase housing construction, including but not limited to reducing legal liability for condominium developers.
Mobile Home Communities. The City supports legislation that recognizes that mobile homes represent an important affordable housing option throughout the state. Topics such as: ensuring individuals considering purchasing a mobile home are informed about laws and regulations limiting the transport of mobile homes; lease increase notice and other guidelines; tenant protections; and requiring that sellers notify purchasers if a home cannot be moved, are examples of potential legislation that could help protect mobile homeowners' investments and

provide greater predictability.

- Real Estate Excise Tax (REET) as a Funding Tool for Affordable Housing. The City of Kenmore supports new and flexible funding options for local jurisdictions to address the need for affordable housing, such as a local option Real Estate Excise Tax (REET). Such options should be progressively structured to best meet the needs of low- and moderate-income households.

Human Services and Behavioral Health

- Co-Responder Support. Kenmore is a member of the Regional Crisis Response (RCR) agency, which provides person-centered and immediate crisis response, de-escalation, resource referral, and follow-up tailored to the specific needs of those experiencing behavioral health challenges. This approach has proven to be effective and is increasingly important to combat the behavioral health epidemic. Kenmore supports ongoing, stable funding for co-responder programs as well as standardized training and certification.
- Mental Health Crisis Care Facilities. The City supports state funding and legislative changes to increase the availability of 24/7 mental health crisis care facilities throughout the state.

Public Safety and Justice Services

- Criminal Justice Reforms. The City supports reforms that address the disparate impacts of systems and institutions on communities of color. The City calls on the Legislature to advance criminal justice transformation policies to provide greater safety for communities that historically have not been well-served by existing systems. The City also supports state funding for increased costs resulting from police, court, and other criminal justice reforms.
- Body-Worn Police Cameras. The city supports state funding for body camera programs and resources to offset the rising cost of police services, including but not limited to liability insurance.
- Firearms. The City supports proposals that regulate firearms to curb gun violence.

Racial and Social Issues

- Racial Equity. In accordance with the City's Diversity, Equity, Inclusion and Accessibility (DEIA) policy, it will continue to look for ways to break the racial caste system that still exists in our society, including but not limited to striking from the record any racial based restrictive covenants. As the city makes changes at the local level, we support and expect the state to make systemic changes to improve equity for all members of society.
- Reproductive Healthcare. The City supports amendments to the Washington State Constitution to codify an individual's right to comprehensive, safe, and accessible reproductive healthcare.

Tax Policies and Fiscal Sustainability

- Lifting the 1% Cap on Property Tax. As a residential community, property tax is Kenmore's largest source of operating revenue. The city has a limited retail tax base and is constrained from generating additional revenue to maintain city services, the costs of which are increasing at a rate greater than the State-imposed property tax growth limit of 1% per year. The City of Kenmore supports lifting the 1% cap on property tax increases and other actions to create a sustainable fiscal structure for cities.

- Tax Structure Reform. Kenmore encourages the state to identify reforms to the tax system that provide progressive, equitable, stable, and reliable revenue sources for both state and local government.

Transportation Choices

- Passenger Only Ferry. The City supports efforts to explore passenger only ferry service from Kenmore to Seattle and the east side of Lake Washington. The City closely monitored the legislatively directed Puget Sound Regional Council's Passenger Only Ferry Study and supports legislative action to advance findings from the study.

Zoning and Land Use

- The City supports the state establishing housing goals and allowing local jurisdictions discretion in accomplishing those goals through zoning and land use decisions.



CITY OF KENMORE

PREPARING FOR THE 2026 LEGISLATIVE SESSION

October 27, 2025

Shelly Helder



TONIGHT'S AGENDA



2026 SESSION PREVIEW



CONTEXT FOR FUNDING REQUESTS



DRAFT LEGISLATIVE AGENDA



NEXT STEPS

2026 SESSION PREVIEW

60-DAY SESSION,
SECOND YEAR OF
THE BIENNIUM

MID-BIENNIAL
BUDGET
ADJUSTMENTS

POLITICAL
MAKEUP SIMILAR
TO 2025

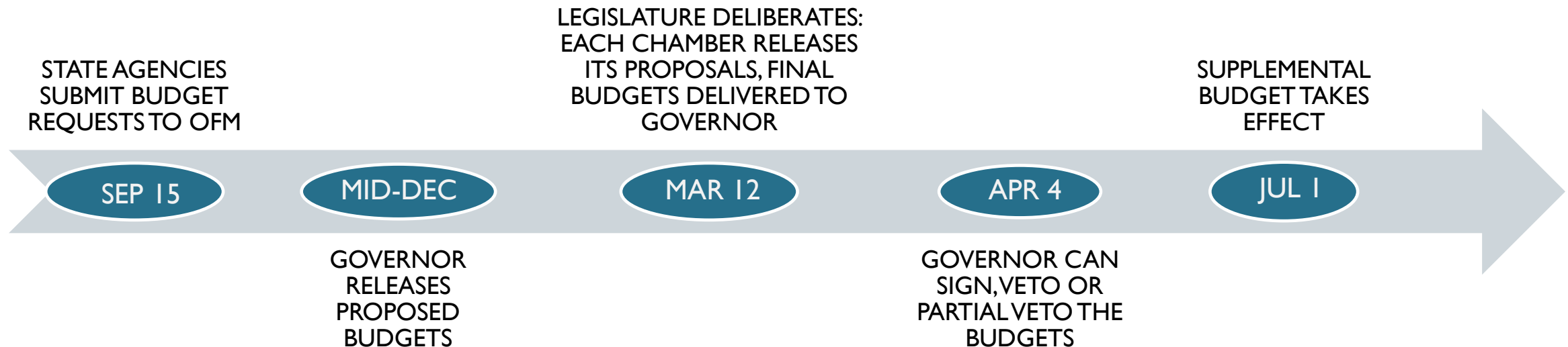
ALL 2025 BILLS
CARRY OVER

FORTHCOMING
ELECTIONS

FUNDING CONTEXT

- THREE STATE BUDGETS: OPERATING, CAPITAL & TRANSPORTATION
- STATE ADOPTS BIENNIAL BUDGETS
- CURRENT BUDGET RUNS FROM JULY 1, 2025 – JUNE 30, 2027
- 2026 IS A SUPPLEMENTAL BUDGET YEAR

THE STATE BUDGET PROCESS



2026 DRAFT LEGISLATIVE PRIORITIES



LAKEPOINTE

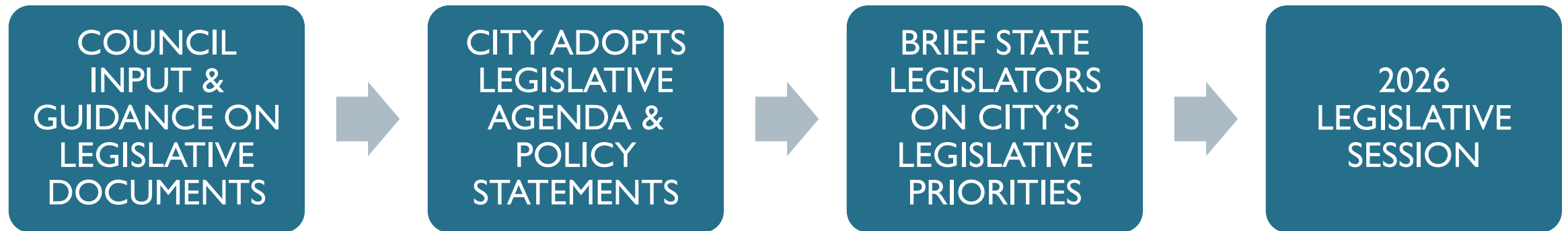


PED/BIKE PROJECTS IN
KENMORE



DIGITAL PERMITTING
SYSTEM UPGRADE

NEXT STEPS



DISCUSSION & FEEDBACK



Shelly Helder

State Lobbyist

shelder@gth-gov.com

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 10/27/2025

Subject/Topic:	Proposed Council Action/Motion:
KMC 10.45 Update: Limited Infraction Window Department: Engineering Prepared by: Tobin Bennett-Gold City Traffic Engineer Attachments: Attachment 1: Ordinance 25-0632	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☒ Adopt/Approve ☐ Authorize ☐ Other: Motion to adopt Ordinance 25-0632 to revise KMC 10.45 to limit the issuance of photo enforcement infractions for speed limit violations for a single vehicle to no more than one per half-hour across all traffic safety cameras citywide.

Approvals:

Department	City	Finance	City
Head <u>JV 10/9/25</u>	Attorney <u>DR 10/9/25</u>	Director <u>N/A</u>	Manager <u>TK 10/15/25</u>
			Optional <u>N/A</u>

Summary/Background:

In June 2025 City Council approved the use of four transportable cameras and sixteen deployment locations on arterial streets citywide. The Kenmore Automated Photo Enforcement (KAPE) program has demonstrated remarkable success in reducing speeding violations and reducing crash risk due to high travel speeds while maintaining program practices that are fair, equitable, transparent, and safety driven. Wider geographic deployment of speed safety cameras in Kenmore presents the opportunity for drivers to pass through multiple enforcement areas in a single trip, increasing the scale of financial impact possible for drivers who exceed the speed limit.

In order to limit the scale of financial impact possible for speeding with a single trip, Ordinance 25-0632 revises KMC 10.45 to limit the number of infractions which can be issued to a single vehicle to one per thirty minutes. This limited infraction window is specific to speed violations from City Kenmore operated traffic safety cameras; it does not limit the number of infractions which can be issued under other circumstances, which include but may not be limited to the following examples:

- Automated enforcement infractions issued for violations other than speeding (e.g. red-light violations)
- Infractions issued by a law enforcement officer to a person in control of a vehicle at the time a violation occurs (i.e. in-person enforcement)

- Infractions issued by automated enforcement systems administered by other jurisdictional agencies (e.g. photo enforcement infractions from a neighboring city)

Additionally, warning notices generated by new camera locations will not affect how infractions are issued at other KAPE locations.

Implementing the limited infraction window requires changes to the back-end system used by the City's photo enforcement contractor; these changes are in progress and expected to be completed by January 2026. The limited infraction window will be in place before the end of the warning period for transportable cameras deployed on Juanita Dr south of 170th St, and on 170th St east of Juanita Dr.

Revising the KMC to include this policy at a legislating level reflects the City's commitment to fair and equitable enforcement practices.

Previous Council Action(s):

June 23, 2025 – Council approved sixteen locations for the use of four transportable cameras and authorized the City Manager to execute a contract amendment with Verra Mobility to expand contractual scope of services to include transportable cameras.

June 9, 2025 – Council approved the use of transportable cameras and requested additional information on site scheduling and prioritization before approval of recommended enforcement sites.

September 16, 2024 – Council adoption of ordinance 24-0619 and municipal code changes allowing automated photo enforcement of speed violations (in addition to school zone speed violations) and revised fine schedule. Council approval of Inglemoor High school zone for implementation of photo enforcement. Council approval to execute revised 5-year contract with Verra Mobility.

May 23, 2022 – Council approval for the City Manager to execute a 5-year contract with Verra Mobility passed on the consent agenda. Verra Mobility was selected through open RFP process to serve as the contractor to manage the traffic safety cameras for the Kenmore Automated Photo Enforcement (KAPE) program.

February 28, 2022 – Council adoption of ordinance 22-0542 and municipal code changes allowing automated photo enforcement in Kenmore. Council approval of three initial locations: 61st Ave and Bothell Way for red-light enforcement, and the Arrowhead Elementary school zone on Juanita Drive and the Kenmore Elementary school zone on 73rd Av for school zone speeding enforcement.

Fiscal Consideration:

There is no cost associated with adoption of Ordinance 25-0632 to revise KMC 10.45. Implementation of the limited infraction window is expected to have a negligible impact on revenue generated by the KAPE program.

Diversity, Equity, Inclusion, and Accessibility (DEIA) Consideration:

[DEIA Strategic Plan](#) | [City's Equity Framework Toolkit](#)

The KAPE program supports the following DEIA Strategic Plan objectives:

- Objective 2.1: Develop and implement inclusive and equitable policies.
- Objective 5.2: Improve transportation safety and accessibility for multiple modes of transportation so that owning an automobile isn't the only way to get around.
- Objective 6.1 Advance the police department's progress in equitably serving and responding to the community.

City Council Priorities or Budget Objective Being Addressed:

The KAPE program supports the following City Council Priorities:

- Core Mission: Safeguarding the City's finances and ensuring public safety.
- Priority 1: Continue to implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.
- Priority 5: Enhance multimodal transportation, including pedestrian and bicycle safety.
- Priority 8: Continue to implement the Diversity, Equity, Inclusion, and Accessibility (DEIA) Strategic Plan, including social justice reform.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 25-0632**

AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, AMENDING CHAPTER 10.45 OF THE KENMORE MUNICIPAL CODE TO LIMIT THE ISSUANCE OF PHOTO ENFORCEMENT INFRACTIONS FOR A SINGLE VEHICLE TO NO MORE THAN ONE PER HALF-HOUR ACROSS ALL SPEED CAMERAS CITYWIDE; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, on February 28, 2022, the City Council adopted Chapter 10.45 KMC, and established the City's Kenmore Automated Photo Enforcement Program ("KAPE Program"); and

WHEREAS, the KAPE Program has reduced rates of speeding and school zone speeding by over 90% in areas where traffic safety cameras have been deployed; and

WHEREAS, on June 23, 2023, the City Council approved the use of four transportable cameras at sixteen sites on City arterials for enforcement of speeding violations outside of school zones; and

WHEREAS, the continued success of the KAPE program is predicated on earning and sustaining public trust; and

WHEREAS, the foundational values of the KAPE program are Safety, Fairness, Equity, and Transparency; and

WHEREAS, wider deployment of traffic safety cameras increases the likelihood that a speeding vehicle will pass multiple traffic safety cameras in a single trip; and

WHEREAS, issuance of multiple fines for a single trip is in opposition to the KAPE program's values of Fairness and Equity; and

WHEREAS, the City Council finds it in the interest of public safety, health and welfare to adopt this ordinance, and desires to amend Chapter 10.45 KMC to limit the issuance of photo enforcement infractions for a single vehicle to no more than one per half-hour;

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

Section 1. Findings. The City Council adopts the recitals set forth above, incorporated herein by reference, as findings in support of this ordinance.

Section 2. Amendment. The City Council amends Chapter 10.45 of the Kenmore Municipal Code, entitled “Automated Traffic Safety Cameras” as set forth in Attachment A, attached hereto and incorporated herein by reference.

Section 3. Severability. If any provision of this ordinance or its application to any person or circumstance is held invalid or unconstitutional by a court of competent jurisdiction, the remainder of the ordinance, or the application of the provision to other persons or circumstances, is not affected.

Section 4. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force on January 1, 2026.

ADOPTED BY THE CITY COUNCIL AT A MEETING THEREOF ON THE ____ DAY OF _____ 2025.

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

Scott Passey, City Clerk

Approved as to form:

Dawn Reitan, City Attorney

FILED WITH THE CITY CLERK: 10/13/2025

PASSED BY THE CITY COUNCIL:

ORDINANCE NO.: 25-0632

DATE OF PUBLICATION:

EFFECTIVE DATE:

Chapter 10.45

AUTOMATED TRAFFIC SAFETY CAMERAS

Sections:

- 10.45.001 Purpose.
- 10.45.010 Authorized use of automated traffic safety cameras and restrictions.
- 10.45.015 Signing and public notice.
- 10.45.020 Notice of infraction.
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- 10.45.040 Violation – Presumption.
- 10.45.050 Infractions processed.
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- 10.45.070 Definition of automated traffic safety camera.
- 10.45.080 Penalties.
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10.45.001 Purpose.

The City recognizes the value of implementing an automated traffic enforcement program in furtherance of City goals of creating a safer environment for its citizens. Consistent with the council's direction and intent in adopting the policy and procedures of the photo enforcement program, the department is hereby authorized to develop public rules and make minor changes to the policies and procedures of the photo enforcement program, in order to better implement photo enforcement and as needed to stay current with changing technology and methods. [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.010 Authorized use of automated traffic safety cameras and restrictions.

A. Pursuant to RCW 46.63.030(1)(d), law enforcement officers of the City of Kenmore, and persons commissioned by the police chief, and City employees from public works or transportation departments performing under the supervision of a qualified traffic engineer (defined collectively as the "City" in this chapter) have the authority to review infractions detected through the use of the automated traffic safety camera authorized by this chapter and to issue notices of infraction consistent with this chapter and RCW 46.63.220(9).

B. Pursuant to RCW 46.63.230 and 46.63.250, the City is authorized to use automated traffic safety cameras and related automated systems to detect one or more of the following:

1. Stoplight violations; and
2. Speed violations, including but not limited to school speed zone violations.

C. The use of automated traffic safety cameras is subject to the following:

1. Use of automated traffic safety cameras to detect stoplight violations is restricted to intersections of two or more arterials with traffic control signals that have yellow change interval durations in accordance with RCW 47.36.022, which interval durations may not be reduced after placement of the camera.
2. Use of automated traffic safety cameras to detect speed violations is restricted to use in the following locations as defined in RCW 46.63.210, as may be amended:
 - a. Hospital speed zones;
 - b. Public park speed zones;
 - c. School speed zones;
 - d. School walk zones;

- e. Roadway work zones, except that a notice of infraction may only be issued if an automated traffic safety camera captures a speed violation when workers are present; and
 - f. State highways within City limits that are classified as City streets under Chapter 47.24 RCW; provided, that the City notifies the Washington Department of Transportation when it installs said automated traffic safety cameras.
3. In addition to the automated traffic safety cameras that may be authorized for specified zones or roads in subsection (C)(2) of this section, the City of Kenmore is authorized to use one additional automated traffic safety camera per 10,000 population to detect speed violations in locations deemed by the city council to experience higher crash risks due to excessive vehicle speeds.
4. The City shall prepare an analysis of the locations where automated traffic safety cameras are proposed to be located before adding traffic safety cameras to a new location or relocating any existing camera to a new location within the jurisdiction. The analysis will include the following:
- a. Equity considerations including the impact of the camera placement on livability, accessibility, economics, education, and environmental health; and
 - b. Demonstrated need for traffic cameras based on one or more of the following in the vicinity of the proposed camera location: travel by vulnerable road users, evidence of vehicles speeding, rates of collision, reports showing near collisions, and anticipated or actual ineffectiveness or infeasibility of other mitigation measures.
5. Notices of infraction for automated traffic safety camera-detected speed violations may not be issued to the registered vehicle owner of:
- a. A marked fire engine equipped with emergency lights and siren; or
 - b. An ambulance licensed by the Department of Health and equipped with emergency lights and siren.
6. Automated traffic safety cameras may only record images of the vehicle and vehicle license plate and only while an infraction is occurring. The primary purpose of camera placement is to record images of the vehicle and vehicle license plate while an infraction is occurring. The image must not reveal the face of the driver or of passengers in the vehicle. The City must consider installing automated traffic safety cameras in a manner that minimizes the impact of camera flash on drivers. [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.015 Signing and public notice.

- A. The City shall clearly mark all locations where automated safety cameras are in use by placing signs in locations that clearly indicate to a driver that the driver is entering an area where traffic laws are enforced by an automated traffic safety camera. The signs shall be readily visible to a driver approaching an automated traffic safety camera and shall clearly indicate to a driver either that: (1) the driver is within an area where automated traffic safety cameras are authorized; or (2) the driver is entering an area where violations are enforced by an automated traffic safety camera. Signs shall follow the specifications and guidelines under the Manual on Uniform Traffic Control Devices.
- B. All locations where an automated traffic safety camera is used on roadways or intersections shall be clearly marked by placing signs at least 30 days prior to activation of the camera.
- C. Whenever a new automatic traffic safety camera becomes active, for a period of 60 days after the camera initially becomes active, whenever any vehicle is photographed by that camera a warning shall be mailed to the registered owner of the vehicle and no notice of infraction will be issued.
- D. Restrictions and policies regarding the City's use of automated traffic safety cameras will be posted on the City's website. An annual report will be posted on the City's website which includes, at minimum:
- 1. The number of traffic crashes that occurred at each location where automated traffic safety cameras are active;

2. The number of notices of infraction issued for each camera;
3. Percentage of revenues received from fines issued from automated traffic safety camera infractions that were used to pay for the costs of the automated traffic safety camera program; and
4. The use of revenues that exceeded the costs of operation and administration of the automated safety camera program.

E. Advance installation of photo enforcement signing, the initial warning period, and information related to the City's automated traffic safety camera program posted on the City's website will constitute the minimum public notice for automated traffic safety camera locations, though additional forms of public notice may also be given. [Ord. 24-0619 § 2 (Att. A).]

10.45.020 Notice of infraction.

A. Except as otherwise provided in KMC 10.45.055 whenever any vehicle is photographed by an automatic traffic safety camera, a notice of infraction shall be mailed to the registered owner of the vehicle within 14 days of the violation, or to the renter of the vehicle within 14 days of establishing the renter's name and address under subsection B of this section.

B. If the registered owner of the vehicle is a rental car business, the City shall, before a notice of infraction is issued, provide a written notice to the rental car business that a notice of infraction may be issued to the rental car business if the rental car business does not, within 18 days of receiving the written notice, provide to the issuing agency by return mail:

1. A statement under oath stating the name and known mailing address of the individual driving or renting the vehicle when the infraction occurred; or
2. A statement under oath that the business is unable to determine who was driving or renting the vehicle at the time the infraction occurred because the vehicle was stolen at the time of the infraction. A statement provided under this subsection must be accompanied by a copy of a filed police report regarding the vehicle theft; or
3. In lieu of identifying the vehicle operator, the rental car business may pay the applicable penalty. Timely mailing of this statement to the City relieves a rental car business of any liability under this chapter for the notice of infraction.

C. The notice of infraction shall include with it a certificate, or facsimile thereof, based upon inspection of photographs, microphotographs, or electronic images produced by an automated traffic safety camera, stating the facts supporting the notice of infraction. This certificate or facsimile is prima facie evidence of the facts contained in it and is admissible in a proceeding charging a violation under this chapter.

D. All photographs, microphotographs, or electronic images, or any other personally identifying data prepared under this chapter are for the exclusive use of law enforcement in the discharge of duties under this chapter and, as provided in RCW 46.63.220(11), are not open to the public and may not be used in a court in a pending action or proceeding unless the action or proceeding relates to a violation under this chapter. No photograph, microphotograph, or electronic image, or any other personally identifying data may be used for any purpose other than enforcement of violations under this chapter nor retained longer than necessary to enforce this chapter. [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.030 Adjudication of infraction – Procedures.

A. A person receiving a notice of infraction based on evidence detected by an automated traffic safety camera may respond to the notice by mail or request a hearing. The King County district court shall adjudicate all requests for a hearing to mitigate or contest the notice of infraction.

B. The photographs, microphotographs, or electronic images evidencing the violation must be available for inspection and admission into evidence in a proceeding to adjudicate the liability for the infraction. [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.040 Violation – Presumption.

A. Pursuant to RCW 46.63.075, in a traffic infraction case involving an infraction detected through the use of an automated traffic safety camera under this chapter and/or RCW 46.63.220 through 46.63.260, proof that the particular vehicle described in the notice of traffic infraction was in violation of this chapter and/or RCW 46.63.220 through 46.63.260, together with proof that the person named in the notice of traffic infraction was at the time of the violation the registered owner of the vehicle, constitutes in evidence a prima facie presumption that the registered owner of the vehicle was the person in control of the vehicle at the point where, and for the time during which, the violation occurred.

B. This presumption may be overcome only if the registered owner states, under oath, in a written statement to the court or in testimony before the court that the vehicle involved was, at the time, stolen or in the care, custody, or control of some person other than the registered owner. [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.050 Infractions processed.

Infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record under RCW 46.52.101 and 46.52.120. Additionally, infractions generated by the use of automated traffic safety cameras under this chapter shall be processed in the same manner as parking infractions, including for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(2). [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.055 Limited Infraction Window

For the purposes of this chapter, "infraction window" means a thirty (30) minute period of time which begins 30 minutes beginning at the time of occurrence of a speed violation or school speed zone violation by a vehicle which is detected through the use of automated traffic safety cameras and for which a notice of infraction is issued. No more than one notice of infraction for a speed violation or school speed zone violation will be issued for multiple infractions by the same vehicle detected through the use of automated traffic safety cameras within the City of Kenmore within the same infraction window.

10.45.060 Nonexclusive enforcement.

Nothing in this chapter prohibits a law enforcement officer from issuing a notice of traffic infraction to a person in control of a vehicle at the time a violation occurs under RCW 46.63.030(1)(a), (b), or (c). [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.070 Definition of automated traffic safety camera.

For the purposes of this chapter, "automated traffic safety camera" means a device that uses a vehicle sensor installed to work in conjunction with an intersection traffic control system, or a speed measuring device, and a camera synchronized to automatically record one or more sequenced photographs, microphotographs, or electronic images of the front or rear of a motor vehicle at the time the vehicle fails to stop when facing a steady red traffic control signal, or exceeds a speed limit as detected by a speed measuring device. [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.080 Penalties.

The amount of the fine issued for an infraction generated through the use of an automated traffic safety camera may be adjusted for inflation every five years, beginning January 1, 2029, based upon changes in the consumer price index during that time period.

A. The penalty for stoplight infractions committed pursuant to the provisions of this chapter shall be as follows:

Beginning in Year	Fine Amount
2024	\$100.00
2025	\$110.00
2029	\$135.00

B. The penalty for speed infractions committed pursuant to the provisions of this chapter shall be as follows:

Beginning in Year	Speed of Violation	Fine Amount
2024	Exceeding the Regulatory Speed Limit 6+ MPH	\$100.00
2025	Exceeding the Regulatory Speed Limit 6+ MPH	\$110.00
2029	Exceeding the Regulatory Speed Limit 6+ MPH	\$135.00

C. The penalty for school speed zone infractions committed pursuant to the provisions of this chapter shall be as follows:

Beginning in Year	Speed of Violation	Fine Amount
2024	Exceeding the School Zone Speed Limit by 6+ MPH	\$100.00
2025	Exceeding the School Zone Speed Limit by 6+ MPH	\$110.00
2029	Exceeding the School Zone Speed Limit by 6+ MPH	\$135.00
2024	Exceeding the Regulatory Speed Limit 6+ MPH	\$250.00
2025	Exceeding the Regulatory Speed Limit 6+ MPH	\$250.00
2029	Exceeding the Regulatory Speed Limit 6+ MPH	\$250.00

D. Fees and penalties for failure to respond shall follow the standard court schedule for infractions.

E. Pursuant to RCW 46.63.220(15), and except as provided in this subsection, registered owners of vehicles who receive notices of infraction for automated traffic safety camera-enforced infractions and are recipients of public assistance under RCW Title 74 or participants in the Washington Women, Infants, and Children Program, and who request reduced penalties for infractions detected through the use of automated traffic safety camera violations, must be granted reduced penalty amounts of 50 percent of what would otherwise be assessed for a first automated traffic safety camera violation and for subsequent automated traffic safety camera violations issued within 21 days of issuance of the first automated traffic safety camera violation. Eligibility for Medicaid under RCW 74.09.510 is not a qualifying criterion under this subsection. Registered owners of vehicles who receive notices of infraction must be provided with information on their eligibility and the opportunity to apply for a reduction in penalty amounts through the mail or internet. [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

10.45.085 Use of revenue.

A. The compensation paid to the manufacturer or vendor of the equipment used must be based only upon the value of the equipment and services provided or rendered in support of the system and may not be based upon a portion of the fine or civil penalty imposed or the revenue generated by the equipment.

B. The City may only use revenue generated by an automated traffic safety camera program in a manner consistent with state law. [Ord. 24-0619 § 2 (Att. A).]

10.45.090 Authorization for use of electronic signatures.

In connection with the traffic safety camera program, the police chief, or his or her designee, is authorized to utilize electronic signatures in accordance with the provisions of Kenmore Resolution No. 20-351, and the Uniform Electronic Transactions Act. [Ord. 24-0619 § 2 (Att. A); Ord. 22-0542 § 2 (Att. A).]

Kenmore
Automated
Photo
Enforcement

Ordinance 25-0632
Limited Infraction
Window

Tobin Bennett-Gold, P.E.
City Traffic Engineer



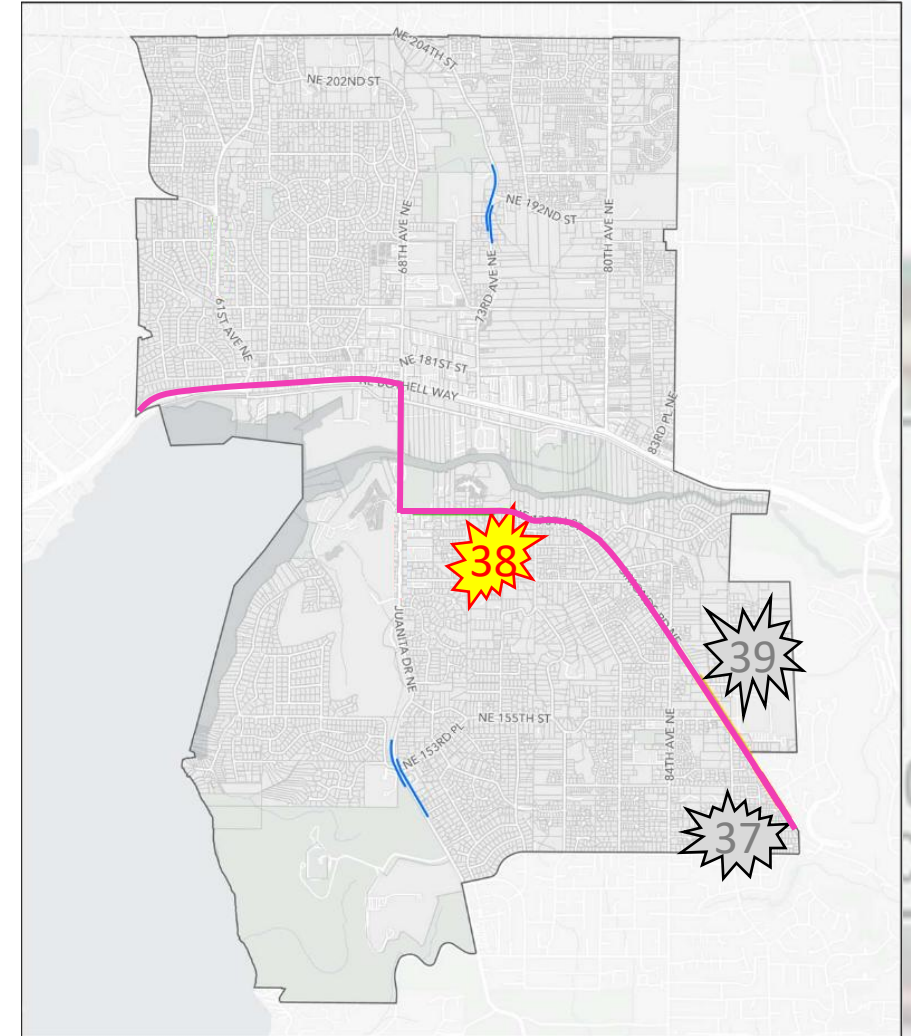
Monday October 27, 2025



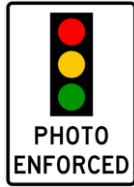
Limited Infraction Window

Drivers can only receive one infraction in a 30-minute window

- **Supports geographic equity:**
Multiple cameras in a corridor does not introduce risk for multiple tickets
- **Supports economic equity:**
Increased use of speed safety cameras does not introduce increased risk of financial disruption for a speeding during a single trip
- **Supports perception of fair practices:**
Policy is forgiving when mistakes are made, or when drivers are unfamiliar with local practices
- **Minimal Financial Impact:**
Not expected to impact projected program revenue



Caveats & Restrictions



- **Speeding Only:**
Does not affect issuance of infractions for red-light violations



- **Kenmore Only:**
Infractions issued by other agencies do not affect issuance of infractions in Kenmore



- **In-person Officer Enforcement:**
Does not affect an officer's authority to issue tickets for speeding



- **Unlimited Warnings:**
Warnings will still be issued for every single violation during a warning period



- **Effective Jan 1, 2026:**
Will be in effect before end of transportable camera warning period



Recommended Council Action

Motion to adopt Ordinance 25-0632 to revise KMC 10.45 to limit the issuance of photo enforcement infractions for speed limit violations for a single vehicle to no more than one per half-hour across all traffic safety cameras citywide.



City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 10/27/2025

Subject/Topic:	Proposed Council Action/Motion:
Adopt Ordinance No. 25-0633, Capital Improvement Program (CIP) for Parks, Transportation, Surface Water Management and City Facilities Department: Finance & Administration Engineering PW Operations Environmental Services Community Development Prepared by: Melinda Merrell, Finance Director John Vicente, Engineering Director Richard Sawyer, Env Svcs Director Jennifer Gordon, PW Ops Director Debbie Bent, Community Dev Director Attachments: Attachment 1: Proposed Ordinance No. 25-0633 Proposed Capital Improvement Program (CIP), including Exhibit A (Capital Improvement Program Summary) Attachment 2: Park CIP Attachment 3: Park Narratives Attachment 4: Transportation CIP Attachment 5: Transportation Narratives Attachment 6: Surface Water Management CIP Attachment 7: Surface Water Management Narratives Attachment 8: City Facilities CIP Attachment 9: City Facilities Narratives Attachment 10: REET Fund Projections Attachment 11: Park Impact Fee Fund Projections Attachment 12: Transportation Impact Fee Fund Projections Attachment 13: King County Parks Levy Projections Attachment 14: CIP Proposed Changes Summary	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☒ Adopt/Approve ☐ Authorize ☐ Other: Adopt Ordinance No. 25-0633, 2025-2030 Capital Improvement Program for Parks, Transportation, Surface Water Management and City Facilities

Approvals:

Department Head MM 10/17/2025 City Attorney NA Finance Director MM 10/17/25 City Manager TK 10/17/25 Optional Initials & Date

Summary/Background:

Adoption of Ordinance No. 25-0633 is to occur at the October 27, 2025, City Council meeting.

A Public Hearing was held to receive public comment on the Proposed 2025-2030 Capital Improvement Program (CIP) on October 13, 2025.

Previous Council Action(s):

The current 2025-2030 Six-Year Capital Improvement Program (CIP) was adopted by [Ordinance No. 24-0614](#) on October 14, 2024.

Fiscal Consideration:

The City's goal is to adopt and maintain a fiscally balanced Capital Improvement Program that can be used by staff to prioritize and pursue projects. The CIP balances City resources including Park and Transportation Impact Fees, Real Estate Excise Tax, General Fund revenues, Surface Water Utility fees, King County Park Levy funds, and grant funds. While a project may show need in future years for grant funds to complete, the project and budget is considered "balanced" and provides a tool to pursue outside funding. The CIP should be considered a programming document with the City of Kenmore adopted budget being the document that appropriates funds for project expenditures.

The proposed Capital Improvement Program includes 51 individual projects which total \$129,166,653 over the six-year planning horizon. The project costs and funding sources are displayed in Attachments 2, 4, 6 and 8. Also attached are projections of Real Estate Excise Taxes, Park Impact Fees, Transportation Impact Fees and King County Park Levy which are Attachments 10, 11, 12 and 13. All areas CIP, Transportation, Surface Water and Parks, are in balance with the exception of the Facilities CIP where the difference between costs and funding sources is due to the debt proceeds which were received in 2024.

Diversity, Equity, Inclusion, and Accessibility (DEIA) Consideration:

[DEIA Strategic Plan](#) | [City's Equity Framework Toolkit](#)

Goal 5: Develop facility plans and improvements responsive to the values and priorities of residents and stakeholders and achieve pro-equity outcomes.

Objective 5: Improve transportation safety and accessibility for multiple modes of transportation so that owning an automobile isn't the only way to get around.

Objective 5.1: Enhance the safety, accessibility and inclusivity of parks and city-owned buildings

[City Council Priorities](#) or Budget Objective Being Addressed:

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

- Implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.
- Enhance multimodal transportation, including pedestrian and bicycle safety.
- Explore opportunities to expand Parks and Recreation.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 25-0633**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, AMENDING
ORDINANCE NO. 24-0614 AND THE 2025-2030 SIX-YEAR CAPITAL
IMPROVEMENT PROGRAM AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, on October 14, 2024, the City Council adopted Ordinance No. 24-0614, which adopted the 2025-2030 Six-Year Capital Improvement Program ("CIP"); and

WHEREAS, on October 13, 2025, at a regularly scheduled meeting, the City Council was presented with information regarding the proposed amendments to the 2025-2030 Capital Improvement Program; and

WHEREAS, the City Council desires to amend the 2025-2030 CIP to reflect a changes in project budgets and funding for existing Parks Projects P-27 and P-28; existing Transportation Projects T-8, T-27, T-44, T-260, T-261, T-262, T-265, T 266, T 276; new Transportation Projects T-264, T-284, T-287, T-289 and Transportation Small Works; existing Surface Water Management (SWM) Projects SW-0177 (was SW-8), SW-0254, SW-0267, SW-0268, SW-0274, SW-0280, SW-0281, SW-0282; new SWM Projects SW-0291 and SW-0293; and existing City Facilities Project F-1 to include the debt service needed to complete Phase 1 of the Public Works Operations Center; new Facilities Projects F-2, F-3, and F-4.

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

Section 1. Amendment. The City Council amends Ordinance No. 24-0614 and the 2025-2030 Capital Improvement Program, specifically the Expenditures and Revenues for Parks, Transportation, City Facilities and Surface Water Management, as set forth on Exhibit "A," entitled "City of Kenmore Capital Improvement Program for the Years 2025-2030," attached hereto and incorporated by reference. All other provisions of Ordinance No. 24-0614 not amended by this Ordinance shall remain in full force and effect.

Section 2. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of the publication.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 27th DAY OF OCTOBER, 2025.

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

City Clerk

Approved as to form:

Dawn Reitan, City Attorney

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
ORDINANCE NO.:
DATE OF PUBLICATION:
EFFECTIVE DATE:

**CITY OF KENMORE
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

EXPENDITURES	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	Totals in Millions
PARKS							
P 18 Rhododendron Park - Signs Replacement	\$ -	\$ -	\$ 28,000	\$ -	\$ -	\$ -	\$ 0.03
P 27 Alexander Park Waterfront	120,000	120,000	125,000	125,000	125,000	125,000	0.74
P 28 Log Boom Park Waterfront Access & Mitigation	75,000	75,000	80,000	-	-	-	0.23
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	-	-	-	-	0.01
P 32 Moorlands Athletic Field Turf Replacement	-	-	-	30,000	15,000	730,000	0.78
P 34 Accessible Playground Feasibility Study	30,000	30,000	-	-	-	-	0.06
Total Parks	\$ 228,200	\$ 228,200	\$ 233,000	\$ 155,000	\$ 140,000	\$ 855,000	\$ 1.84

TRANSPORTATION							
T 8 Burke Gilman Trail/SR522 Accessibility Project	\$ 328,816	\$ 2,288,075	\$ 234,944	\$ -	\$ -	\$ -	\$ 2.85
T 27 Pedestrian Facilities Program	-	375,000	198,500	-	740,000	925,000	2.24
T 35 Pavement Preservation	625,000	1,100,000	225,000	1,100,000	225,000	1,100,000	4.38
T 38 Lower Swamp Creek Bridge Replacement	664,871	634,801	3,028,257	274,175	-	-	4.60
T 41 Juanita DR Pedestrian & Bicycle Safety Improvements	25,000	-	-	-	-	-	0.03
T 44 61st Ave Sidewalk Replacement Project (Phase 1)	4,124,255	53,553	-	-	-	-	4.18
T 203 66th - 196th Slope Stability	-	-	-	350,000	700,000	-	1.05
T 252 ADA Transition Program	400,000	150,000	650,000	650,000	650,000	650,000	3.15
T 253 NE 181st St Sidewalk Project	281,068	1,374,285	109,534	-	-	-	1.76
T 260 80th Ave NE Sidewalk Project	391,542	3,935,437	-	-	-	-	4.33
T 261 NE 192nd St Sidewalk Project	282,393	171,582	438,717	112,150	-	-	1.00
T 262 Arrowhead Project	351,571	2,209,553	163,499	-	-	-	2.72
T 264 NE 170th Interim Sidewalk	62,002	-	-	-	-	-	0.06
T 265 Juanita Dr Tree Removal/Replacement	100,000	-	-	-	-	-	0.10
T 266 84th Ave NE Sidewalks	17,500	336,000	386,103	2,714,000	30,000	-	3.48
T 276 61st Ave Sidewalk Repair	100,000	-	-	-	-	-	0.10
T 284 61st Sidewalk Replacement (181st-190th), Phase 2	5,000	300,000	300,000	2,900,000	-	-	3.51
T 287 175th ST Sidewalks (68th - 73rd)	5,000	250,000	250,000	2,361,150	-	-	2.87
T 289 155th 81st - Simonds Ped-Bike	5,000	300,000	300,000	4,277,500	-	-	4.88
Transportation Small Works	100,000	100,000	100,000	100,000	100,000	100,000	0.60
Legal Expenses for Claims	100,000	100,000	100,000	100,000	100,000	100,000	0.60
Project Management	150,000	150,000	156,000	163,000	170,000	170,000	0.96
Total Transportation	\$ 8,119,018	\$ 13,828,286	\$ 6,640,554	\$ 15,101,975	\$ 2,715,000	\$ 3,045,000	\$ 49.45

**CITY OF KENMORE
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

EXPENDITURES	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	Totals in Millions
SURFACE WATER MANAGEMENT							
SW 0177 190th St. Stream Culvert Debt Payments	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 0.69
SW 0177 190th St. Stream Culvert Replacement	225,000	-	-	-	-	-	0.23
SW 0254 Muck Creek Restoration Project	1,250,000	10,000	10,000	10,000	10,000	10,000	1.30
SW 0261 192ND SC Trib Fish Passage Culvert Replacement	75,000	375,000	2,050,000	-	-	-	2.50
SW 0267 169TH Samm Trib Fish Passage Culvert Replacement	75,000	350,000	2,135,000	-	-	-	2.56
SW 0268 175TH Trib 0056 Fish Passage Culvert Replacement	-	-	-	275,850	1,379,250	7,539,900	9.20
SW 0270 74TH Trib 0057 Fish Passage Culvert Replacement (D)	-	75,270	376,350	2,057,380	-	-	2.51
SW 0271 74TH Trib 0057 Fish Passage Culvert Replacement (U)	-	74,949	374,745	2,048,606	-	-	2.50
SW 0272 76TH Trib 0057 Fish Passage Culvert Replacement	-	-	58,713	293,565	1,604,822	-	1.96
SW 0273 163RD Trib 0057 Fish Passage Culvert Replacement	-	-	64,962	324,810	1,775,628	-	2.17
SW 0274 Little Swamp Creek Relocation	-	-	219,600	1,898,000	6,202,400	-	8.32
SW 0275 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	40,000	490,000	-	-	-	-	0.53
SW 0278 Thomas Property Acquisition	600,000	-	-	-	-	-	0.60
SW 0280 2025-2026 Small Works Project	79,500	83,500	-	-	-	-	0.16
SW 0281 2027-2028 Small Works Project	-	-	86,800	91,200	-	-	0.18
SW 0282 Property Acquisition (Conservation/Restoration)	-	745,000	-	-	-	-	0.75
SW 0283 Blueberry Creek Culvert Removal	125,000	125,000	-	-	-	-	0.25
SW 0291 Conservation Property Acquisition - Gilmur Properties	-	7,055,000	-	-	-	-	7.06
SW 0292 2029-2030 Small Works Projects	-	-	-	-	91,200	93,500	0.18
SW 0293 Tributary 0057 Barrier Removal	-	30,000	120,000	-	-	-	0.15
SW 0294 2027-2028 Stormwater Facility Retrofit	-	-	115,760	462,400	-	-	0.58
SW 0295 2028-2029 Stormwater Facility Retrofit	-	-	-	-	121,620	486,480	0.61
Project Management	190,000	195,000	200,000	210,000	220,000	230,000	1.25
Future Conservation Prjs (Land Acquisition, Demo, Restoration)	-	-	810,300	830,500	851,300	872,600	3.36
Fish Passage Culvert Projects Debt Payments	-	40,000	200,000	360,000	670,000	950,000	2.22
Total Surface Water Management	\$ 2,774,500	\$ 9,763,719	\$ 6,937,230	\$ 8,977,311	\$ 13,041,220	\$ 10,297,480	\$ 51.79
CITY FACILITIES							
F1. Public Works Operations Center (PWOC) Design & Construction	\$ 3,200,000	\$ 12,000,000	\$ 875,000	\$ -	\$ -	\$ -	\$ 16.08
PWOC Debt Repayment	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9.60
F2. Kenmore Senior Center Improvements	250,000	-	-	-	-	-	0.25
F3. Kenmore City Hall Electrical Vehicle Charger Expansion	60,000	-	-	-	-	-	0.06
F4. Kenmore City Hall Solar Expansion	-	100,960	-	-	-	-	0.10
Total City Facilities	\$ 5,110,000	\$ 13,700,960	\$ 2,475,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 26.09
TOTAL EXPENDITURES	\$16,231,718	\$37,521,165	\$16,285,784	\$25,834,286	\$17,496,220	\$15,797,480	\$ 129.17

**CITY OF KENMORE
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

REVENUES	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	Totals in Millions
PARKS							
Park Impact Fees	\$ 90,000	\$ 90,000	\$ 65,000	\$ 95,000	\$ 80,000	\$ 225,000	\$ 0.65
City Swamp Creek Basin Funds	60,000	60,000	60,000	60,000	60,000	60,000	0.36
King County Park Levy	78,200	78,200	80,000	-	-	-	0.24
Carryover Funds	-	-	28,000	-	-	-	0.03
Sports Leagues	-	-	-	-	-	220,000	0.22
Other Grants (Applied or Awarded)	-	-	-	-	-	350,000	0.35
Total Parks	\$ 228,200	\$ 228,200	\$ 233,000	\$ 155,000	\$ 140,000	\$ 855,000	\$ 1.84
TRANSPORTATION							
Transportation Impact Fees	\$ 30,418	\$ 1,141,867	\$ 626,928	\$ 711,150	\$ 740,000	\$ 500,000	\$ 3.75
Real Estate Excise Taxes	1,040,639	553,553	1,006,000	1,751,650	1,750,000	1,445,000	7.55
KAPE	625,000	1,100,000	225,000	1,100,000	225,000	1,100,000	4.38
Connecting WA	328,816	1,288,075	234,944	-	-	-	1.85
Move Ahead WA	12,500	336,000	362,500	2,389,000	-	-	3.10
Sound Transit	250,650	1,249,350	-	-	-	-	1.50
BRAC Grant	664,871	634,801	3,028,257	274,175	-	-	4.60
WSDOT Safe Routes to Schools	633,964	1,938,754	606,925	3,851,000	-	-	7.03
WSDOT Ped/Bike Funds	1,565,807	1,980,822	250,000	2,125,000	-	-	5.92
Northshore Utility District (NUD)	735,400	-	-	-	-	-	0.74
Forward WA	-	300,000	300,000	2,900,000	-	-	3.50
TIB (Applied or Awarded)	2,230,953	-	-	-	-	-	2.23
Funding tbd	-	3,305,064	-	-	-	-	3.31
Total Transportation	\$ 8,119,018	\$ 13,828,286	\$ 6,640,554	\$ 15,101,975	\$ 2,715,000	\$ 3,045,000	\$ 49.45
SURFACE WATER MANAGEMENT							
Bond Proceeds for Fish Passage Culvert Projects	\$ -	\$ 701,100	\$ 1,927,687	\$ 3,126,281	\$ 4,877,408	\$ 2,539,900	\$ 13.17
Grant KCFCF (SW 0254)	620,533	-	-	-	-	-	0.62
Grant CFT (SW 0254, 0263, 0274, 0278, 0282, 0291)	960,000	6,659,250	-	600,000	-	-	8.22
Grant KCFCF (SW 0261)	75,000	375,000	-	-	-	-	0.45
Grant Delbene Community Project (SW 0261)	-	-	1,300,000	-	-	-	1.30
Grant KCFCF (SW 0267)	-	-	750,000	-	-	-	0.75
Grant FHA AOP (SW 0268)	-	-	5,000,000	-	-	-	5.00
Anticipated Grant Funds	-	-	-	2,002,920	2,928,000	2,487,893	7.42
Army Corps of Engineers Funding (unsecured)	-	-	80,388	401,944	2,197,292	-	2.68
General Facility Charge	425,000	250,000	248,400	261,800	270,200	275,000	1.73
Reimbursement from Utilities	-	-	-	-	-	-	-
Transfer from Surface Water Management Fund	-	1,017,521	716,600	1,321,700	1,092,300	1,202,600	5.35
Conservation Futures Grant (Property Acquisition)	-	-	607,725	622,875	638,475	654,450	2.52
2024 Carryover Funds	2,576,218	-	-	-	-	-	2.58
Total Surface Water Management	\$ 4,656,751	\$ 9,002,871	\$ 10,630,800	\$ 8,337,520	\$ 12,003,675	\$ 7,159,843	\$ 51.79

**CITY OF KENMORE
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

REVENUES	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	Totals in Millions
FACILITIES							
Transfer from SWM	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 4.80
Transfer from REET	800,000	800,000	800,000	800,000	800,000	800,000	4.80
King County Dept of Commerce Grant	310,000	98,160	-	-	-	-	0.41
Transfer from General Fund - City Match from Climate Action Plan	-	2,800	-	-	-	-	0.00
Total City Facilities	\$ 1,910,000	\$ 1,700,960	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 10.01
TOTAL REVENUES	\$ 14,913,969	\$ 24,760,317	\$ 19,104,354	\$ 25,194,495	\$ 16,458,675	\$ 12,659,843	\$ 113.09

**CITY OF KENMORE
PARK CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

Project Description	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
P 18 Rhododendron Park - Signs Replacement	\$ -	\$ -	\$ 28,000	\$ -	\$ -	\$ -	\$ 28,000
P 27 L'a X'w a d i s Park Waterfront	120,000	120,000	125,000	125,000	125,000	125,000	740,000
P 28 Log Boom Park Waterfront Access & Mitigation	75,000	75,000	80,000				230,000
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	-	-	-	-	6,400
P 32 Moorlands Athletic Field Turf Replacement	-	-	-	30,000	15,000	730,000	775,000
P 34 Accessible Playground Feasibility Study	30,000	30,000	-	-	-	-	60,000
Total Project Costs	\$ 228,200	\$ 228,200	\$ 233,000	\$ 155,000	\$ 140,000	\$ 855,000	\$ 1,839,400

Funding As Proposed:	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
Park Impact Fees	\$ 90,000	\$ 90,000	\$ 65,000	\$ 95,000	\$ 80,000	\$ 225,000	\$ 645,000
Carryover Funds	-	-	28,000	-	-	-	28,000
City Swamp Creek Basin Funds	60,000	60,000	60,000	60,000	60,000	60,000	360,000
King County Park Levy	78,200	78,200	80,000	-	-	-	236,400
Sports Leagues	-	-	-	-	-	220,000	220,000
Other Grants (Applied or Awarded)	-	-	-	-	-	350,000	350,000
Total Project Funding	\$ 228,200	\$ 228,200	\$ 233,000	\$ 155,000	\$ 140,000	\$ 855,000	\$ 1,839,400



City of Kenmore Capital Improvement Program Rhododendron Park – Entry Sign Replacement Project P-18

Project Location: Rhododendron Park, 6910 NE 170th Street, Kenmore WA.

Project Manager: Community Development Director

Project Description: Replace the two aging park entry signs.

Background: The boardwalk/trail project was one of the projects approved on the November 2016 Walkways & Waterways ballot measure. The new boardwalk/trail was completed in 2017 and connects the existing park improvements through the wetland to the Sammamish River. The access driveway was also improved to provide additional parking.





**City of Kenmore Capital Improvement Program
Waterfront & Natural Open Space Access Project
at Ł' a ẏw a d i s (Tl' awh-ah-dees) Park:
Mitigation Maintenance**

Project P-27

Project Location: 7515 and 7353 NE 175th Street, Kenmore WA

Project Manager: Community Development Director

Project Description: Ten years (2024 to 2033) of monitoring and maintenance of mitigation areas for compliance with permit requirements. Coordination of volunteer events to support maintenance. Consultant contracts in place.

Background: The 7-acre project to improve public access to the Sammamish River and enhance open space was included on the November 2016 ballot measure for Walkways & Waterways. Construction began December 21, 2021. Construction closeout May 2024. Project improvements included new elevated walkways, trails, viewpoints as well as natural open space and other environmental enhancements. The project added new boating facilities including docks, ramps, and staging areas for hand-powered watercraft; parking; a restroom and public art.





City of Kenmore Capital



Log Boom Park Waterfront Access Project: Mitigation Maintenance Project P-28

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

Project Manager: Community Development Director

Project Description: Five years (2023 to 2027) of ongoing monitoring and maintenance of mitigation areas for compliance with permit requirements. Coordination of volunteer events to support maintenance. Consultant contracts in place.

Background: The project to improve public access to Lake Washington and enhance open space was included on the November 2016 ballot measure for Walkways & Waterways. Permits were received in March 2021. Construction began July 26, 2021. Construction closeout June 2022.

Project improvements included beach expansion, new trails and viewpoints, picnic areas, waterfront pavilion, environmental and ecological enhancements, kayak concession building, and access for hand-powered watercraft.





City of Kenmore Capital Improvement Program Rhododendron Park Public Boathouse Project P-30

Project Location: Rhododendron Park, 6910 NE 170th Street, Kenmore WA.

Project Manager: Community Development Director

Project Description: Five years of monitoring and maintenance (2022-2026) of required mitigation plantings installed related to the Rhododendron Boathouse project. Consultant contract in place.

Background: A 40' x 70' steel boathouse was constructed in 2021. The boathouse serves the school district high school rowing program and community rowing. The boathouse provides enclosed storage for 24-36 rowing shells. Small second story area for exercise machines, meeting and coaching space.





City of Kenmore Capital Improvement Program Moorlands Park - Athletic Field Turf Replacement Project P-32

Project Location: Moorlands Park, 15221 84th Ave NE, Kenmore, WA.

Project Manager: Community Development Director

Project Description: Replacing athletic field grass with turf (using organic fill). Assessing the feasibility of the current field drainage system to support turf. If feasible, the project will only move forward if funding is obtained including grants and contributions from youth athletic leagues.

Background: In July of 2018 park improvements were completed including renovated athletic field, new picnic shelter, restrooms, playground, landscaping and pathways. An interlocal agreement with the Northshore School District (NSD) regarding park use was authorized in December 2017 (Contract 17-C1814). The agreement outlines terms for NSD use of the park, City use of NSD parking spaces and a participation fee payment from NSD.





City of Kenmore Capital Improvement Program
City Hall – Accessible/Inclusive Playground
Project P-34

Project Location: City Hall, 18120 68th Ave NE, Kenmore, Wa

Project Manager: Community Development Director

Project Description: Assessing the feasibility for constructing an accessible and/or inclusive playground and other required site improvements on the City Hall site north of the City Hall building and south of the skate park.

- **Accessible:** Any playground that can be entered or reached without challenge, making it open to any and every child. For example, a wheelchair-accessible playground is designed to allow wheelchairs to easily maneuver between pieces of equipment so anyone in a wheelchair can access all the playground features without issue.
- **Inclusive:** An inclusive playground helps children of all backgrounds and abilities feel a sense of belonging by ensuring every child can fully engage with the equipment without limitations. An inclusive playground enriches play for everyone by providing a variety of sensory experiences that children of all abilities can enjoy.

Background: Results from the December 2021-March 2022 Balancing Act prioritization tool for use of ARPA funds ranked development of a city hall playground/sport court as one of the top priorities.

**CITY OF KENMORE
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

ATTACHMENT 4

Project Description	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
T 8 Burke Gilman Trail/SR522 Accessibility Project	\$ 328,816	\$ 2,288,075	\$ 234,944	\$ -	\$ -	\$ -	\$ 2,851,835
T 27 Pedestrian Facilities Program	-	375,000	198,500	-	740,000	925,000	2,238,500
T 35 Pavement Preservation	625,000	1,100,000	225,000	1,100,000	225,000	1,100,000	4,375,000
T 38 Lower Swamp Creek Bridge Replacement	664,871	634,801	3,028,257	274,175	-	-	4,602,104
T 41 Juanita DR Pedestrian & Bicycle Safety Improvements	25,000	-	-	-	-	-	25,000
T 44 61st Ave Sidewalk Replacement Project (Phase 1)	4,124,255	53,553	-	-	-	-	4,177,808
T 203 66th - 196th Slope Stability	-	-	-	350,000	700,000	-	1,050,000
T 252 ADA Transition Program	400,000	150,000	650,000	650,000	650,000	650,000	3,150,000
T 253 NE 181st St Sidewalk Project	281,068	1,374,285	109,534	-	-	-	1,764,887
T 260 80th Ave NE Sidewalk Project	391,542	3,935,437	-	-	-	-	4,326,979
T 261 NE 192nd St Sidewalk Project	282,393	171,582	438,717	112,150	-	-	1,004,842
T 262 Arrowhead Project	351,571	2,209,553	163,499	-	-	-	2,724,623
T 264 NE 170th Interim Sidewalk	62,002	-	-	-	-	-	62,002
T 265 Juanita Dr Tree Removal/Replacement	100,000	-	-	-	-	-	100,000
T 266 84th Ave NE Sidewalks	17,500	336,000	386,103	2,714,000	30,000	-	3,483,603
T 276 61st Ave Sidewalk Repair	100,000	-	-	-	-	-	100,000
T 284 61st Sidewalk Replacement (181st-190th), Phase 2	5,000	300,000	300,000	2,900,000	-	-	3,505,000
T 287 175th ST Sidewalks (68th - 73rd)	5,000	250,000	250,000	2,361,150	-	-	2,866,150
T 289 155th 81st - Simonds Ped-Bike	5,000	300,000	300,000	4,277,500	-	-	4,882,500
Transportation Small Works	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Legal Expenses for Claims	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Project Management	150,000	150,000	156,000	163,000	170,000	170,000	959,000
Total Project Costs	\$ 8,119,018	\$ 13,828,286	\$ 6,640,554	\$ 15,101,975	\$ 2,715,000	\$ 3,045,000	\$49,449,833

Funding as Proposed:	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
Transportation Impact Fees	\$ 30,418	\$ 1,141,867	\$ 626,928	\$ 711,150	\$ 740,000	\$ 500,000	\$ 3,750,363
Real Estate Excise Taxes	1,040,639	553,553	1,006,000	1,751,650	1,750,000	1,445,000	7,546,842
KAPE	625,000	1,100,000	225,000	1,100,000	225,000	1,100,000	4,375,000
Connecting WA	328,816	1,288,075	234,944	-	-	-	1,851,835
Move Ahead WA	12,500	336,000	362,500	2,389,000	-	-	3,100,000
Sound Transit	250,650	1,249,350	-	-	-	-	1,500,000
BRAC Grant	664,871	634,801	3,028,257	274,175	-	-	4,602,104
WSDOT Safe Routes to Schools	633,964	1,938,754	606,925	3,851,000	-	-	7,030,643
WSDOT Ped/Bike Funds	1,565,807	1,980,822	250,000	2,125,000	-	-	5,921,629
Northshore Utility District (NUD)	735,400	-	-	-	-	-	735,400
Forward WA	-	300,000	300,000	2,900,000	-	-	3,500,000
TIB (Applied or Awarded)	2,230,953	-	-	-	-	-	2,230,953
Funding tbd	-	3,305,064	-	-	-	-	3,305,064
Total Project Funding	\$ 8,119,018	\$ 13,828,286	\$ 6,640,554	\$ 15,101,975	\$ 2,715,000	\$ 3,045,000	\$49,449,833



City of Kenmore Transportation Capital Improvement Program

Project Name: Burke Gilman Trail/SR522 Accessibility Project

Project No. T-8

Project Location: Burke Gilman Trail to SR 522 at 61st Avenue NE

Project Description: This project will provide an American's with Disabilities Act (ADA) connection to the Burke Gilman Trail/Log Boom Park, close the left turn access to 60th Ave NE, and remove the eastbound to southbound right turn pocket on 61st Ave NE. Work also includes updating the gateway sign entering Kenmore at the west border.

Background: Since its incorporation, the City of Kenmore has completed improvements to SR 522 (Bothell Way) between 61st Avenue NE and the east city limits to increase safety, improve transit reliability, and ease congestion. Improvements included adding new traffic signals, street lighting and sidewalks, widening SR 522 for Business Access and Transit lanes, enhancing the corridor with new landscaping and medians to improve access management, replacing the Swamp Creek Bridge, undergrounding utilities, and more.

The final segment, SR 522 West B (61st Ave NE to the western city limits) was originally scoped to include new sidewalk with buffer, utility undergrounding, adding a dual left turn lane at 61st Ave NE, and closing off left turn access to 60th Ave NE. After re-evaluating priorities and with funding reduced for this project, the scope was modified to focus on accessibility to the Burke Gilman Trail and Log Boom Park. The above description reflects these changes to the project.





City of Kenmore Transportation Capital Improvement Program

Project Name: Pedestrian Facilities Program

Project No.: T-27

Project Location(s): Citywide

Project Description: This program is intended to provide matching funds for pedestrian improvements identified in the Pedestrian Facilities Plan. Projects would consist of extending existing sidewalks, filling gaps, or adding new facilities to connect to existing networks. Typical projects include new 6-foot-wide sidewalk with 4-foot amenity strip but each site will be evaluated independently for the most appropriate pedestrian facility improvement. If no grant funds are secured, these funds would be consolidated and used to build small sections of sidewalk identified in the Pedestrian Facilities Plan.

Background: In 2022, the City completed an update to its Pedestrian Facilities Plan (previously known as the Sidewalk Priority Plan). This Plan includes a priority list for completing sidewalk projects within the City. Staff will utilize this plan to determine where to fund projects and where to focus resources on grant applications.



Figure A



City of Kenmore Transportation Capital Improvement Program

Project Name: Pavement Preservation Program

Project No.: T-35

Project Location: Citywide.

Project Description: This program includes grind and overlay of selected streets within the City. Typically grind and overlay projects are completed on roadways with pavement ratings between 60 and 70 while pavement seal operations are completed on roadways with ratings above 70. As part of any pavement overlay, curb ramps within the project limits are upgraded to comply with the American's with Disabilities Act (ADA). In addition, pavement overlay may also include major pavement repairs, utility adjustments and revised or restored pavement markings.

Background: The City of Kenmore Comprehensive Plan promotes a fiscally constrained Transportation Element that prioritizes operation and maintenance of existing facilities within the City. There are 3 goals listed in the Comprehensive Plan that support this program:

1. Provide a complete transportation network serving local and regional circulation needs, safely accommodating all users (Goal 1);
2. Promote a transportation system that contributes to fiscal and environmental sustainability (Goal 3);
3. Facilitate freight mobility and economic prosperity (Goal 6).





City of Kenmore Transportation Capital Improvement Program

Project Name: West Sammamish River Bridge Replacement Project

Project No: T-37

Project Location: 68th Avenue NE between NE 170th Street and NE 175th Street

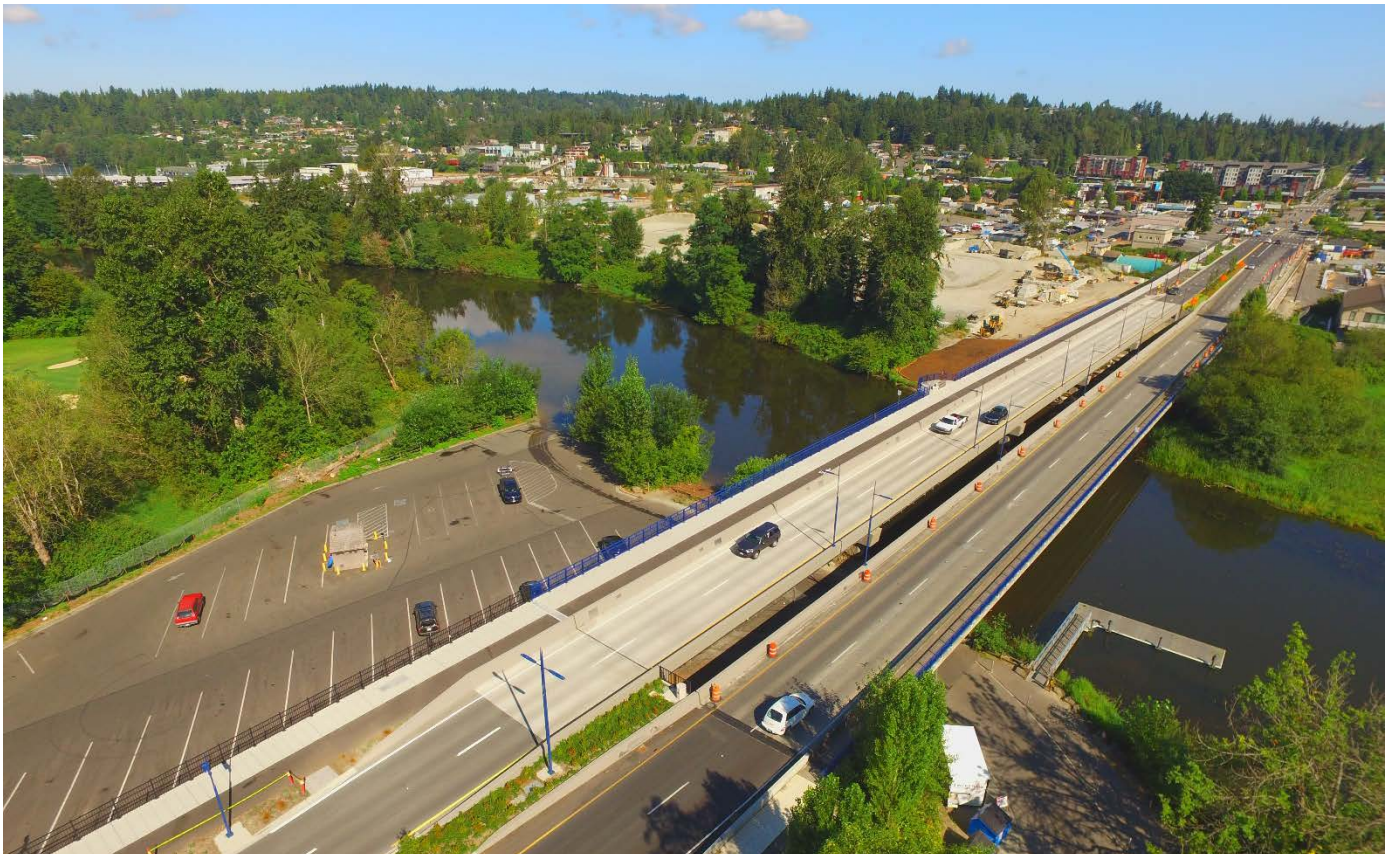
Project Description: Replace the West Sammamish River Bridge (southbound traffic) that crosses the Sammamish River on 68th Avenue NE. The project will also include new sidewalk and bike path, landscaping, lighting, and utility undergrounding on 68th Avenue NE between NE 170th Street and NE 175th Street.

Background: The West Sammamish River Bridge was constructed in the 1930's and is at the end of its life. It is considered to be structurally obsolete. To date, the City has completed an alternatives analysis, a scour analysis, a load rating analysis, and has applied load restrictions on the bridge (weight limits went into effect in 2014). The bridge continues to be monitored during the design of the new bridge.

2025-2026 Activities: During 2025-2026, project work will consist of monitoring and reporting on permit related wetland mitigation work done as part of the bridge replacement project. In addition, funds are set aside to reconcile remaining costs associated with work done to underground the utilities.



Project Location (Mitigation Areas Circled)



Completed Bridge



City of Kenmore Transportation Capital Improvement Program

Project Name: Lower Swamp Creek Bridge Replacement

Project No.: T-38

Project Location: NE 175th Street/Swamp Creek Crossing

Project Description: Replacement of the existing bridge over Swamp Creek.

Background: The bridge over Swamp Creek at NE 175th Street is aging and is in need of replacement. This structure is on NE 175th Street, adjacent to the Burke Gilman Trail and crosses Swamp Creek. This structure currently is wide enough for two way vehicle traffic. The existing structure is routinely evaluated by the King County Bridge Engineering group. Maintenance is provided to the structure as needed. King County recommended evaluation of the structure for rehabilitation vs. replacement. A study and alternatives analysis was performed in 2016 and revised in 2023 that recommended replacement of the bridge.



Figure A: Existing Bridge

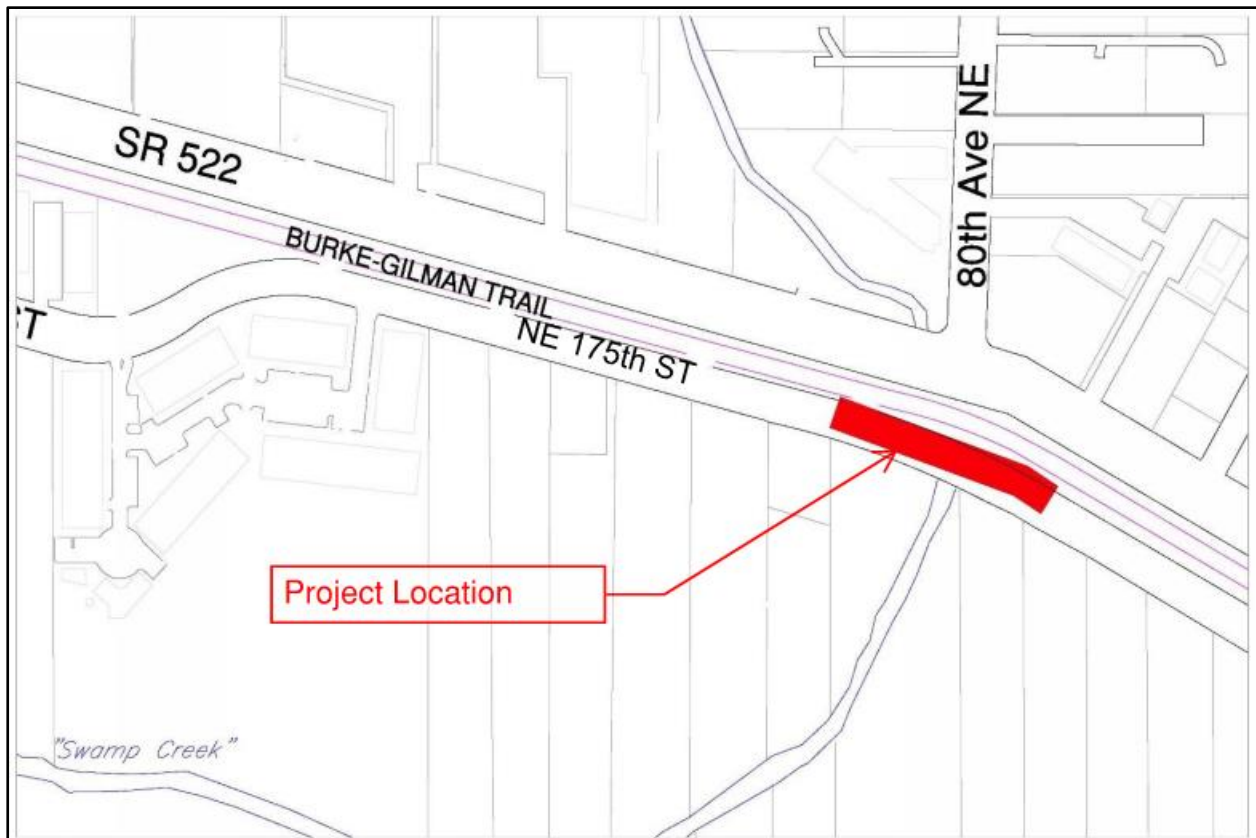


Figure B: Project Location



City of Kenmore Capital Improvement Program

Project Name: Juanita Drive NE Pedestrian and Bicycle Improvements

Project No. T-41

Project Location: Juanita Drive NE (NE 143 Street to NE 170 Street)

Project Description: This project provides continuous ADA accessible sidewalk and buffered bike lanes on Juanita Drive NE between NE 143 Street and NE 170 Street. Specific project components include:

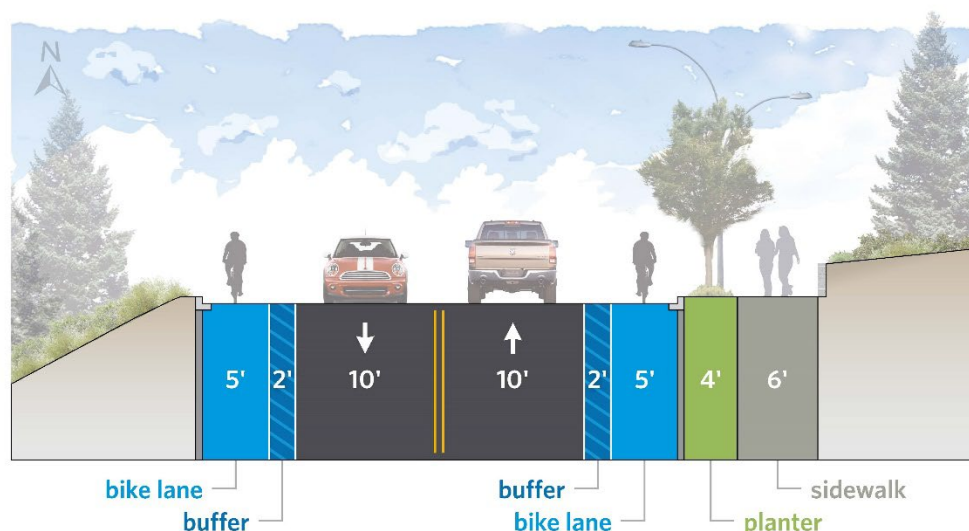
- Sidewalk along the east side of Juanita Drive NE where residential neighborhoods are located. Sidewalk improvements and pedestrian crossings on west side of street will be limited to bus stops only.
- Bike lanes with buffer on the east and west side of Juanita Drive NE;
- Additional or extensions of left turn lanes where warranted;
- Pedestrian crossing treatments to improve nonmotorized safety, connectivity, and comfort;
- Improved storm drainage, LED street lighting, landscaping and aesthetics and;
- Utility relocation and/or retaining structures, where necessary.
- Speed reduction to 30 MPH.

Background: Juanita Drive NE serves as a north-south critical link to the City's Downtown, SR 522 Corridor, Burke-Gilman Trail, Bastyr University, Kenmore Senior Center, Parks, and Arrowhead Elementary School for thousands of local residents and is part of the Lake Washington Loop, one of the region's most popular recreational cycling routes. Juanita Drive NE is an existing minor arterial roadway with mostly one travel lane in each direction and asphalt shoulders. The posted speed is 35 mph. This roadway experiences a high number of accidents per year and contains several geometric deficiencies including lack of continuous sidewalks and bicycle lanes. Up to 250 bicycles and 15,000 vehicles use this corridor daily.

Funding Status: This project is funded through the Walkways and Waterways bond measure, WSDOT Pedestrian and Bicycle Safety Program, Sound Transit System Access Fund, WA State Department of Ecology, WA State Department of Commerce, Northshore Utility District, and local City dollars.

Project Delivery Status: Construction was completed in 2023. Funding for this fiscal period will address construction claim issues.

Typical Section – two lanes *(Looking North)*





City of Kenmore Transportation Capital Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project, Phase 1

Project No. T-44

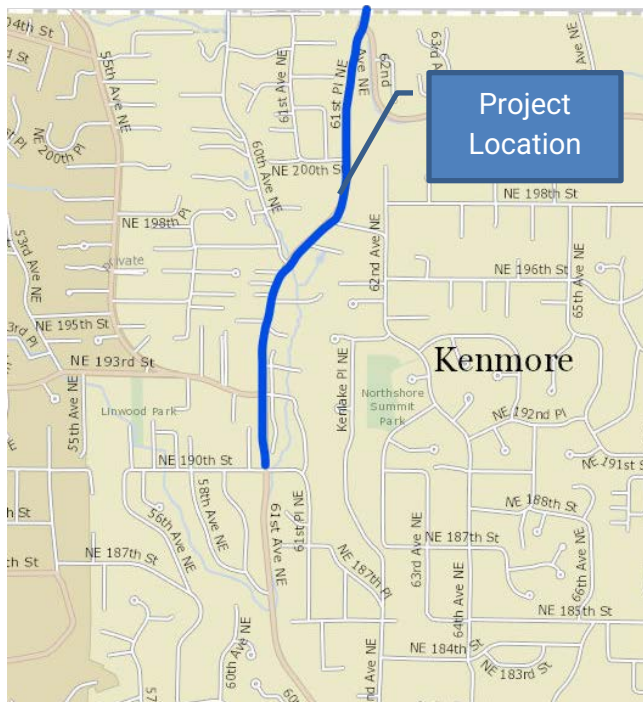
Project Location: 61st Ave/PI NE (NE 190th Street north to 62nd Ave NE)

Project Description:

Through an extensive alternatives analysis which included possible scenarios for sidewalk replacement and tree retention, the sidewalk will be replaced on the east side of 61st Avenue NE between NE 190th St and 60th Avenue NE with new sidewalk relocated to preserve as many trees as possible. Sidewalk panels on 61st Place NE from 60th Avenue NE to the northern city limits will be replaced. In addition to replacing sidewalk panels, the following will also be included in the project:

- A 2-inch grind and HMA overlay
- New bike lanes.
- On-street parking will be removed within this section
- Right turn pockets at NE 193rd St, 60th Ave NE, and 62nd Ave NE will be removed
- Rectangular Rapid Flashing Beacon (RRFB) at 193rd St, 60th Ave, and 200th St Intersections.
- Intersection improvements at 193rd St and 60th Ave NE
- Permanent closure of the NE 193rd "slip lane" onto 61st Ave NE

Background: 61st Avenue/Place NE is an arterial that runs north to south (north of SR 522). The intersection with NE 193rd Street is a major intersection that could utilize additional control. The sidewalks north of NE 190th Street do not meet American with Disability Act (ADA) compliance with many location having gaps or uplift issues. Over 70 locations along this corridor are experiencing sidewalk uplift due to nearby trees and several other panels have shifted and pedestrians with accessibility issues are sometimes forced into the existing shoulder/travel lane.





City of Kenmore Transportation Improvement Program

Project Name: 66th/196th Slope Stability Project Project T-203

Project Location: 66th Ave NE between NE 196th St and NE 196th Pl

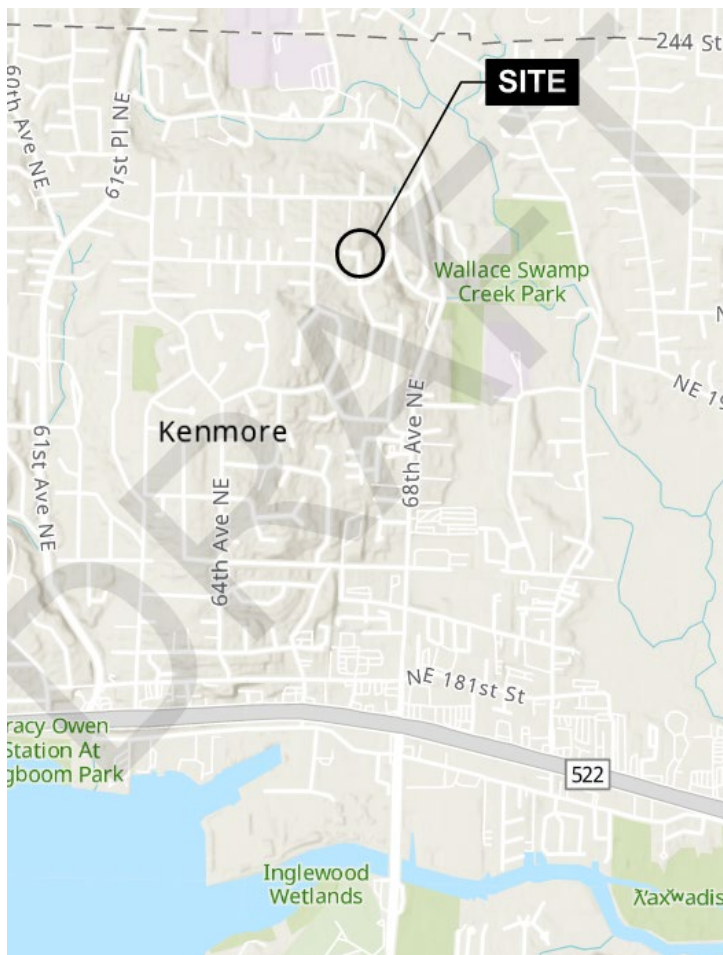
Project Description: Stabilize the slope east of 66th Ave NE

Background: Pavement along the northeast corner of the intersection of 66th Avenue NE and NE 196th Place has experienced noticeable horizontal and vertical displacement, visible in the form of tension cracks in the pavement surface and a vertical offset between pavement on either side of the tension crack.

Several previous evaluations have been performed for the project, dating back to initial observations of pavement cracking observed and documented in 2013. Since that time, the slope has been monitored for changes. Subsequent evaluations in 2017 and in 2022 showed an increase in movement (crack length and width). In 2017, the affected area was 40-feet long and in 2022 had grown to 55 feet long. In 2024, the crack displacement had grown 1 inch since 2017 (0.5 inch since 2022).

The most recent report performed in 2024 indicated

Engineering studies have recommended stabilization of the slope with either spiralnails or a retaining wall.





City of Kenmore Transportation Capital Improvement Program

Project Name: ADA Transition Program

Project No.: T-252

Project Location(s): Citywide

Project Description: This program is intended to replace curb ramps, sidewalks, crosswalks, pedestrian push buttons and marked on-street parking that are not compliant with ADA guidelines with ADA compliant facilities per the ADA Transition Plan.

Background: The City completed an inventory and assessment of its pedestrian facilities within the right of way. Several locations were identified as not being compliant with the American with Disabilities Act (ADA) standards. The ADA Transition Plan was adopted in June 2022 and contains a list of all facilities that are out of compliance and the approximate cost to replace those facilities. The ADA Transition Plan is a living document that will updated regularly when changes are made to the City's infrastructure.





City of Kenmore Transportation Capital Improvement Program

Project Name: NE 181st St Sidewalks (61st Ave – 63rd Ave)

Project No.: T-253

Project Location: NE 181st Street between 61st Avenue NE and 63rd Avenue NE.

Project Description: This project builds approximately 615 LF of new sidewalks on south side of NE 181st Street from 61st Ave to 63rd Ave.

Background: There are limited sidewalks and pedestrian facilities along this section of NE 181st. Adding sidewalk would provide sidewalk connections along NE 181st to existing sidewalk on 62nd Ave NE and 61st Ave NE. This sidewalk is located in a community business zone and is being constructed in coordination with Sound Transit and their Bus Rapid Transit project for SR522.





City of Kenmore Transportation Capital Improvement Program

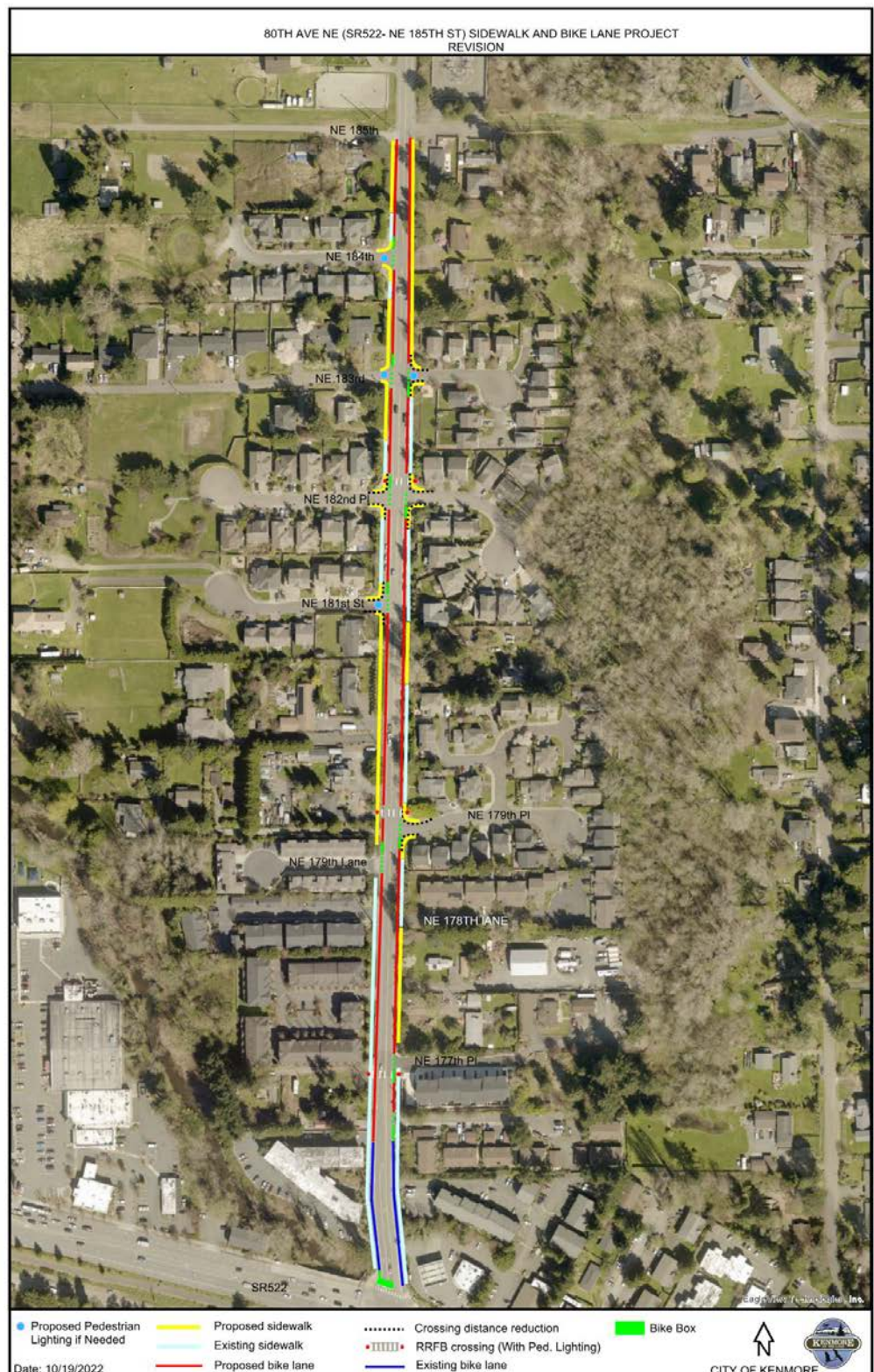
Project Name: 80th Ave NE Ped/Bike Project (SR522 – NE 185th St)

Project No.: T-260

Project Location: 80th Ave NE between SR522 and NE 185th St (Tolt line).

Project Description: This project builds approximately 1,175 LF of new sidewalks on both sides of 80th Ave NE between NE 179th Pl and NE 185th St (the Tolt water line corridor) with buffered bike lanes on both sides. This project also includes a flashing crosswalk at NE 177th Pl, NE 179th Pl, and NE 182nd Pl. All on-street parking will be eliminated within the project limits. This project will also add bicycle crossing features at State Route 522 and connect the bike lanes on 80th Ave NE to the Burke Gilman Trail.

Background: Sidewalk exists at sporadic location along 80th Ave NE within the project limits. This project will close gaps and create continuous sidewalk and bike lanes on both sides of the street connecting to SR522.





City of Kenmore Transportation Capital Improvement Program

Project Name: NE 192nd St Sidewalks (73rd Ave – 75th Ave)

Project No.: T-261

Project Location: NE 192nd Street between 73rd Ave NE and 75th Avenue NE.

Project Description: This project builds approximately 275 LF of new sidewalks on north side of NE192nd Street from 73rd Ave – 75th Ave and approximately 75 LF of sidewalk on the east side of 75th Ave NE to close the sidewalk gap. This project will also install a new school zone sign just west of the 75th Ave NE/NE 192nd St intersection.

Background: Sidewalk exists on NE 192nd Street at 73rd Avenue NE and terminates approximately 240 feet from 75th Ave NE. Approximately 500 LF of sidewalks were installed east of 75th Ave NE as part of private development. Sidewalk also exists along the east side of 75th Ave NE. This project will close gaps and improve sidewalk connectivity to Kenmore Elementary in this area. NE 192nd St is a designated walking route for Kenmore Elementary School students. Sidewalks at this location are identified as a high priority sidewalk in the Pedestrian Facilities Program.





City of Kenmore Transportation Capital Improvement Program

Project Name: NE Arrowhead Drive Sidewalks

Project No.: T-262

Project Location: NE Arrowhead Drive between NE 151st Street and 64th Avenue NE.

Project Description: This project builds approximately 2,050 LF of new sidewalks on the west side/south side of NE Arrowhead drive from NE 151st St to 64th Ave NE. On-street parking adjacent to new sidewalk will be removed. The project will also include one rectangular rapid flashing beacon (RRFB), narrowing of street crossings, additional school zone signage, and several traffic calming features such as chicanes or speed humps.

Background: NE Arrowhead Drive varies from 3-foot wide to 5-foot wide shoulder with two way traffic. NE Arrowhead Drive is a designated walking route for Arrowhead Elementary School students. Sidewalks along this road were identified as a high priority during the neighborhood meetings held for this area as part of the Neighborhood Transportation Program Plan and is listed as a high priority sidewalk in the Pedestrian Facilities Program.





City of Kenmore Capital Improvement Program

Project Name: NE 170th St Interim Sidewalk

Project No. T-264

Project Location: North side of 73rd Ave NE between 70th Ave NE and 72nd Ave NE.

Project Description: This project will provide sidewalk along the north side of NE 170th St from 70th Ave NE to 72nd Ave NE. The proposed sidewalk would be the minimum width needed for ADA (Americans with Disabilities Act) compliance and would not meet the City's approved cross section. Bike lanes will be extended to 68th Ave NE with new bicycle treatments at the intersection.

Background: This section of NE 170th St has a limited width dirt path that connects 72nd Ave NE St to sidewalks along Rhododendron Park. This interim project would close that sidewalk gap and provide better accessibility along this portion of NE 170th St.





City of Kenmore Transportation Capital Improvement Program

Project Name: Juanita Dr. Tree Removal/Replacement

Project No: T-265

Project Location: Juanita Drive – Pete St - NE 153rd

Project Description: Remove potentially hazardous trees (Cottonwoods) from the slope adjacent to sidewalk on the east side of Juanita Dr.

Background: With the completion of the Juanita Drive Ped/Bike project, trees along the slope were noted as potentially hazardous and removal is a proactive measure to avoid possible damage to the right of way.

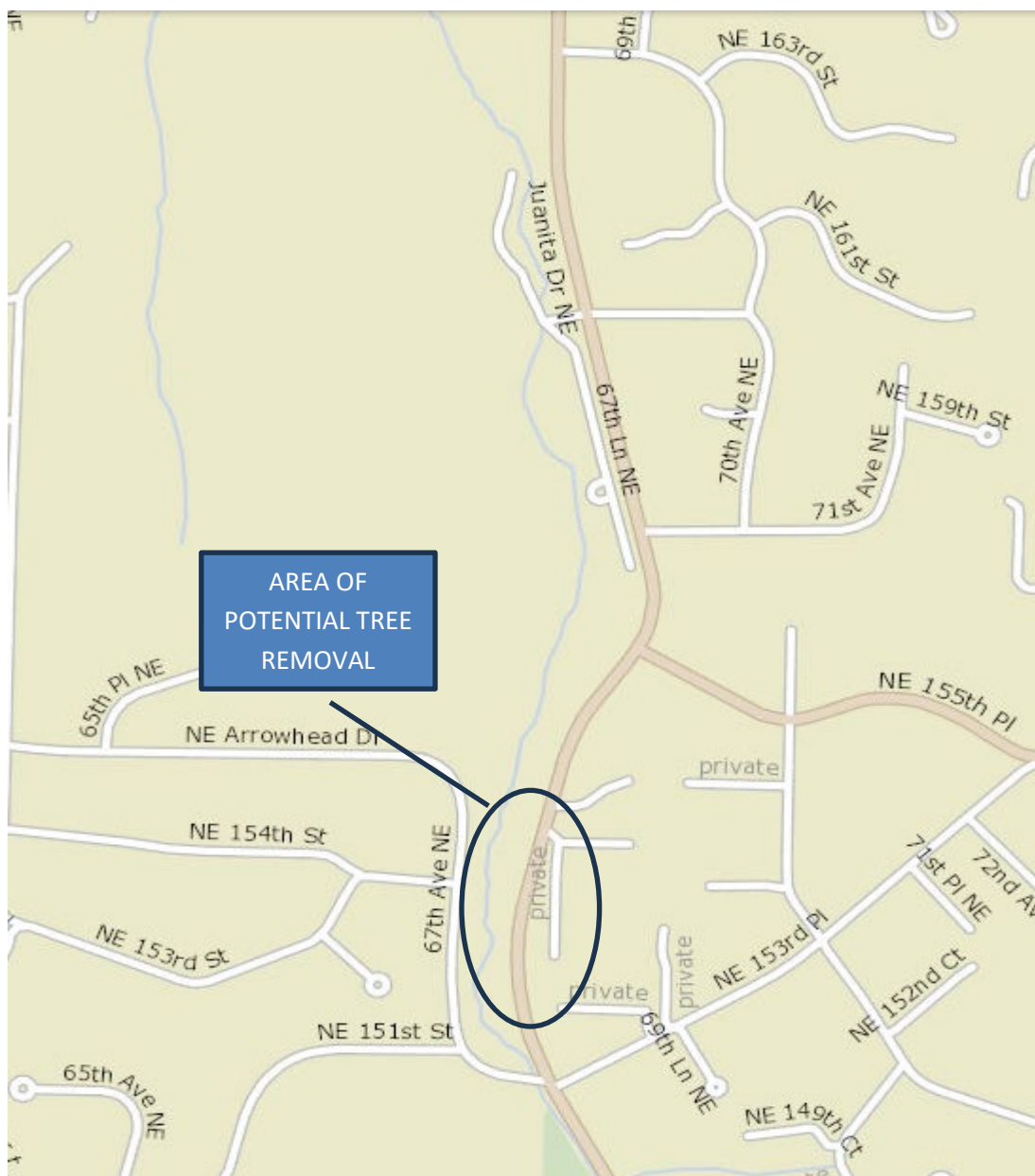


Figure A



City of Kenmore Transportation Capital Improvement Program

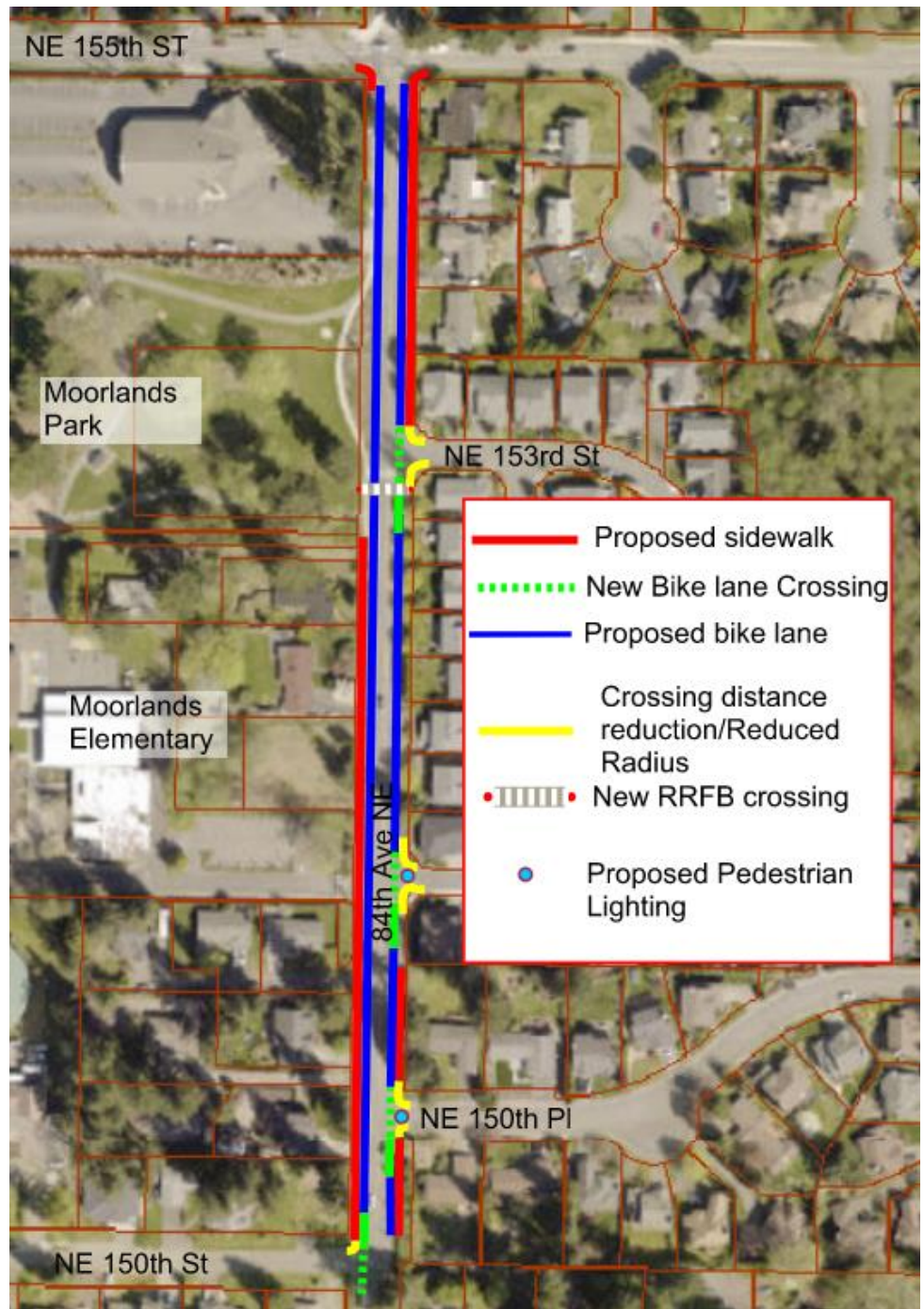
Project Name: 84th Ave NE Sidewalks (150th St – 155th St)

Project No.: T-266

Project Location: 84th Ave NE between 150th St and 155th St.

Project Description: This project builds approximately 742 LF of new sidewalks on west side of 84th Ave NE and 715 LF of new sidewalk on the east side of 84th Ave NE from NE 150th St – NE 155th St. Project will also include buffered bike lanes on both sides of the street, curb bulbs to reduce the crossing distances on side streets, and a new rectangular rapid flashing beacon (RRFB) at NE 151st Place.

Background: Sidewalk exists on the west side of 84th Ave NE at NE 155th St. and terminates approximately 500 feet south of NE 155th St and on the east side of 84th Ave NE between NE 151st Pl and NE 153rd St. This project will extend the sidewalk south and create a continuous sidewalk between NE 150th St and NE 155th St. 84th Ave NE is a designated walking route for Moorlands Elementary School students.





City of Kenmore Transportation Capital Improvement Program

Project Name: 61st Avenue Sidewalk Repair

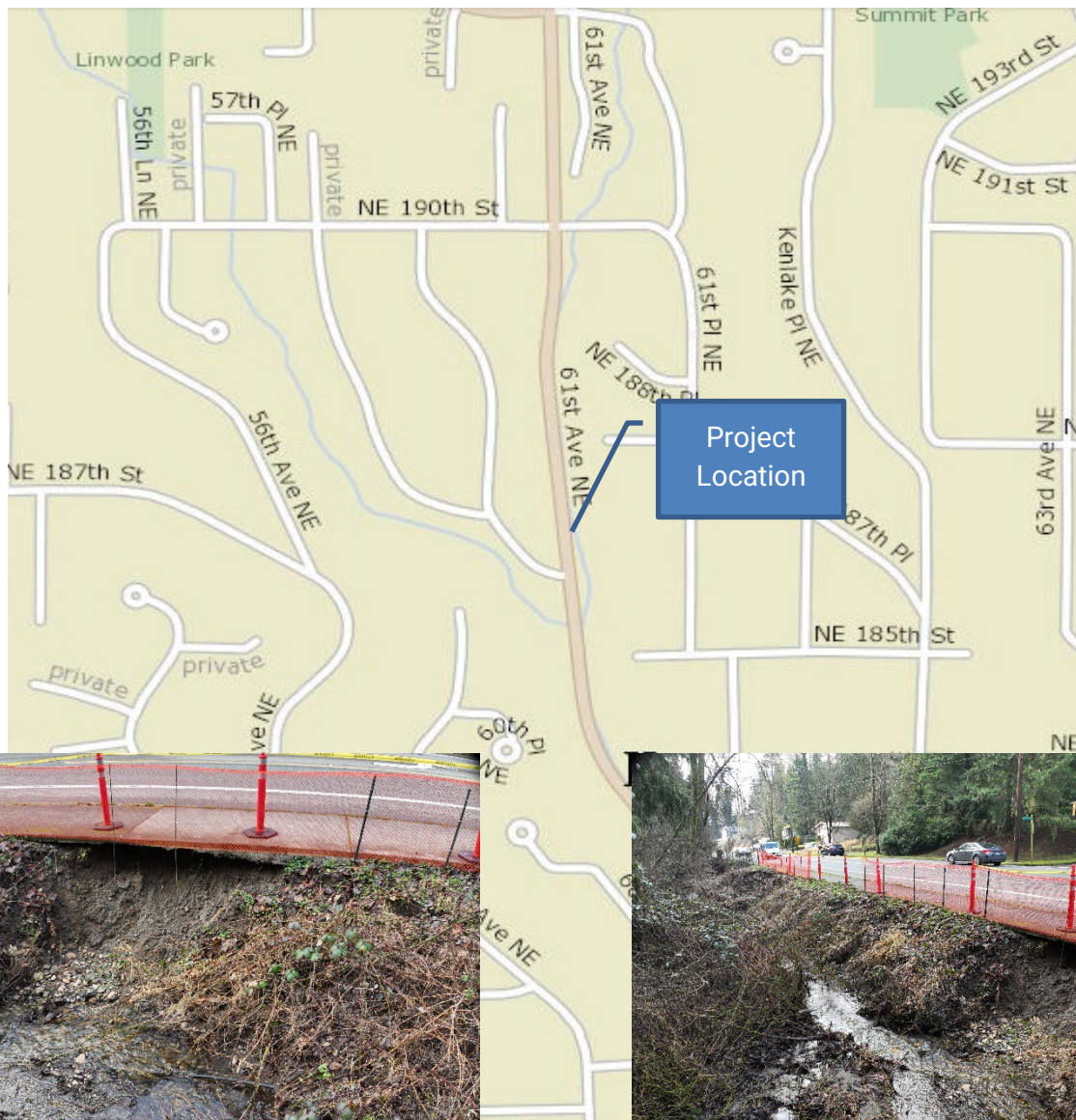
Project No. T-276

Project Location: 61st Ave NE at 60th Ave NE

Project Description:

This project will repair sidewalk damaged from a storm event that occurred in 2024. Repairs will be temporary until such time as the 61st Ave Sidewalk Replacement Project (Phase 2) is completed.

Background: 61st Avenue is an arterial that runs north to south (north of SR 522) to the city limits. Cha Thl Creek runs parallel to 61st Ave NE with minimal buffer. The roadway/sidewalk in the section has a history of damage from the creek and other issues involving the creek have caused erosion along the channel.





City of Kenmore Transportation Capital Improvement Program

Project Name: 61st Avenue Sidewalk Replacement Project, Phase 2

Project No. T-284

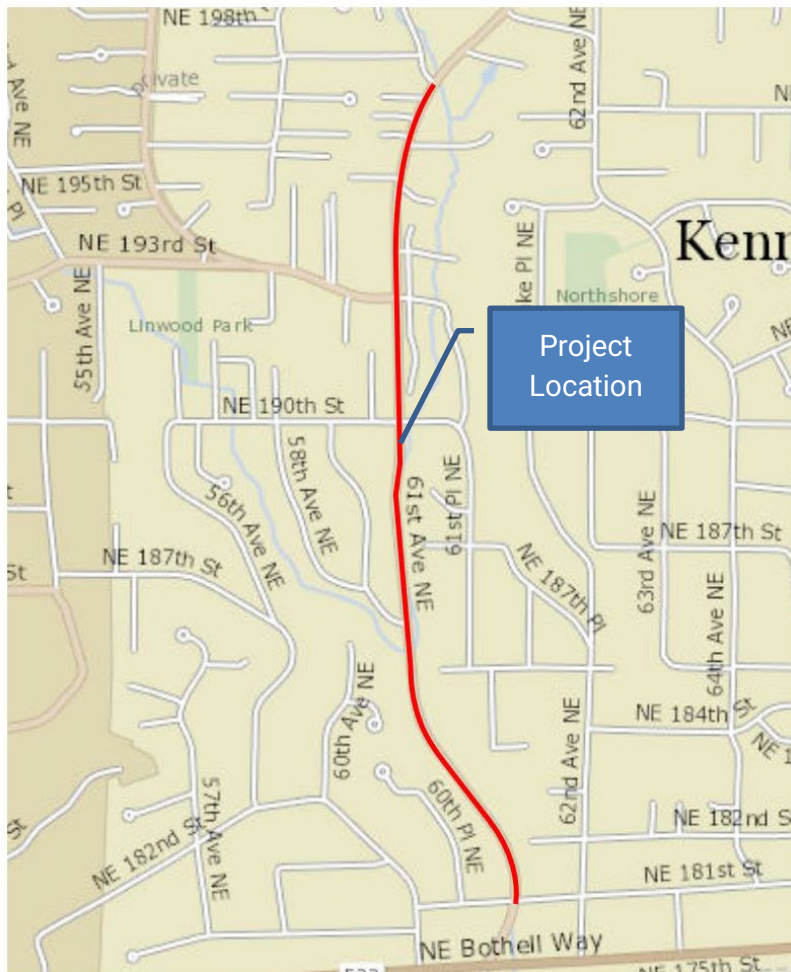
Project Location: 61st Ave NE (NE 181st St to NE 190th St)

Project Description:

This project will relocate the sidewalk on the east side of 61st Ave NE between NE 181st St and NE 190th St away from Cha Thl Creek (Tributary 0056). In addition to relocating the sidewalk, the following will also be included in the project:

- A 2-inch grind and HMA overlay south of NE 190th St
- Center two-way left turn lane will be removed
- Rectangular Rapid Flashing Beacon (RRFB) at 61st Ave NE and 60th Ave NE Intersection.
- Stream corridor improvements (increase stream buffer, removal of invasive species, buffer plantings)

Background: 61st Avenue is an arterial that runs north to south (north of SR 522) to the city limits. Cha Thl Creek runs parallel to 61st Ave NE with minimal buffer. The roadway/sidewalk in the section has a history of damage from the creek and other issues involving the creek have caused erosion along the channel. Many sections of the sidewalks along this section of 61st Ave do not meet American with Disability Act (ADA) compliance. Phase 1 of this project replaced the panels on the 61st Ave north of NE 190th Street.





City of Kenmore Transportation Improvement Program

Project Name: NE 175th St Sidewalks (68th Ave – 73rd Ave)

Project No: T-287

Project Location: The project is located along the south side of NE 175th St from 68th Ave NE to 73rd Ave NE

Project Description: The project will install sidewalk along the south side of NE 175th Street starting at the 68th Ave NE and terminating at the existing sidewalk approximately 810 feet to the east. New bike lanes will be installed on both sides of the street from 68th Ave NE to 73rd Ave NE.

Background: This project will complete the last remaining gap in the sidewalk network along the south side of NE 175th St east of 68th Ave NE. This sidewalk will connect the residential units along NE 175th St to the sidewalk network along 68th Ave NE which provide continuous pedestrian and cyclist facilities to downtown, Bastyr University, and St. Edwards Park.

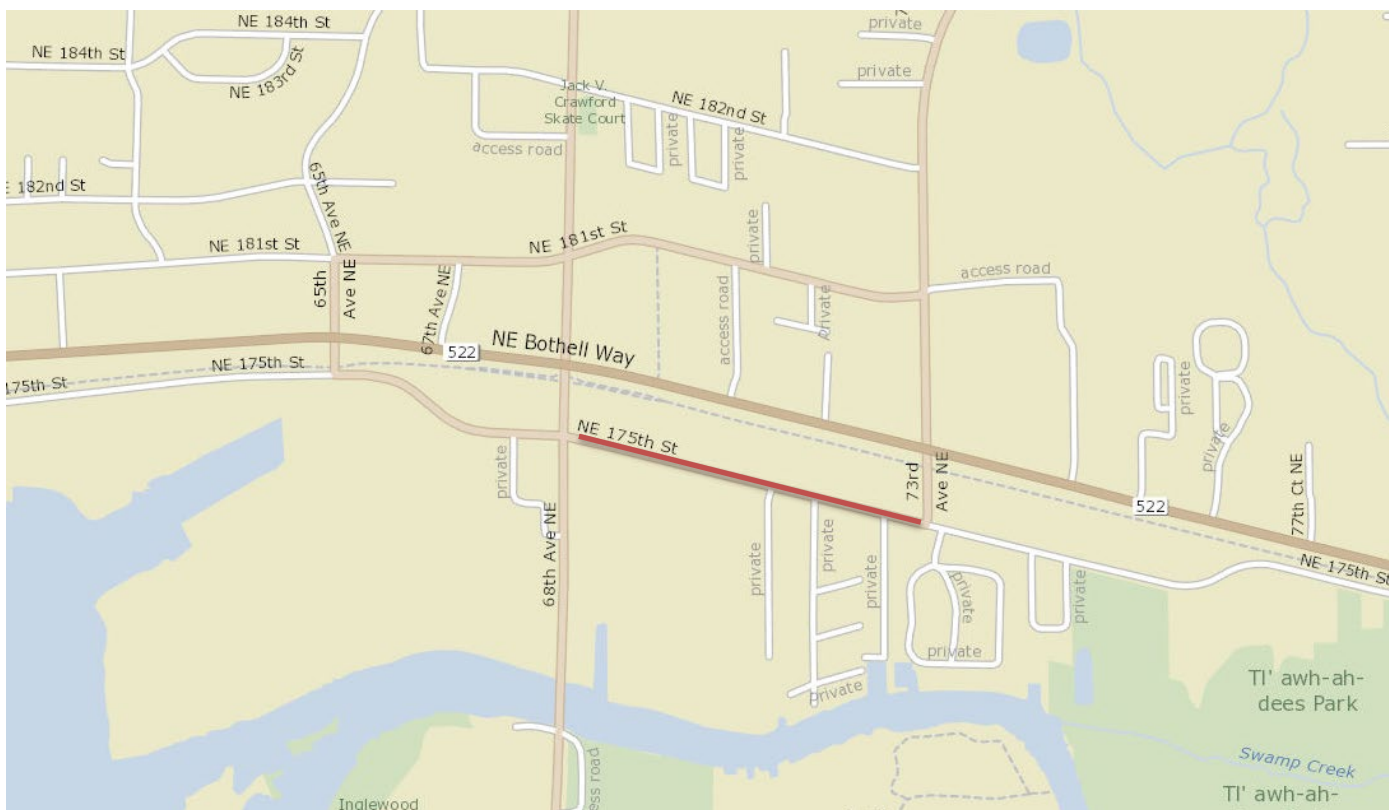


Figure A



City of Kenmore Capital Improvement Program

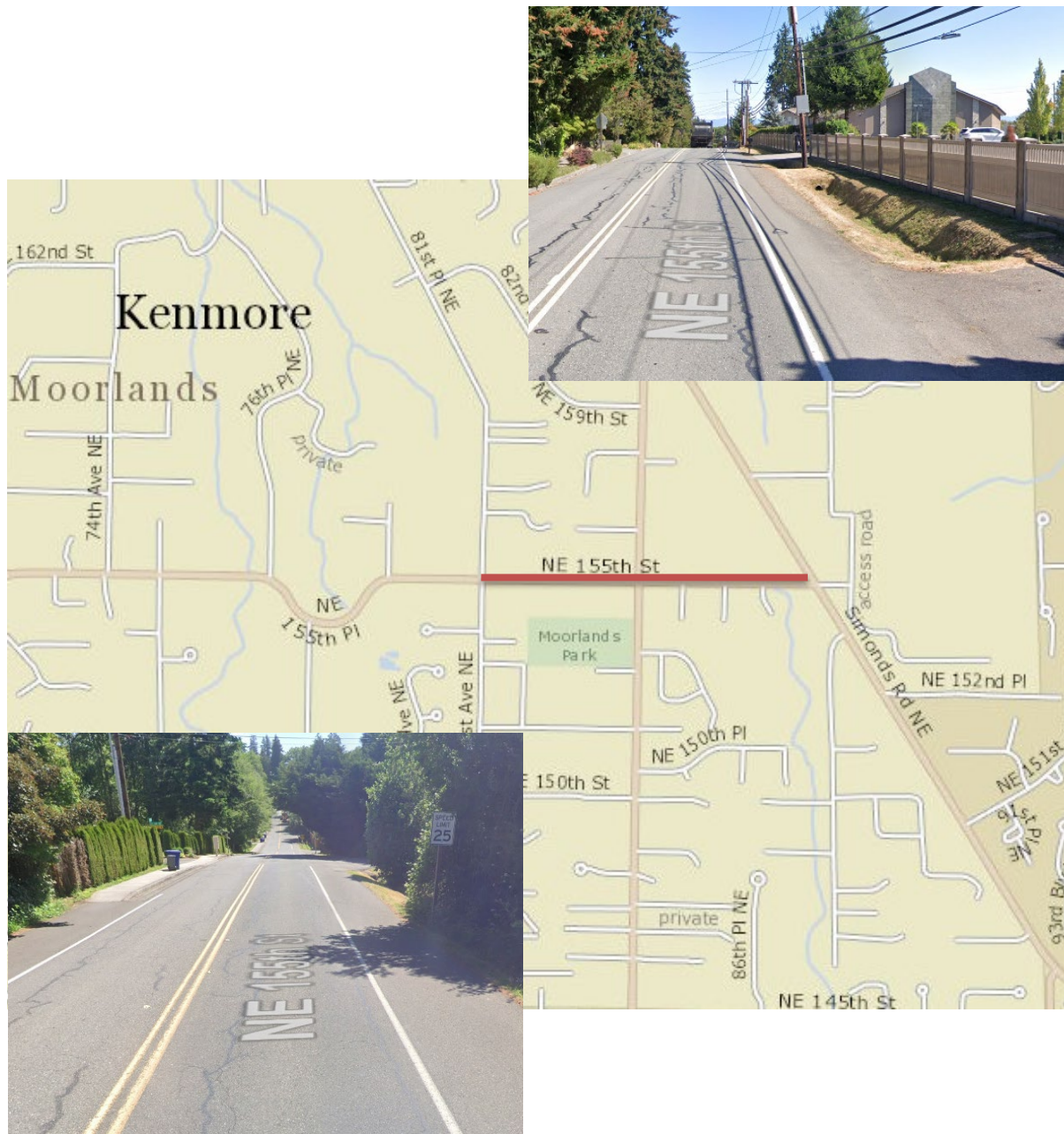
Project Name: NE 155th St (81st Ave NE – Simonds Rd) Pedestrian and Bicycle Project

Project No. T-289

Project Location: NE 155th St from 81st Ave to Simonds Rd

Project Description: This project will provide complete sidewalk and bike lanes along the south and north side of NE 155th St from 81st Ave NE to Simonds Rd. Project will also include upgrades to the crossing at 81st Ave NE.

Background: This section of NE 155th St is limited to pedestrian access via a sidewalk located partially along the north and south sides of the street. This road provides connection for students to Inglemoor High School and access to Moorlands Elementary school students.



**CITY OF KENMORE
SURFACE WATER CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

ATTACHMENT 6

Project Description	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
SW 0177 190th St. Stream Culvert Debt Payments	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 115,000	\$ 690,000
SW 0177 190th St. Stream Culvert Replacement	225,000	-	-	-	-	-	225,000
SW 0254 Muck Creek Restoration Project	1,250,000	10,000	10,000	10,000	10,000	10,000	1,300,000
SW 0261 192ND SC Trib Fish Passage Culvert Replacement	75,000	375,000	2,050,000	-	-	-	2,500,000
SW 0267 169TH Samm Trib Fish Passage Culvert Replacement	75,000	350,000	2,135,000	-	-	-	2,560,000
SW 0268 175TH Trib 0056 Fish Passage Culvert Replacement	-	-	-	275,850	1,379,250	7,539,900	9,195,000
SW 0270 74TH Trib 0057 Fish Passage Culvert Replacement (D)	-	75,270	376,350	2,057,380	-	-	2,509,000
SW 0271 74TH Trib 0057 Fish Passage Culvert Replacement (U)	-	74,949	374,745	2,048,606	-	-	2,498,300
SW 0272 76TH Trib 0057 Fish Passage Culvert Replacement	-	-	58,713	293,565	1,604,822	-	1,957,100
SW 0273 163RD Trib 0057 Fish Passage Culvert Replacement	-	-	64,962	324,810	1,775,628	-	2,165,400
SW 0274 Little Swamp Creek Relocation	-	-	219,600	1,898,000	6,202,400	-	8,320,000
SW 0275 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	40,000	490,000	-	-	-	-	530,000
SW 0278 Thomas Property Acquisition	600,000	-	-	-	-	-	600,000
SW 0280 2025-2026 Small Works Project	79,500	83,500	-	-	-	-	163,000
SW 0281 2027-2028 Small Works Project	-	-	86,800	91,200	-	-	178,000
SW 0282 Property Acquisition (Conservation/Restoration)	-	745,000	-	-	-	-	745,000
SW 0283 Blueberry Creek Culvert Removal	125,000	125,000	-	-	-	-	250,000
SW 0291 Conservation Property Acquisition - Gilmur Properties	-	7,055,000	-	-	-	-	7,055,000
SW 0292 2029-2030 Small Works Projects	-	-	-	-	91,200	93,500	184,700
SW 0293 Tributary 0057 Barrier Removal	-	30,000	120,000	-	-	-	150,000
SW 0294 2027-2028 Stormwater Facility Retrofit	-	-	115,760	462,400	-	-	578,160
SW 0295 2027-2028 Stormwater Facility Retrofit	-	-	-	-	121,620	486,480	608,100
Project Management	190,000	195,000	200,000	210,000	220,000	230,000	1,245,000
Future Conservation Prjs (Land Acquisition, Demo, Restoration)	-	-	810,300	830,500	851,300	872,600	3,364,700
Fish Passage Culvert Projects Debt Payments	-	40,000	200,000	360,000	670,000	950,000	2,220,000
Total Project Costs	\$ 2,774,500	\$ 9,763,719	\$ 6,937,230	\$ 8,977,311	\$ 13,041,220	\$ 10,297,480	\$ 51,791,460

Funding As Proposed:	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
Bond Proceeds for Fish Passage Culvert Projects	\$ -	\$ 701,100	\$ 1,927,687	\$ 3,126,281	\$ 4,877,408	\$ 2,539,900	\$ 13,172,376
Grant KCFCD (SW 0254)	620,533	-	-	-	-	-	620,533
Grant CFT (SW 0254, 0263, 0274, 0278, 0282, 0291)	960,000	6,659,250	-	600,000	-	-	8,219,250
Grant KCFCD (SW 0261)	75,000	375,000	-	-	-	-	450,000
Grant Delbene Community Project (SW 0261)	-	-	1,300,000	-	-	-	1,300,000
Grant KCFCD (SW 0267)	-	-	750,000	-	-	-	750,000
Grant FHA AOP (SW 0268)	-	-	5,000,000	-	-	-	5,000,000
Anticipated Grant Funds	-	-	-	2,002,920	2,928,000	2,487,893	7,418,813
Army Corps of Engineers Funding (unsecured)	-	-	80,388	401,944	2,197,292	-	2,679,624
General Facility Charge	425,000	250,000	248,400	261,800	270,200	275,000	1,730,400
Transfer from Surface Water Management Fund	-	1,017,521	716,600	1,321,700	1,092,300	1,202,600	5,350,721
Conservation Futures Grant (Property Acquisition)	-	-	607,725	622,875	638,475	654,450	2,523,525
2024 Carryover Funds	2,576,218	-	-	-	-	-	2,576,218
Total Project Funding	\$ 4,656,751	\$ 9,002,871	\$ 10,630,800	\$ 8,337,520	\$ 12,003,675	\$ 7,159,843	\$ 51,791,460

SWM CIP ID:	SW-0254
Project:	Muck Creek Restoration
Location:	18727 73 RD AVE NE
Basin:	Muck Creek (Swamp Creek)
Cost Estimate:	\$1,300,000
Summary:	Remove structures from City owned property and restore habitat.
Updated:	September 2024

NARRATIVE

The city acquired, with assistance from a King County Conservation Futures grant, a property adjacent to Muck Creek on 73RD AVE NE. The property had a long history of flooding and the existing structures are located within the stream buffers and flood plain. The City plans to remove all structures and impervious areas from the property and restore the stream and adjacent habitat back to natural conditions.

CONCEPTUAL DESIGN

- Remove existing structures and impervious area (e.g. driveway, patios, etc...).
- Realign the stream to utilize available area and add complexity to stream
- Restore adjacent habitat

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA needed.
- Temporary construction easements needed.
- Erosion and sediment controls needed.
- Stream bypass system needed.

PROJECT LOCATION



PROJECT COST ESTIMATE

Design, permits and construction estimate is \$1,250,000.
5-year mitigation monitoring and maintenance estimate is \$50,000.
Land acquisition was \$680,000. Conservation Futures provided \$510,000.

SCHEDULE

2024/2025 – Finalize design, obtain permits and advertise
2025 – Construction
2025-2030 – Monitor and maintain mitigation plantings

SWM CIP ID:	SW-0261
Project:	Swamp Creek Tributary Fish Passage Culvert Replacement
Location:	NE 192 ND ST & 73 RD AVE NE
Basin:	Unnamed Tributary (Swamp Creek)
Cost Estimate:	\$2,300,000 - \$2,500,000
Summary:	Replace existing fish passage barrier culvert with new culvert.
Updated:	April 2024

NARRATIVE

An unnamed tributary to Swamp Creek flows north to south under NE 192ND ST just east of 73RD AVE NE. The existing culvert is an identified fish passage barrier and is prioritized as one of the top culverts for replacement of the City's known 230+ stream culverts. The tributary provides approximately 0.11 miles of upstream habitat north of the culvert and flows approximately 0.2 miles downstream of NE 192ND ST to its confluence with Swamp Creek. There are no known fish passage barriers downstream of this culvert to Swamp Creek and Lake Washington. WDFW has documented salmon use in Swamp Creek, including chinook (*Oncorhynchus tshawytscha*), steelhead trout (*Oncorhynchus mykiss*), sea run cutthroat (*Oncorhynchus clarkii*), sockeye (*Oncorhynchus nerka*), coho (*Oncorhynchus kisutch*), and resident trout (WDFW, 2019). The tributary to Swamp Creek meets the physical use criteria for these species as well.

CONCEPTUAL DESIGN

- Remove existing 24-inch fish passage barrier culvert.
- Install 12-foot span, 4-foot rise fish passable box culvert.
- Restore adjacent stream habitat.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA needed.
- Temporary construction easements needed.
- Erosion and sediment controls needed.
- Stream bypass system needed.
- Traffic control needed.

PROJECT LOCATION



PROJECT COST ESTIMATE

Cost Category	2025	2026	2027	Subtotal Cost
Design	\$75,000	\$375,000	\$50,000	\$500,000
ROW Acquisition				
Construction			\$1,900,000	\$1,900,000
Construction Management			\$100,000	\$100,000
Total	\$75,000	\$375,000	\$2,050,000	\$2,500,000

Revenue	2026	2027	2028	Subtotal Cost
SWM Fund			\$750,000	\$750,000
Grant KCFCF	\$75,000	\$375,000		\$450,000
CPF (Delbene)			\$1,300,000	\$1,300,000
Total	\$75,000	\$375,000	\$2,050,000	\$2,500,000

The City was awarded \$1,300,000 in Community Project Funds through Congresswoman DelBene's office in 2024 and an additional \$450,000 in grant funds from King County Flood Control District in 2025.

SCHEDULE
2022: Conceptual design, secure funding. 2026: Design, permitting, acquisition. 2027: Final plans, specifications, estimates, advertise, and Construction.

SWM CIP ID:	SW-0267
Project:	Samm Trib Fish Passage Culvert Replacement (169 TH)
Location:	8122 NE 169 TH ST
Basin:	Sammamish River Tributary
Cost Estimate:	\$2,560,000
Summary:	Replace existing fish passage barrier culvert with new culvert.
Updated:	October 2025

NARRATIVE

The existing culvert crossing at the intersection of Sammamish Tributary 1 and NE 169th St was identified by WDFW as a full barrier to fish passage July 26, 2021. The existing crossing is a 24-inch concrete culvert with approximately 5.0 feet of roadway fill at the downstream end. The City has identified this crossing as a high priority for replacement using the Culvert Prioritization Spreadsheet due to its significant environmental benefits. The project will result in a fish habitat gain of 7,140 square feet for many potential species including sockeye salmon, cutthroat trout, bull trout, resident trout, steelhead trout, and coho salmon.

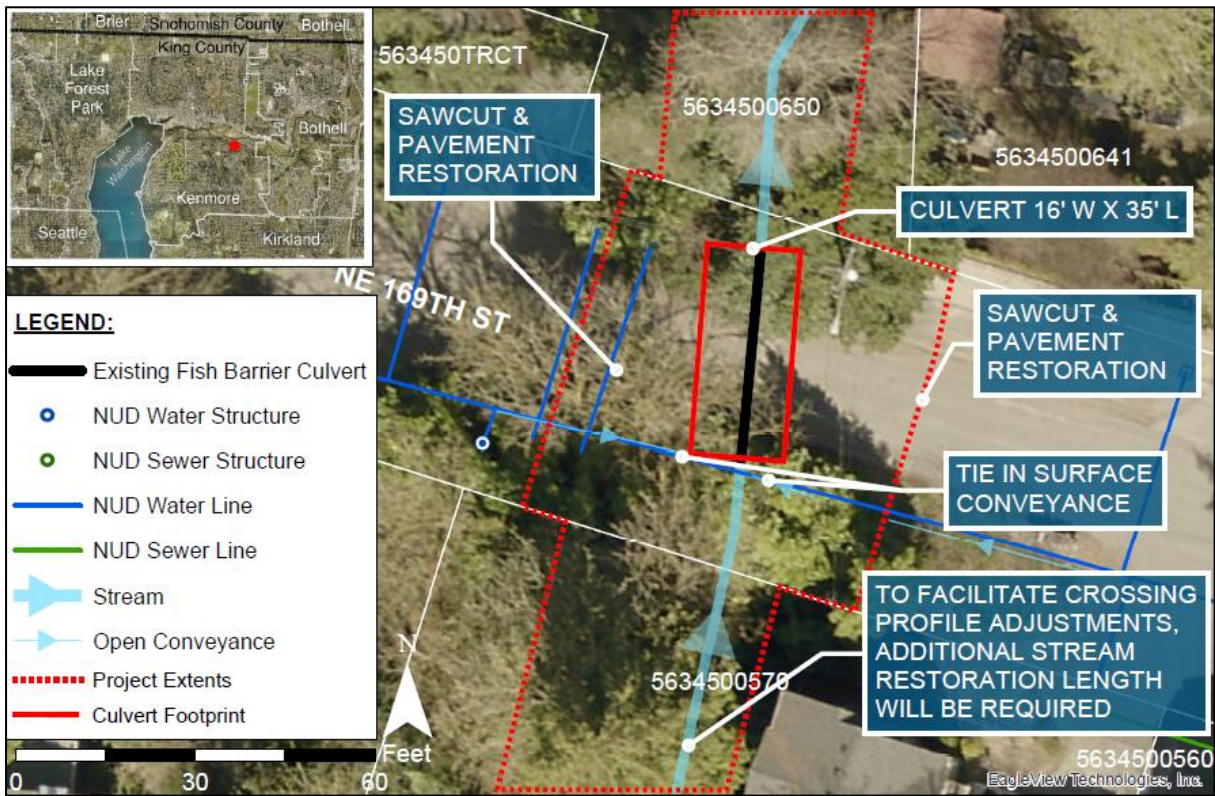
CONCEPTUAL DESIGN

The concept design for the replacement culvert is based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines published in 2013. The concept design bankfull width for the site is 11.0 feet based on field measurements taken near the stream crossing. The bankfull width and the existing crossing length were used to determine concept design culvert dimensions of 16-feet wide by 35-feet long. The culvert depth is expected to be standard based on the stream profile relative to the roadway. The stream thalweg elevation drops significantly downstream of the crossing, so the restoration project will need to extend further up or downstream to fully remove the fish barrier. This will require the acquisition of an easement for construction. The water utility systems near this project is expected to require standard relocation or replacement.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA, WDFW HPA, and USACE permit needed.
- Temporary construction easements needed.
- Erosion and sediment controls needed.
- Stream bypass system needed.
- Traffic control needed.

PROJECT LOCATION



PROJECT COST ESTIMATE

Cost Category	2025	2026	2027	Subtotal Cost
Design	\$75,000	\$350,000	\$25,000	\$450,000
ROW Acquisition			\$40,000	\$40,000
Construction			\$1,870,000	\$1,870,000
Construction Management			\$200,000	\$200,000
Total	\$75,000	\$350,000	\$2,135,000	\$2,560,000

Revenue				
SWM Fund			\$465,200	\$465,200
King County Flood Control District Grant			\$750,000	\$750,000
Grant/Loan TBD	\$75,000	\$350,000	\$919,800	\$1,344,800
Total	\$75,000	\$350,000	\$2,135,000	\$2,560,000

SCHEDULE
Schedule is contingent on what grants the city is successful in acquiring. 2025/2026 – Design, permits, easement acquisition 2027 – Final plans, specifications, estimates, advertise, construction

SWM CIP ID:	SW-0268
Project:	Tributary 0056 Fish Passage Culvert Replacement (175 TH)
Location:	NE 175 TH ST & 61 ST AVE NE
Basin:	Tributary 0056
Cost Estimate:	\$9,195,000
Summary:	Replace existing fish passage barrier culvert with new culvert.
Updated:	October 2025

NARRATIVE

The existing culvert crossing at the intersection of Tributary 0056 and NE 175th St is connected to a privately owned culvert downstream and a King County culvert directly upstream. The crossings were evaluated by WDFW on March 29, 2006, but a barrier status was not determined. The city owned portion of the crossing consists of two 42-inch culverts. The City has identified this group of crossings as a high priority for replacement using the Culvert Prioritization Spreadsheet due to its significant environmental benefits. The project will result in a fish habitat gain of 75,760 square feet for many potential species including resident trout, steelhead trout, and coho salmon. As of October 2025, the City has coordinated with Washington State Department of Transportation (WSDOT) to jointly apply for federal funds to pay for a significant portion of this project, but results of this grant have been significantly delayed. WSDOT is preparing to replace their upstream culvert under SR 522 and daylight the stream north through the existing Jack in the Box property located on the north side of SR 522. The city is also coordinating with King County and downstream property owners to design the project.

CONCEPTUAL DESIGN

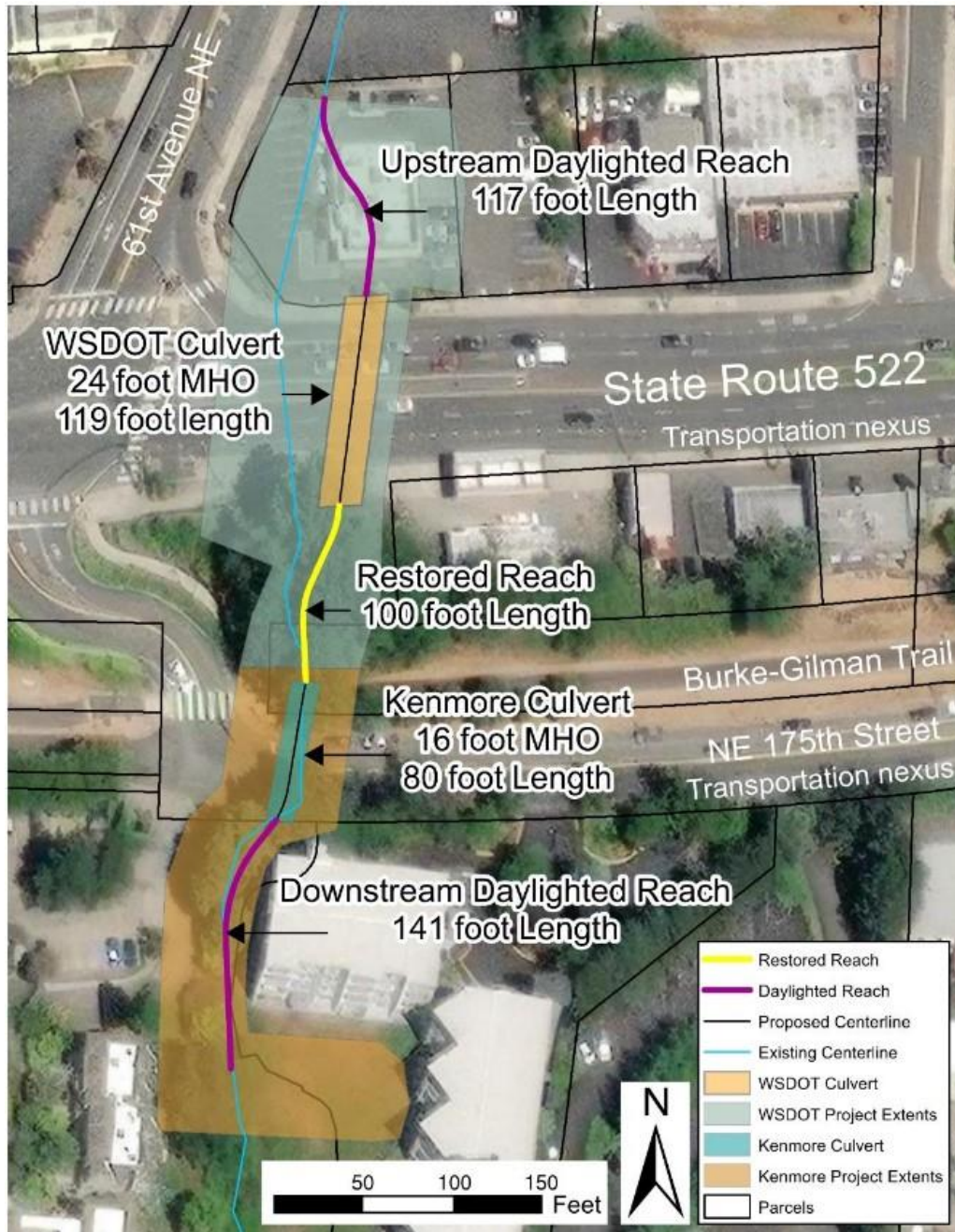
Conceptual designs for the replacement culvert are based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines. Following these guidelines, the city is proposing to install a box culvert 80 feet long with a span of 16 feet and rise of 6.8 feet under NE 175TH ST and to remove the existing downstream culvert, daylighting this reach of stream. The box culvert will tie into the upstream reach restored by WSDOT as part of their SR 522 culvert replacement project.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA, NEPA (federal funds), WDFW HPA and USACE
- Coordination with WSDOT, King County, private property owners
- Easements and property agreements needed

- Erosion and sediment controls needed
- Stream bypass system needed, fish window work
- Traffic control needed
- Grant funding needed

PROJECT LOCATION



PROJECT COST ESTIMATE

Cost Category	2028	2029	2030	Subtotal Cost
Design	\$275,850	\$1,379,250	\$183,900	\$1,839,000
ROW Acquisition				
Construction			\$7,356,000	\$7,356,000
Construction Management			TBD	
Total	\$275,850	\$1,379,250	\$7,539,900	\$9,195,000

Revenue	2028	2029	2030	Subtotal Cost
SWM Fund				
FHA Grant			\$5,000,000	\$5,000,000
Loan (RP+)	\$275,850	\$1,379,250	\$2,539,900	\$4,195,000
Total	\$275,850	\$1,379,250	\$7,539,900	\$9,195,000

The City jointly applied with WSDOT for a federal grant offered by the Federal Highway Administration in 2024, however, as of October 2025 the outcome is still unknown. The City portion of the request is \$5M. If awarded, this leaves approximately \$4M for the City to match, which was accounted for in the 2023 Rapid Progress+ report with up to \$7.6M in loans.

SCHEDULE

Schedule is contingent on what grants the city is successful in acquiring. Anticipating a significant grant from the FHA, the City planned to construct the project in 2027/2028 to coordinate with WSDOT's replacement of the adjacent upstream culvert. However, with funding unknown, the project is tentatively scheduled for 2030 as of October 2025.

2025 – Preliminary design completed for grant application

2028/2029 – Design, permits, ROW, utilities, property negotiations

2030 – Final design, plans, specifications, estimates, advertise, construction

SWM CIP ID:	SW-0270
Project:	Tributary 0057 Fish Passage Culvert Replacement (74 TH Downstream)
Location:	16527 74 TH AVE NE
Basin:	Tributary 0057
Cost Estimate:	\$2,509,000
Summary:	Replace existing fish passage barrier culvert with new culvert.
Updated:	October 2025

NARRATIVE

The existing culvert crossing at the intersection of Tributary 0057 and a private driveway off of 74th Ave NE was identified by WDFW as a partial barrier to fish passage on August 19, 2021. The existing crossing consists a 48-inch concrete culvert with approximately 2 feet of roadway fill. The City has identified this crossing as a high priority for replacement using the Culvert Prioritization Spreadsheet due to its significant environmental benefits. The project will result in a fish habitat gain of 31,248 square feet for many potential species including sockeye salmon, cutthroat trout, resident trout, steelhead trout, and coho salmon and bull trout.

CONCEPTUAL DESIGN

The concept design for the replacement culvert is based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines published in 2013. The concept design bankfull width for the site is 7.0 feet based on field measurements taken near the stream crossing. The bankfull width and the existing crossing length were used to determine concept design culvert dimensions of 11-feet wide by 25-feet long. The culvert depth is expected to be standard based on the stream profile relative to the roadway. For this concept level design it was assumed that the existing slope through the crossing would be adequate for flood conveyance and fish passage, which keeps the project area small. The stream and crossing are located on private property, so an easement will be required.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA needed.
- Temporary construction easements needed.
- Erosion and sediment controls needed.
- Stream bypass system needed.
- Traffic control needed.

PROJECT LOCATION



PROJECT COST ESTIMATE

Cost Category	2026	2027	2028	Subtotal Cost
Design	\$75,270	\$376,350	50,180	\$501,800
ROW Acquisition				
Construction			\$2,007,200	\$2,007,200
Construction Management				
Total	\$75,270	\$376,350	\$2,057,380	\$2,509,000

Revenue	2026	2027	2028	Subtotal Cost
SWM Fund		\$141,900		
Grant TBD			\$1,003,600	\$1,003,600
Loan (RP+)	\$105,800	\$254,100	\$1,003,600	\$1,363,500
Total	\$105,800	\$396,000	\$2,007,200	\$2,509,000

The preliminary design level estimate for the project is \$2,509,000.
Staff will be applying for grants to cover at least 50% of construction costs.
Loan amounts are taken from 2023 Rapid Progress+ report.

SCHEDULE

Schedule is contingent on what grants the city is successful in acquiring. As of October 2025, all four of the Tributary 0057 culvert projects (0270 through 0273) have been submitted to the Army Corps of Engineers Continuing Authorities Program, Section 206 (Aquatic Ecosystem Restoration) for funding. To date, staff do not anticipate that a decision will be made before late 2026 and have scheduled this project to proceed in 2026 unless a positive response is received before then.

2026/2027 – Design, permits, acquisition
2028 – Construction

SWM CIP ID:	SW-0271
Project:	Tributary 0057 Fish Passage Culvert Replacement (74 TH Upstream)
Location:	16527 74 TH AVE NE
Basin:	Tributary 0057
Cost Estimate:	\$2,498,300
Summary:	Replace existing fish passage barrier culvert with new culvert.
Updated:	October 2025

NARRATIVE

The existing culvert crossing at the intersection of Tributary 0057 and 74th Ave NE was identified by WDFW as a partial barrier to fish passage August 19, 2021. The existing crossing is a 24-inch concrete culvert with approximately 4.0 feet of roadway fill at the downstream end. The City has identified this crossing as a high priority for replacement using the Culvert Prioritization Spreadsheet due to its significant environmental and community benefits. The project will result in a fish habitat gain of 29,500 square feet for many potential species including sockeye salmon, cutthroat trout, bull trout, resident trout, steelhead trout, and coho salmon.

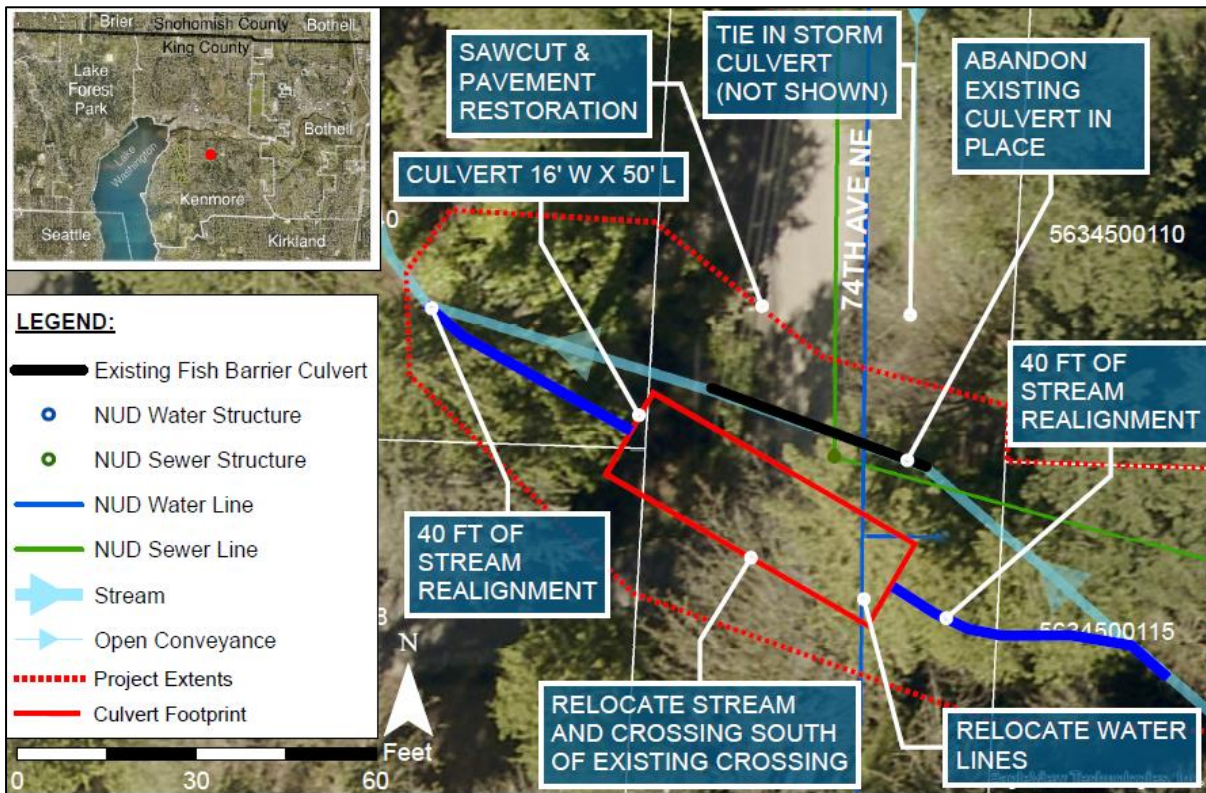
CONCEPTUAL DESIGN

The concept design for the replacement culvert is based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines published in 2013. The concept design bankfull width for the site is 11.0 feet based on field measurements taken near the stream crossing. The bankfull width and the existing crossing length were used to determine the concept design culvert dimensions of 16-feet wide by 50-feet long. The culvert depth is expected to be standard based on the stream profile relative to the roadway. The existing crossing is near a sewer manhole. Installing the fish passable culvert at the existing culvert location may require extensive sewer realignment and installation of additional manholes. This concept design proposes relocating the crossing to the south of the sewer line to avoid this conflict.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA needed.
- Temporary construction easements needed.
- Erosion and sediment controls needed.
- Stream bypass system needed.
- Traffic control needed.

PROJECT LOCATION



PROJECT COST ESTIMATE

Cost Category	2026	2027	2028	Subtotal Cost
Design	\$74,949	\$374,745	\$49,966	\$499,660
ROW Acquisition				
Construction			\$1,998,640	\$1,998,640
Construction Management				
Total	\$74,949	\$374,745	\$2,048,606	\$2,498,300

Revenue	2026	2027	2028	Subtotal Cost
SWM Fund		\$74,380		\$74,380
Grant TBD			\$999,320	\$999,320
Loan (RP+)	\$170,300	\$180,500	\$1,073,800	\$1,424,600
Total	\$170,300	\$254,880	\$2,073,120	\$2,498,300

The preliminary design level estimate for the project is \$2,498,300.
Staff will be applying for grants to cover at least 50% of construction costs.
Loan amounts are taken from 2023 Rapid Progress+ report.

SCHEDULE

Schedule is contingent on what grants the city is successful in acquiring. As of October 2025, all four of the Tributary 0057 culvert projects (0270 through 0273) have been submitted to the Army Corps of Engineers Continuing Authorities Program, Section 206 (Aquatic Ecosystem Restoration) for funding. To date, staff do not anticipate that a decision will be made before late 2026 and have scheduled this project to proceed in 2026 unless a positive response is received before then.

2026/2027 – Design, permits, acquisition
2028 – Construction

SWM CIP ID:	SW-0272
Project:	Tributary 0057 Fish Passage Culvert Replacement (76 TH)
Location:	7531 NE 163 RD ST
Basin:	Tributary 0057
Cost Estimate:	\$1,957,100
Summary:	Replace existing fish passage barrier culvert with new culvert.
Updated:	October 2025

NARRATIVE

The existing culvert crossing at the intersection of Tributary 0057 and 76th Ave NE was identified by WDFW as a partial barrier to fish passage July 1, 2021. The existing crossing consists of a 24-inch concrete culvert with approximately 3.5 feet of roadway fill. The City has identified this crossing as a high priority for replacement using the Culvert Prioritization Spreadsheet due to its significant environmental benefits. The project will result in a fish habitat gain of 13,480 square feet for many potential species including sockeye salmon, cutthroat trout, bull trout, resident trout, steelhead trout, and coho salmon.

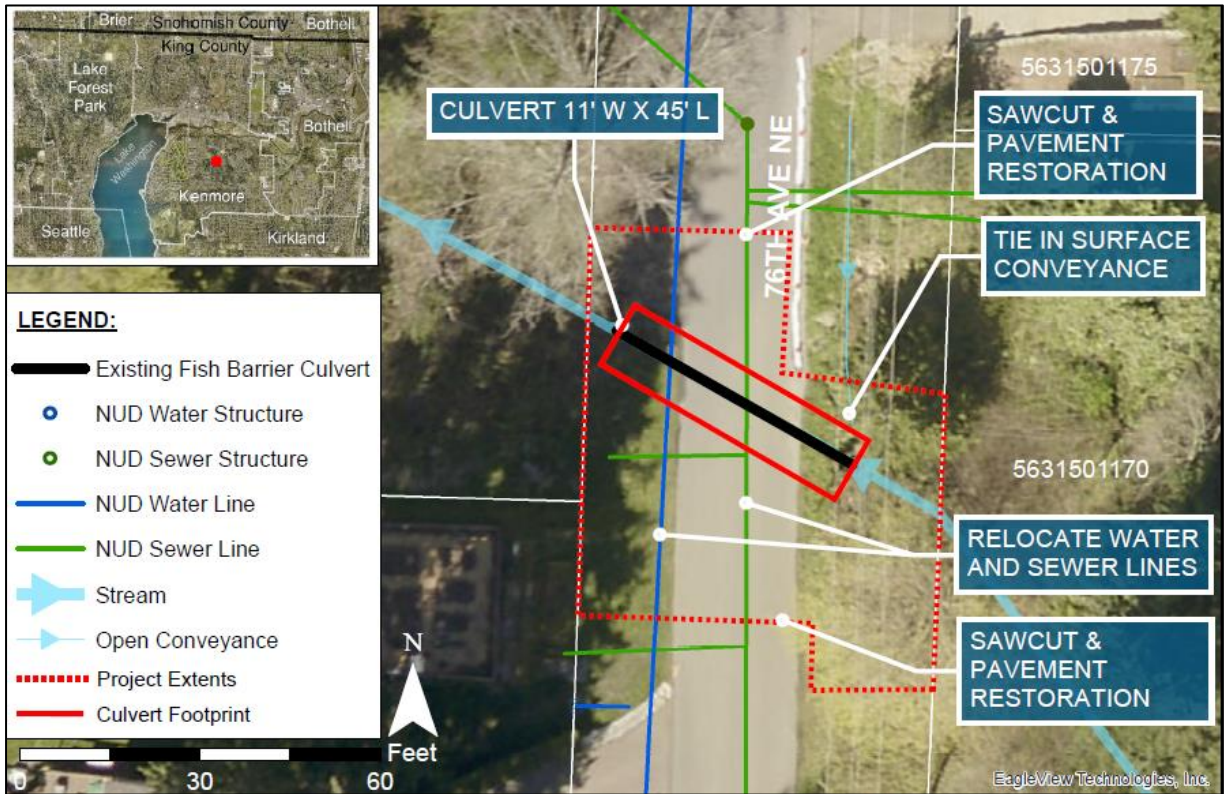
CONCEPTUAL DESIGN

The concept design for the replacement culvert is based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines published in 2013. The concept design bankfull width for the site is 7.0 feet based on field measurements taken near the stream crossing. The bankfull width and the existing crossing length were used to determine concept design culvert dimensions of 11-feet wide by 45-feet long. The culvert depth is expected to be standard based on the stream profile relative to the roadway. For this concept level design it was assumed that the existing slope through the crossing would be adequate for flood conveyance and fish passage, which keeps the project area small and ROW acquisition limited. The sewer and water utility systems near this project are expected to require standard relocation or replacement.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA needed.
- Temporary construction easements needed.
- Erosion and sediment controls needed.
- Stream bypass system needed.
- Traffic control needed.

PROJECT LOCATION



PROJECT COST ESTIMATE

Cost Category	2027	2028	2029	Subtotal Cost
Design	\$58,713	\$293,565	\$39,142	\$176,139
ROW Acquisition			\$TBD	\$TBD
Construction			\$1,565,680	\$1,565,680
Construction Management			\$TBD	\$TBD
Total	\$58,713	\$293,565	\$1,604,822	\$1,957,100

Revenue				
SWM Fund				
ACOE CAP 206	\$38,163	\$190,817	\$1,043,134	\$1,272,115
Loan RP+	\$20,550	\$102,748	\$561,688	\$684,985
Total	\$58,713	\$293,565	\$1,604,822	\$1,957,100

The preliminary design level estimate for the project is \$1,957,100.
Staff will be applying for grants to cover at least 50% of construction costs.
Army Corps of Engineers (ACOE) CAP 206 provides 65% of design and construction.

SCHEDULE

Schedule is contingent on what grants the city is successful in acquiring. As of October 2025, all four of the Tributary 0057 culvert projects (0270 through 0273) have been submitted to the Army Corps of Engineers Continuing Authorities Program, Section 206 (Aquatic Ecosystem Restoration) for funding. To date, staff do not anticipate that a decision will be made before late 2026. This project is scheduled to begin design in 2027 pending a positive response from the ACOE.

2027/2028 – Design, permits, acquisition
2029 – Construction

SWM CIP ID:	SW-0273
Project:	0057 Fish Passage Culvert Replacement (163 RD)
Location:	7531 NE 163 RD ST
Basin:	Tributary 0057
Cost Estimate:	\$2,165,400
Summary:	Replace existing fish passage barrier culvert with new culvert.
Updated:	October 2025

NARRATIVE

The existing culvert crossing at the intersection of Tributary 0057 and NE 163rd St was identified by WDFW as a full barrier to fish passage July 22, 2021. The existing crossing consists of two 18-inch corrugated metal pipe culverts with approximately 7.5 feet of roadway fill at the downstream end. The City has identified this crossing as a high priority for replacement using the Culvert Prioritization Spreadsheet due to its significant environmental benefits. The project will result in a fish habitat gain of 20,800 square feet for many potential species including sockeye salmon, cutthroat trout, bull trout, resident trout, steelhead trout, and coho salmon.

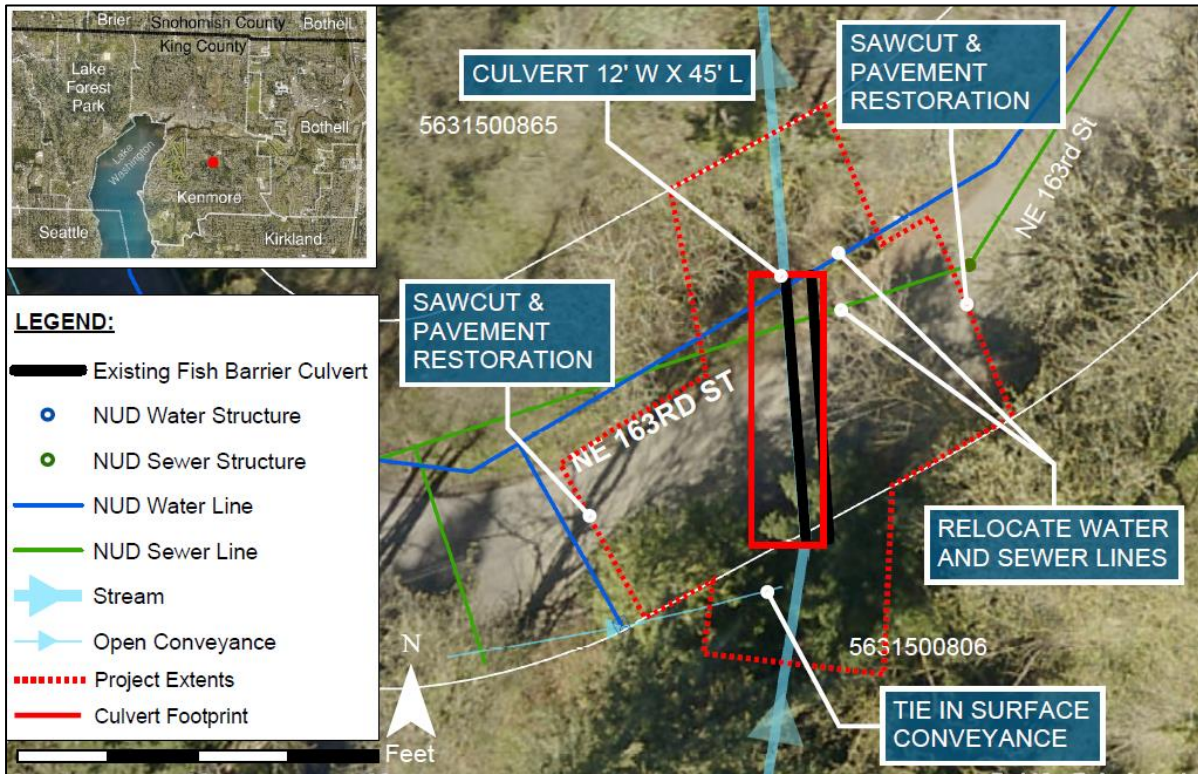
CONCEPTUAL DESIGN

The concept design for the replacement culvert is based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines published in 2013. The concept design bankfull width for the site is 8.0 feet based on field measurements taken near the stream crossing. The bankfull width and the existing crossing length were used to determine concept design culvert dimensions of 12-feet wide by 45-feet long. The culvert depth is expected to be standard based on the stream profile relative to the roadway. For this concept level design it was assumed that the existing slope through the crossing would be adequate for flood conveyance and fish passage, which keeps the project area small. The existing crossing ends near the upstream ROW, so an easement will be required for construction. The sewer and water utility systems near this project are expected to require standard relocation or replacement.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA needed.
- Temporary construction easements needed.
- Erosion and sediment controls needed.
- Stream bypass system needed.
- Traffic control needed.

PROJECT LOCATION



PROJECT COST ESTIMATE

Cost Category	2027	2028	2029	Subtotal Cost
Design	\$64,962	\$324,810	\$43,308	\$433,080
ROW Acquisition				
Construction			\$1,732,320	\$1,732,320
Construction Management				
Total	\$64,962	\$324,810	\$1,775,628	\$2,165,400

Revenue	2027	2028	2029	Subtotal Cost
SWM Fund				
ACOE CAP 206	\$42,225	\$211,127	\$1,154,158	\$1,407,510
Grant/Loan TBD	\$22,737	\$113,683	\$621,470	\$757,890
Total	\$64,962	\$324,810	\$1,775,628	\$2,165,400

The preliminary design level estimate for the project is \$2,165,400.
Staff will be applying for grants to cover at least 50% of construction costs.
Army Corps of Engineers (ACOE) CAP 206 provides 65% of design and construction.

SCHEDULE

Schedule is contingent on what grants the city is successful in acquiring. As of October 2025, all four of the Tributary 0057 culvert projects (0270 through 0273) have been submitted to the Army Corps of Engineers Continuing Authorities Program, Section 206 (Aquatic Ecosystem Restoration) for funding. To date, staff do not anticipate that a decision will be made before late 2026. This project is scheduled to begin design in 2027 pending a positive response from the ACOE.

2027/2028 – Design, permits, acquisition
2029 – Construction

SWM CIP ID:	SW-0274
Project:	Little Swamp Creek Relocation
Location:	80 TH AVE NE & NE 195 TH ST
Basin:	Swamp Creek
Cost Estimate:	\$8,320,000
Summary:	Relocate Little Swamp Creek from roadside ditch to natural stream, remove/replace four culverts, install separate roadside drainage.
Updated:	October 2025

NARRATIVE

Little Swamp Creek (LSC) flows north to south along 80th Ave NE before turning west on NE 192ND ST and connecting with Swamp Creek. LSC crosses from the east side of 80TH AVE NE to the west side just south of NE 198TH ST. LSC is confined to a roadside ditch from this location until just north of NE 193RD PL.

In addition to lack of proper stream function and habitat, during rainy months, LSC reaches full capacity in the roadside ditch and overflows the culvert at NE 195TH ST and floods the roadway. Culvert inlet capacity issues and debris clogging structures have been observed contributing to the flooding problems.

This project was identified by City Council in 2002 and Resolution 02-061 required developers to leave one hundred feet along the west side of 80TH AVE NE open and make it available to the City so that a project could eventually separate the stream from the roadside ditch and relocate it in a proper stream corridor.

The project requires acquisition of property and/or easements on three properties identified as hatched areas in the location photo below. No agreements on property acquisition have been secured to date.

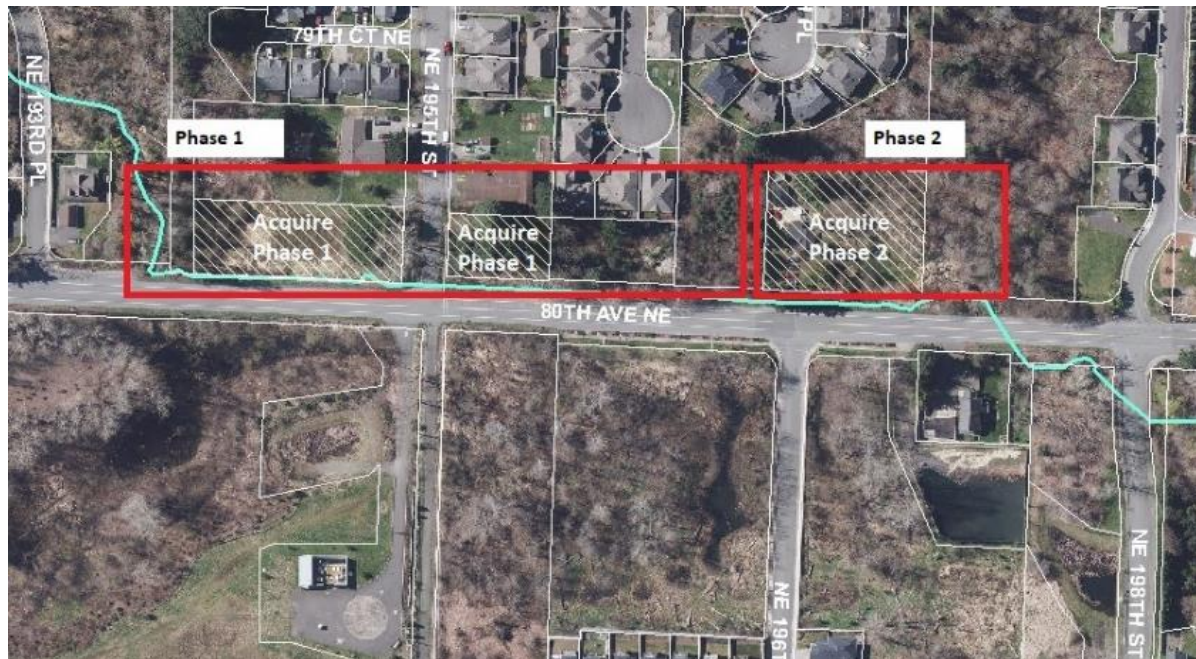
CONCEPTUAL DESIGN

- Restore 1,100 feet of stream corridor along the west side of 80TH AVE NE (additional floodplain, woody debris, meandering channel centered along dedicated 100-foot stream buffer)
- Eliminate sharp stream bend at NE 193RD PL
- Install fish passable culvert for the LSC at NE 195TH ST
- Upgrade the existing stormwater system along 80TH AVE NE to meet current conveyance capacity requirements.

CONSIDERATIONS FOR IMPLEMENTATION

- Project will require environmental review, including SEPA, WDFW HPA, and possibly USACE permit.
- Kenmore Resolution 02-061 includes frontage improvement requirements funded through property owner reimbursement or Local Improvement District.
- Easement and/or ROW acquisition required. Currently, not all owners are willing sellers.
- Downstream analysis needed. Adverse impacts are not anticipated.
- Temporary stream bypass and fish exclusion shall be used during construction.
- Traffic control will be needed.
- Flow control and water quality facilities needed along the west side of 80TH AVE NE depending on scope of frontage improvements.

PROJECT LOCATION



PROJECT COST ESTIMATE

Cost Category	2027	2028	2029	Subtotal Cost
Design	\$219,600	\$1,098,000	\$146,400	\$1,464,000
ROW Acquisition		\$800,000		\$800,000
Construction			\$5,856,000	\$5,856,000
Construction Management			\$200,000	\$200,000
Total	\$219,600	\$1,898,000	\$6,202,400	\$8,320,000

Revenue	2027	2028	2029	Subtotal Cost
SWM Fund		\$431,000	\$959,400	\$1,390,400
Grant TBD			\$2,928,000	\$2,928,000
Grant CFT		\$600,000		\$600,000
Loan (RP+)	\$219,600	\$867,000	\$2,315,000	\$3,401,600
Total	\$219,600	\$1,898,000	\$6,202,400	\$8,320,000

Estimates are at conceptual stage only and are anticipated to be \$8,320,000 to complete both Phase I and II. Loan amounts are taken from the 2023 Rapid Progress+ report and staff anticipate acquiring a grant to cover at least 50% of construction.

SCHEDULE

2027/2028 – Design, permits, property/ROW acquisition
2029 – Final design, plans, specifications, estimates, advertise, construction

SWM CIP ID:	SW-0275
Project:	Drainage Facility P1976-01 Retrofit
Location:	61 ST AVE NE and NE 196 TH ST
Basin:	Tributary 0056
Cost Estimate:	\$530,000
Summary:	Replace aged 1970's drainage facility with modern facility.
Updated:	October 2025

NARRATIVE

Kenmore Lane is a neighborhood developed in the 1970s and contains the City's oldest public drainage facility (P1976-01). The infiltration tank is in poor condition and needs complete reconstruction. Adjacent conveyance systems carry runoff from NE 197TH ST and NE 196TH ST and erosion has been observed in the open portions of those systems.

The existing drainage facility is located within an easement on private property and access from 61ST AVE NE is through a private road. Access for inspection and maintenance is difficult.

The City has designed an option to replace the system near its current location, which would make access for inspection and maintenance easier as well as enhance the performance of the facility to near current standards. The design includes moving this facility into the right-of-way and altering adjacent conveyance systems to minimize private property impacts and reduce erosion.

CONCEPTUAL DESIGN

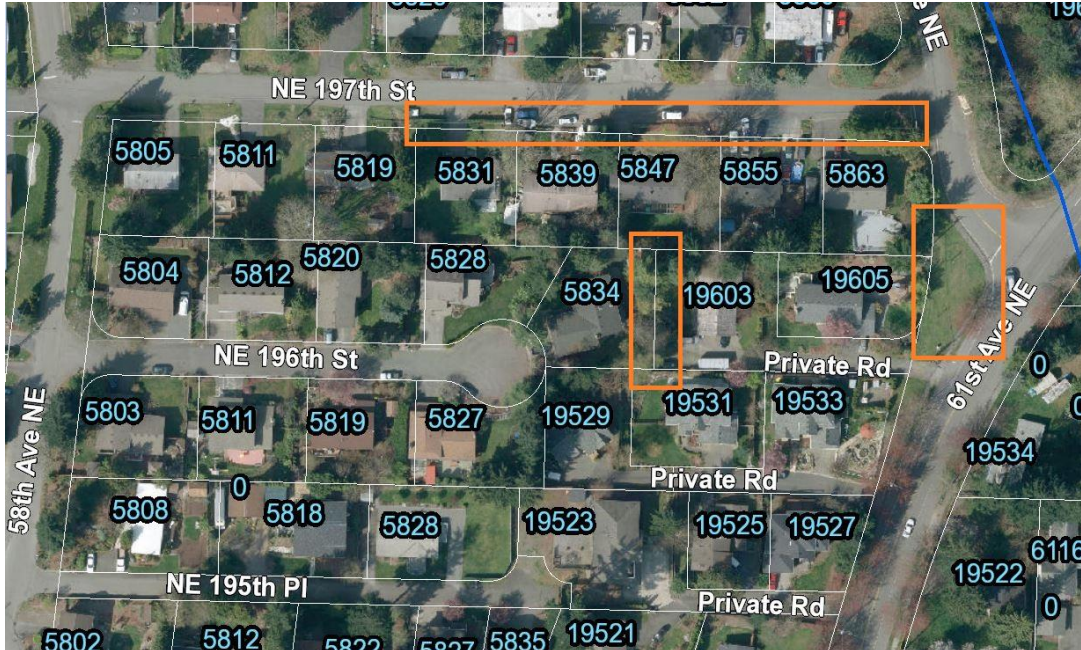
- Remove existing infiltration drainage facility located within easement on private property
- Install new facility in adjacent right-of-way location
- Modify adjacent conveyance systems to reduce private property impacts and erosion issues
- Utilize low impact development best management practices

CONSIDERATIONS FOR IMPLEMENTATION

- No critical area permits needed.
- Temporary construction easements needed.
- Utility location considerations.
- Traffic control will be needed.
- Erosion and sediment controls needed.

PROJECT LOCATION

61ST AVE NE and NE 196TH ST/NE 197TH ST.



PROJECT COST ESTIMATE

Cost Category	2025	2026	2027	Subtotal Cost
Design	\$40,000	\$76,000		\$116,000
ROW Acquisition				
Construction		\$374,000		\$374,000
Construction Management		\$40,000		\$40,000
Total	\$40,000	\$490,000		\$530,000

Revenue	2025	2026	2027	Subtotal Cost
SWM Fund	\$40,000	\$490,000		\$530,000
Grant TBD				
Loan (RP+)				
Total	\$40,000	\$490,000		\$530,000

SCHEDULE

2025 – Design, Permitting
2026 – Finalize Design, Advertise, Construction

SWM CIP ID:	SW-0278
Project:	Thomas Property Acquisition (Conservation/Restoration)
Location:	16425 76 TH AVE NE
Basin:	Tributary 0057
Cost Estimate:	\$600,000
Summary:	Acquire critical area property for conservation and restoration.
Updated:	October 2025

NARRATIVE

As part of the City's overall goal to acquire, protect and restore high value critical area habitat, this property was identified as an ideal property to acquire to avoid development through reasonable use exception regulations. The City's 2023 adopted Rapid Progress+ funding program is designed to provide funds for restoration and conservation projects, like this one, and include expenses associated with land acquisition, demolition of existing structures and impervious areas, restoration of property to natural conditions, and grant matches.

CONCEPTUAL DESIGN

This property is currently undeveloped, but has an approved development plan, which required a reasonable use exception to accommodate one single family residence. The owner is a willing seller and upon acquisition of the property some invasive plant management is currently planned. The property will be conserved as is.

CONSIDERATIONS FOR IMPLEMENTATION

- Property appraisal
- Standard property purchase process
- A King County Conservation Futures (CFT) grant will be applied for

PROJECT LOCATION



PROJECT COST ESTIMATE

Property purchase price is \$600,000 based on a 2024 appraisal. A King County Conservation Futures (CFT) grant, awarded in 2025, will contribute \$450,000 and the remaining \$150,000 will be covered by the SWM Fund.

SCHEDULE

2024 – Appraisal, apply for King County Conservation Futures (CFT) grant
2025 – Purchase property, inspect and clean up as needed

SWM CIP ID:	SW-0280
Project:	2025-2026 Surface Water Small Works Program
Location:	Citywide
Basin:	Citywide
Cost Estimate:	\$163,000
Summary:	Construct stormwater maintenance/improvement projects too large for City crews.
Updated:	October 2025

NARRATIVE

The annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Typical small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04.

CONCEPTUAL DESIGN

City crews may be able to perform components of the work, but a contractor is typically required to complete these projects. Small Works projects may also require design or technical evaluation by the City's on-call engineering consultant.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA typically not needed.
- Temporary construction easements may be needed.
- Erosion and sediment controls may be needed.
- Traffic control may be needed.

PROJECT LOCATION

Citywide.

PROJECT COST ESTIMATE

Estimate is \$79,500 for 2025 and \$83,500 for 2026.

SCHEDULE
Projects are identified annually and construction typically occurs during summer months.

SWM CIP ID:	SW-0281
Project:	2027-2028 Surface Water Small Works Program
Location:	Citywide
Basin:	Citywide
Cost Estimate:	\$178,000
Summary:	Construct stormwater maintenance/improvement projects too large for City crews.
Updated:	October 2025

NARRATIVE

The annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Typical small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04.

CONCEPTUAL DESIGN

City crews may be able to perform components of the work, but a contractor is typically required to complete these projects. Small Works projects may also require design or technical evaluation by the City's on-call engineering consultant.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA typically not needed.
- Temporary construction easements may be needed.
- Erosion and sediment controls may be needed.
- Traffic control may be needed.

PROJECT LOCATION

Citywide.

PROJECT COST ESTIMATE

Estimate is \$86,800 for 2027 and \$91,200 for 2028.

SCHEDULE
Projects are identified annually and construction typically occurs during summer months.

SWM CIP ID:	SW-0282
Project:	Swamp Creek Floodplain Acquisition – Garcia Property
Location:	19026 73 RD AVE NE
Basin:	Citywide
Cost Estimate:	\$745,000
Summary:	Conservation & Restoration.
Updated:	October 2025

NARRATIVE

In 2023, City Council directed spending in the Environmental Services Capital Improvement Program (Rapid Progress+) for the acquisition, conservation and restoration of properties that provide, or have the potential to provide, valuable critical area habitat. These properties typically include streams, shorelines, wetlands, and/or forest canopy.

This project acquires a 0.36-acre property adjacent to Swamp Creek, which is currently situated within an active floodplain. The project will demolish existing structures and stabilize the site for future restoration.

CONCEPTUAL DESIGN

- Property acquisition
- Demolition of structures
- Site stabilization

CONSIDERATIONS FOR IMPLEMENTATION

- Appraisal
- Execute Purchase and Sale Agreement
- Apply for King County Conservation Futures Grant
- Environmental Review
- Title Review
- Demolition, cleanup, restoration, if needed

PROJECT LOCATION



PROJECT COST ESTIMATE

The property acquisition cost is \$680,000 (2025 appraisal). Real estate costs are estimated to be \$15,000 (title, appraisal, closing, environmental review). Demolition and site stabilization costs are estimated to be \$50,000. The total project cost estimate is \$745,000. A King County Conservation Futures (CFT) grant award will contribute \$581,250 and SWM Fund will cover the remaining \$163,750.

SCHEDULE
2025 – Appraisal, apply for King County Conservation Futures (CFT) grant 2026 – Inspections, purchase property, demolition and clean up as needed

SWM CIP ID:	SW-0283
Project:	Blueberry Creek Culvert Mitigation
Location:	68 TH AVE NE and NE 202 ND ST
Basin:	Blueberry Creek (Swamp Creek)
Cost Estimate:	\$250,000
Summary:	Remove fish passage blocking culvert from Blueberry Creek.
Updated:	October 2025

NARRATIVE

Impacts resulting from a failed culvert conveying Blueberry Creek under NE 202ND ST during construction of the 68TH AVE NE Improvement Project resulted in mitigation requirements for Blueberry Creek. As mitigation, the City is removing a fish blocking culvert from the stream and restoring the creek in that area. This fish barrier is the downstream most barrier known to exist in the creek and will open access to fish to Swamp Creek.

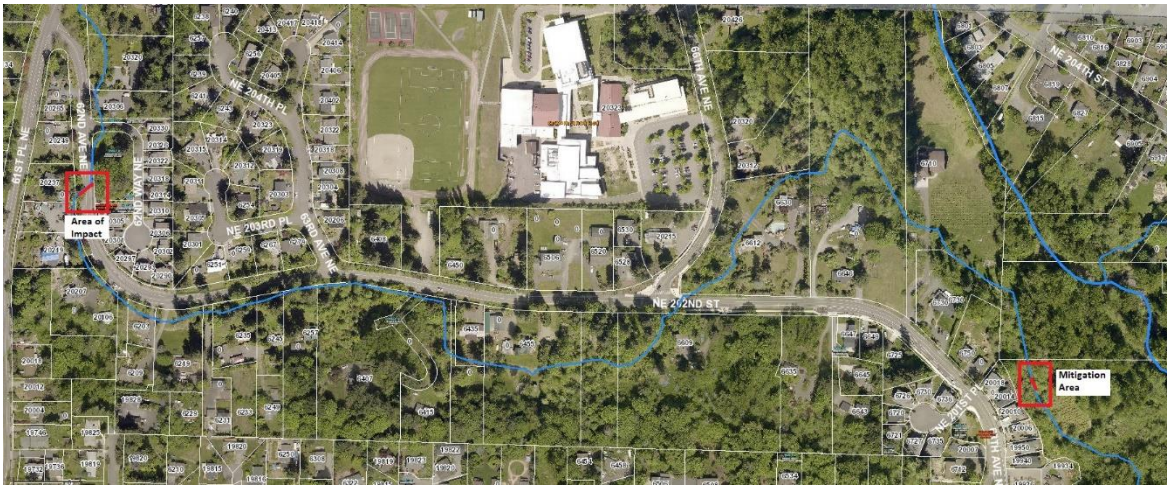
CONCEPTUAL DESIGN

- Remove existing 12-inch culvert from stream. Access restrictions will likely require hand removal of the culvert in pieces.
- Restoration work surrounding culvert will likely have to be done by hand due to access issues and to minimize adverse impacts to critical area.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA needed.
- Temporary construction easements needed.
- Difficult access to project location. Manual work likely required.
- Erosion and sediment controls needed.
- Stream bypass system needed.

PROJECT LOCATION



PROJECT COST ESTIMATE

Preliminary estimate is \$250,000.

SCHEDULE

2025/2026 – Design, permitting, ROW acquisition
2027 – Advertise, Construction

SWM CIP ID:	SW-0291
Project:	Sammamish River Property Acquisition – Gilmur Properties
Location:	8005-8115 NE 175 TH ST
Basin:	Swamp Creek & Sammamish River
Cost Estimate:	\$7,055,000
Summary:	Conservation & Restoration
Updated:	October 2025

NARRATIVE

In 2023, City Council directed spending in the Environmental Services Capital Improvement Program (Rapid Progress+) for the acquisition, conservation and restoration of properties that provide, or have the potential to provide, valuable critical area habitat. These properties typically include streams, shorelines, wetlands, and/or forest canopy.

This project acquires five properties totaling 12.4-acres situated on the Sammamish River. The project will demolish several existing structures and stabilize the site for future restoration.

CONCEPTUAL DESIGN

- Property acquisition
- Demolition of structures
- Site stabilization

CONSIDERATIONS FOR IMPLEMENTATION

- Appraisal
- Apply for King County Conservation Futures Grant
- Apply for King County Parks Levy Open Space River Corridors Grant
- Environmental review
- Title Review
- Demolition, cleanup, restoration, if needed

PROJECT LOCATION



PROJECT COST ESTIMATE

The preliminary acquisition estimate is \$6,800,000 (includes \$1M price reduction offered by property owner). Real estate costs are estimated to be \$75,000 (title, appraisal, closing, environmental review). Demolition and site stabilization costs are estimated to be \$180,000. The total project cost estimate is \$7,055,000.

The City anticipates receiving \$6,041,250 from King County Conservation Futures and \$1,000,000 from King County Parks Levy Open Space River Corridors. The remaining balance of \$13,750 will be covered by the SWM Fund.

SCHEDULE

2025: Apply for Conservation Futures Grant and KC Parks Levy OSRC Grant.
2026: Purchase property, demolition, site stabilization.

SWM CIP ID:	SW-0292
Project:	2029-2030 Surface Water Small Works Program
Location:	Citywide
Basin:	Citywide
Cost Estimate:	\$184,700
Summary:	Construct stormwater maintenance/improvement projects too large for City crews.
Updated:	October 2025

NARRATIVE

The annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Typical small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04.

CONCEPTUAL DESIGN

City crews may be able to perform components of the work, but a contractor is typically required to complete these projects. Small Works projects may also require design or technical evaluation by the City's on-call engineering consultant.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review including SEPA and WDFW HPA typically not needed.
- Temporary construction easements may be needed.
- Erosion and sediment controls may be needed.
- Traffic control may be needed.

PROJECT LOCATION

Citywide.

PROJECT COST ESTIMATE

Estimate is \$91,200 for 2029 and \$93,500 for 2030.

SCHEDULE

Projects are identified annually and construction typically occurs during summer months.

SWM CIP ID:	SW-0293
Project:	Tributary 0057 Barrier Removal
Location:	NE 170 TH ST
Basin:	Tributary 0057
Cost Estimate:	\$150,000
Summary:	Remove two small fish passage barriers that have formed within the area of stream modifications implemented under a separate City capital project completed in 2016.
Updated:	October 2025

NARRATIVE

In August 2021, the WA Department of Fish & Wildlife (WDFW) determined that a fish passage barrier had formed at a channel-spanning log structure within Tributary 0057, and suggested additional barriers might be present within a concrete culvert that carries Tributary 0057 under NE 170th Street. Both the culvert and log structure were installed under the City's "Tributary 0057 Channel Relocation" project, which was completed in 2016 ("2016 Project"). The City retained Osborn Consulting, Inc. (OCI) to assess channel conditions close to the barriers and develop conceptual design of potential barrier removal solutions in February 2024. This limited study was augmented by a site visit in March 2024 attended by staff from the City, OCI, and WDFW. Collectively, these investigations confirmed the barrier at the log structure and indicated that a second potential barrier at the culvert outlet may exist during select stream flow conditions.

Both barriers are believed to have developed due to the higher-than-anticipated erosive forces of stream flow. OCI's report illustrated two conceptual solutions for eliminating the barriers, including coarsening the streambed material and adding channel spanning logs to the stream for additional erosion protection. A cost estimate was not developed for either option; therefore, the estimate cited herein is ESD's planning level estimate based on analogous projects.

CONCEPTUAL DESIGN

- A preferred design alternative will be selected from one of the following options:
 - Coarsen the streambed material at the downstream end of each barrier. This involves adding streambed material with larger average grain sizes than the existing streambed material, which has eroded under the force of existing stream flows.

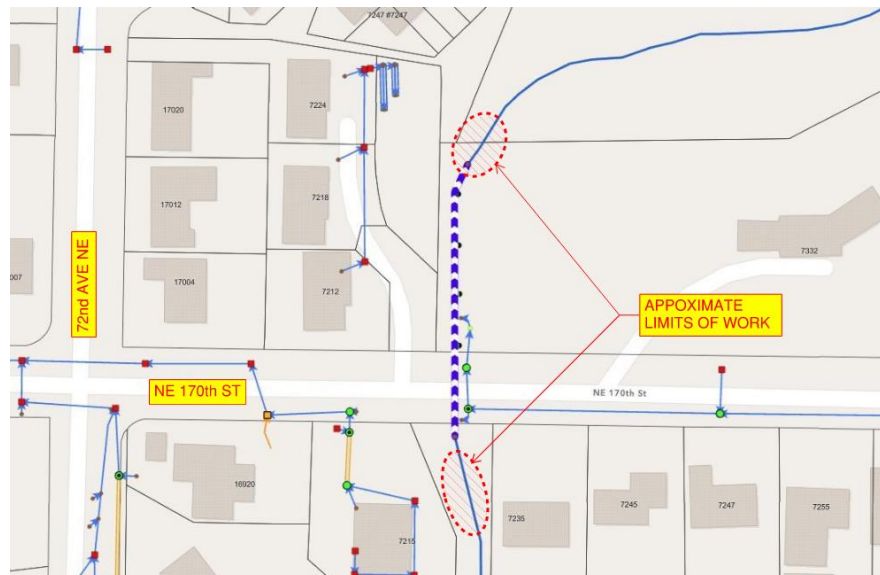
- Install approximately five new channel-spanning log structures in the stream, including two logs immediately downstream of the existing log structure and three logs immediately downstream of the culvert outlet.
- Restore any streamside areas that may be disturbed during construction, e.g. plant native wetland and riparian vegetation to replace any vegetation cleared for construction access.

CONSIDERATIONS FOR IMPLEMENTATION

- Project will require environmental review, including SEPA, City Engineering/Critical Areas Permit, WDFW HPA, and USACE permit.
- Easement and/or ROW acquisition is not anticipated as work is expected to occur within permanent easements acquired under the 2016 project.
- Temporary stream bypass and fish exclusion shall be used during construction.

PROJECT LOCATION

North and south sides of NE 170th St, approximately 300 feet east of the 72nd Avenue NE intersection.



PROJECT COST ESTIMATE

Estimates are at conceptual stage only. Cost is estimated to be approximately \$150,000.

SCHEDULE
2025, 2026 – Design and permitting 2027 – Advertise, Construction

SWM CIP ID:	Surface Water Facility Retrofit Program
Project:	2027-2028 Stormwater Facility Retrofit Project
Location:	Citywide
Basin:	Citywide
Cost Estimate:	\$578,160
Summary:	Provide stormwater facility retrofit projects where needed.
Updated:	October 2025

NARRATIVE

Existing City operated stormwater facilities require replacement when they reach the end of their serviceable lifespan. Additionally, areas of the City's right-of-way may have been developed prior to modern stormwater management regulations and do not have any facilities treating those areas. Staff annually inspect drainage facilities and identify existing facilities or new areas for retrofit or reconstruction.

At a minimum, retrofits will meet the existing performance of the facility, however, whenever possible staff will attempt to update the flow control and/or water quality treatment capabilities of the facility to current standards using the best available technology.

CONCEPTUAL DESIGN

Stormwater facilities will be designed and constructed to the City's current design standards.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review and permitting.
- Temporary construction easements may be needed.
- Erosion and sediment controls may be needed.
- Stream bypass system may be needed.
- Traffic control may be needed.

PROJECT LOCATION

Citywide – TBD.

PROJECT COST ESTIMATE
\$578,160

SCHEDULE
2027/2028 – Design, permits, acquisition, if needed, and construction.

SWM CIP ID:	Surface Water Facility Retrofit Program
Project:	2029-2030 Stormwater Facility Retrofit Project
Location:	Citywide
Basin:	Citywide
Cost Estimate:	\$608,100
Summary:	Provide stormwater facility retrofit projects where needed.
Updated:	October 2025

NARRATIVE

Existing City operated stormwater facilities require replacement when they reach the end of their serviceable lifespan. Additionally, areas of the City's right-of-way may have been developed prior to modern stormwater management regulations and do not have any facilities treating those areas. Staff annually inspect drainage facilities and identify existing facilities or new areas for retrofit or reconstruction.

At a minimum, retrofits will meet the existing performance of the facility, however, whenever possible staff will attempt to update the flow control and/or water quality treatment capabilities of the facility to current standards using the best available technology.

CONCEPTUAL DESIGN

Stormwater facilities will be designed and constructed to the City's current design standards.

CONSIDERATIONS FOR IMPLEMENTATION

- Environmental review and permitting.
- Temporary construction easements may be needed.
- Erosion and sediment controls may be needed.
- Stream bypass system may be needed.
- Traffic control may be needed.

PROJECT LOCATION

Citywide – TBD.

PROJECT COST ESTIMATE
\$608,100

SCHEDULE
2029/2030 – Design, permits, acquisition, if needed, and construction.

SWM CIP ID:	Acquisition (Conservation/Restoration) Program
Project:	Future Property Acquisition (Conservation/Restoration) Projects
Location:	Citywide
Basin:	Citywide
Cost Estimate:	\$3,364,700
Summary:	Acquire critical area property for conservation and restoration.
Updated:	September 2024

NARRATIVE

As part of the City's overall goal to acquire, protect and restore high value critical area habitat, the city allocated funds to acquire property and conduct projects that support this goal. The City's 2023 adopted Rapid Progress+ funding program is designed to provide funds for restoration and conservation projects, like this one, and include expenses associated with land acquisition, demolition of existing structures and impervious areas, restoration of property to natural conditions, and grant matches.

The City may also leverage King County Conservation Futures (CFT) grant funds to increase the city's ability to purchase additional property.

CONCEPTUAL DESIGN

Once a property is identified, a plan is developed depending on the conditions of the property. Factors such as presence of existing structures, contamination issues, and restoration needs will dictate the design needed for the project.

CONSIDERATIONS FOR IMPLEMENTATION

- Property appraisal
- Standard property purchase process
- A King County Conservation Futures (CFT) grant will be applied for
- Demolition, cleanup, restoration, if needed

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE
\$3,410,800 covering years 2026 through 2030. King County Conservation Futures (CFT) grant award can potentially cover up to 75% of the purchase cost, if awarded.

SCHEDULE
2026 through 2030.

**CITY OF KENMORE
CITY FACILITIES CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

Project Description	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
F1. Public Works Operations Center (PWOC) Design & Construction	\$ 3,200,000	\$ 12,000,000	\$ 875,000	\$ -	\$ -	\$ -	\$ 16,075,000
PWOC Debt Repayment	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	9,600,000
F2. Kenmore Senior Center Improvements	250,000	-	-	-	-	-	250,000
F3. Kenmore City Hall Electrical Vehicle Charger Expansion	60,000	-	-	-	-	-	60,000
F4. Kenmore City Hall Solar Expansion	-	100,960	-	-	-	-	100,960
Total Project Costs	\$ 5,110,000	\$ 13,700,960	\$ 2,475,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 26,085,960

Funding As Proposed:	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
Transfer from SWM	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 4,800,000
Transfer from REET	800,000	800,000	800,000	800,000	800,000	800,000	4,800,000
King County Dept of Commerce Grant	310,000	98,160	-	-	-	-	408,160
Transfer from General Fund - City Match from Climate Action Plan	-	2,800	-	-	-	-	2,800
Total Project Funding	\$ 1,910,000	\$ 1,700,960	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 10,010,960



City of Kenmore Facilities Improvement Program

Project Name: Public Works Operations Center

Project No. F-1

Project Location: 6450 NE 202nd ST

Project Description:

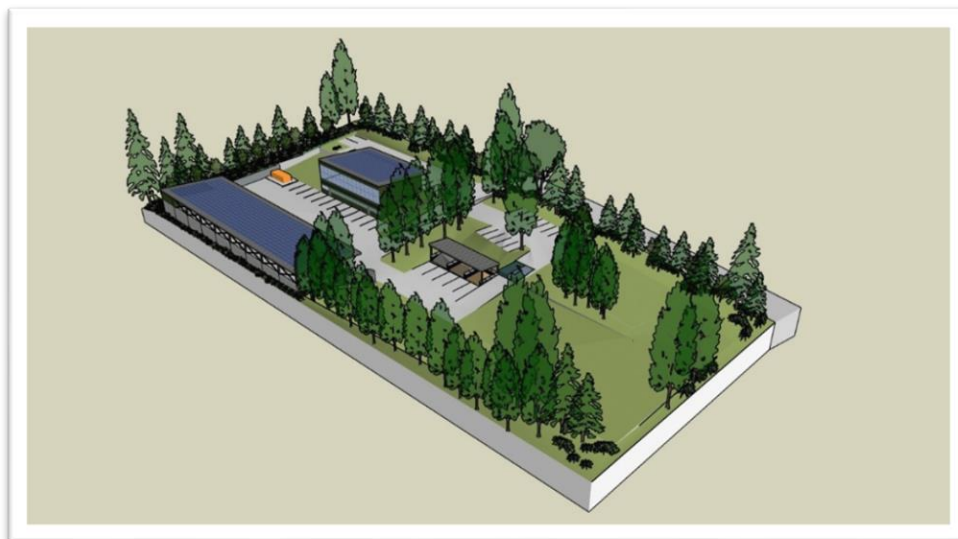
New Public Works Operation Center including an administrative building and a public works maintenance yard. The facility will provide office and yard space for Public Works Operations and Environmental Services.

Background: For nearly twenty years, the City provided public works services with an Interlocal Agreement (ILA) with the City of Lake Forest Park. The two cities parted ways after Lake Forest Park gave notice to end the ILA in 2018. In January of 2019, the City began operating its own in-house public works operations department and based its operations in two temporary locations: a portion of the US Post Office building for office space and the half acre vacant lot at the northwest corner of 67th Avenue NE and NE Bothell Way. The City purchased three properties in 2021 on NE 202nd St adjacent to Kenmore Middle School.

Funding Sources:

This project will be funded with a combination of Real Estate Excise Tax, Surface Water Utility Fees, and grant funds to build the initial phase of the project.

Existing Conditions: The property was previously zoned as residential but was rezoned as public/semi-public in the 2022 Comprehensive Plan Update. Three of four residential homes were demolished on the site in 2024. To operate a city maintenance facility on the site, a Conditional Use Permit (CUP) is required, which was obtained in 2024 along with a Boundary Line Adjustment (BLA) to combine the three properties into one single parcel.





City of Kenmore Facilities Improvement Program

Project Name: Public Works Operations Center

Project No. F-1

CURRENT DOLLARS

Year	Prior Years	2025	2026	2027	2028	2029	2030	Total
Expenses								
Acquisition	\$ 6,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,100,000
Design & Construction	\$ 337,458	\$ 8,000,000	\$ 8,075,000			\$ -	\$ -	\$ 16,412,458
Total	\$ 6,437,458	\$ 8,000,000	\$ 8,075,000					\$ 22,512,458
Revenue								
REET	\$ 1,151,539	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 6,551,539
SWM Fund	\$ 1,140,603	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 6,540,603
Street Fund	\$ 54,682		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 54,682
General Fund	\$ 28,780		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,780
Grant Funds		TBD	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 2,375,604	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 13,175,604

SCHEDULE

	2021				2022				2023				2024				2025				2026				2027			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																												
Rezoning & CUP																												
Design																												
Construction																												
Closeout																												



City of Kenmore Facilities Improvement Program

Project Name: Kenmore Senior Center Improvements

Project No. F-2

Project Location: 6910 NE 170th ST
(Rhododendron Park)

Project Description: The Kenmore Senior Center Improvement Project focuses on enhancing safety, security, and accessibility through repair and replacement of old features. The project will begin with a thorough ADA Assessment to identify needs and priorities for improvements to the facilities interior and exterior. By addressing safety concerns, enhancing security measures, and improving accessibility, the project aims to benefit everyone. Planned improvements include ADA upgrades for pathways, ramps, and spaces, updating electrical panels and wiring, installing new flooring, and modernizing electrical systems and fixtures. These enhancements will make the center more welcoming, safe, and convenient for all users and visitors.



Background: The Kenmore Senior Center (an extension of the Northshore Senior Center in Bothell) operates out of leased space owned by the City of Kenmore located at Rhododendron Park. The buildings were originally constructed as a residential home and a detached garage built in 1948 that were converted into what is now the Kenmore Senior Center and Annex. Updates have been made to the Kenmore Senior Center as funds become available. The City secured \$250,000 in grant funding from King County in 2025 for additional updates and improvements.

Funding Sources:

King County 2025 External Support Program Grant Funds



City of Kenmore Facilities Improvement Program

Project Name: Kenmore Senior Center Improvements

Project No. F-2

CURRENT DOLLARS

Year	Prior Years	2025	2026	2027	2028	2029	2030	Total
Expenses								
Assessment	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
Design			\$ 20,000					\$ 20,000
Construction		\$ 10,000	\$ 155,000	\$ 45,000				\$ 210,000
Total	\$ -	\$ 30,000	\$ 175,000	\$ 45,000				\$ 250,000
Revenue								
King County/WA Dept of Commerce Grant	\$ -	\$ 30,000	\$ 175,000	\$ 45,000	\$ -	\$ -	\$ -	\$ 250,000
Total		\$ 30,000	\$ 175,000	\$ 45,000				\$ 250,000

SCHEDULE

	2025				2026				2027				2028				2029				2030			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ADA Assessment																								
Design																								
Construction																								
Closeout																								



City of Kenmore Facilities Improvement Program

Project Name: Kenmore City Hall Electric Vehicle Charger Expansion

Project No. F-3

Project Location: Kenmore City Hall, 18120 68th
Ave NE, Kenmore, WA 98028

Project Description:

The Kenmore City Hall Electric Vehicle Charger Expansion project adds three additional dual port vehicle charging stations in the City Hall parking garage and the necessary electrical upgrades required to power the additional equipment.



Background: The City of Kenmore is committed to addressing climate change and reducing its environmental impact. In May of 2022, the City adopted its Climate Action Plan (CAP) with ambitious goals to reduce greenhouse gas emissions by 50% by 2030 and achieve carbon neutrality by 2050. The inclusion of a Climate Action element in the City's Comprehensive Plan highlights the importance placed on sustainability and environmental stewardship. Implementing the CAP has become one of the top priorities for the City Council, demonstrating a proactive approach towards mitigating climate change effects. Expanding the infrastructure for electric vehicle charging at City Hall, supports the City's growing electric fleet but also takes steps towards reaching Climate Action goals

Funding Sources:

King County via the Washington Department of Commerce EV Charger Grant.



City of Kenmore Facilities Improvement Program
Project Name: Kenmore City Hall Electrical Vehicle Charger Expansion
Project No. F-3

CURRENT DOLLARS

Year	Prior Years	2025	2026	2027	2028	2029	2030	Total
Expenses								
Design & Construction	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
Total	\$ -	\$ 60,000						\$ 60,000
Revenue								
King County/WA Dept of Commerce Grant	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
Total		\$ 60,000						\$ 60,000

SCHEDULE

	2025				2026				2027				2028				2029				2030			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Assessment																								
Design																								
Construction																								
Closeout																								



City of Kenmore Facilities Improvement Program

Project Name: Kenmore City Hall Solar Expansion

Project No. F-4

Project Location: Kenmore City Hall, 18120
68th Ave NE, Kenmore, WA 98028

Project Description:

The Kenmore City Hall Solar Expansion project will expand the building's existing rooftop solar panel system by adding 56, 490-watt solar panels.



Background: The City of Kenmore is committed to addressing climate change and reducing its environmental impact. In May of 2022, the City adopted its Climate Action Plan (CAP) with ambitious goals to reduce greenhouse gas emissions by 50% by 2030 and achieve carbon neutrality by 2050. The inclusion of a Climate Action element in the City's Comprehensive Plan highlights the importance placed on sustainability and environmental stewardship. Implementing the CAP has become one of the top priorities for the City Council, demonstrating a proactive approach towards mitigating climate change effects. The addition of solar panels will complete the full build out of solar infrastructure capacity at City Hall.

Funding Sources:

Washington State Department of Commerce Clean Energy Community Grant and City of Kenmore CAP funds.



City of Kenmore Facilities Improvement Program

Project Name: Kenmore City Hall Solar Expansion

Project No. F-4

CURRENT DOLLARS

Year	Prior Years	2025	2026	2027	2028	2029	2030	Total
Expenses								
Design & Construction	\$ -		\$ 100,960	\$ -	\$ -	\$ -	\$ -	\$ 100,960
Total	\$ -		\$ 100,960					\$ 100,960
Revenue								
WA Dept of Commerce Grant	\$ -	\$ 98,160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,160
City Match - CAP		\$ 2,800						\$ 2,800

SCHEDULE

	2025				2026				2027				2028				2029				2030			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Assessment																								
Design																								
Construction																								
Closeout																								

CITY OF KENMORE
REET Fund Projections
For The Years 2025-2030

DESCRIPTION	Proposed 2025	Proposed 2026	Proposed 2027	Proposed 2028	Proposed 2029	Proposed 2030
Beginning Cash	\$ 1,291,200	\$ 1,310,561	\$ 1,825,008	\$ 1,900,188	\$ 1,243,080	\$ 606,167
Revenues:						
REET 1	900,000	909,000	918,090	927,271	936,544	945,909
REET 2	900,000	909,000	918,090	927,271	936,544	945,909
Investment Interest	60,000	50,000	45,000	40,000	40,000	35,000
Total Revenues	\$ 1,860,000	\$ 1,868,000	\$ 1,881,180	\$ 1,894,542	\$ 1,913,087	\$ 1,926,818
Transfers Out for Transportation:						
T27 Pedestrian facilities plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 425,000
T 41 Juanita Dr Pedestrian & Bicycle Safety	25,000	-	-	-	-	-
T 44 61st Ave Sidewalk Replacement Project (Phase 1)	-	53,553	-	-	-	-
T 50 SR522 Gateway Sign East						
T 203 66th/196th Slope Stability Project	-	-	-	350,000	700,000	-
T 252 ADA Transition Program	400,000	150,000	650,000	650,000	650,000	650,000
T 253 NE 18st ST Sidewalk Project	-	-	-	-	-	-
T 261 NE 192nd ST Sidewalk Project	-	-	-	112,150	-	-
T 262 Arrowhead Project	-	-	-	-	-	-
T 264 NE 170th Interim Sidewalk	45,639	-	-	-	-	-
T 265 Juanita Dr Tree Removal/Replacement	100,000	-	-	-	-	-
T 266 84th Ave NE Sidewalks	5,000	-	-	225,000	30,000	-
T 276 61st Ave Sidewalk Repair	100,000	-	-	-	-	-
T 284 61st Sidewalk Replacement (181st-190th), Phase 2	5,000	-	-	-	-	-
T 287 175th ST Sidewalks (68th - 73rd)	5,000	-	-	-	-	-
T 289 155th 81st - Simonds Ped-Bike	5,000	-	-	51,500	-	-
Transportation Small Works	100,000	100,000	100,000	100,000	100,000	100,000
Transportation Legal Expenses	100,000	100,000	100,000	100,000	100,000	100,000
Transportation Project Management	150,000	150,000	156,000	163,000	170,000	170,000
Subtotal - Transfers for Transportation	\$ 1,040,639	\$ 553,553	\$ 1,006,000	\$ 1,751,650	\$ 1,750,000	\$ 1,445,000
Transfers Out for Facilities:						
Public Works Operations Center (PWOC)	800,000	800,000	800,000	800,000	800,000	800,000
Subtotal - Transfers for Facilities	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
Subtotal - Expenditures/Transfers Out	\$ 1,840,639	\$ 1,353,553	\$ 1,806,000	\$ 2,551,650	\$ 2,550,000	\$ 2,245,000
Net Income/(Loss)	\$ 19,361	\$ 514,447	\$ 75,180	\$ (657,108)	\$ (636,913)	\$ (318,182)
Ending Cash Balance	\$ 1,310,561	\$ 1,825,008	\$ 1,900,188	\$ 1,243,080	\$ 606,167	\$ 287,985

CITY OF KENMORE
Park Impact Fee Fund Projections
For the Years 2025-2030

ATTACHMENT 11

DESCRIPTION	Proposed 2025	Proposed 2026	Proposed 2027	Proposed 2028	Proposed 2029	Proposed 2030
Beginning Cash	\$ 397,625	\$267,625	\$480,125	\$673,125	\$835,125	\$ 986,125
Revenues:						
Investment Interest	10,000	10,000	8,000	7,000	6,000	5,000
Park Impact Fees	400,000	292,500	250,000	250,000	225,000	225,000
Total Revenues	\$ 410,000	\$ 302,500	\$ 258,000	\$ 257,000	\$ 231,000	\$ 230,000
Transfers Out for Parks:						
P 27 Alexander Park Waterfront	60,000	60,000	65,000	65,000	65,000	65,000
P 32 Moorlands Athletic Field Turf Replacement	-	-	-	30,000	15,000	160,000
P 34 Accessible Playground Feasibility Study	30,000	30,000	-	-	-	-
Transfer to LakePointe Fund	450,000	-	-	-	-	-
Subtotal - Transfers to Park Capital	\$ 540,000	\$ 90,000	\$ 65,000	\$ 95,000	\$ 80,000	\$ 225,000
Net Income/(Loss)	\$ (130,000)	\$ 212,500	\$ 193,000	\$ 162,000	\$ 151,000	\$ 5,000
Ending Cash Balance	\$ 267,625	\$ 480,125	\$ 673,125	\$ 835,125	\$ 986,125	\$ 991,125

**Transportation Impact Fee Fund Projections
For The Years 2025-2030**

DESCRIPTION	Proposed 2025	Proposed 2026	Proposed 2027	Proposed 2028	Proposed 2029	Proposed 2030
Beginning Cash	\$ 1,533,849	\$ 2,158,431	\$ 1,471,564	\$ 1,289,636	\$ 1,018,486	\$ 718,486
Revenues:						
Investment Interest	55,000	55,000	45,000	40,000	40,000	35,000
Transp. Impact Fees	600,000	400,000	400,000	400,000	400,000	400,000
Total Revenues	\$ 655,000	\$ 455,000	\$ 445,000	\$ 440,000	\$ 440,000	\$ 435,000
Transfers Out for Transportation:	-	-	-	-	-	-
T 27 Ped Facilities Program	-	375,000	198,500	-	740,000	500,000
T 253 NE 181st St Sidewalk Project	30,418	124,935	109,534	-	-	-
T 260 80th Ave NE Sidewalk Project	-	349,551	-	-	-	-
T 261 NE 192nd St Sidewalk Project	-	-	131,792	-	-	-
T 262 Arrowhead Project	-	292,381	163,499	-	-	-
T 266 84th Ave NE Sidewalks	-	-	23,603	100,000	-	-
T 287 175th ST Sidewalks (68th - 73rd)	-	-	-	236,150	-	-
T 289 155th 81st - Simonds Ped-Bike	-	-	-	375,000	-	-
Subtotal	\$ 30,418	\$ 1,141,867	\$ 626,928	\$ 711,150	\$ 740,000	\$ 500,000
Net Income/(Loss)	\$ 624,582	\$ (686,867)	\$ (181,928)	\$ (271,150)	\$ (300,000)	\$ (65,000)
Ending Cash Balance	\$ 2,158,431	\$ 1,471,564	\$ 1,289,636	\$ 1,018,486	\$ 718,486	\$ 653,486

CITY OF KENMORE
King County Trail and Park Levy Projections
For the Years 2025-2030

DESCRIPTION	Proposed 2025	Proposed 2026	Proposed 2027	Proposed 2028	Proposed 2029	Proposed 2030
Beginning Cash	\$ 109,454	\$ 96,254	\$ 83,054	\$ 68,054	\$ 133,054	\$ 198,054
Revenues:						
Levy Revenues- Park	190,000	190,000	190,000	190,000	190,000	190,000
Total Revenues	\$ 190,000	\$ 190,000	\$ 190,000	\$ 190,000	\$ 190,000	\$ 190,000
To be Transferred Out for Parks:						
P 28 Log Boom Park	75,000	75,000	80,000	-	-	-
P30 Rhododendron Park	3,200	3,200	-	-	-	-
Transfer to General Fund for Operations	125,000	125,000	125,000	125,000	125,000	125,000
Subtotal - Transfers for Parks	\$ 203,200	\$ 203,200	\$ 205,000	\$ 125,000	\$ 125,000	\$ 125,000
Net Income/(Loss)	\$ (13,200)	\$ (13,200)	\$ (15,000)	\$ 65,000	\$ 65,000	\$ 65,000
Ending Cash Balance	\$ 96,254	\$ 83,054	\$ 68,054	\$ 133,054	\$ 198,054	\$ 263,054

**City of Kenmore
Capital Improvement Program Proposed Changes Summary
For the Years 2025 – 2030**

Projects added/substantially changed to the 2025-2030 CIP include the following:

PARKS

- **P 27 Alexander Park Waterfront.** Mitigation and monitoring costs revised to reflect higher costs than originally estimated. \$380,000 added over the next 5 years.
- **P 28 Log Boom Park Waterfront Access & Mitigation.** Mitigation and monitoring increased for 2025-2027; however the mitigation requirement ends in 2028 so timeline revision reduces total costs by \$70,000.

TRANSPORTATION

- **T 8 Burke Gilman Trail/SR522 Accessibility Project.** Additional costs of \$1.1 million added to the project.
- **T 27 Pedestrian Facilities Program.** Timeline moved up one year and additional costs of \$538,500 added to the project.
- **T 44 61st AVE Sidewalk Replacement Project (Phase 1).** \$419,990 in additional costs added to the project. All but \$53,000 of the total project cost is covered by grants.
- **T 260 80th AVE NE Sidewalk Project.** \$1.86 million of additional costs have been added to this project. Increased funding is anticipated from grants.
- **T 261 NE 192nd ST Sidewalk Project.** Project costs have been reduced by \$125,578 over the next 6 years.
- **T 262 Arrowhead Project.** \$456,343 has been added to the project costs. Additional funding is anticipated from grants.
- **T 264 NE 170th Interim Sidewalk.** This new project adds \$62,002 to the CIP and is funded via REET and Transportation Improvement Board (TIB) fees.
- **T 265 Juanita Dr Tree Removal/Replacement.** Project costs have been reduced by \$100,000 and will be covered by REET revenues.
- **T 276 61st Ave Sidewalk Repair.** This project number has been reassigned. T 276 previously was Phase 2 of project T 44. Phase 2 is now project T 284. T 276 is a new project that adds \$100,000 to the CIP to be covered by REET funds.

- **T 284 61st Sidewalk Replacement (181st-190th), Phase 2** This is an existing project with a new project number (previously was T 276). The project costs for this work have been reduced by \$1.9 million.
- **T-287 175th ST Sidewalks (68th – 73rd)**. This new project adds \$2.87 million to the CIP and is funded by \$2.1 million from WSDOT Ped/Bike funds and additional funds from REET and Transportation Impact Fees.
- **T 289 155th 81st – Simonds Ped-Bike**. This new project adds \$4.9 million to the CIP and is funded via \$3.9 million from WSDOT Safe Routes to Schools along with funding from REET and Transportation Impact Fees.

SURFACE WATER MANAGEMENT

- **SW 0177 190th ST Fish Passage Culvert Debt Payments and Culvert**. Loan payments increasing in 2025 and beyond due to additional \$837K draw on construction loan. Added \$225,000 to CIP to cover mitigation and maintenance costs.
- **SW 0267 169th Samm Trib Culvert**. Project estimate increased by \$295,900. Additional funding to come from SWM fund.
- **SW 0268 175th Trib 0056 Culvert**. Project estimate increased by \$1.2 million. Additional funding to be obtained via bond proceeds.
- **SW 0274 Little Swamp Creek Relocation**. This project cost has increased by \$2.6 million. Funding via pending grant funds.
- **SW 0280 2025-2026 Small Works Projects**. Previously only included costs for 2025. This project has been expanded to cover estimated costs for 2026.
- **SW 0281 2027-2028 Small Works Projects**. Previously only included costs for 2026. This project has been revised to cover estimated costs for 2027 and 2028.
- **SW 0282 Swamp Creek Property Acquisition**. This project estimate has been revised down by \$105,000 based on an updated appraisal.
- **SW 0291 Conservation Property Acquisition**. This new project adds \$7.1 million to the CIP. The City anticipates a King County Conservation Futures Grant (over \$6.0 million) and \$1.0 million from KC Parks Levy will cover the bulk of the costs.
- **SW 0293 Tributary 0057 Barrier Removal**. This new project adds \$150,000 to the CIP and will be paid using SWM funds.

CITY FACILITIES

- **F 1 Public Works Operations Center (PWOC) Debt Repayment.** Original estimated debt repayment costs were \$1.8 million annually. Due to a better market than anticipated, our final costs are \$1.6 million annually. REET and SWM Funds are each covering half of this cost.
- **F 2 Kenmore Senior Center Improvements.** This new project adds \$250,000 to the CIP. Costs will be covered by a grant from King County.
- **F 3 Kenmore City Hall Electrical Vehicle Charger Expansion.** This new project adds \$60,000 to the CIP. Funding provided by King County via WA Dept of Commerce EV Charger Grant.
- **F 4 Kenmore City Hall Solar Expansion.** This new project adds \$100,600 to the CIP. WA Dept of Commerce Grant will provide \$98,160 to cover the costs and the City will cover the remaining \$2,800.

CITY OF KENMORE, WASHINGTON

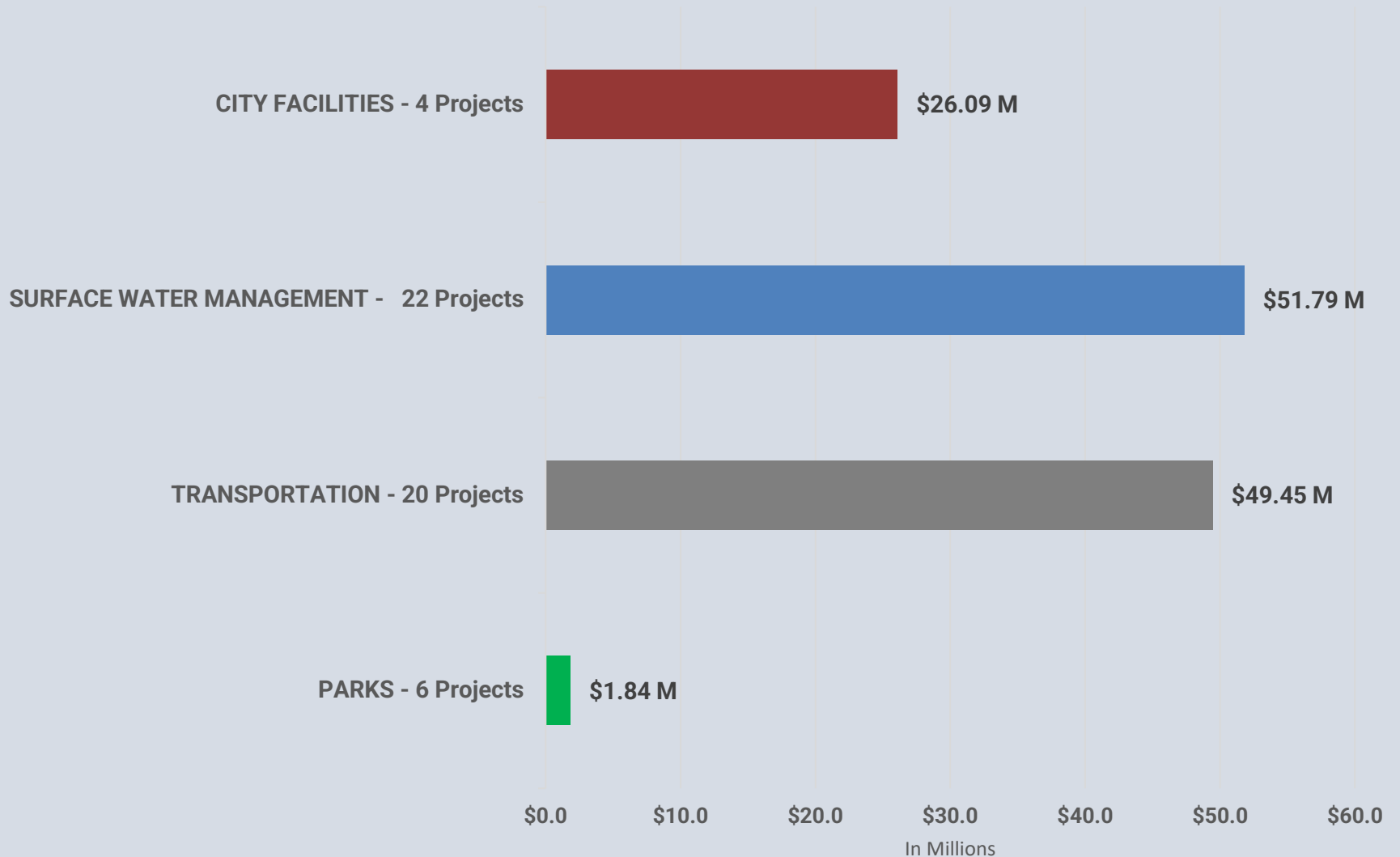
2025-2030 CAPITAL IMPROVEMENT PROGRAM (CIP) Update



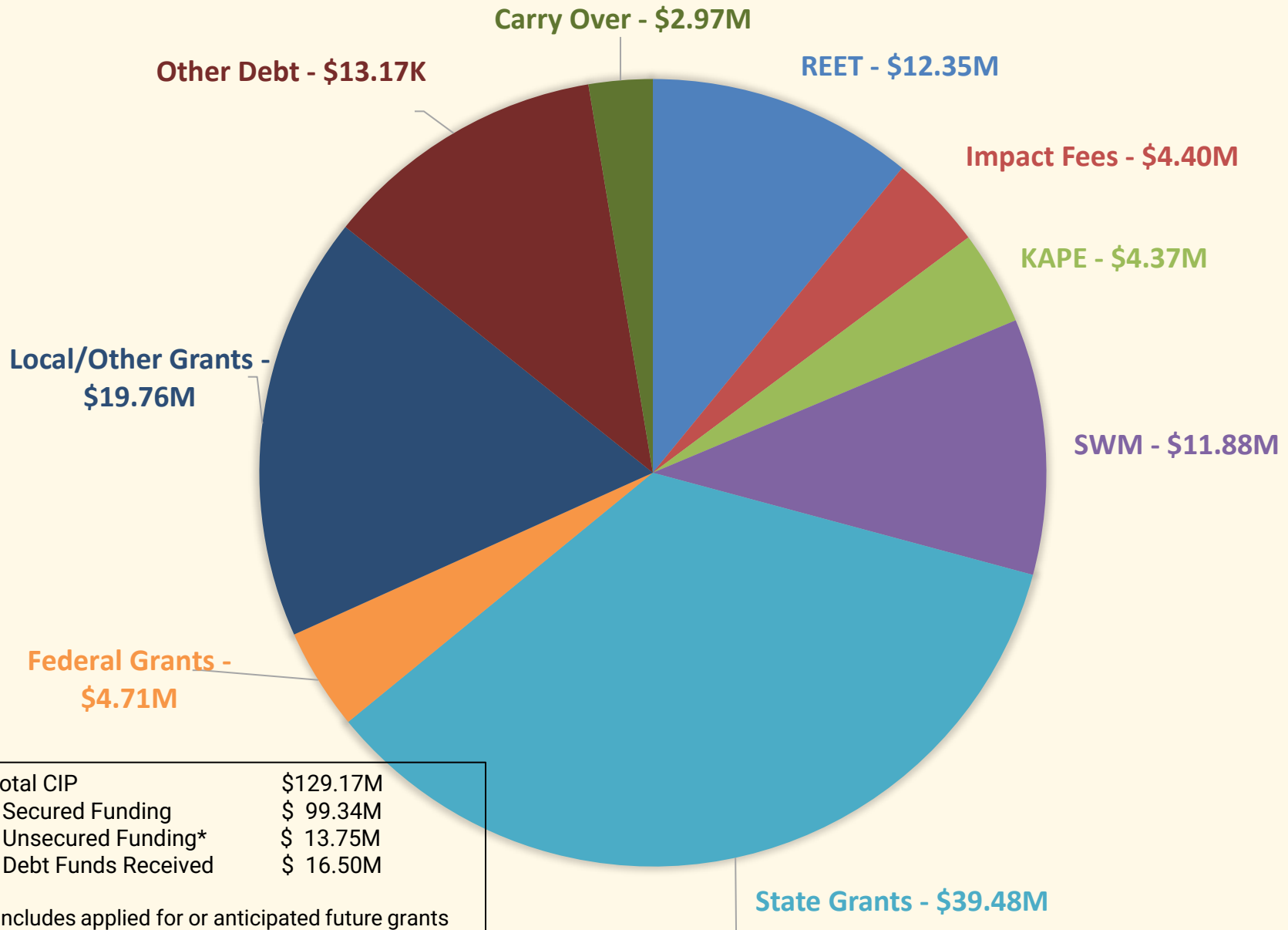
October 27, 2025

Capital Improvement Program

52 Projects > \$129,166,653

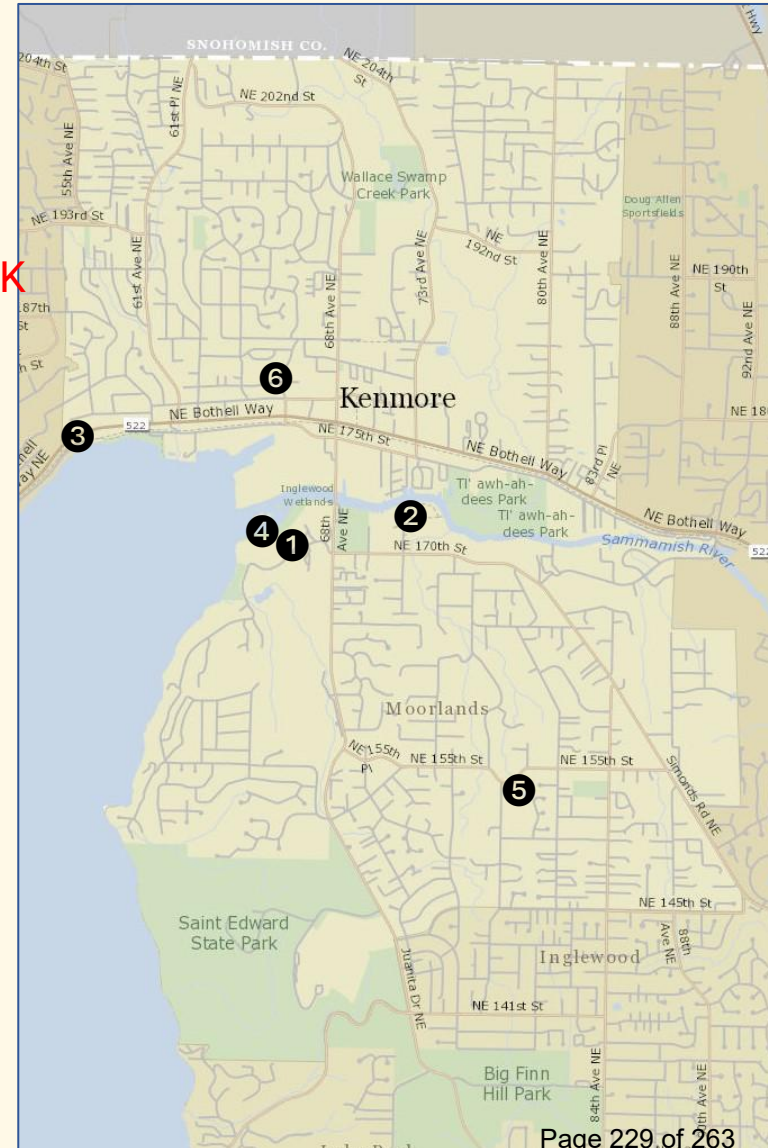


2025-2030 CAPITAL PROJECT RESOURCES - \$113.09M



PARK CAPITAL IMPROVEMENT PROGRAM PROPOSED FOR THE YEARS 2025-2030

- 01 – Rhododendron Park – Signs Replacement, **\$28K**
- 02 – ʔaḥwadis Park Waterfront Mitigation, **\$740K**
- 03 – Log Boom Park Waterfront Access & Mitigation, **\$230K**
- 04 – Rhododendron Park Boathouse Pavilion, **\$6.4K**
- 05 – Moorlands Athletic Field Turf Replacement, **\$775K**
- 06 – Accessible Playground Feasibility Study, **\$60K**



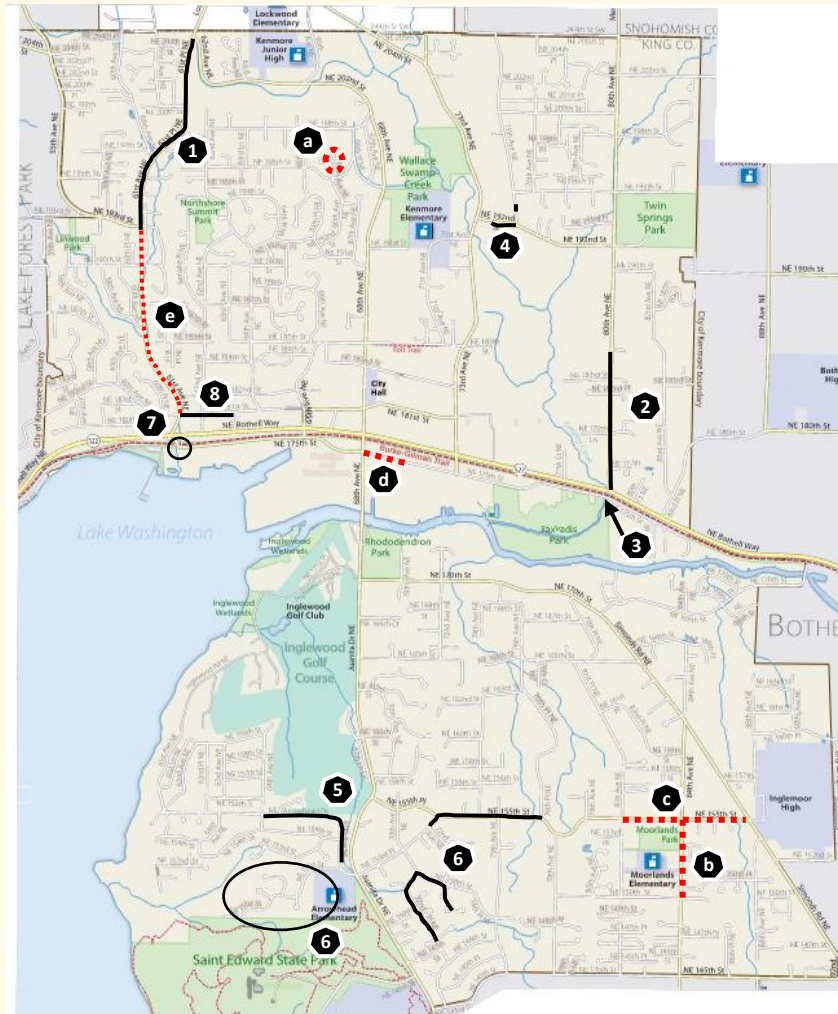
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM PROPOSED FOR THE YEARS 2025-2030

• Transportation

1. 61st Ave NE Sidewalk Replacement, **\$4.2M**
2. 80th Ave NE Ped/Bike, **\$4.3M**
3. Lower Swamp Creek Bridge, **\$4.6M**
4. NE 192nd Sidewalk, **\$1.0M**
5. Arrowhead Dr Sidewalk, **\$2.7M**
6. ADA Transition Program, **\$3.2M**
7. BGT Accessibility Project, **\$2.9M**
8. 181st St Sidewalk, **\$1.8M**

Not Started

- a) 66th/196th Slope Stability, **\$1.1M**
- b) 84th Ave Ped/Bike, **\$3.5M**
- c) 155th St Ped/Bike, **\$4.9M**
- d) 175th St Sidewalk, **\$2.9M**
- e) 61st Ave Sidewalk/Stream Restoration, **\$3.5M**



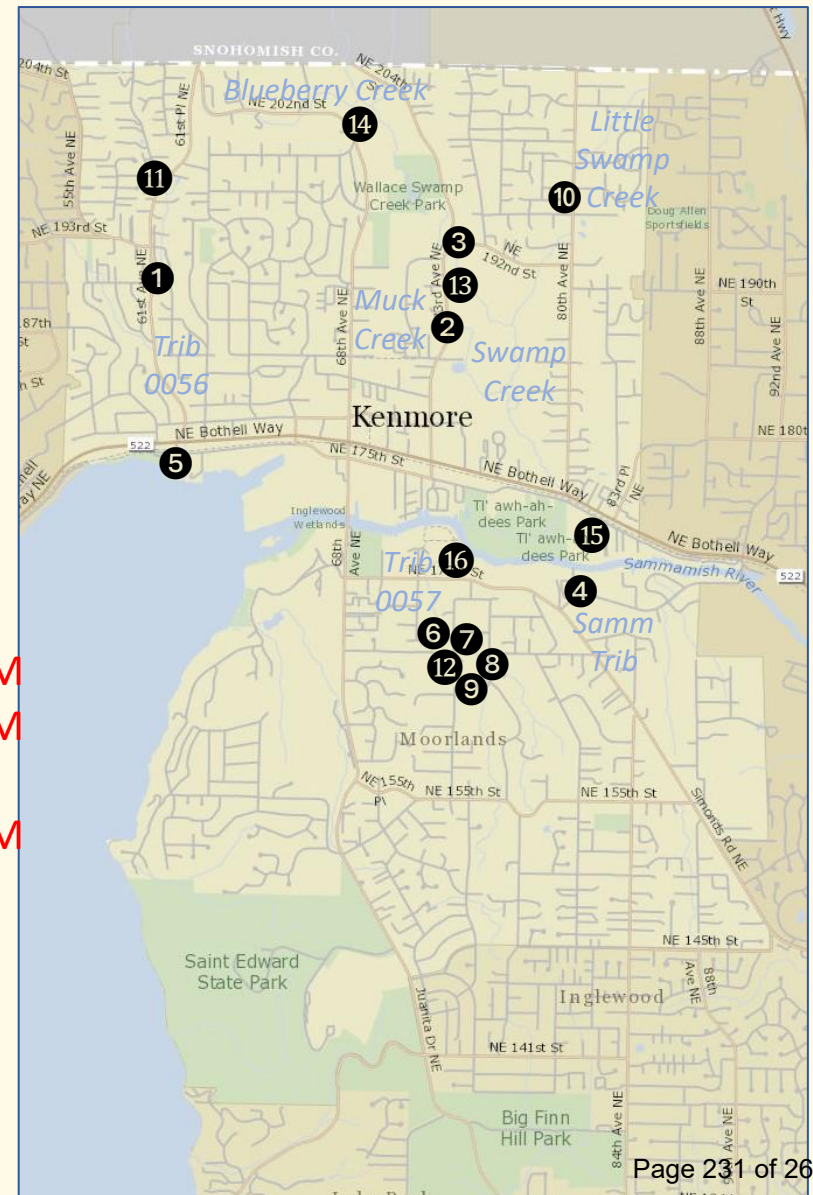
SURFACE WATER CAPITAL IMPROVEMENT PROGRAM PROPOSED FOR THE YEARS 2025-2030

- 01 – SW 0177 Culvert Replacement, **\$0.9M**
- 02 – SW 0254 Muck Creek Restoration, **\$1.3M**
- 03 – SW 0261 Culvert Replacement, **\$2.5M**
- 04 – SW 0267 Culvert Replacement, **\$2.6M**
- 05 – SW 0268 Culvert Replacement, **\$9.2M**
- 06 – SW 0270 Culvert Replacement, **\$2.5M**
- 07 – SW 0271 Culvert Replacement, **\$2.5M**
- 08 – SW 0272 Culvert Replacement, **\$2.0M**
- 09 – SW 0273 Culvert Replacement, **\$2.2M**
- 10 – SW 0274 Little Swamp Creek Restoration, **\$8.3M**
- 11 – SW 0275 SWM Facility Retrofit, **\$0.5M**
- 12 – SW 0278 Conservation Property Acquisition, **\$0.6M**
- 13 – SW 0282 Conservation Property Acquisition, **\$0.7M**
- 14 – SW 0283 Stream Culvert Removal, **\$0.25M**
- 15 – SW 0291 Conservation Property Acquisition, **\$7.1M**
- 16 – SW 0293 Stream Barrier Removal, **\$0.15M**

Small Works Projects – Locations TBD

Future SWM Facility Retrofits – Locations TBD

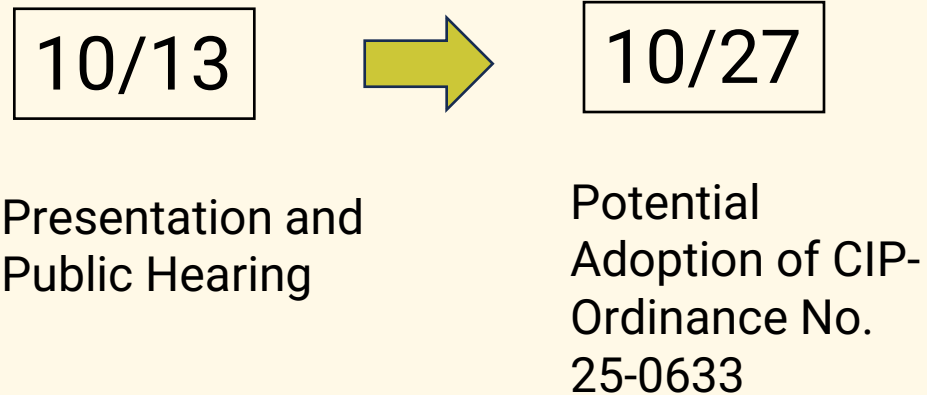
Future Conservation Acquisitions – Locations TBD



CITY FACILITIES CAPITAL IMPROVEMENT PROGRAM PROPOSED FOR THE YEARS 2025-2030

	F1. Public Works Operations Center Design & Construction	\$ 16,075,000
	• Public Works Operations Center Debt Repayment	\$ 9,600,000
	F2. Kenmore Senior Center Improvements	\$ 250,000
	F3. Kenmore City Hall Electrical Vehicle Charger Expansion	\$ 60,000
	F4. Kenmore City Hall Solar Expansion	\$ 100,960

TIMELINE: NEXT STEPS



Thank You

This concludes update to the 2025-2030 Capital Improvement Program.

Comments or Questions?



City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 10/27/2025

Subject/Topic:	Proposed Council Action/Motion:
Brief update environmental monitoring options and activities Department: Development Services Prepared by: Samantha Loyuk, Development Services Director; Debbie Bent, Assistant City Manager/Community Development Director; Richard Sawyer, Environmental Services Director, Attachments: 1. Memo 2. PowerPoint presentation	☒ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other:

Approvals:

Department Head	SL, DB, RS	City Attorney	N/A	Finance Director	N/A	City Manager	TK 10/14/25	Optional	N/A
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Summary/Background:

In response to Council's request at the September 8, 2025 meeting, staff have prepared a co-authored memo outlining environmental monitoring options and activity to date. The memo is organized into three sections:

1. **Asphalt Plant Update** prepared by Samantha Loyuk, Development Services Director
2. **Lakepointe Testing** prepared by Debbie Bent, Assistant to the City Manager / Community Development Director and Richard Sawyer, Environmental Services Director
3. **Air Monitoring Options** prepared by Richard Sawyer, Environmental Services Director

Previous Council Action(s):

None.

Fiscal Consideration:

None.

Diversity, Equity, Inclusion, and Accessibility (DEIA) Consideration:

[DEIA Strategic Plan](#) | [City's Equity Framework Toolkit](#)

Objective 4.1: Improve accessibility and inclusivity of communications across all channels.

City Council Priorities or Budget Objective Being Addressed:

1. Continue to implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.



City of Kenmore, Washington

Memorandum

Date: October 15, 2025

To: Teri Killgore, City Manager

From: Samantha Loyuk, Development Services Director; Debbie Bent, Assistant City Manager/Community Development Director; Richard Sawyer, Environmental Services Director, Public Works

Regarding: Summary of Environmental Monitoring Options and Activities

In response to Council's request at the September 8, 2025 meeting, staff have prepared a co-authored memo outlining environmental monitoring options and activity to date. The memo is organized into three sections:

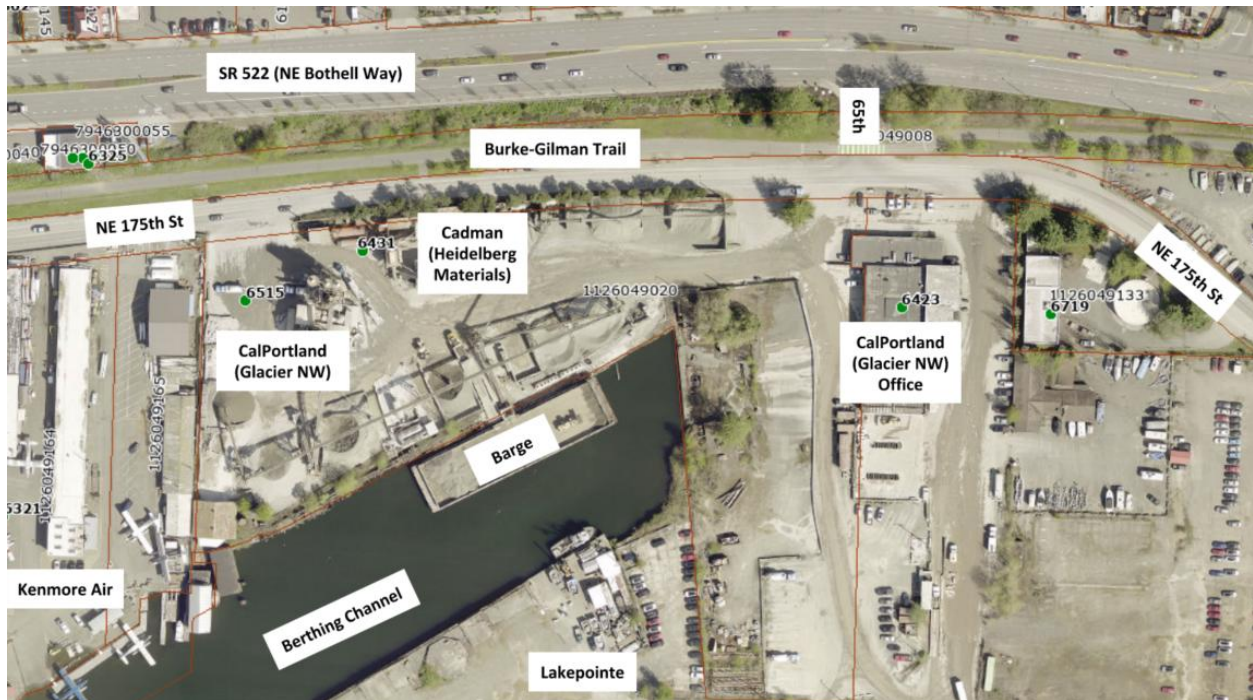
1. **Asphalt Plant Update** prepared by Samantha Loyuk, Development Services Director
2. **Lakepointe Testing** prepared by Debbie Bent, Assistant to the City Manager / Community Development Director and Richard Sawyer, Environmental Services Director
3. **Air Monitoring Options** prepared by Richard Sawyer, Environmental Services Director

Section 1: Cadman Asphalt Plant Update

CURRENT STATUS: In compliance, with required testing completed and ongoing in accordance with PSCAA regulations.

Location & Site Details:

The Kenmore Asphalt Plant is located at 6431 NE 175th Street, Kenmore, WA 98028. The property is owned by Glacier Northwest, Inc., and is leased to Heidelberg Materials (formerly Cadman Materials, Inc., and commonly still referred to as "Cadman" or simply, "The Kenmore Asphalt Plant"). This facility is an asphalt plant; it produces asphaltic concrete, known as "asphalt." Although there is a nearby facility at 6415 & 6423 NE 175th Street operated by CalPortland that handles ready-mix concrete and aggregate, that is a separate business and not the same as the Cadman asphalt plant. The map below shows the locations of the two industrial uses that are commonly confused.



Background:

- The asphalt plant has been at the Kenmore site since the early 1970s, or approximately 50 years (before City of Kenmore's 1998 incorporation).
- Prior to Cadman's operation, the plant was owned by CEMEX. In July 2017, Cadman purchased the facility.
- Over the decades, the plant underwent multiple equipment upgrades and changes, including:
 - Emissions control systems like baghouses¹ (1973),
 - Fume scavenging systems (1979),
 - Approval to use nuisance soils (1990),
 - Burner and baghouse modifications (2003, 2006, 2007, 2016),
 - Dryer shell replacement and internal updates in 2018.

Regulatory Compliance:

- Odor complaints have been ongoing since around 2006. The Puget Sound Clean Air Agency (PSCAA) is the regulatory authority and has issued notices of civil penalties in 2011, 2016, 2020, and 2022.
- The City of Kenmore and PSCAA have an interlocal agreement (ILA) to work together (see next section for additional information on the ILA).

¹ A baghouse is an industrial air pollution control device that filters dust and particulate matter from exhaust air using fabric filter bags. Dust-laden air passes through the fabric, where particles are trapped on the surface. The collected dust is periodically removed by a cleaning mechanism (e.g., air pulse or shaker) and falls into a hopper for disposal. Clean air is then discharged from the system.

- In March 2019, PSCAA issued a Notice of Violation (No. 3-009870), requiring Cadman to apply for a Notice of Construction (NOC) permit² for maintenance-related equipment changes.
- Cadman applied, and on October 26, 2022, PSCAA issued Order of Approval No. 11861, officially approving the NOC permit with strict emission limits, testing requirements, and odor-monitoring conditions.
- Cadman initially appealed the NOC to the Washington State Pollution Control Hearings Board (PCHB), but dropped the appeal in July 2023, agreeing to comply with the NOC permit terms.

City of Kenmore and PSCAA Interlocal Agreement (ILA):

- As part of the ILA, the City of Kenmore works with PSCAA to investigate odor complaints within Kenmore's jurisdiction on behalf of PSCAA. Through the ILA, the City helps respond to odor-related concerns while PSCAA retains enforcement authority. In other words, PSCAA remains responsible for enforcement, and Kenmore acts as a local partner in responding to complaints.
- Residents can file odor complaints directly with the City of Kenmore (call: 425-398-8900) or with PSCAA. Kenmore handles initial triage and investigation under the ILA, then coordinates follow-up with PSCAA.
- Whenever an odor complaint arises, Kenmore investigates (i.e., visits the site and assesses odor presence) and communicates findings to PSCAA, who may take action if compliance issues are confirmed.
- The ILA allows residents to contact the City for a quicker response, instead of going directly to PSCAA, which may take longer due to their Seattle-based office.

Testing:

- Initial emissions testing in early 2023 failed to meet emission limits, leading to a temporary idle-status of the plant. During that idle period, maintenance (stack cleaning, baghouse servicing) was completed.
- A second test was completed in August 2023 which met the permit limits.
 - All pollutants tested were well below their regulatory limits. For example, VOC emissions were 80% lower than the limit, and particulate matter was about two-thirds lower than allowed.
 - The tests measured 0% opacity both at the stack and during asphalt cement oil loading. That means no visible smoke or haze was detected.
 - The report stated there were no anomalies during testing. All procedures followed EPA and PSCAA-approved methods.
 - The test was performed by Emission Technologies, Inc., reviewed and certified by a professional engineer, and submitted to PSCAA for compliance review.
- Upon successful test verification, Cadman resumed plant operations, with PSCAA monitoring ongoing compliance.

² Technically classified as a "registration" by PSCAA, though it functions similarly to what is commonly referred to as a permit.

- Opacity tests were conducted in both 2024 and 2025, and the facility passed both. Opacity testing is required annually, while stack testing is conducted every three years. In 2026, both the annual opacity test and the triennial stack test are due.

NOC Permit Reporting Requirements (Summarized):

- The owner or operator shall test emissions within 90 days after issuance of PSCAA Order of Approval no. 11861 (Notice of Construction or “NOC” permit) to demonstrate compliance with the PSCAA permit conditions #7-13.
 - This test was due on 1/24/2023 (90 days from 10/26/2022).
 - The initial test failed in early 2023. A second test completed in August 2023 passed.
 - No further action is required on this condition.
- Within 30 days of the end of each month, the owner or operator shall calculate the facility-wide carbon monoxide emissions from the previous 12 months. The owner or operator shall notify PSCAA in writing, 30 days after the end of each 12-month period if, during that period, emissions of CO exceed 55 tons. The report shall include emissions data for the time periods for which thresholds were exceeded.
 - In March 2025, PSCAA verified records are being kept in compliance.
 - PSCAA's next compliance verification is scheduled for March 2026, marking the end of the next 12-month period.
- By June 30th of each calendar year, the owner or operator must report to PSCAA the total emissions of carbon monoxide for the previous calendar year. The owner or operator must also report the emissions of any pollutant that exceeded the thresholds in PSCAA Regulation I, Section 5.05(b) for the previous calendar year.
 - On June 30, 2025, PSCAA confirmed the facility is below the emissions threshold and not required to submit an emissions inventory. Compliance was verified for 2025, with the next verification due in June 30, 2026.
- The owner or operator shall test emissions at least once every 36 months to demonstrate compliance with PSCAA permit conditions #7, 8, and 10-12.
 - This test was due by October 26, 2025 (36 months after the permit was issued). It was completed and approved by PSCAA in July 2025.
- The owner or operator shall test emissions at least once every 12 months to demonstrate compliance with PSCAA permit conditions #9 and 13 (both of these conditions test opacity with different source points).
 - The 2024 test was conducted on August 13, 2024, with the report dated October 10, 2024, confirming compliance.
 - The next test was completed on July 23, 2025, and approved by PSCAA. The next opacity test is scheduled for 2026.

Recent Complaints:

- On April 9, 2025, a complaint was submitted by Stacey Valenzuela to PSCAA regarding visible emissions from the asphalt stack (Case #2025500640). Cadman was notified, and no violations were found.

Recent Inspections:

- PSCAA conducted a routine annual inspection of the facility on March 7, 2025. The inspection focused on the facility's compliance with its NOC permit conditions. PSCAA found the facility to be in full compliance, including:
 - Maintaining timely production records
 - Remaining well below the permitted production cap of 200,000 tons, with only 47,540 tons produced
 - Ensuring that no asphalt batches exceeding a 7% distillate level are stored on-site
 - Implementing the required community complaint process
- PSCAA also reported that no Level 2 odors were detected off-site. However, a Level 1 odor was observed on-site and along Bothell Way, which occurred as a truck was being loaded with product.

Are They Complying with Reporting Requirements?

- Yes, they are currently in compliance with NOC permit testing requirements.
- **Upcoming Actions:** Staff will add the most recent test reports to the City website.
- In 2026, both the annual opacity test and the triennial stack test are due.
- The City will maintain its partnership with PSCAA under the ILA by responding to complaints and coordinating any necessary enforcement actions through PSCAA.
- The facility remains subject to NOC permit requirements.
- The City's website will be updated with new information, as received.

Section 2: Lakepointe

CURRENT STATUS: No change. No testing is required or will occur until the City is able to secure an agreement with the property owner.

Location:

Lakepointe is a large piece of undeveloped land (approximately 44 acres) located on Lake Washington and at the mouth of the Sammamish River. Lakepointe Inc (Pioneer Towing) is the property owner.

Site History:

A demolition debris landfill operated on the site between 1969-1976. According to the Washington State Department of Ecology “this site does not represent a significant environmental risk”. During the remedial investigations conducted in the 1990’s, soil and ground water, sediment and landfill gases were tested and the only known chemicals of concern are petroleum oil and diesel, arsenic, barium and lead. Ground-water compliance monitoring was conducted in 2001, 2009, 2012 and 2014. Results of all of these studies show that no known chemicals of concern are migrating from the site through groundwater into the adjacent waterways – Sammamish River, Lake Washington, and the Kenmore Navigation Channel.

Pioneer Towing operated a barging company on the site for many years and multiple industrial uses continue to use the site. In 2011 Kiewit General Manson (KGM) signed a lease agreement with the property owner to use the 14 westernmost acres of the site for construction activities related to the SR520 Bridge Replacement Project. DOE required the owner completed “deferred industrial maintenance” to bring the site into industrial function.

Consent Decree and Testing:

In 2001 the Department of Ecology (DOE) issued a consent decree that allowed the site owner to continue industrial activities with required periodic monitoring and required capping the site (e.g. concrete or two feet of soil) at the time of future site development. A Restrictive Covenant on Lakepointe also requires that the property owner maintain a gravel cap on the site and prohibits activities that would reduce or disturb the gravel cap.

Links to environmental documents can be found on the City’s webpage. [Lakepointe Development | City of Kenmore Washington](#)

DOE’s last formal written review of the site was in 2014. Some of the results are as follows:

- Groundwater: Based on four groundwater monitoring events from 2009 to 2012, DOE concluded that “there is no known risk directly related from this Site to the community, fish and aquatic life at the adjacent waterways . . .” and that “All priority pollutant metal results are below state cleanup standards.” (see page 6 of DOE’s Periodic Review, April 2014). However, DOE still lists hydrocarbons, arsenic, barium and lead as chemicals of concern in the groundwater even though the latest testing in 2014 found these chemicals to either be below detection or below cleanup levels (page 6 of the Periodic Review).
- Soils: Soil sampling in the late 90’s showed five chemicals of concern that were above cleanup levels (same chemicals of concern as groundwater plus selenium). However, results from 14 sample locations in 2011 “were significantly below Site cleanup levels and below state cleanup standards.” (see page 6 of the Periodic Review). DOE’s 2001 Cleanup Action Plan identified a remedy for soils

as non-disturbance and ultimately “capping” the site with a hard surface such as concrete or two feet of soil depending on the final proposed land use (see pages 4, 8, and 9 of the approved Cleanup Action Plan, dated August 8, 2001).

- Adjacent Lakebed and Riverbed Sediments: In 2013, the City and DOE conducted a study of underwater lake and river sediment. The testing report stated that lake and river sediment adjacent to Lakepointe “show the sediments are below the Sediment Management Standards screening values for all samples to the north, west, and south of the Site at the near shore waterfront,” and that “These results indicate there are no known environmental issues associated with near shore sediments at the Site.” (see page 8 of the Periodic Review).
- Polychlorinated Biphenyls (PCBs): PCBs are not a chemical of concern on Lakepointe (2014 Periodic Review, pages 1 and 4), despite extensive testing for PCBs. From DOE’s 2014 Periodic Review: “There were rumors that restaurant and medical wastes and transformers were deposited at this former landfill site. However, sampling results to date have shown no evidence that this is true” (page 3). “The final RI [Remedial Investigation] report eliminated all other tested chemicals including medical wastes and PCBs (poly-chlorinated biphenyls) as chemicals of concern at this Site because they were not detected at levels of concern. Testing for PCBs resulted in no conclusive evidence of contamination in soil or groundwater at the Site” (page 4). The Remedial Investigation tested soils from hundreds of samples across the site (page 7). An additional soil study in 2011 tested for PCBs and all results were below detection (page 6).

Property Acquisition and Testing:

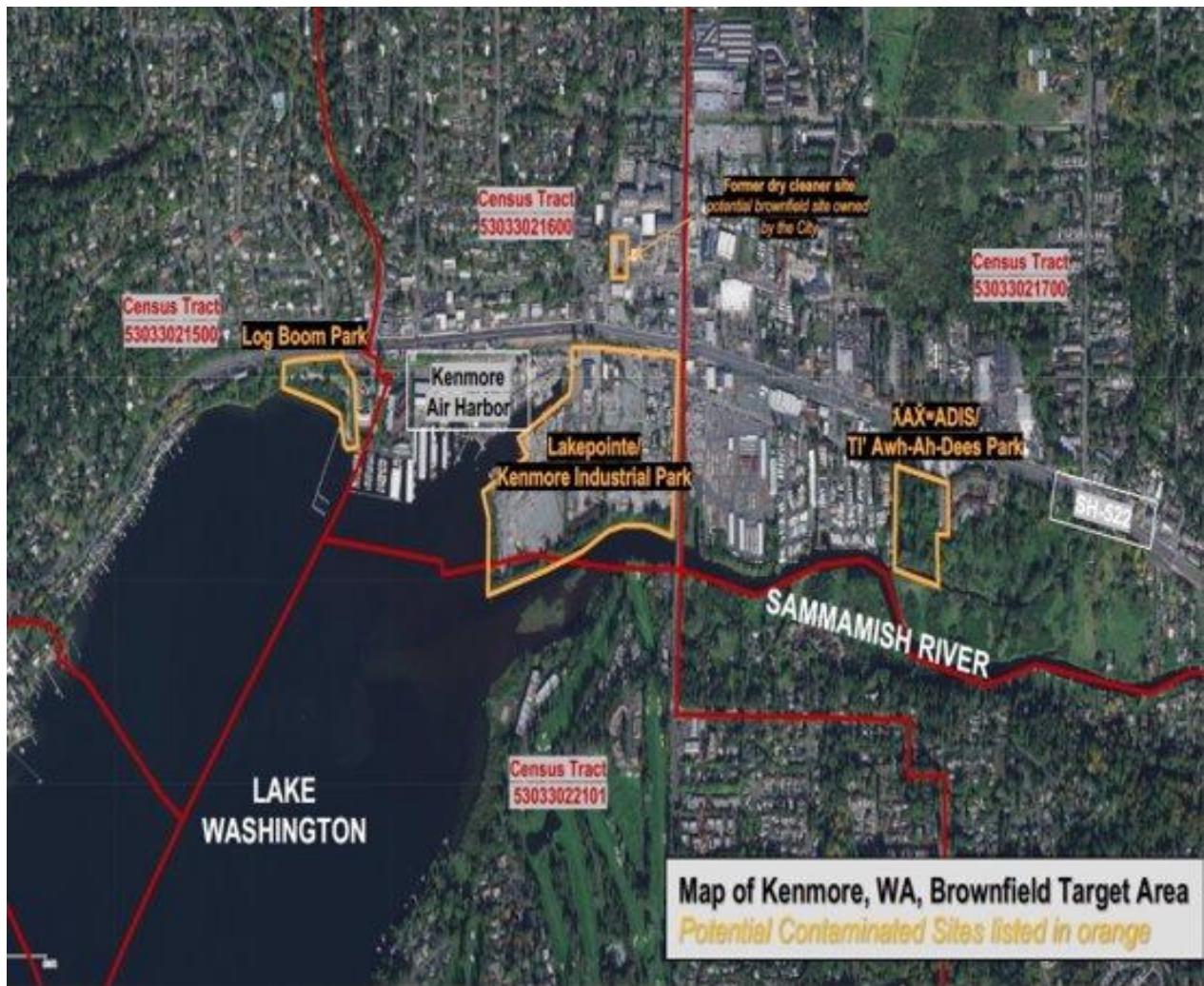
There is no agreement between the City and Lakepointe for acquisition of a portion of the property for shoreline restoration and/or park development. If an agreement is reached for property purchase then prior to property acquisition, the City would, in partnership with the Department of Ecology, conduct due diligence including testing for contaminants. The City would hire a consultant expert to develop a scope of work to conduct the testing. The scope of work would determine the testing locations, types of tests to be conducted and contaminants to be measured.

Section 2(A): Brownfield Grant

In 2025 the City applied for and received a \$500k grant from the Federal Environmental Protection Agency (EPA) Brownfield Community Wide Assessment grant fund. Four sites (see aerial below) were identified with Lakepointe as the primary project site. The scope of work includes: \$370k for site assessments (environmental assessments, sampling and analysis plans); \$100k for site planning (site feasibility, site re-use; public engagement \$15k and project management \$15k.

UPCOMING ACTIONS: If and when an agreement is reached with the current property owner, a Request for Proposal (RFP) will be issued to hire a consultant to conduct the

site assessments including sampling and analysis plans. In order to conduct any testing or analysis on the Lakepointe property an agreement with the property owner is required.



Section 3: Air Monitoring Options

The Puget Sound Clean Air Agency (PSCAA) monitors air pollution across King, Kitsap, Pierce, and Snohomish Counties and is the regulatory authority in charge of administration and enforcement of the Washington Clean Air Act in these areas, including the City of Kenmore. Other areas of Washington are regulated by similar Clean Air Agencies or the Washington State Department of Ecology (Ecology).

The nearest PSCAA air monitoring station is in Lake Forest Park and provides continuous monitoring of particulate matter (PM) in the air that is 2.5 micrometers or smaller (PM_{2.5}). PM_{2.5} is one of several criteria air pollutants and is commonly used to monitor air quality as it can be accurately and easily measured. PM_{2.5} is composed of

fine inhalable particles that can get deep within lungs. The Environmental Protection Agency (EPA) sets limits on PM_{2.5} concentrations that are harmful to public health and the environment and the PSCAA uses these standards to publish monitoring results in real-time to the public on their website (<https://map.pscleanair.gov/>).

In addition to PSCAA air quality monitoring sites, there are commercially available PM_{2.5} sensors on the market and under development. In late 2019, Microsoft approached the City for permission to field test a prototype compact sensor they were developing as part of a pilot project referred to as Project Eclipse. The sensors, which looked like plastic maple leaves, measured temperature, humidity, PM₁, PM_{2.5} and PM₁₀. Microsoft deployed several sensors around the City during varying intervals of time in 2020. During this time, Microsoft collected data and configured several online data viewing applications that were intermittently available to the City. However, as of March 2023, the Eclipse Project research was concluded and the API was shut down ([online Microsoft news release](#)). Data collected during this pilot study is available on the City's [website](#).

Similar to Microsoft's sensors, another company called PurpleAir has already developed and sells PM_{2.5} sensors that are deployed around the world. Owners of these sensors can share their data online and have it displayed real-time. The PSCAA displays PurpleAir sensor data on their air quality online map (<https://map.pscleanair.gov/>). Community members can work with PSCAA to deploy PurpleAir sensors at their property and publish their data.

In addition to particulate matter, the Environmental Protection Agency (EPA) designates ozone, carbon monoxide, lead, sulfur dioxide and nitrogen dioxide as criteria air pollutants. The PSCAA monitoring sites and the other sensors mentioned above typically only measure particulate matter, not other criteria air pollutants or site specific pollutants like VOCs. However, the PSCAA has the regulatory authority to mandate testing for additional air quality parameters, such as the industrial site mentioned above in Section 1, under certain conditions.

As mentioned in Appendix A of the City's Climate Action Plan, it's important to clarify that criteria air pollutants are different than the primary anthropogenic greenhouse gases, which include carbon dioxide, methane, nitrous oxide, and fluorinated gases. The City does estimate greenhouse gas emission volumes using a variety of direct, modeled, and scaled measurements, however, these results are not intended as a measurement of air quality, rather, they provide a measurement of progress towards reducing greenhouse gas emissions.

In discussions with subject matter experts, increasing general air monitoring is an option. However, trying to distinguish the source of air quality issues is complex. For instance, sensors are highly impacted by placement (such as height from the ground or nearby structures) and adjacent activities (such as proximity to roads like SR 522).

Determining a methodology for this would require hiring professionals at an undetermined cost.

OPTIONS

Staff will continue to work closely with PSCAA and Ecology, regional experts and regulatory authorities on all required monitoring. Should there be interest in expanding air monitoring, there are a few options Council could consider:

- (1) After further consultation with PSCAA, staff could publicize the opportunity for individuals to participate in the PSCAA data program mentioned above.
- (2) Staff can explore if grant funds are available to assist with procuring individual air monitoring devices to assist in defraying the costs. Currently, units are for sale starting around a few hundred dollars.
- (3) Create an in-house air monitoring program. This would require procurement of a consultant with the appropriate experience to develop a program that could design an approach that monitors air quality with the ability to filter impacts of Highway 522 and other neighboring uses.

Environmental Monitoring Options and Activities to Date



Debbie Bent, City Manager/Community Development Director
Richard Sawyer, Environmental Services Director, Public Works
Samantha Loyuk, Development Services Director

October 27, 2025

Overview

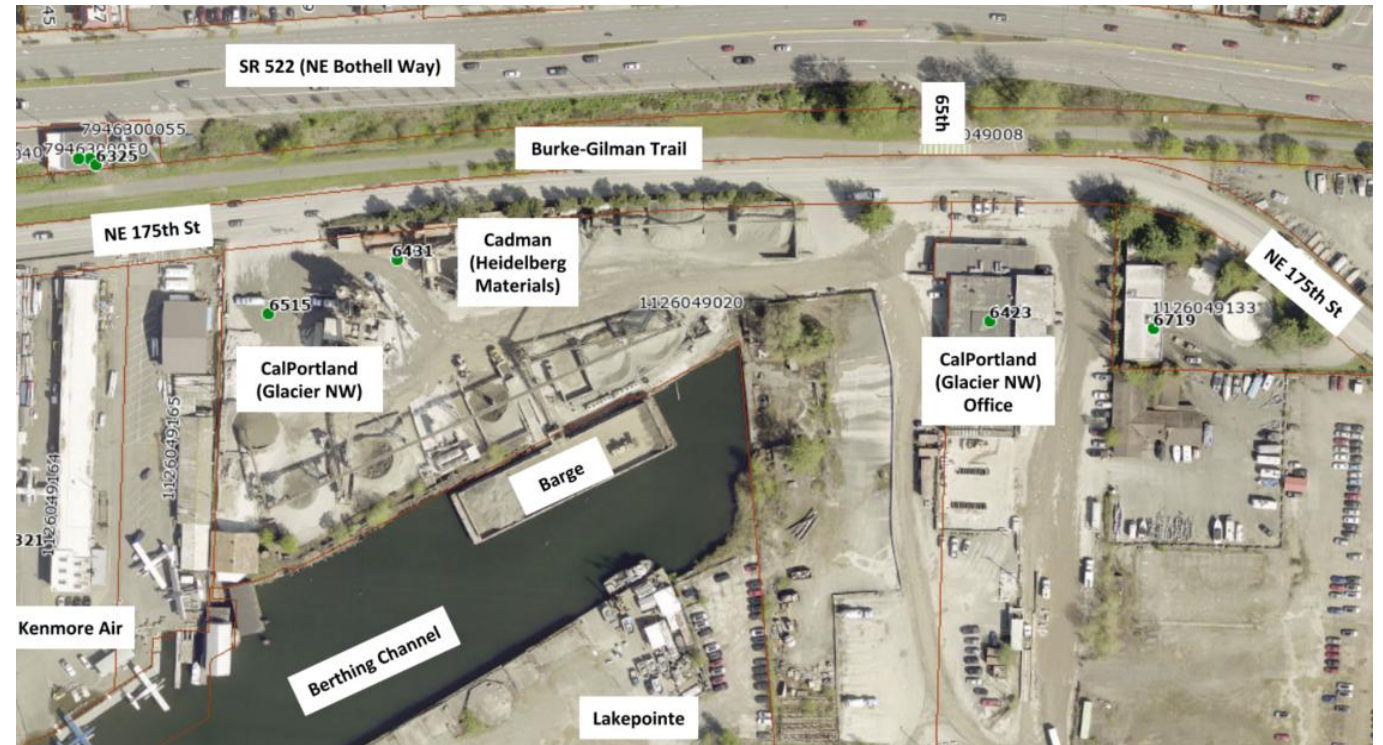
In response to Council's September 8, 2025 request, staff have prepared a joint memo summarizing environmental monitoring activities and options to date. The memo is organized into four sections:

1. **Asphalt Plant Update** – Samantha Loyuk, Development Services Director
2. **Lakepointe** – Debbie Bent, Assistant City Manager / Community Development Director
3. **Brownfield Community Wide Assessment Grant** – Richard Sawyer, Environmental Services Director
4. **Air Monitoring Options** – Richard Sawyer, Environmental Services Director, Public Works

This presentation follows the same structure and is intended to supplement the memo.

Asphalt Plant Update

- **Location:** 6431 NE 175th St, Kenmore
- **Ownership:** Glacier Northwest, Inc.
- **Operator:** Heidelberg Materials (formerly Cadman Materials, Inc.)
- **In Operation Since:** Early 1970s (pre-city incorporation in 1998)
- **Ongoing Odor Complaints:** Since 2006
- **PSCAA Enforcement:** Civil penalties issued in 2011, 2016, 2020, and 2022
- **Regulatory Oversight:** Puget Sound Clean Air Agency (PSCAA)
- **City-PSCAA Coordination:** Through an Interlocal Agreement (ILA)



Asphalt Plant Update

Compliance & Next Steps

- Oct 2022: PSCAA issued Order of Approval No. 11861 (strict limits & monitoring conditions)
- Early 2023: Initial emissions test failed; plant temporarily idled for maintenance
- Aug 2023: Retest passed; operations resumed under PSCAA oversight
- 2024 & 2025: Passed required annual opacity tests
- 2026: Both annual opacity test & triennial stack test are due

Current Compliance:

- Cadman is meeting all NOC permit testing and reporting requirements

Next Steps:

- Continue annual and triennial testing as required
- City maintains ILA partnership with PSCAA for monitoring and enforcement
- City website will be updated as new information becomes available

Lakepointe

Location: 6525 NE 175th Street

Size: Approx 44 acres

Current Owner: Lakepointe, Inc.

Presentation Outline

- Provide context/history on how current site conditions developed, both naturally and through land use
- Summarize historical environmental assessments and monitoring of site
- Where we are today
- Potential next steps



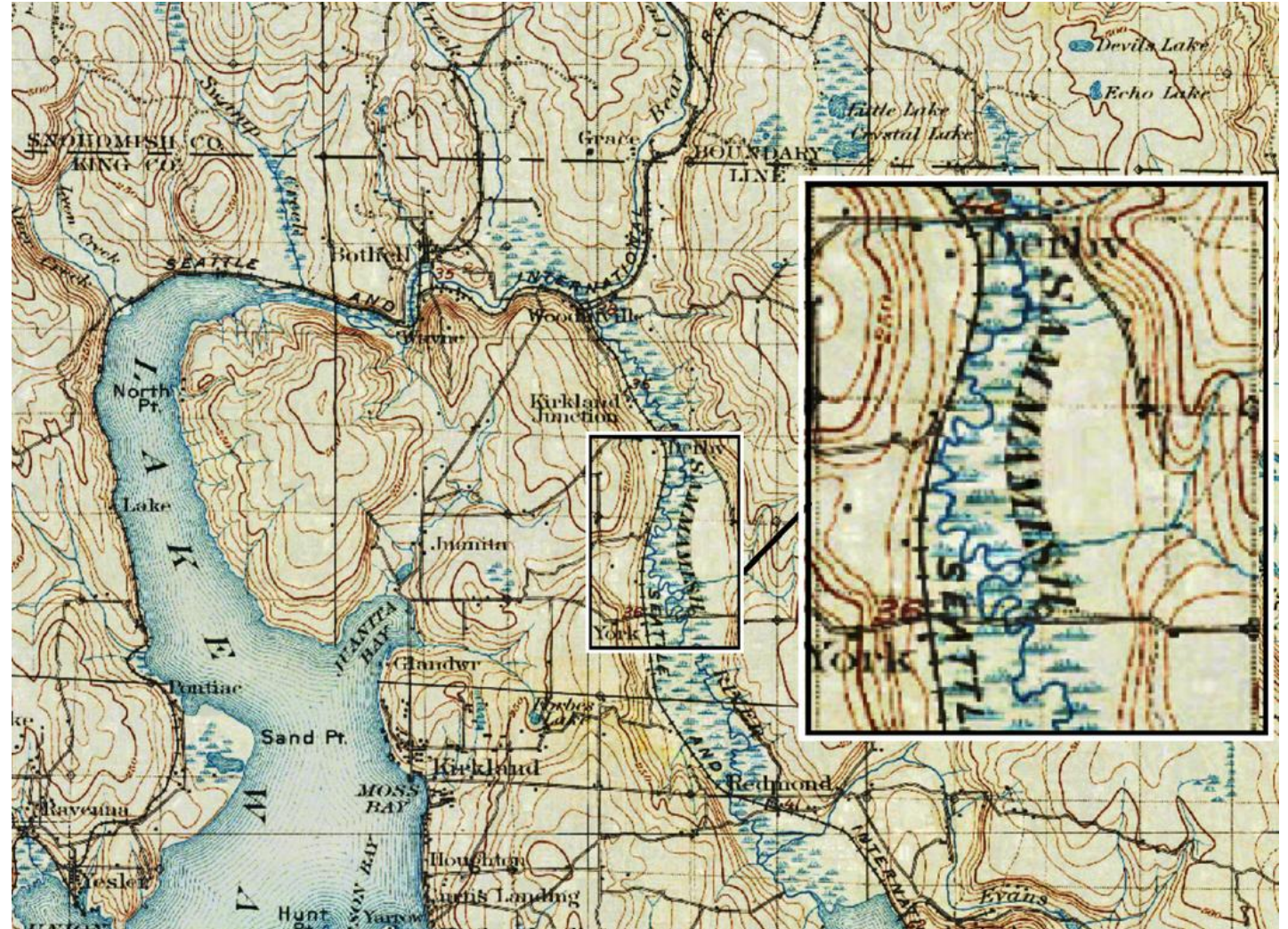
Lakepointe: Background (Pre-1936)

Homestead Act of 1862 allowed citizens to settle 160 acre plots of land, provided they improve and cultivate the land.

The Sammamish River was surveyed for homesteading in 1870.

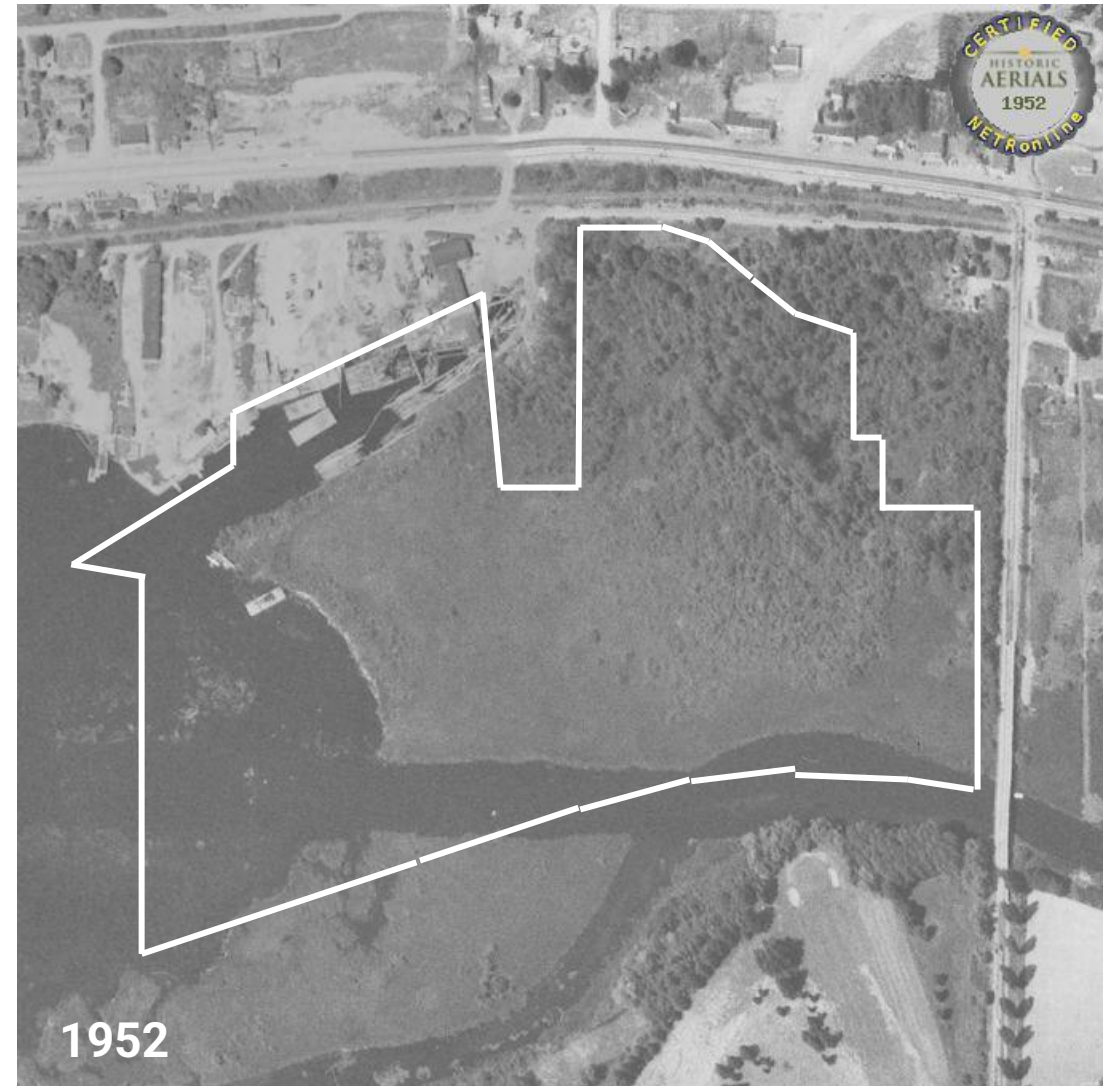
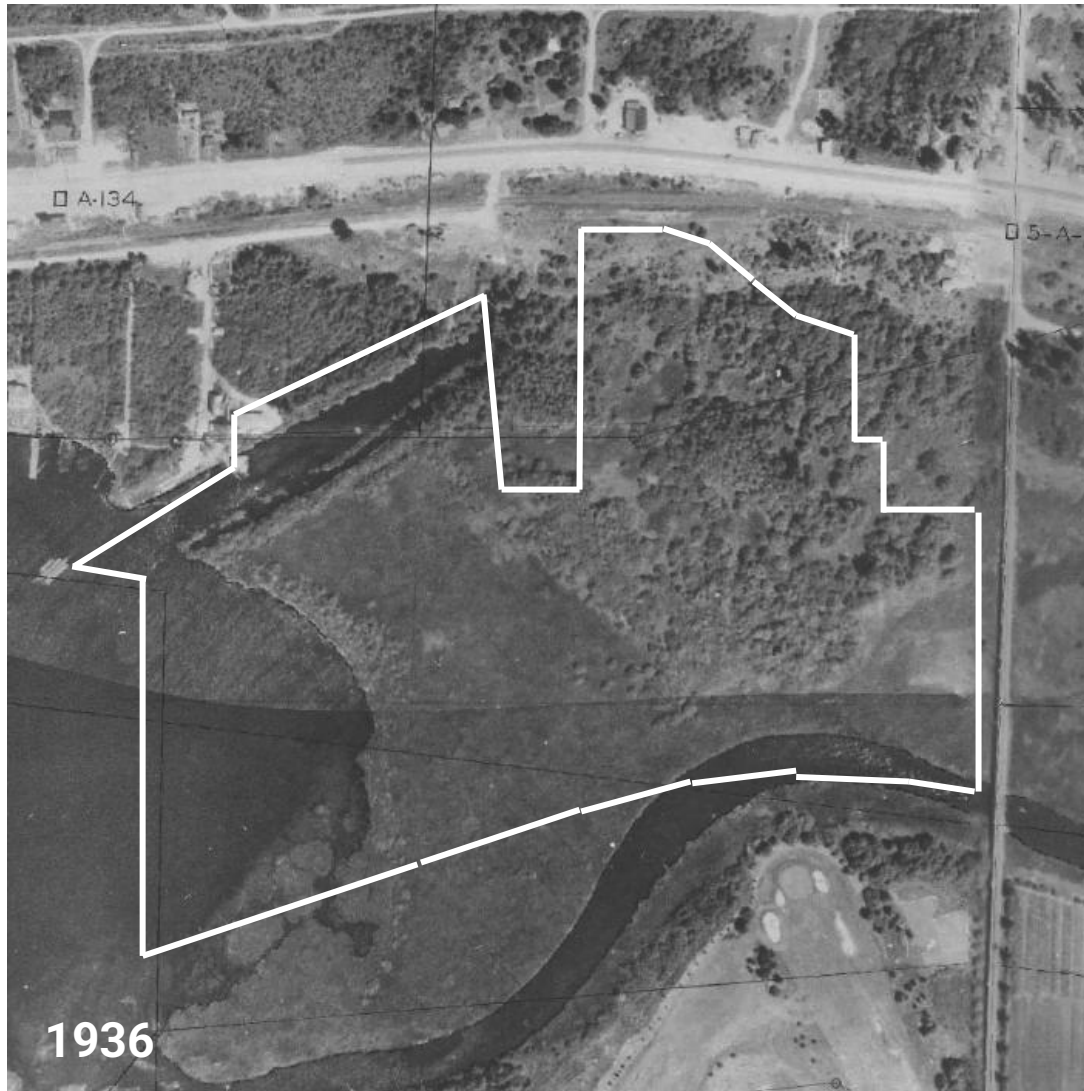
Sammamish River originally meandered 30 miles from Lake Sammamish to Lake Washington.

Once developed, it now travels 14 miles to its mouth, located at the “Lakepointe” site.

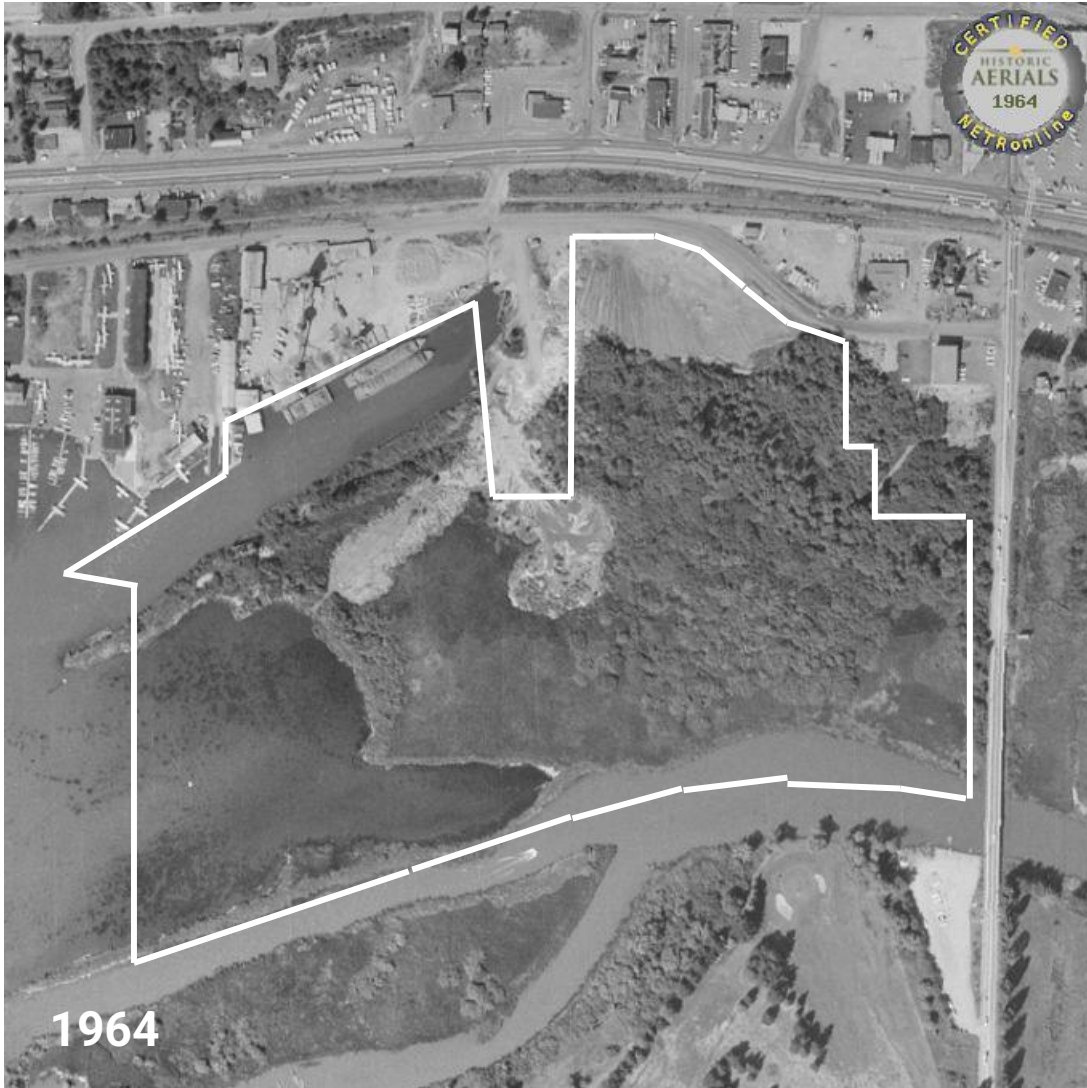


Topographic map of King County. Courtesy USGS. 1897.

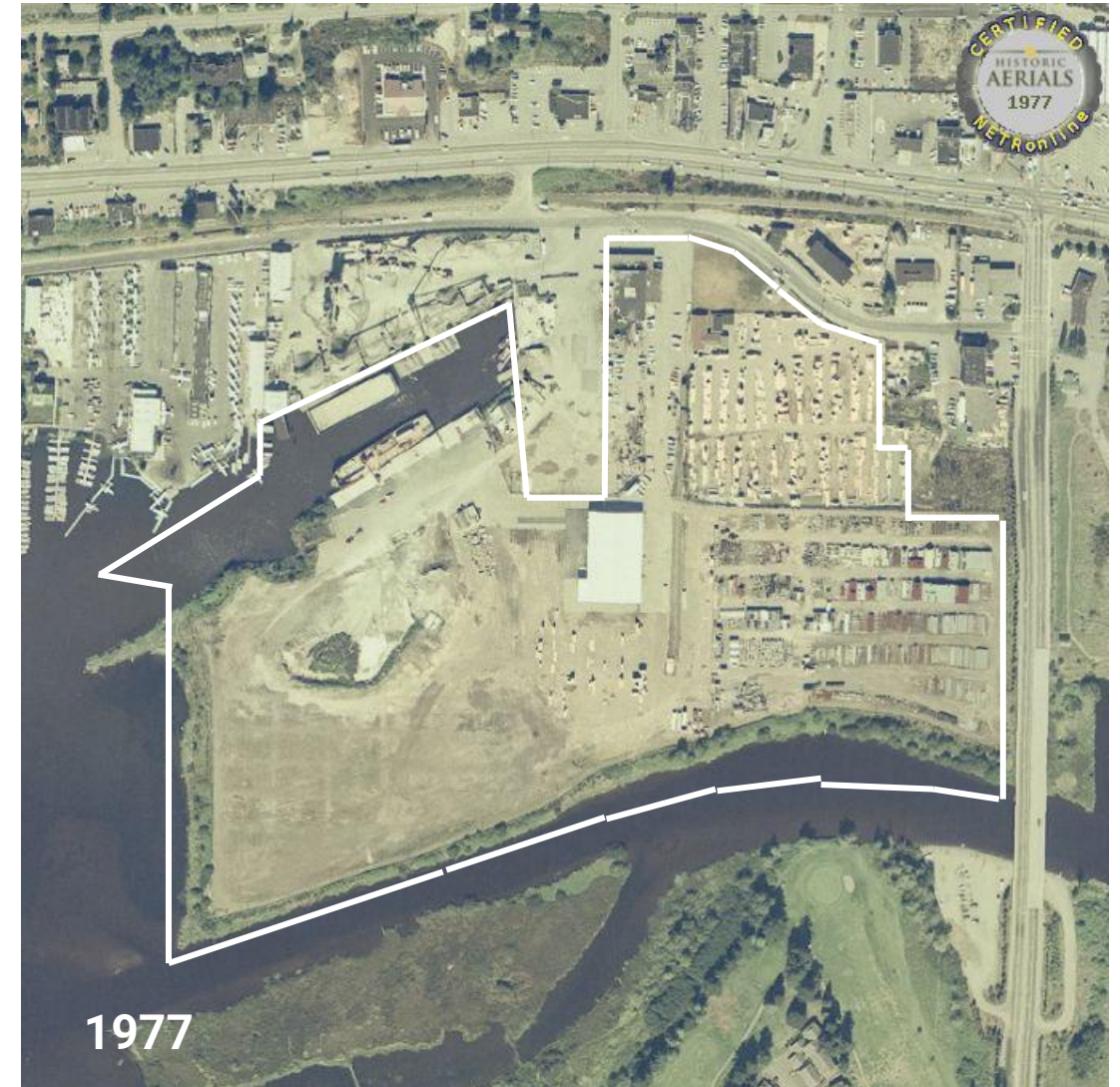
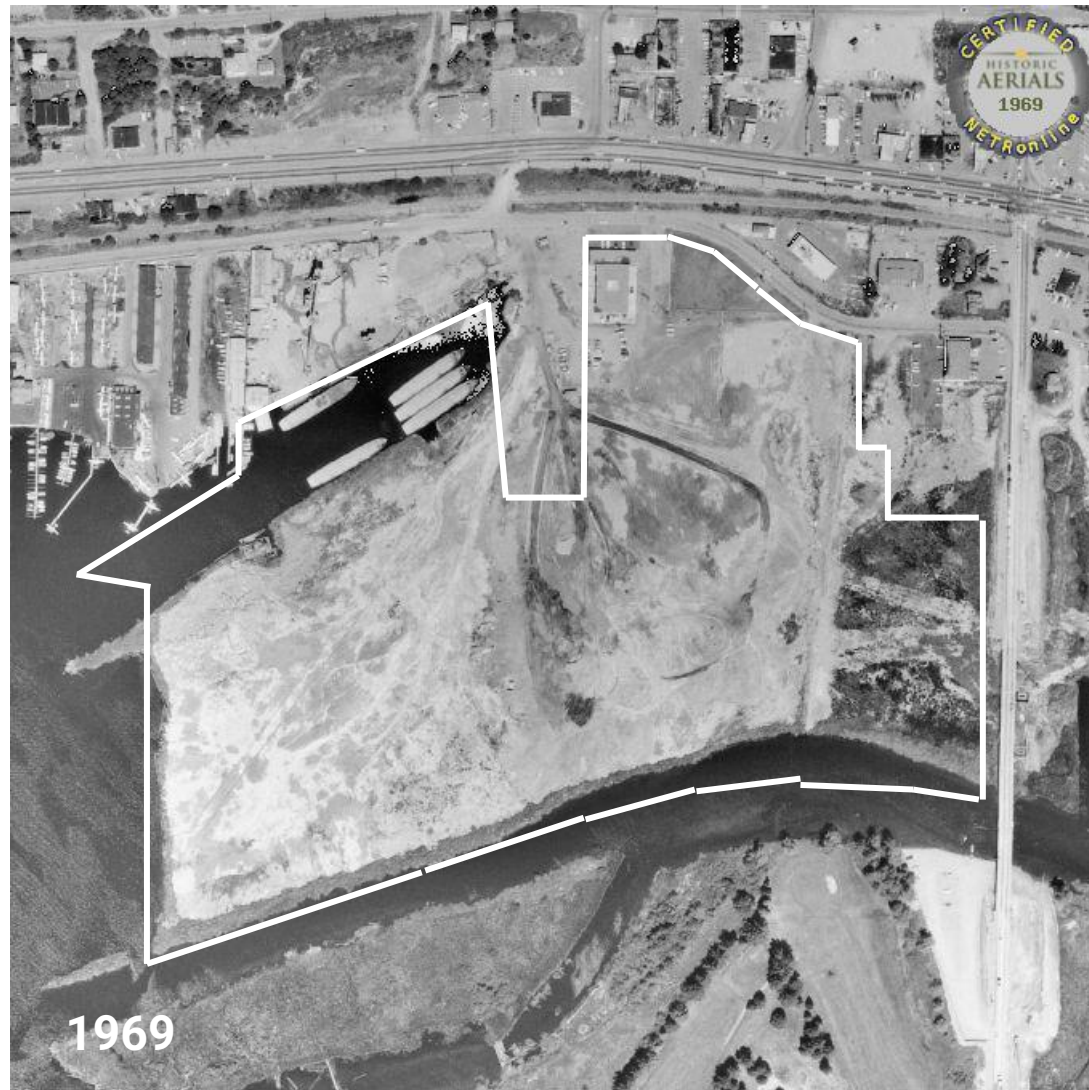
Lakepoint: Background (1936-1960)



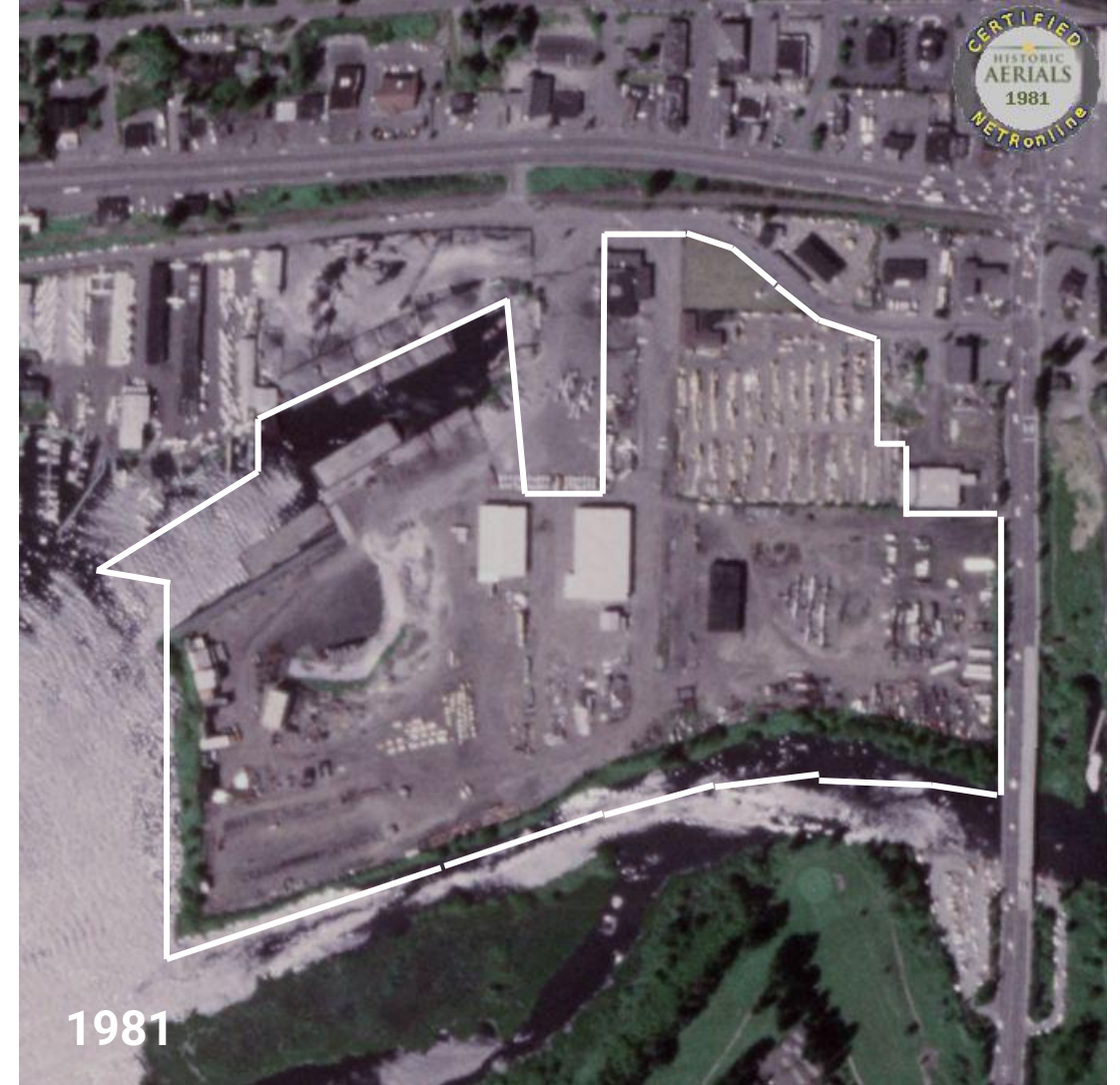
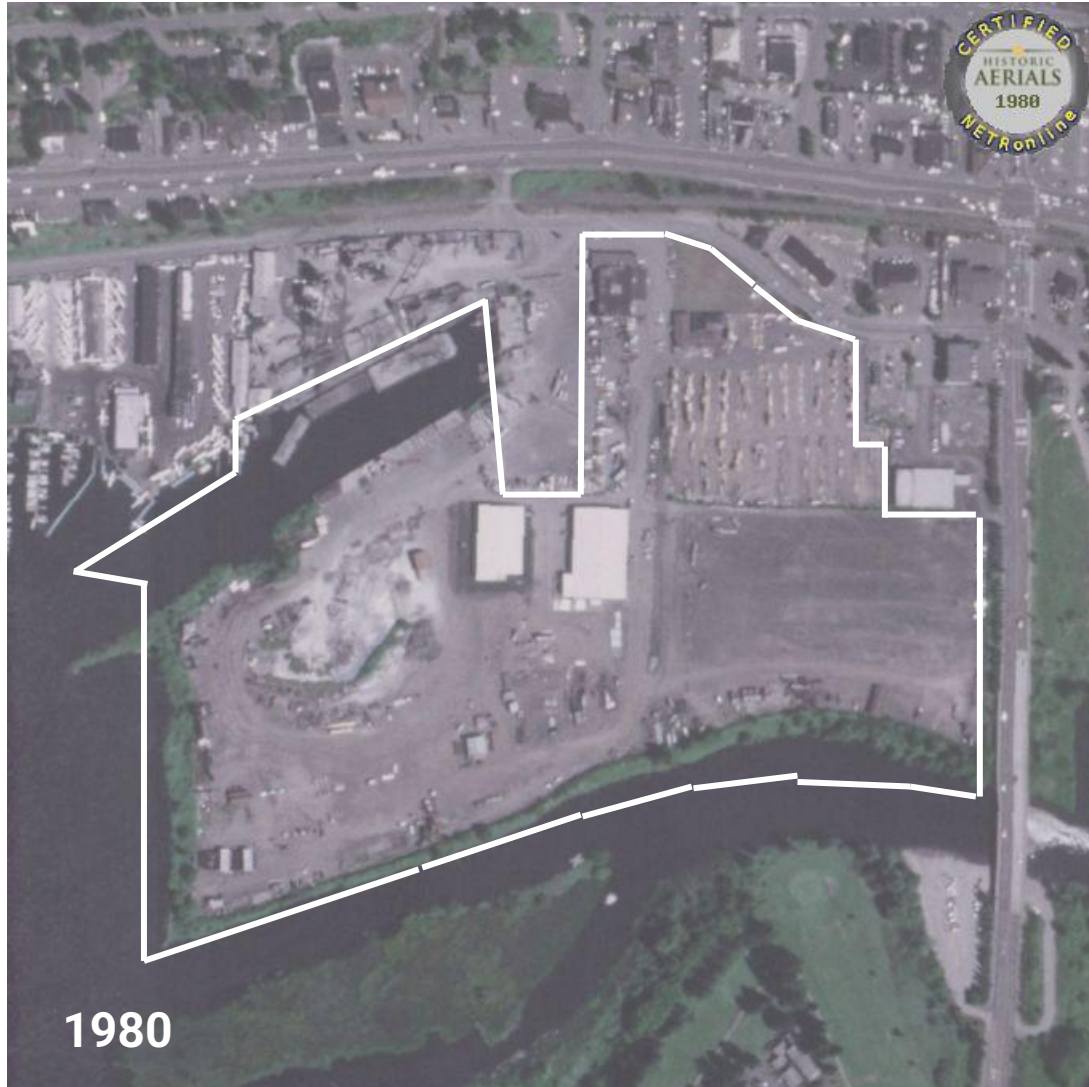
Lakepointe: Background (1960-1969)



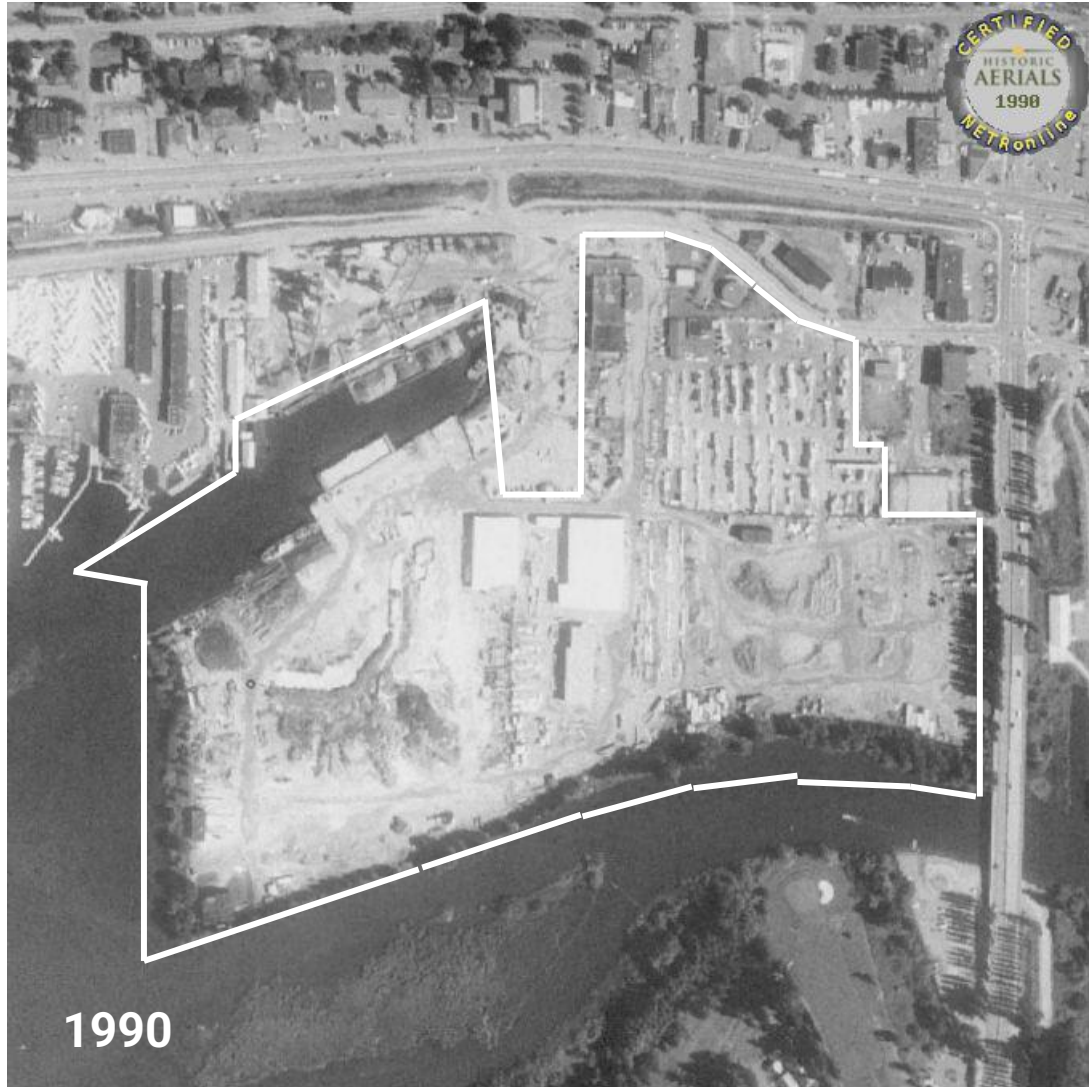
Lakepointe: Background (1969-1977)



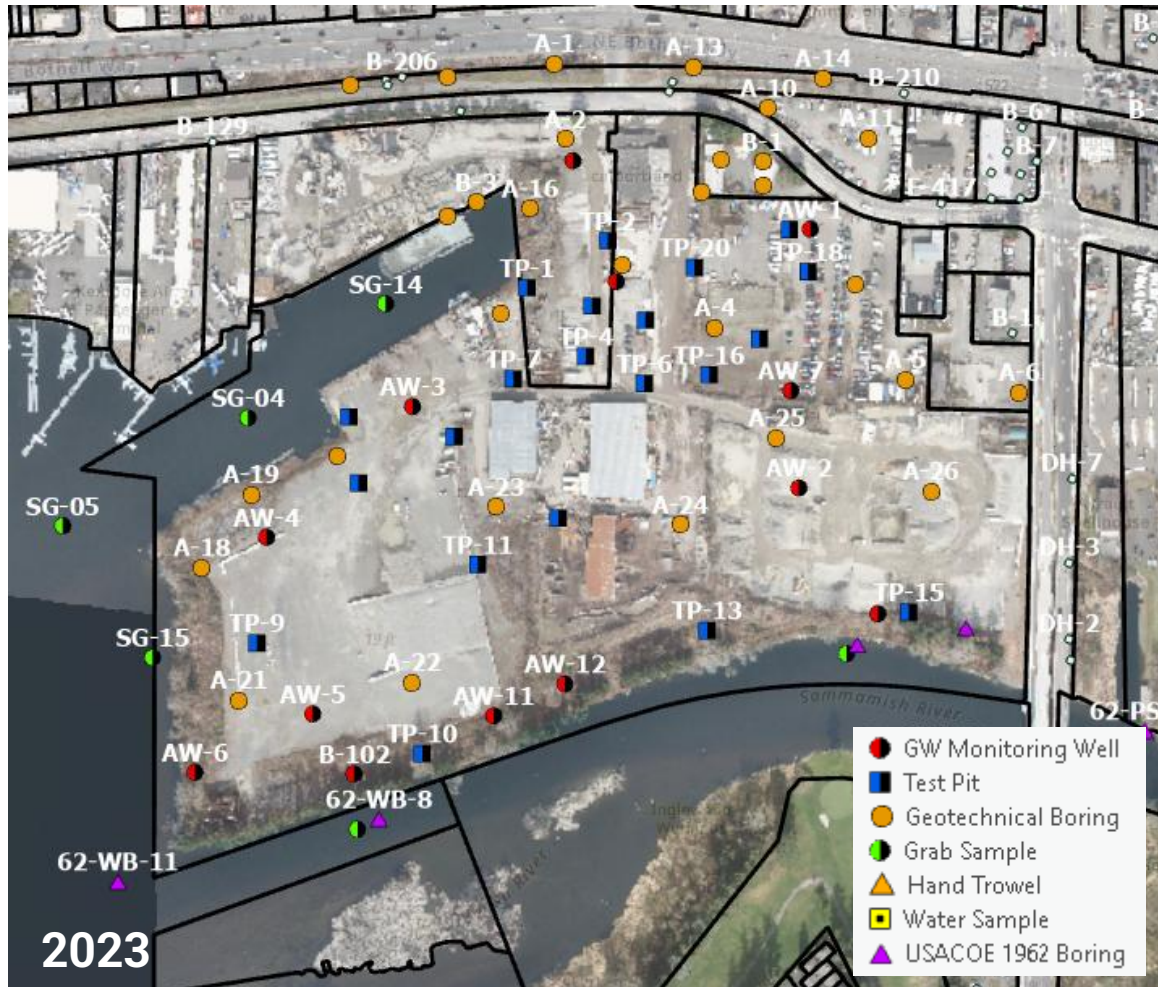
Lakepointe: Background (1980s)



Lakepointe: Background (1990-2001)



Lakepointe: Background (2001+)



Prior Testing: DOE's last formal written review of the site was in 2014.

- **Groundwater:** “there is no known risk directly related from this Site to the community, fish and aquatic life at the adjacent waterways . . .” and that “All priority pollutant metal results are below state cleanup standards.” Hydrocarbons, arsenic, barium and lead as chemicals of concern in the groundwater even though the latest testing found these chemicals to either be below detection or below cleanup levels.
- **Soil:** In the late 90’s five chemicals of concern noted. In 2011, 14 sample locations “were significantly below Site cleanup levels and below state cleanup standards.”
- **Adjacent Lakebed and Riverbed Sediments:** 2013, the City and DOE conducted a study of underwater lake and river sediment. The testing report stated that lake and river sediment adjacent to Lakepointe “show the sediments are below the Sediment Management Standards screening values for all samples to the north, west, and south of the Site at the near shore waterfront,” and that “These results indicate there are no known environmental issues associated with near shore sediments at the Site.”

Lakepointe: Today & Next Steps

Lakepointe Status Today

- **Privately Owned**
 - Continued use as industrial site
- **2001 Ecology Consent Decree**
 - The CD is still active and requires periodic review to ensure that activities do not result in the release of contaminants from the site
 - As of last review reported April 2014, the site continues to comply with the CD
- **City Interest**
 - City is communicating with the site owner to discuss potential acquisition of the shoreline
 - Due Diligence
 - Scope of Testing
 - Grants
 - **No agreement has been reached with the site owner regarding purchase or environmental assessment**

More info available at:
www.kenmorewa.gov/lakepointe



2024

Lakepointe: Today & Next Steps

EPA Brownfield Community Wide Assessment Grant

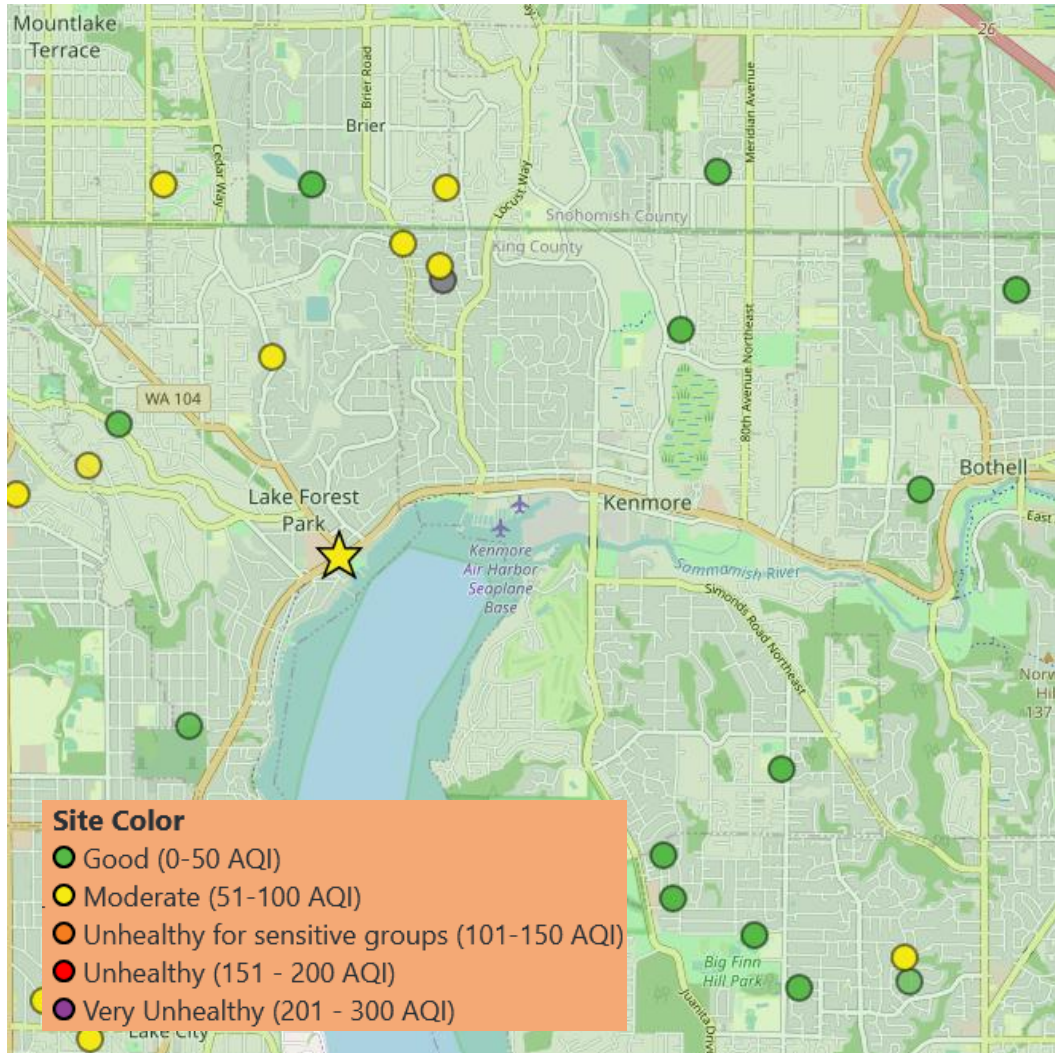
In 2025 the City received a \$500k grant from the Federal Environmental Protection Agency (EPA) Brownfield Community Wide Assessment grant fund.

For the four sites identified the grant funding is allocated as follows:

- \$370k for site assessments (Phase I & II Environmental Assessments, sampling, if applicable, and Analysis Plans)
- \$100k for site planning (Site Feasibility and Re-Use, Re-Vitalization Plans)
- \$15k for community engagement.
- \$15k for project management.



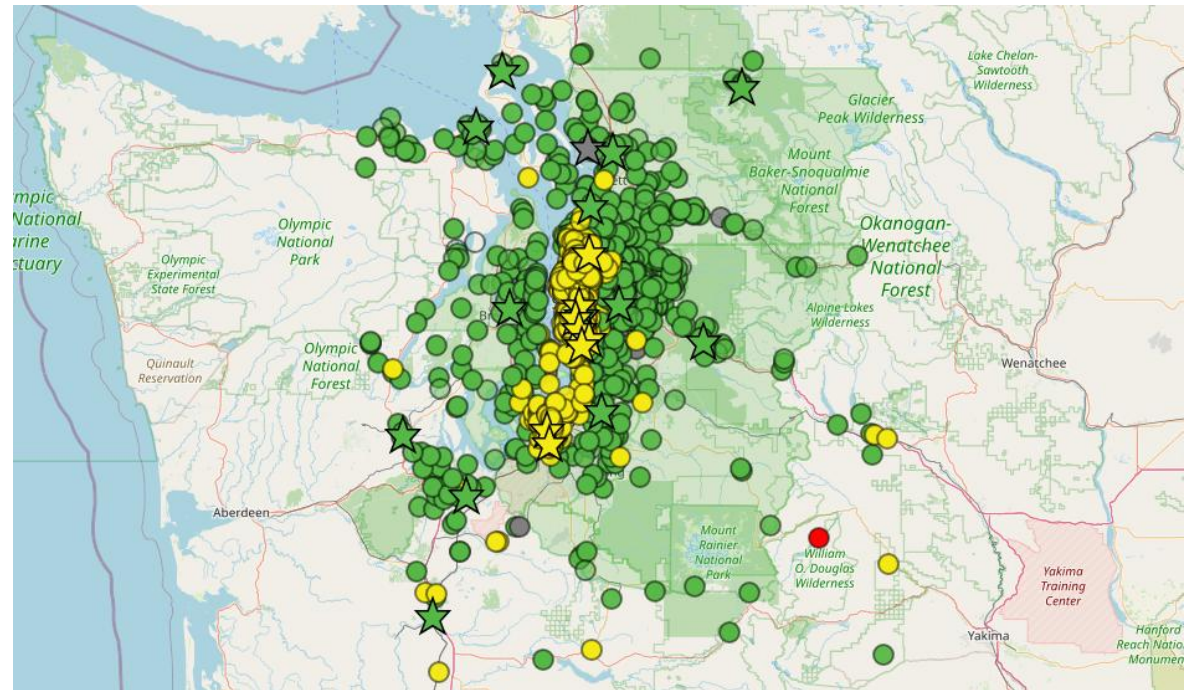
Air Monitoring Options



Puget Sound Clean Air Agency (PSCAA)

- Monitors air quality in King, Kitsap, Pierce, and Snohomish Counties
- Regulatory Agency to enforce Clean Air Act
- Air Quality Map (shown) focuses on the criteria pollutant PM_{2.5}

★ Nearest PSCAA air quality monitoring station is in Lake Forest Park



Air Monitoring Options

At-Home Air Quality Monitoring

PurpleAir Sensors

- \$100-\$300
- Coordinate with PSCAA
- Measures PM_{2.5} (*Other Criteria Pollutants TBD*)



Photo courtesy of <https://www.wunderground.com>



Staff Photo

Microsoft Sensors (Project Eclipse)

- Availability unknown
- Product research concluded 2023
- Measures PM_{2.5} (*Other Criteria Pollutants TBD*)

Air Monitoring Options

OPTIONS

Staff will continue to work closely with PSCAA and Ecology, regional experts and regulatory authorities on all required monitoring. Should there be interest in expanding air monitoring, there are a few options Council could consider:

- (1) After further consultation with PSCAA, staff could publicize the opportunity for individuals to participate in the PSCAA data program mentioned above.
- (2) Staff can explore if grant funds are available to assist with procuring individual air monitoring devices to assist in defraying the costs. Currently, units are for sale starting around a few hundred dollars.
- (3) Create an in-house air monitoring program. This would require procurement of a consultant with the appropriate experience to develop a program that could design an approach that monitors air quality with the ability to filter impacts of Highway 522 and other neighboring uses.

Thank you. Questions?

