



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

City of Kenmore
City Council Regular Meeting Agenda
7:00 p.m., Monday, January 9, 2017
Kenmore City Hall, Council Chambers
18120 68th Ave. NE, Kenmore, WA 98028

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

I. CALL MEETING TO ORDER

II. ROLL CALL

III. FLAG SALUTE

IV. AGENDA APPROVAL

V. CITIZEN COMMENTS

- A. This is an opportunity to express your views on issues that are important to you and to the community. Please limit your comments to three (3) minutes.

VI. CONSENT AGENDA

- A. The Following Checks and Electronic Payments are Approved for Payment:
Total Check Numbers 35832 through 35917 in the Amount of \$1,119,853.01
Total Payroll Electronic Deposits Dated 12/9/16 in the Amount of \$78,764.87
[Check Vouchers and Payroll](#)
- B. Adopt Minutes for the December 12 and December 23, 2016 City Council Meetings
[Draft Minutes for 12/12/16](#)
[Draft Minutes for 12/23/16](#)
- C. Cancel January 17, 2017 Regular Council Meeting

VII. BUSINESS AGENDA

- A. Squires Landing Restoration Grant - Debbie Bent, Community Development Director

[Agenda Item](#)

- B. Authorize the City Manager to Execute Agreements with the Washington State Department of Transportation, Puget Sound Regional Council and Transportation Improvement Board for Grants Awarded in the 2016 Grant Application Cycle

[Agenda Item](#)

[Presentation](#)

- C. Amendments to the 2017 State Legislative Agenda

[Agenda Item](#)

VIII. STAFF REPORT

IX. COUNCILMEMBER REPORTS & COMMENTS

- A. Northshore Park & Recreation Service Area Board Alternate – Councilmember Smith

X. COUNCILMEMBER INITIATIVES

XI. ADJOURNMENT

Upcoming Meetings:

January 17, 2017 Council Meeting - Canceled (If the Council concurs)

January 17, 2017 Planning Commission Meeting

January 23, 2017 Council Meeting - Joint Council/Planning Commission Meeting

Voucher Certification and Approval

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Kenmore and that I am authorized to authenticate and certify to said claim.

The following checks and electronic payments are approved for payment:

Total Check numbers: 35832 through 35917 \$ 1,119,853.01

Total Payroll electronic deposits dated: 12/09/2016 \$ 78,764.87


 City Manager 12/19/16
 Date


 Finance Director 12/15/16
 Date

Check #	Vendor Name	Description	Check Amount
35832	NATIONWIDE FINANCIAL 401a	Social Security Replacement Plan	9,521.42
35833	NATIONWIDE RETIREMENT SOLUTIONS 457	Deferred Comp Payroll Deduction	2,195.00
35834	ICMA RETIREMENT TRUST 457 - 304745	Deferred Comp Payroll Deduction	3,103.81
35835	DRS 457	Deferred Comp Payroll Deduction	460.00
35836	CITY OF KENMORE FS	Flexible Spending Medical Plans	396.38
35837	BANK OF AMERICA 941	Payroll Taxes	16,834.37
35838	DEPARTMENT OF RETIREMENT SYSTEMS	WA State Retirement	18,261.54
35839	STATE OF FLORIDA DISBURSEMENT UNIT	Payroll Deduction	275.00
35840	HSA BANK	Employee Health Savings Account Contribution	80.76
35841	BRAVO ENVIRONMENTAL SERVICE	Vactor & CCTV Services	35,432.86
35842	BULGER SAFE & LOCK, INC.	Keys for Senior Center Dumpster & Parks	59.62
35843	CAPITAL ONE COMMERCIAL/ COSTCO	Development Services Supplies	2.00
35844	DAILY JOURNAL OF COMMERCE	Juanita Dr./Bicycle Impact Notification	127.60
35845	REPUBLIC SERVICES	Nov. Rhododendron Park Solid Waste	512.33
35846	KING CTY EASTSIDE TRANSP PARTNERSH	2017 Eastside Transportation Partnership Dues	200.00
35847	CALPORTLAND COMPANY	Sand & Gravel	185.96
35848	HOME DEPOT CREDIT SERVICES	61st & NE 193rd Drainage Project Materials	233.14
35849	KING COUNTY FINANCE W.L.R.D.	Water Quality Site Audits	1,568.35
35850	KING COUNTY RADIO COMM SERVICES	Quarterly Emergency Telecommunications	283.61
35851	KING COUNTY SHERIFF	October & November Police Services	555,733.32
35852	KING COUNTY SHERIFF	October School District Police Overtime	5,972.27
35853	KUSTOM SIGNALS, INC.	Police Dept. Equipment	147.59
35854	MEEHAN, NANCY	Expense Reimbursement	90.89
35855	MR. T'S TROPHIES	Safety Vests	87.38
35856	NORTHSHORE UTILITY DIST	9/30-11/30 Parks & SR522 Water/Sewer/Irrigation	13,787.92
35857	NORTHSHORE UTILITY DIST	November Vehicle Fuel & Maintenance	3,236.46
35858	PACIFIC TOPSOILS	10/27-11/21 Vegetation & Brush Dumping	330.00
35859	PUGET SOUND ENERGY	Multiple Street Lights/CH Electricity/New Meter	13,791.22
35860	SEATTLE TIMES	Legal Notices Ord. 16-0424 & 16-0432	210.41
35861	WA ASSOC OF BUILDING OFFICIALS	Membership Renewal	95.00
35862	UPS STORE	Police Department Shipping Charges	63.89
35863	BERK CONSULTING	Oct. Imagine Kenmore Professional Services	306.25
35864	CITY WIDE FENCE COMPANY, INC	Repair from Tree Damage 61st & NE 181st	804.83

35865	WA STATE DEPT OF TRANSPORTATION	Oct. SR522 West A Construction	282.36
35866	KING COUNTY FINANCE	Staff Review of DEIS for St. Edward's Seminary	195.93
35867	KONICA MINOLTA BUSINESS SOLUTIONS	Nov. Incubator & SR522 KBA Copy Machine Leases	483.39
35868	BANNER BANK CS	Supplies & Business Meeting Meals	238.29
35869	PACE ENGINEERS, INC.	15-C1483 October SWM & Parks On-Call Services	32,967.51
35870	HDR ENGINEERING, INC	13-C1214 SR522 West A Professional Services	17,833.71
35871	BANNER BANK DB	Dept. of Fish & Wildlife/Squires Float Replacement	150.00
35872	QUALITY BUSINESS SYSTEMS INC.	November 1st & 2nd Floor Copier Charges	710.50
35873	A+ CONFERENCING	Conference Calls	76.94
35874	BANNER BANK JGORDON	Dues/Adjustable Desk/Supplies	872.74
35875	GORDON THOMAS HONEYWELL	November Government Relations Consulting	3,851.57
35876	TOWN CENTER HARDWARE	November Public Works Crew Supplies	175.58
35877	SARAH ROBERTS	November Prosecution Services	10,623.62
35878	FRONTIER	11/28-12/27 City Hall Phone Svc (425) 489-8570	445.78
35879	FRONTIER	11/28-12/27 City Hall Phone Svc (425) 481-5638	599.39
35880	LAW OFFICE OF JOHN RONGERUDE, PS	Conflict Defender Services	600.00
35881	SCHINDLER ELEVATOR CORPORATION	City Hall Elevator Maintenance	1,644.27
35882	WELLS FARGO FINANCIAL	11/21-12/20 1st & 2nd Floor Xerox Leases	1,041.25
35883	BANNER BANK BH	Wellness Prizes	100.00
35884	HOPKINS, CRAIG	Police Volunteer Mileage Reimbursement	59.94
35885	DEVRIES, DENIS	Police Volunteer Mileage Reimbursement	39.96
35886	PERTEET INC.	12-C1082 Oct. Professional Engineering Services	14,537.39
35887	AUTOMATED CONTROLS	16-C1549 HVAC Control Maintenance	1,543.95
35888	WASHINGTON STATE PATROL	September Load Rating Enforcement	441.44
35889	GREATER BOTHELL CHAMBER OF COMMERCE	Kenmore Business Alliance Support for November	200.00
35890	PETERSON, JANET	Ergonomic Evaluation Services	300.00
35891	EJ USA, INC.	Drainage Grates	222.79
35892	WAGE WORKS	Oct. Flex Plan & FSA Administrative Fees	116.00
35893	EVERGREEN FIRE AND SAFETY, INC.	Fire Extinguisher Annual Inspections	122.91
35894	GOODSELL POWER EQUIPMENT #2 INC.	Oil for Equipment	32.72
35895	UTILITIES UNDERGROUND LOCATION CTR	November Locate Requests	207.69
35896	CONTOUR FENCE CO. INC.	87th & NE 155th Fence Repair	1,815.51
35897	NORTHWEST LANDSCAPE SERVICES	December SR522 ROW Landscaping & Replanting	4,688.48
35898	BRIEN, GAYLYNN	September Sales Tax Data Conversion	50.00
35899	FLEMINGS HOLIDAY LIGHTING LLC	Holiday Lighting	3,241.27
35900	WA ASSOC OF PUBLIC RECORDS OFFICERS	Annual Dues for Nancy Meehan	25.00
35901	WA ASSOC OF PUBLIC RECORDS OFFICERS	Annual Dues for Teresa McAllister	25.00
35902	SCORE	November Inmate Housing	28,350.00
35903	ALL CITY FENCE CO.	61st & NE 181st Fence Repair from Vehicle Damage	5,226.44
35904	GALLATIN PUBLIC AFFAIRS	Oct. & Nov. Media Relations & Marketing	7,000.00
35905	MARSHBANK CONSTRUCTION	14-C1328 SR522 West A Const. through 11/25/16	27,039.32
35906	SKYWARD CONSTRUCTION	15-C1462 November Town Green Construction	234,260.61
35907	GOOD TO GO	City Vehicles - 405 Toll Fees	13.75
35908	MUNIMANAGE, LLC	16-C1539 11/11-12/10 Lakepointe Professional Svcs	5,750.00
35909	VOID	Void	-
35910	EA ENGINEERING SCIENCE & TECHNOLOGY	16-C1582 St. Edward Professional Services	17,805.97
35911	FCS GROUP, INC.	16-C1589 Development Services Fee Study	5,072.50
35912	OLBRECHTS & ASSOCIATES, PLLC	16-C1558 Hearing Examiner Services	2,307.50
35913	BAKER, DAVID	Mileage Reimbursement	50.76
35914	REPUBLIC SERVICES	November City Hall Solid Waste	298.08
35915	EMPLOYMENT SECURITY DEPT	Unemployment Benefits	390.10
35916	OFFICE DEPOT	Office Supplies	83.92
35917	MILLER STEPHENS, MARY	October Public Defender Services	1,250.00
12/9/2016	PAYROLL	Direct Deposit	78,764.87
			<u>\$ 1,198,617.88</u>

2016	PRIOR VENDOR ACTIVITY	TOTAL	FOR 2016
	A & A LIMOUSINE & BUS SERVICE		1,653.00
	A+ CONFERENCING		1,118.75
	AA ASPHALTING, INC		11,389.51
	AAA FLAG & BANNER MFG. CO., INC.		4,918.36
	AAA PRINTING		1,100.65
	AABCO BARRICADE COMPANY INC.		2,726.55
	ABBETT, R. ROY		325.00
	ABIGANIA, ALBERT		300.00
	ACF WEST INC		3,533.01
	ACTION ENTERTAINMENT		770.00
	ACTIVE SHOOTER TRAINING LLC		1,425.00
	ADMAN, STACI		6,296.26
	ADVANCE TESTING & SERVICE INC		702.00
	AFLAC		3,838.34
	AGORA NW LLC		336.39
	ALCALDE & FAY		56,119.67
	ALEXANDER, JEFF		400.00
	ALL CLIMATE HEATING AND AIR		36.05
	ALL TRAFFIC SOLUTIONS		2,625.00
	ALLPLAY SYSTEMS LLC		1,190.28
	ALPHAGRAPHS US718		1,500.51
	ALTA MAXINE MELVIN		14,674.00
	AM TEST, INC		1,775.00
	AMERICAN GENERAL LIFE GPO-400S		4,709.41
	AMERICAN PLANNING ASSOCIATION		2,124.00
	AMERICAN PUBLIC WORKS ASSOCIATION		1,225.00
	AMERICAN SOCIETY OF CIVIL ENGINEERS		225.00
	AMERICAN SOCIETY OF COMPOSERS		336.63
	ANCHOR QEA, LLC		7,611.50
	ANDERSON, LAURI		178.50
	APPLIED CONCEPTS, INC.		2,979.50
	AQUATECHNEX LLC		37,624.20
	ARC - PACIFIC NORTHWEST		2,711.51
	ARTS OF KENMORE		5,294.76
	ARTSITE LTD, LLC		1,435.76
	ASPLUNDH		5,420.25
	ASSOCIATION OF WA CITIES		16,935.04
	ATHENAS		320.00
	AURELIAN DESIGN		342.00
	AURORA RENTS		2,290.85
	AUTO BEE		150.00
	AUTOMATED CONTROLS		1,543.95
	AV CAPTURE ALL		4,718.57
	AVCA HARDWARE		341.33
	AWC EMPLOYEE BENEFITS		498,629.27
	BAKER, BRIDGIT		138.62
	BAKER, DAVID		4,077.32
	BANK OF AMERICA 941		372,011.47
	BANNER BANK		3,774.45
	BANNER BANK DB		1,204.04
	BANNER BANK LD		2,264.98
	BANNER BANK BAKER		9,555.63
	BANNER BANK BH		4,951.13
	BANNER BANK CS		4,962.13

BANNER BANK	DB	3,356.05
BANNER BANK	JG	5,988.62
BANNER BANK	JGORDON	8,600.92
BANNER BANK	KENMORE	32,819.61
BANNER BANK	LD	6,948.00
BANNER BANK	NO	4,439.08
BANNER BANK	PS	2,189.67
BANNER BANK	RK	3,539.17
BANNER BANK	VAN NESS	5,291.82
BARTLETT TREE EXPERTS		394.20
BASTYR UNIVERSITY		50,200.00
BELLEVUE COLLEGE		219.12
BELMARK, LLC		7,776.05
BEN HOLT INDUSTRIES		6,050.00
BERK CONSULTING		77,226.03
BEST BUY BUSINESS ADVANTAGE ACCOUNT		21,943.51
BJELDE, LAUREN		1,750.00
BLACKBAUD		7,225.80
BLUEBEAM, INC.		2,592.00
BRAVO ENVIRONMENTAL SERVICE		48,291.48
BRIEN, GAYLYNN		550.00
BROADCAST MUSIC, INC.		336.00
BRUCE DEES & ASSOCIATES		57,114.16
BUILDERS EXCHANGE OF WASHINGTON INC		451.95
BULGER SAFE & LOCK, INC.		390.64
CABOT DOW ASSOCIATES, INC.		5,816.25
CALPORTLAND COMPANY		2,076.78
CAPITAL ONE COMMERCIAL/ COSTCO		66.29
CAPPS, DAWNA		50.00
CARSTAR		1,793.19
CASCADE PEST CONTROL		1,323.50
CASCADE RECREATION, INC		301.13
CATHOUSE PIZZA		112.00
CEMEX		3,282.47
CENTER FOR HUMAN SERVICES		15,000.00
CHICAGO TITLE		1,099.78
CITY OF BELLEVUE		132,718.60
CITY OF KENMORE FS		7,116.74
CITY OF KENT		500.00
CITY OF LAKE FOREST PARK		841,353.41
CITY OF SHORELINE		12,538.07
CITY OF TACOMA		40.00
CITYWORKS/ AZTECA SYSTEMS INC.		21,900.00
CLEARWATER LEAK DETECTION, INC.		1,100.00
CLOWNS UNLIMITED, INC.		897.90
COAST & HARBOR ENGINEERING		63,329.05
COASTAL WEAR PRODUCTS INC		1,356.71
COASTWIDE LABORATORIES		8,372.98
COBRA BEC, INC.		8,945.94
CODE PUBLISHING COMPANY		12,332.70
COLUMBIA RIDGE LANDFILL		9,945.93
COMCAST		5,370.58
CONSOLIDATED PRESS		14,360.02
CONTOUR FENCE CO. INC.		4,789.53
CORT PARTY RENTAL		582.98
COX PRINTING & SIGNS		766.40

CUES	46.86
CULLEY, AMBERLY	9,096.26
CURTIS, DR. MILTON	560.16
D.R. HORTON	15,000.00
DAILY JOURNAL OF COMMERCE	2,381.55
DANSOUND INC	8,830.08
DAY WIRELESS SYSTEMS	76.44
DEPARTMENT OF ECOLOGY	34,739.65
DEPARTMENT OF LABOR AND INDUSTRIES	27,884.34
DEPARTMENT OF RETIREMENT SYSTEMS	414,506.85
DEPPA, DOUG	127.50
DEVRIES, DENIS	464.97
DIGITAL REPROGRAPHICS SERVICES INC.	540.17
DRS 457	25,060.00
DURRANT, JEFF	178.50
EA ENGINEERING SCIENCE & TECHNOLOGY	79,835.18
ECONOMIC DEV COUNCIL OF SEATTLE/KC	5,000.00
ECOSS	3,841.54
EJ USA, INC.	2,868.72
EMERALD FIRE LLC	289.08
EMPLOYMENT SECURITY DEPT	13,988.75
ENVIRONMENTAL SYSTEMS RESEARCH INST	5,694.00
ESA ADOLFSON	34,929.05
EVERGREEN PRINT SOLUTIONS	1,489.70
EVERGREEN SAFETY COUNCIL	299.00
EVER-MARK, LLC	2,959.77
EXPONENT, INC.	53,259.76
FAZZARI MARKETING	3,555.92
FCS GROUP, INC.	35,620.75
FEDEX OFFICE	1,746.15
FEENEY WIRELESS	1,195.81
FERGUSON ENTERPRISES INC #1539	8,686.79
FINANCIAL CONSULTANTS INT'L INC	495.50
FIRE PROTECTION, INC	5,325.40
FIRE SYSTEMS WEST, INC.	547.50
FIX AUTO	1,000.00
FLEMINGS HOLIDAY LIGHTING LLC	3,038.66
FLOW TECHNOLOGIES INC.	54,497.61
FOOTPRINT PROMOTIONS	1,912.53
FRONTIER	11,502.25
FRUHLING SAND & TOPSOIL	4,558.79
FUJII, GLORIA	1,700.00
FUNRENT	458.81
G & H PRINTING	516.25
GALLATIN PUBLIC AFFAIRS	33,925.03
GLENMOOR 6, LLC	7,500.00
GOOD TO GO	18.75
GOODSELL POWER EQUIPMENT #2 INC.	109.33
GORDON THOMAS HONEYWELL	37,478.74
GOVDELIVERY, INC.	11,025.00
GOVERNMENT FINANCE OFFICERS ASSOC	190.00
GRAINGER	2,090.37
GREATER BOTHELL CHAMBER OF COMMERCE	5,000.00
GREGORY, JOANNE	459.50
GRINDLINE SKATEPARKS INC.	12,850.01
GROUP FOUR INC.	7,620.00

GRYPHON TRAINING GROUP, INC.	150.00
HAMPSON, BRYAN	138.14
HANSEN, COREY	48,275.00
HARRIS, LESLIE	242.38
HATFIELD, CHRISTOPHER	75.00
HDR ENGINEERING, INC	554,953.19
HERBIG, NIGEL	61.56
HERMANSON COMPANY, LLP	6,769.32
HERRERA ENVIRONMENTAL CONSULTANTS	15,703.18
HESTON VISUAL ARTS	1,051.75
HEWITT	134,956.66
HOME DEPOT CREDIT SERVICES	408.29
HONEY BUCKET	4,206.38
HOPELINK	22,500.00
HOPKINS, CRAIG	779.22
HORIZON DISTRIBUTORS INC	2,779.70
HSA BANK	1,857.48
IAP2 PUGET SOUND CHAPTER	1,550.00
ICMA RETIREMENT TRUST 457 - 304745	70,537.63
ICOMPASS TECHNOLOGIES, INC.	9,650.00
INDEPENDENT STATIONERS	1,831.62
INGLEWOOD GOLF COURSE	1,248.30
INSLEE, BEST, DOEZIE & RYDER, P.S.	401,705.39
INTEGRA TELECOM	9,979.33
INTERNATIONAL BUSINESS INNOVATION	525.00
INTERNATIONAL CITY/CNTY MGMT ASSOC	2,633.13
INTERNATIONAL CODE COUNCIL	135.00
INTERNATIONAL INST OF MUNI CLERKS	220.00
iWORQ SYSTEMS	2,800.00
J&K ASSOCIATES	2,460.47
JACOBS ENGINEERING GROUP	242,090.61
JAYMARC - AV	48,017.75
JD PLUMBING & FIRE PROTECTION INC.	214.03
JET CITY PRINTING	5,032.82
JOYCE ZIKER PARKINSON	11,017.50
JP HENNESSY	500.00
JUSTIN BREWER WEB DESIGN	945.00
KAMINS CONSTRUCTION INC.	582,217.77
KARLINSEY, ROB	154.72
KBA INC.	119,742.06
KCDA PURCHASING COOP	1,693.69
KD CANOPY	771.00
KEARNEY GROUP, LLC	668.00
KEEP POSTED INC	608.00
KENMORE CAMERA	2,994.70
KENMORE COMMERCIAL LLC	36,515.19
KENMORE COMMUNITY CLUB	490.00
KENMORE ELEMENTARY PTA	3,000.00
KENMORE HERITAGE SOCIETY	475.00
KIMBERLY LANE 9, LLC	8,645.82
KING COUNTY ANIMAL SVCS	3,369.00
KING COUNTY DISTRICT COURT	121,748.00
KING COUNTY FINANCE	441,866.39
KING COUNTY FINANCE W.L.R.D.	68,481.32
KING COUNTY FINANCE/ GIS	2,644.47
KING COUNTY FLEET ADMIN	882.17

KING COUNTY MUNICIPAL CLERKS ASSOC	25.00
KING COUNTY OFFICE OF FINANCE	1,838.87
KING COUNTY RADIO COMM SERVICES	850.83
KING COUNTY RECORDER'S OFFICE	166.00
KING COUNTY SHERIFF	2,698,309.62
KING COUNTY TREASURY	12,024.01
KING'S DRYWALL REPAIR LLC	2,299.50
KINGS HEATING	28.84
KOMPAN, INC	169.73
KONICA MINOLTA BUSINESS SOLUTIONS	7,548.88
KORTE, BRENT	27.61
KPFF CONSULTING ENGINEERS	252,357.13
KRAZAN & ASSOCIATES, INC.	8,522.50
KUSTOM SIGNALS, INC.	145.94
KVO INDUSTRIES, INC	1,245.00
LACONNER CHANNEL LODGE	250.00
LANDSCAPE FORMS, INC.	15,665.89
LANEY JONES AND THE SPIRITS	1,000.00
LANGTON SPIETH, LLC	35,000.00
LANGUAGE LINE SERVICES, INC.	4.83
LAW OFFICE OF JOHN RUNGERUDE, PS	2,400.00
LENNAR NORTHWEST, INC.	28,334.10
LIGHTHOUSE CONSULTING INC	66,322.13
LINCOLN NATIONAL LIFE INSURANCE	10,057.97
LITTLE, ERIK	7,500.00
LOVE BOMB GO-GO	1,500.00
LOYUK, SAMANTHA	52.92
M M COMFORT SYSTEMS	28.84
MACDONALD MILLER FACILITY SOLUTIONS	3,277.44
MACLEOD RECKORD	36,606.73
MAGEE, STEVEN	49.44
MAIL FINANCE	2,812.00
MAINSTREET MASONRY RESTORATION LLC	1,228.25
MARINE EXCHANGE OF PUGET SOUND	1,000.00
MARINE FLOATS CORPORATION	4,844.19
MARSHBANK CONSTRUCTION	4,698,644.55
MARY BRABEC	3,500.00
MCALLISTER, TERESA	232.12
MCKINNEI, SHAHIN	102.35
METROPOLITAN TRANS. COMMISSION	1,500.00
MILLER STEPHENS, MARY	15,000.00
MIWONGTUM, RACHEL	120.99
MOBILE MINI, INC.	2,917.20
MOON CONSTRUCTION COMPANY	27,199.81
MORGAN SOUND INC	2,581.80
MOTT MACDONALD GROUP, INC.	945.00
MR. T'S TROPHIES	350.23
MRSC ROSTERS	90.00
MUMMA, RYAN	58.32
MUNIMANAGE, LLC	28,875.00
NATIONAL LEAGUE OF CITIES	1,563.45
NATIONAL LIFE OF VERMONT	1,354.87
NATIONWIDE FINANCIAL 401a	279,573.33
NATIONWIDE RETIREMENT SOLUTIONS 457	14,435.00
NEOPOST NORTHWEST	58.02
NORTHLAKE LUTHERAN CHURCH	100.00

NORTHSHORE FIRE DEPT	6,063.00
NORTHSHORE PARK & REC SERVICE AREA	1,360.00
NORTHSHORE ROTARY CLUB	714.00
NORTHSHORE SCHOOL DISTRICT	7,500.00
NORTHSHORE SENIOR CENTER	14,300.00
NORTHSHORE UTILITY DIST	163,496.16
NORTHSHORE YMCA	4,875.00
NORTHSHORE YOUTH & FAMILY SERVICES	12,000.00
NORTHWEST ARBORICULTURE LLC	6,979.47
NORTHWEST LANDSCAPE SERVICES	37,305.44
NORTHWEST MARINE TRADE ASSOCIATION	425.00
NORTHWEST PLAYGROUND EQUIPMENT INC.	14.97
NORTHWEST PRECISION BUILDERS	15,902.80
NORTHWEST TROPHY	4,280.73
NORTHWESTERN COLLECTION SERVICE INC	690.00
NRC ENVIRONMENTAL SERVICES, INC.	4,975.10
OAC SERVICES, INC	307.97
OFFICE DEPOT	11,495.51
OFFICE TEAM	15,599.41
OGDEN, MURPHY, WALLACE	15,502.50
OLBRECHTS & ASSOCIATES, PLLC	2,178.00
OLYMPIC ENVIRONMENTAL RESOURCES INC	33,723.87
ORNAMENTAL STONE	12,857.71
OSBORN CONSULTING INC.	50,185.76
OUSLEY, NANCY	1,020.86
OVERLEESE, KRISTEN	170.15
OWEN EQUIPMENT COMPANY	1,246.98
PACE ENGINEERS, INC.	76,861.41
PACIFIC TOPSOILS	5,183.35
PACIFICA LAW GROUP LLP	632.50
PAJEK, KELLY	22.00
PAMPLIN MEDIA GROUP	190.00
PARAMETRIX INC	32,539.40
PASSPORT TRAVEL AND TOURS	924.40
PAT'S TREES AND LANDSCAPE INC.	4,043.52
PAWS	3,500.00
PCS MOBILE	4,741.35
PEARSON ESTATES LLC	14,897.46
PEMBERTON, JIM	3,086.64
PENDLETON, MICHAEL	3,186.34
PEOPLES STORAGE	1,608.00
PERFORMANCE SYSTEMS INTEGRATION LLC	826.73
PERSONAL BEST/ TOPHEALTH	117.20
PERTEET INC.	169,391.62
PETERSON, JANET	2,825.00
PETTY CASH CUSTODIAN	1,224.65
PHSI PURE HEALTH SOLUTIONS INC.	323.82
PHSI PURE WATER FINANCE	1,424.11
PRINTWEST	492.75
PROFFITT, QUINN	150.00
PROTECTION TECHNOLOGIES, INC	1,224.63
PROTHMAN COMPANY	14,275.80
PRSA	307.00
PUBLIC HEALTH DEPT. OF KING COUNTY	430.00
PUGET SOUND BUSINESS JOURNAL	105.00
PUGET SOUND CLEAN AIR AGENCY	17,411.00

PUGET SOUND ENERGY	225,293.57
PUGET SOUND FINANCE OFFICERS ASSOC	50.00
QUALITY BUSINESS SYSTEMS INC.	10,322.90
QUINN, JANET	71.60
R.C. PAINTING & SONS, INC.	1,314.00
RAMCO CONSULTING SERVICES, INC.	185.00
RANDALL, BRIAN	381.58
REACTCS	250.00
REID, JAMES FALCONER	5,400.00
REIQUAM, PETER	19,500.00
REPUBLIC SERVICES	7,737.76
RESOURCE EXPLORATION, LLC	12,000.00
RFI ENTERPRISES INC.	10,827.37
RICHARDSON, ZACK	116.00
RICHMOND AMERICAN HOMES OF WA	47.00
RYCO EQUIPMENT, INC.	216.81
SALTER, JON	444.00
SAMYN, DR. JEFFREY	250.00
SANDRA OWEN DESIGN	585.00
SARAH ROBERTS	106,236.20
SAUVE, GAYLEN	350.00
SAWYER, RICHARD	124.11
SCHINDLER ELEVATOR CORPORATION	5,519.47
SCHOCK, BRETT	116.00
SCORE	324,626.38
SEATTLE TIMES	17,414.45
SELECT AIR SERVICES DBA GREENWOOD	32.14
SESAC	378.00
SHRED-IT USA LLC	2,371.94
SIGN UP, SIGN CO, INC	2,312.20
SITEIMPROVE, INC.	4,998.00
SITTS & HILL ENGINEERS, INC.	27,416.46
SKILLET	404.00
SKYWARD CONSTRUCTION	2,864,059.58
SMITH, BRENT	63.72
SMITH, JARRETT	140.49
SNOHOMISH COUNTY	11,900.00
SNO-KING WATERSHED COUNCIL	3,000.00
SOFTRESOURCES LLC	4,243.75
SOFTWAREONE, INC.	10,353.38
SOLAR TRAFFIC SYSTEMS INC.	4,935.00
SOLOMON ARTS & ENTERTAINMENT	300.00
SOLTERRA	298.65
SOUND CITIES ASSOC	13,353.25
SOUND LAW CENTER	17,948.00
SOUND OCEAN	188.96
SOUND PUBLISHING, INC.	7,680.27
SPERRY, LAURIE	64.80
ST EDWARD STATE PARK	7,410.40
STARDOM SERVICES, INC.	5,610.00
STATE AUDITOR'S OFFICE	26,851.92
STATE OF FLORIDA DISBURSEMENT UNIT	6,325.00
STATEWIDE RENT-A-FENCE INC.	370.31
STEWART MACNICHOLS HARMELL, INC.	55,803.00
SUNGARD PUBLIC SECTOR INC.	52,554.50
SWANK MOTION PICTURES, INC.	386.55

TACOS LA FLACA	40.00
TECHNEX	24,768.90
TELESYSTEMS WEST	634.12
TERREBONNE LIMITED	301.83
THE DAVEY TREE EXPERT COMPANY	3,613.50
THE TILLERS, LLC	1,750.00
THE WIDE FORMAT COMPANY	1,045.73
THOMAS, MICHAEL	223.30
TOP TO BOTTOM JANITORIAL, INC.	28,625.00
TOPIA TECHNOLOGY/ BIS	1,300.00
TOTAL LANDSCAPE CORP	109,083.41
TOWN CENTER HARDWARE	1,214.35
TRAFFICM SYSTEMS	4,571.00
TRINITY CONTRACTORS, INC.	157,109.28
TWO STORY ZORI	1,750.00
TYLER TECHNOLOGIES, INC.	46,821.38
UNCLE STINKY'S MAGIC	273.75
UNITED RENTALS NW, INC	1,355.45
UNITED STATES POSTMASTER	6,452.24
UNITED STATES TREASURY	4.10
UNITED WAY OF KING COUNTY	5,304.00
UPS STORE	319.91
US POSTAL SERVICE (HASLER)	11,690.26
UTILITIES UNDERGROUND LOCATION CTR	1,778.91
V2WORKS	935.55
VAN NESS, ALLAN	2,601.43
VAUGHAN, KENT	314.00
VERIZON WIRELESS	10,036.43
VERTICAL VISUAL SOLUTIONS INC.	793.88
VICENTE, JOHN	47.00
VINTAGE AMBIANCE	93.08
VOLGISTICS, INC	540.00
W.S.S.O. Advanced Training	520.00
WA ASSOC OF BUILDING OFFICIALS	1,575.00
WA ASSOC OF PUBLIC RECORDS OFFICERS	350.00
WA CITIES INSURANCE AUTHORITY	229,194.00
WA FINANCE OFFICERS ASSOCIATION	475.00
WA STATE DEPARTMENT OF AGRICULTURE	25.00
WA STATE DEPT OF LABOR & INDUSTRIES	141.60
WA STATE DEPT OF TRANSPORTATION	38,923.05
WA TRUST FOR HISTORIC PRESERVATION	100.00
WAGE WORKS	994.00
WALL, JOHN	187.83
WALTERS, GEORGE	7,500.00
WASHINGTON ARCHITECTURAL HARDWARE	1,664.41
WASHINGTON AWARDS	546.39
WASHINGTON CITY/COUNTY MGMT ASSOC	630.00
WASHINGTON STATE DEPT OF REVENUE	2,667.11
WASHINGTON STATE OFFICE CASH MGMT	2,847.50
WASHINGTON STATE PATROL	2,757.42
WASHINGTON TREE SERVICE INC	4,599.00
WATSON, ELIZABETH	500.00
WELLS FARGO FINANCIAL	10,826.27
WELWEST CONSTRUCTION INC.	36,050.00
WESTERN DISPLAY FIREWORKS, LTD.	17,000.00
WETLANDS & WOODLANDS INC	1,251.04

WHELFHAM, STEPHANIE	250.00
WINTERBOURNE LANDSCAPE	1,149.76
WONDERLAND DEVELOPMENT	1,250.00
WRIGHT, MARCI	1,500.00
WSU URBAN IPM & PESTICIDE SAFETY	58.00
YOURMEMBERSHIP.COM, INC	150.00
ZONAR SYSTEMS	525.33
ZONES	1,122.80
ZORNES, GARY	688.19
ZUMAR	2,190.40
	<u>\$ 20,403,851.06</u>

DRAFT

**City of Kenmore, Washington
City Council Special & Regular Meeting
Minutes
December 12, 2016**

CALL SPECIAL MEETING TO ORDER – The Kenmore City Council special meeting was called to order by Deputy Mayor Allan Van Ness at 6:00 p.m.

EXECUTIVE SESSION

Deputy Mayor Allan Van Ness recessed the special meeting to an executive session at 6:00 p.m. to discuss Litigation and Potential Litigation, pursuant to RCW 42.30.110(1)(i). He stated that the executive session will last for approximately 60 minutes and that no action is anticipated when the meeting is reconvened. At 7:01 p.m., Deputy Mayor Van Ness announced that the executive session was extended by 15 minutes.

Deputy Mayor Van Ness adjourned the special meeting at 7:15 p.m.

CALL REGULAR MEETING TO ORDER – The Kenmore City Council meeting was called to order by Deputy Mayor Allan Van Ness at 7:20 p.m.

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

Councilmembers excused: Mayor David Baker

Staff present: Rob Karlinsey, City Manager; Joanne Gregory, Finance & Administration Director; Kris Overleese, Public Works Director/City Engineer; Bryan Hampson, Development Services Director; Richard Sawyer, Surface Water Program Manager; Rod Kaseguma, City Attorney; Patty Safrin, Outgoing City Clerk; and Kelly Chelin, Incoming City Clerk

FLAG SALUTE

Deputy Mayor Van Ness led the flag salute.

AGENDA APPROVAL

It was Council consensus to approve the agenda as submitted.

PRESENTATION

Recognize Outgoing City Clerk, Patty Safrin - Joanne Gregory, Finance & Administration Director, stated that Patty Safrin has been with the City for over 11 years and will be greatly missed. Joanne wished her well in her retirement. Deputy Mayor Van Ness presented her with

flowers, a card, and a commemorative trophy with her dates of service to the City. Patty thanked the Council and staff and said she would come back to Kenmore for activities. City Manager Rob Karlinsey wished her well and stated that she will be missed.

Old SR 520 Bridge Demolition – Greg Wingard, Kenmore citizen, was present by conference phone. City Manager Karlinsey gave an overview of events leading up to the contract with KGM regarding demolition in Kenmore. Wingard reviewed testing that was done regarding contaminants from the bridge. Karlinsey handed out an email from Julie Meredith of WSDOT that Mr. Wingard addressed. Wingard reviewed points of a letter that he submitted to the City Manager. He summarized that there was a failure by WSDOT and KGM to adequately consider the impact of demolition, and that they should have studied components of the bridge structure for contaminants. Karlinsey thanked Wingard, Elizabeth Mooney, and others who have brought this to light.

CITIZEN COMMENTS

Ann Hurst, 6302 NE 151st Street, Kenmore, was present to state her concerns regarding the ball fields at St. Edward State Park. She requested the City establish a citizen committee to investigate her concerns.

Rebecca Hirt, 12952 74th Avenue NE, Kirkland, was present to state her concerns regarding the ball fields at St. Edward State Park and about Puget Sound Energy (PSE).

Anne Anderson, 16304 81st Place NE, Kenmore, was present to state her concerns regarding the ball fields at St. Edward State Park.

John Hendrickson, 5919 NE 202nd Lane, Kenmore, was present to state his concerns regarding the PAUE (Public Agency Utility Exception) for the ball fields at St. Edward State Park.

Tracy Hendershott, 1314 4th Place, Kirkland, was present to state her concerns regarding how trees and wildlife might be affected by the ball fields at St. Edward State Park.

Karen Prince, 15122 65th Avenue NE, Kenmore, was present to state her concerns regarding possible changes in the nature of St. Edward State Park with the ball fields.

Peter Lance, 6501 NE 151st Street, Kenmore, was present to state his concerns regarding parking and the ball fields at St. Edward State Park.

Elizabeth Mooney, 5934 NE 201st Street, Kenmore, was present to state her concerns relating to demolition of the old SR 520 bridge components. She requested that the City follow up on Mr. Wingard's recommendations.

Janet Hayes, 6303 NE 181st Street, Kenmore, was present to state her concerns relating to demolition of the SR 520 bridge components. She stated that she has photos.

Many of the speakers submitted handouts to the Council.

Deputy Mayor Van Ness thanked the citizens for their comments.

CONSENT AGENDA

The consent agenda was approved as submitted, including Adopting the Minutes for the November 21, November 22, November 28 and December 5, 2016 City Council Meetings; Approving the Following Checks and Electronic Payments for Payment: Total Check Numbers 35744 Through 35831 in the Amount of \$685,111.60 and Total Payroll Electronic Deposits Dated 11/25/2016 in the Amount of \$80,119.50; Receiving and Filing the September 2016 Financial Report for the City of Kenmore, Washington; Adopting Ordinance No. 16-0435, Relating to the 2017 Excess Property Tax Levy; Receiving and Filing an Update on Ordinance No. 15-0398, Temporarily Eliminating the Traffic Impact Fee and Parking Requirements in the RB North Zone; Approving Amended and Restated City Manager Employment Agreement, Contract No. 16-C1631; and Authorizing the City Manager to Execute Contract No. 16-C1622, Interlocal Agreement with City of Lake Forest Park, Northshore Utility District and Northshore Fire Department for Regional Emergency Management.

BUSINESS AGENDA

Adopt Ordinance No. 16-0431, Amending the 2015-2016 Biennial Budget for the City of Kenmore, Washington - Joanne Gregory, Finance & Administration Director, reviewed recommended revenues and expenditures. She was also available to answer any questions.

Councilmember Curtis moved to Adopt Ordinance No. 16-0431, Amending the 2015-2016 Biennial Budget for the City of Kenmore, Washington. Councilmember Herbig seconded the motion. The motion passed 6-0.

Adopt Ordinance No. 16-0429, 2017-2018 Biennial Budget for the City of Kenmore, Washington - Joanne Gregory, Finance & Administration Director, stated that there were 2017-2018 Preliminary Biennial Budget public meetings held in October and November, and two public hearings in November. She reviewed one change made to the Preliminary Budget, and noted that it also includes the 2017-2018 employee salary schedule, prepared by a market review. She was also available to answer any questions.

Councilmember Denuski moved to Adopt Ordinance No. 16-0429, 2017-2018 Biennial Budget for the City of Kenmore, Washington. Councilmember Curtis seconded the motion. The motion passed 6-0.

Adopt Ordinance No. 16-0428, Integrating Low Impact Development Principles and Best Management Practices into the City's Development-Related Codes, Rules and Standards - Richard Sawyer, Surface Water Program Manager, was present to review the low impact development code amendments. He stated that this Ordinance also adopts the 2016 King County Surface Water Design Manual and the 2016 King County Stormwater Pollution Prevention Manual. He reviewed activities leading up to the request for adoption of this Ordinance.

Councilmember Sperry moved to Adopt Ordinance No. 16-0428, Integrating Low Impact Development Principles and Best Management Practices into the City's Development-Related Codes, Rules and Standards. Councilmember Herbig seconded the motion. The motion passed 6-0.

Lakepointe Commercial Site Development Plan (CSDP) and Transportation Mitigation Agreement: Extension and Funding Agreement - Rob Karlinsey, City Manager, and Bryan Hampson, Development Services Director, gave an overview of the current permit, which the developer is asking to be kept active. They reviewed the project as currently permitted. Karlinsey stated that the City is now proposing multiple extensions, and the developer is offering to reimburse the City for their consultant fees for the project. The agreement needs Council approval because of the consultant fee reimbursements, which the developer would recoup if they break ground on the project by the end of 2020. He stated that he recommends approval of the extension and funding agreements. They were also available to answer any questions.

Councilmember Sperry moved to Approve the Lakepointe Commercial Site Development Plan (CSDP) and Transportation Mitigation Agreement: Extension and Funding Agreement. Councilmember Curtis seconded the motion. The motion passed 6-0.

STAFF REPORT

City Manager Karlinsey thanked the Council for a great, exciting year.

CITY COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES

Councilmembers expressed Happy Holidays, Merry Christmas and Happy New Year. Deputy Mayor Van Ness thanked City Clerk Safrin again.

ADJOURNMENT

Deputy Mayor Van Ness adjourned the meeting at 9:14 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

DRAFT

**City of Kenmore, Washington
City Council Special Executive Session Meeting
Minutes
December 23, 2016**

CALL SPECIAL EXECUTIVE SESSION MEETING TO ORDER – The Kenmore City Council special meeting was called to order by Mayor David Baker at 9:30 a.m. to discuss Litigation, pursuant to RCW 42.30.110(1)(i). He stated that the executive session will last for approximately 10 minutes and that action will be taken.

Councilmembers present: Mayor David Baker, Deputy Mayor Allan Van Ness and Councilmembers Brent Smith (present via conference phone), Laurie Sperry, and Stacey Denuski

Councilmembers excused: Councilmembers Nigel Herbig and Milton Curtis

Staff present: Rob Karlinsey, City Manager; Bryan Hampson, Development Services Director; Patty Safrin, City Clerk; Nancy Meehan, Executive Assistant; and City Attorneys Bill Linton and Chris Prinke

ACTION RESULTING FROM EXECUTIVE SESSION

After 10 minutes in executive session, Mayor Baker opened the meeting to the public.

Councilmember Denuski moved that the Kenmore City Council approve and accept the proposed settlement agreement for settlement of all claims between the City and Oliver and Leslie Bootz related to the July 6, 2016 Notice of Violation and the lawsuit filed under King County Superior Court Cause No. 16-2-10971-3, the general terms of which are that in exchange for payment of \$85,000 to the City of Kenmore all parties will mutually release and dismiss all claims, fines, and other legal and equitable relief, and the lawsuit will be dismissed with prejudice. The City Manager is hereby authorized to execute the final settlement agreement on behalf of the City and to negotiate and finalize minor and procedural terms in the final settlement agreement consistent with the approved proposed settlement agreement. Deputy Mayor Van Ness seconded the motion. The motion passed 5-0.

Mayor Baker adjourned the special executive session meeting at 9:43 a.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

Subject/Topic: Squires Landing Restoration Project

Prepared by: Debbie Bent, Community Development Director

Initial & Date

Approved by Department Head: DA 12/11/16

Approved by City Attorney: _____

Approved by Finance Director: _____

Approved by City Manager: RJK

1. 12/5/16 agenda packet
2. 12/5/16 comments from Eric Adman

Appropriation Required
\$2,040,000

The design and implementation costs would be shared 75% federal money (Corps) and 25% non-federal money (city cost). The initial estimate for restoration of the entire 40 acres is \$7,761,000 with a City share of \$2,040,000. The feasibility phase would designate the restoration area. The City's responsibilities include providing all lands,

easements, rights-of-ways, relocations and disposal area (LERRD) as well as operating and maintaining the project once completed.

The City's estimated \$2,040,000 match may be reduced if the project size is reduced from 40 acres. There may also be opportunities to leverage the City match with grant funds but typically grants also require a City match. Too, if the grant funds are funded with federal funds, the grant funds could not be used as a match. There may be an opportunity to count land value towards the City match but this would require an appraisal and Corps approval.

2. **Project Management:** This project would require an estimated 0.5 FTE Park Project Manager to manage this project in addition to the two FTE Park Project Managers budgeted in the Community Development budget.
3. **Long Term Maintenance:** The City's responsibilities include operation and maintenance once the project is completed. It is likely additional resources would be needed to complete these responsibilities. Some maintenance responsibilities could be undertaken by volunteers but this is an unreliable expectation long-term.

FISCAL CONSIDERATION: This project is not budgeted in the 2017-2022 Park Capital Improvement Program. The table below shows a funding estimate. The design/implementation funding would be amended following completion of the feasibility phase. The costs are based on restoration of the entire site. The Corps has to compete for funds annually as there is no multi-year project funding approval. The cost estimates do not include ongoing maintenance and operations.

Funding Totals	Federal	Non-Federal/City	Total
Feasibility	\$350,000	\$250,000	\$600,000
Design/implementation	\$5,371,000	\$1,790,000	\$7,161,000
Total	\$5,721,000	\$2,040,000	\$7,761,000

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Council Goal #6 To continue to implement a Parks Improvement and Financial Plan. Comprehensive Plan Shoreline Element Policy LU24.7.1 Kenmore should allow for habitat and natural systems enhancement projects that include, but are not limited to: 1. Modification of vegetation; 2. Removal of non-native or invasive plants; 3. Shoreline stabilization using soft or non-structural techniques; and 4. Dredging and filling, provided that the primary purpose of such actions is clearly restoration of the natural character and ecological processes and functions of the shoreline.

Attachment 1



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Squires Landing Restoration Project	For Council Meeting Agenda of: <u>December, 5 2016</u>	
	Department: <u>Community Development</u>	
	Prepared by: <u>Debbie Bent, Community Development Director</u>	
	Initial & Date Approved by Department Head: <u>DA 11/23/16</u> Approved by City Attorney: <u>N/A</u> Approved by Finance Director: <u>Jme 11/23/16</u> Approved by City Manager: <u>RJK</u>	
Proposed Council Action/Motion: Council direction whether to proceed with the restoration project	Exhibits/Attachments: 1. 2010 "draft" master plan and cost estimates 2. 1/25/10 letter to the US Army Corps of Engineers 3. May 2015 Continuing Authorities Program Federal Interest Determination Report	
Expenditure Required \$2,040,00	Amount Budgeted \$0	Appropriation Required \$2,040,000
INFORMATION/BACKGROUND: At the 12/5/16 Council meeting, staff is seeking Council direction on whether to pursue an agreement with the US Army Corps of Engineers for funding a feasibility study and funding design and implementation of restoration measures for the Squires Landing property.		
Potential restoration measures include: wetland restoration (excavation, planting), channel creation (35 feet in width to include riparian planting), floodplain reconnection (excavation, planting), placement of large wood, and invasive and plant removal and revegetation with native riparian and wetland species. The Corps needs a decision by early January 2017. Attachment 2 provides background, project description and cost estimates which assumes restoration of the entire 40 acres.		
If Council direction is to proceed with the restoration project then the next step is execution of an agreement with the Corps that outlines cost, responsibilities for proceeding with a feasibility study. For the feasibility study cost the Corps funds \$100,000 and additional costs are shared 50/50. The study is estimated to cost \$600,000 with a City share of \$250,000. Moving forward with the feasibility study assumes that there will be future City and Corps commitment to design and construct restoration measures. The design and implementation costs would be shared 75% federal money (Corps) and 25% non-federal money (city cost). The initial estimate for restoration of the entire 40 acres is \$7,761,000 with a City share of \$2,040,000. The feasibility phase would designate the restoration area. The City's responsibilities include providing all lands, easements, rights-of-ways, relocations and disposal area (LERRD) as well as operating and maintaining the project once completed. The Corps estimates four years to complete the project including feasibility, design, permitting, and construction.		
If the Council direction is not to proceed with the project, this does not preclude the City from pursuing the project at a later date.		
Background: In 2009 the City developed a "draft" master plan for Squires Landing Park (formerly known as Swamp Creek Park) and cost estimates. Council did not adopt the master plan, due to concern about cost. Attachment 1 shows the proposed master plan and cost estimates. Total project cost was estimated at \$13,299,521.37 of which \$11,941,269.34 was estimated for restoration improvements. Annual operation and maintenance cost for the first five years was estimated at \$75,900 of which \$17,400 was estimated for restoration maintenance.		
In 2010 (see attachment 2), the City sent a letter to the US Army Corps of Engineers asking for funding assistance under Section 1135 of the Water Resources Development Act "Project Modifications for Improvement of the Environment" to		

restore the confluence of Swamp Creek within Squires Landing Park (formerly known as Swamp Creek Park). Section 1135 is applicable because of impacts to the environment associated with two Corps projects: 1. The Lake Washington Ship Canal Project in 1916. Receding lake levels exposed land including the Squires Landing Park property and which resulted in loss of riverine wetlands including those within the park. 2. The 1963 Sammamish River Flood Control Project which included dredging the river and modifications to the mouths of tributary streams. Dredge spoils were placed along the river in the park which contributed to the loss of riparian habitat and wetland habitat.

In February 2015 the US Army Corps of Engineers notified the City that a \$100,000 of federal money was allocated to fund draft a Federal Interest Determination Report (FIDR) and Feasibility Study. City staff and Corps staff met in March 2015 and staff provided background information to the Corps (deeds, park plans, prior restoration projects etc.). The FIDR report was completed in May 2015 (see attachment 2) and approved by the Corps' Northwest Division on May 29, 2015 (see attachment 3).

As in 2015 the City was in the process of developing a conceptual plan for Squires Landing Park, staff informed the Corps that while there was interest in pursuing restoration, the City wanted to delay pursuing the restoration project for several reasons including: until the City completed development of a conceptual layout for Squires Landing; understands how much area at Squires Landing is needed for mitigation for developing Squires Landing or for other park project; and the City determines which park projects the public is interested in funding and the funding strategy.

The Squires Landing Conceptual plan was completed December 2015. The Squires Landing project develops approximately 11 acres of the park including new boardwalks, trails, viewpoints as well as natural open space and other environmental enhancements. This project (\$5,150,000) is funded with bond funds from the Walkways & Waterways measure which passed November 2016.

In October 2016 the Corps contacted the City asking for direction from the City on whether to proceed with the project.

FISCAL CONSIDERATION: This project is not budgeted in the 2017-2022 Park Capital Improvement Program. The table below shows a funding estimate. The design/implementation funding would be amended following completion of the feasibility phase. The costs are based on restoration of the entire site. The Corps has to compete for funds annually as there is no multi-year project funding approval. The cost estimates do not include ongoing maintenance and operations.

Funding Totals	Federal	Non-Federal/City	Total
Feasibility	\$350,000	\$250,000	\$600,000
Design/implementation	\$5,371,000	\$1,790,000	\$7,161,000
Total	\$5,721,000	\$2,040,000	\$7,761,000

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Council Goal #6 To continue to implement a Parks Improvement and Financial Plan. Comprehensive Plan Shoreline Element Policy LU24.7.1 Kenmore should allow for habitat and natural systems enhancement projects that include, but are not limited to: 1. Modification of vegetation; 2. Removal of non-native or invasive plants; 3. Shoreline stabilization using soft or non-structural techniques; and 4. Dredging and filling, provided that the primary purpose of such actions is clearly restoration of the natural character and ecological processes and functions of the shoreline.

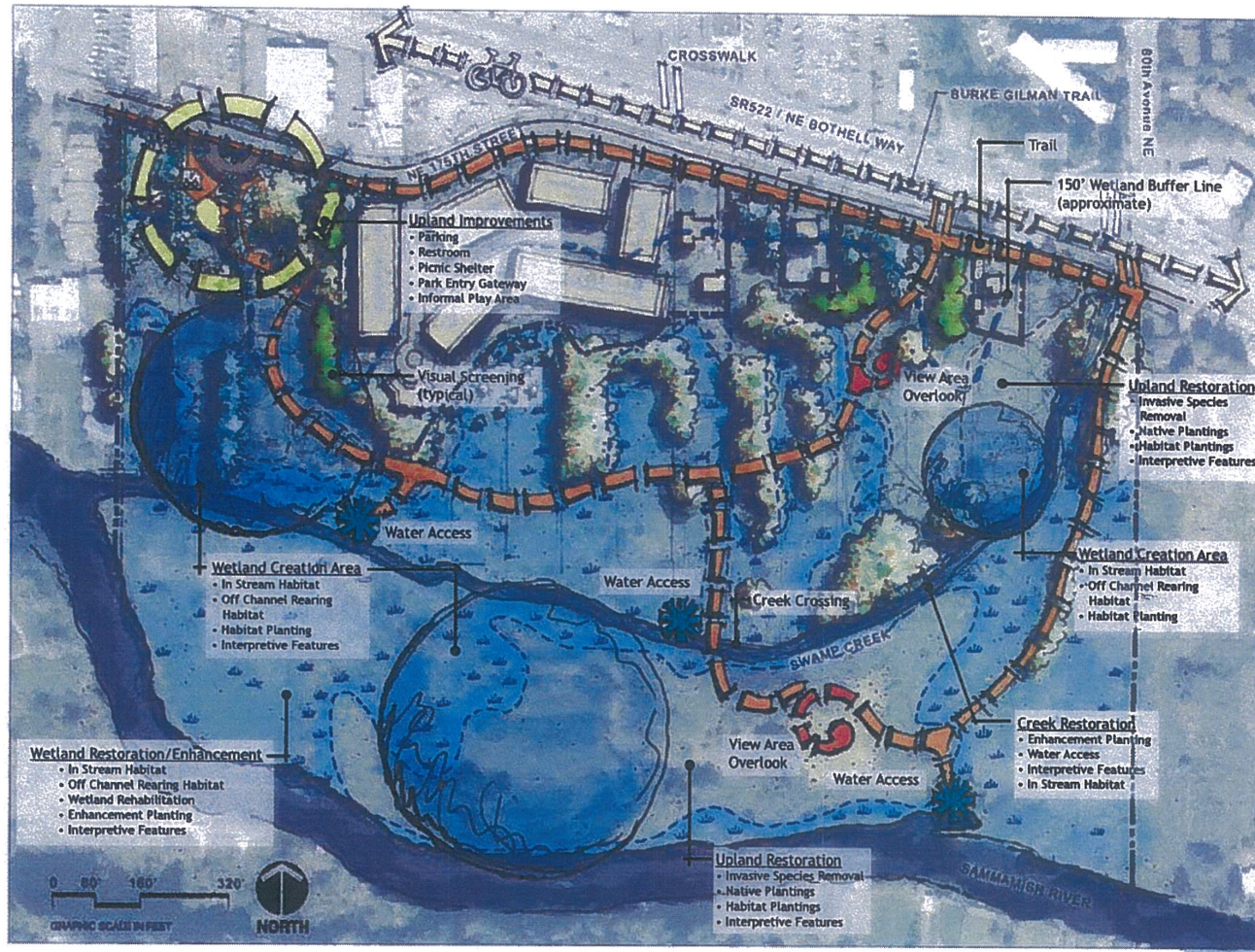


Exhibit A



HBB Landscape
Architecture

ESA Adoffson

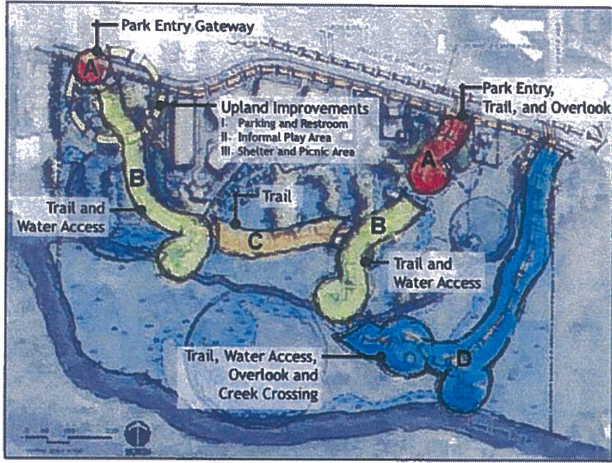
City of Kenmore
SWAMP CREEK PARK
RECOMMENDED MASTER PLAN
KENMORE, WASHINGTON

JANUARY 2010

SITE
PLAN

1

ATTACHMENT
1



PARK AMENITY PHASING PLAN

The overall strategy for implementing park amenities at Swamp Creek Park is to develop the trail system first with upland improvements generally to follow. Beginning with the main entrances to the park and moving toward the center, it is anticipated that many of the trails could be developed in close coordination with the restoration improvements, maximizing the value of the entire system. The first priority for park amenity improvements will be to provide improved entrances to the park (Phase A). The second priority will be to provide trail access to Swamp Creek (Phase B). Phase C will connect the first two phases with a boardwalk over the wetland area. Phase D will build a third park entrance east of Swamp Creek with trail access to the Sammamish River and a creek crossing to join the previously constructed trail sections.



RESTORATION PHASING PLAN

The overall strategy for restoration improvements at Swamp Creek Park is to begin in the upland areas near the East and West entrances of the park and move toward the wetland area in the middle (Phases 1 and 2). Phase 3 will restore the peninsula between Swamp Creek and the Sammamish River up to the overlook and creek crossing. Phase 4 will restore the remainder of the peninsula. These phases would be implemented as grant funding allows.

Exhibit H

Swamp Creek Park Master Plan

City of Kenmore

Date: February 4, 2010

SUMMARY OF ESTIMATED COST**Restoration Improvements - Construction**

Phase 1: Fringe Wetland and Buffer Enhancement	\$	1,673,116.20
Phase 2: Wetland Enhancement Areas	\$	2,437,969.32
Phase 3: Riparian Forest/Wetland-Upland Habitat Enhancement	\$	4,500,682.58
Phase 4: Channel Confluence/Wetland Rehabilitation	\$	3,329,501.24
Subtotal Restoration Improvements Construction	\$	11,941,269.34

Park Amenities - Construction

Phase A: Pedestrian Access (Entrances, Trail & Overlook)	\$	52,924.31
Phase B: Pedestrian Access (Connections to Creek)	\$	337,929.26
Phase C: Pedestrian Access (Central Wetland Boardwalk)	\$	163,514.16
Phase D: Pedestrian Access (Peninsula Area)	\$	295,006.80
Upland Improvements	\$	508,877.51
Subtotal Park Amenities Construction	\$	1,358,252.04

Total Park Construction Cost ***\$ 13,299,521.37***** NOTES:**

1. Costs represent 2010 construction costs and are based on the final Swamp Creek Park Master Plan, dated February 2010. Information contained in the Master Plan is conceptual in nature and costs will vary as more specific site information, and installation is completed. As such, a contingency of 10% - 20% is recommended until more detailed information is available. This contingency has not been included in the estimated operations and maintenance costs below. An escalation factor of approximately 3% per year should also be added to the costs below once implementation is scheduled.

Exhibit H

Design Fees (10%)	\$	45,435.49
Administration/Permit Fees (2%)	\$	9,087.10
Upland Improvements Total Project Cost	\$	508,877.51

Total Upland Improvement Construction Cost*	\$	508,877.51
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*** NOTES:**

1. Costs represent 2010 construction costs and are based on the final Swamp Creek Park Master Plan, dated February 2010. Information contained in the Master Plan is conceptual in nature and costs will vary as more specific site information, and installation is completed. As such, a contingency of 10% - 20% is recommended until more detailed information is available. This contingency has not been included in the estimated operations and maintenance costs below. An escalation factor of approximately 3% per year should also be added to the costs below once implementation is scheduled.

PARK AMENITIES O/M - Projected Phasing Costs for Initial 1-5 Years

Pedestrian Access (trails, overlooks and water access areas)

Item	Quantities	Unit Cost	Item Total
Phase A (Entrances, Trail & Overlook)			
1. Annual Landscape Maintenance	10,000 s.f.	\$ 0.40 /s.f.	\$ 4,000.00
Phase A Total Annual O/M Cost			\$ 4,000.00
Phase B (Connections to Creek)			
2. Annual Landscape Maintenance	31,000 s.f.	\$ 0.20 /s.f.	\$ 6,200.00
Phase B Total Annual O/M Cost			\$ 6,200.00
Phase C (Central Wetland Boardwalk)			
3. Annual Landscape Maintenance	6,000 s.f.	\$ 0.20 /s.f.	\$ 1,200.00
Phase C Total Annual O/M Cost			\$ 1,200.00
Phase D (Peninsula Area)			
4. Annual Landscape Maintenance	30,000 s.f.	\$ 0.20 /s.f.	\$ 6,000.00
Phase D Total Annual O/M Cost			\$ 6,000.00
Total Pedestrian Access O/M Cost*			\$ 17,400.00

PARK AMENITIES O/M - Projected Phasing Costs for Initial 1-5 Years

Upland Improvements

Item	Quantities	Unit Cost	Item Total
1. Annual Landscape Maintenance	90,000 s.f.	\$ 0.65 /s.f.	\$ 58,500.00
Upland Improvements Total Annual O/M Cost			\$ 58,500.00

Exhibit H

Total Upland Improvements O/M Cost*	\$ 58,500.00
-------------------------------------	--------------

* NOTES:

1. Costs represent 2010 construction costs and are based on the final Swamp Creek Park Master Plan, dated February 2010. Information contained in the Master Plan is conceptual in nature and costs will vary as more specific site information, and installation is completed. As such, a contingency of 10% - 20% is recommended until more detailed information is available. This contingency has not been included in the estimated operations and maintenance costs below. An escalation factor of approximately 3% per year should also be added to the costs below once implementation is scheduled.
2. Following completion of restoration work, the first five years of maintenance will be the most intense until native plants are established and of sufficient size to begin to restrict invasive plant growth. The Community Work Program (CWP) and various volunteer organizations will be used as much as possible to perform the maintenance work. It is estimated that maintenance will occur twelve times per year utilizing hand operated mechanical equipment.

ATTACHMENT

2



The City Of Kenmore

P. O. Box 82607 • Kenmore, Washington 98028-0607

January 25, 2010

Ms. Nancy Chin
CENWA-PM-CP
Seattle District
US Army Corps of Engineers
PO Box 3755
Seattle, WA 98124

Dear Ms. Chin:

Thank you for your interest in the City of Kenmore, Washington. This letter is to seek the assistance of the U.S. Army Corps of Engineers under Section 1135 of the Water Resources Development Act of 1986, as amended, to restore the confluence of Swamp Creek at the Sammamish River, within Swamp Creek Park.

Restoration of stream and wetland habitat at the confluence of Swamp Creek and the Sammamish River is identified in the *WRIA 8 Near-Term Action Agenda for Salmon Habitat Conservation* (August, 2002) and the *Sammamish River Corridor Action Plan* (September 2002). Restoration elements recommended in the Action Plan include removal of fill material and non-native vegetation, creation of stream channel meanders across the floodplain, excavation of connections and creation of a diversity of wetland elevations in the floodplain, revegetation of the site with native species, and placement of LWD in lower Swamp Creek.

The Sammamish River provides a migration corridor for fish and wildlife between Lake Washington and Lake Sammamish. The Sammamish River supports several salmonid fish species including chinook salmon (federally listed threatened), coho salmon (federal species of concern), coastal cutthroat trout, kokanee, sockeye salmon, and steelhead (federally listed threatened). Chinook migration and some rearing occur in the river. NOAA Fisheries has designated the lower portion of the Sammamish River as critical habitat for the Puget Sound Evolutionarily Significant Unit (ESU) chinook salmon. Swamp Creek, a major north bank tributary to the Sammamish River also supports several salmonid fish species including chinook salmon (federally listed threatened), coho salmon (federal species of concern), coastal cutthroat trout (sea-run and resident), sockeye salmon, and steelhead (federally listed threatened).

As a result of past disturbance, Swamp Creek Park presents important challenges and opportunities for restoration. Channelization, dredging, changes in hydrology, and urbanization along the Sammamish River have greatly impacted riparian and instream habitat quality and functions. The construction and maintenance of flood control projects and other development have resulted in a loss of riparian vegetation, a reduction in wood recruitment, a

Website: www.cityofkenmore.com • E-mail: cityhall@ci.kenmore.wa.us
Office: 425-398-8900 • Fax: 425-481-3236

Ms. Nancy Chin, U.S. Corps of Engineers
January 25, 1020

2

lack of shading and warm water temperatures, and a reduction in channel complexity and cover, pool habitat, and side channels used by salmonids.

The City of Kenmore is currently undertaking a riparian restoration project along a small segment of Swamp Creek within the park through a grant from the King Conservation District. This grant-funded project is limited to removal of invasive vegetation and installation of native trees and shrubs within three acres of the park, encompassing approximately 500 feet of Swamp Creek streambank. A key purpose of the project is to educate and involve community volunteers in restoration. The City would like to build on this effort by working with the Corps to undertake larger scale restoration that fully maximizes the opportunities provided at this unique site. (See attachment pages 1 & 2.)

The primary restoration opportunity is located on an approximately 20-acre peninsula of land located between Swamp Creek and the Sammamish River. The site represents one of the largest undeveloped areas in public ownership along the entire Sammamish River floodplain that is not encumbered by levees or roads. The City's Master Plan (see attachment pages 3, 4, & 5.) for the park reserves the site for ecological restoration projects and no park infrastructure is planned for this area except for a trail which would allow limited public viewing access to the restoration area. The public has shown support for restoration in this area during public open houses for the Master Planning process. The primary issues related to public support are providing for interpretive opportunities once work is completed and insuring that any proposed habitat enhancements or environmental restoration did not adversely impact flooding or bank stability on adjacent private properties.

We are aware that as the local sponsor that we will assume costs for lands, easements, rights of way, relocations, and disposal areas and/or assume costs to demonstrate ownership of such. We will also assume responsibility for any operation and maintenance of the project.

Your consideration of this request will be appreciated. If you have questions, please contact me or Nancy Ousley, Assistant City Manager. We can be reached at (425) 398-8900 or via email at fstouder@ci.kenmore.wa.us or nousley@ci.kenmore.wa.us.

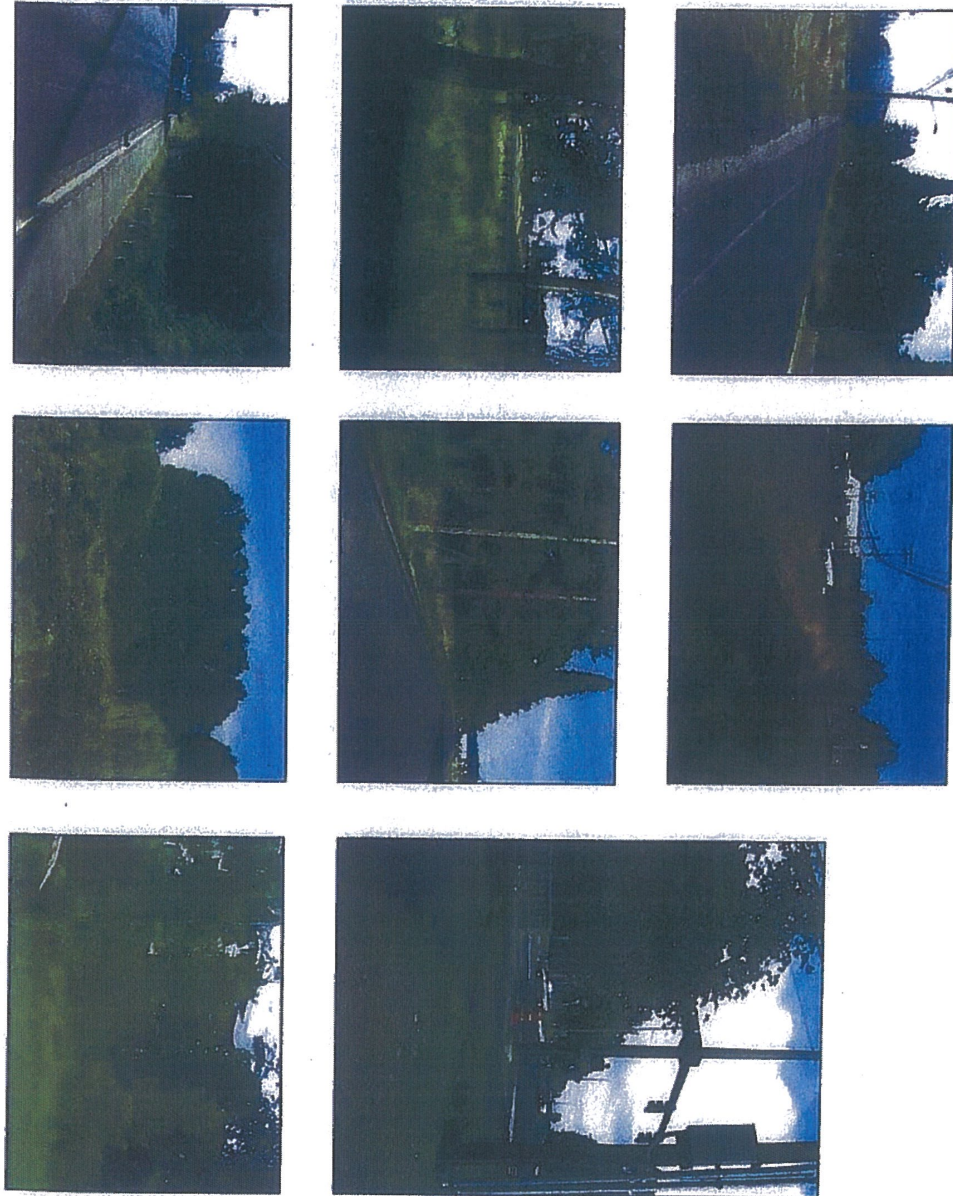
Sincerely,

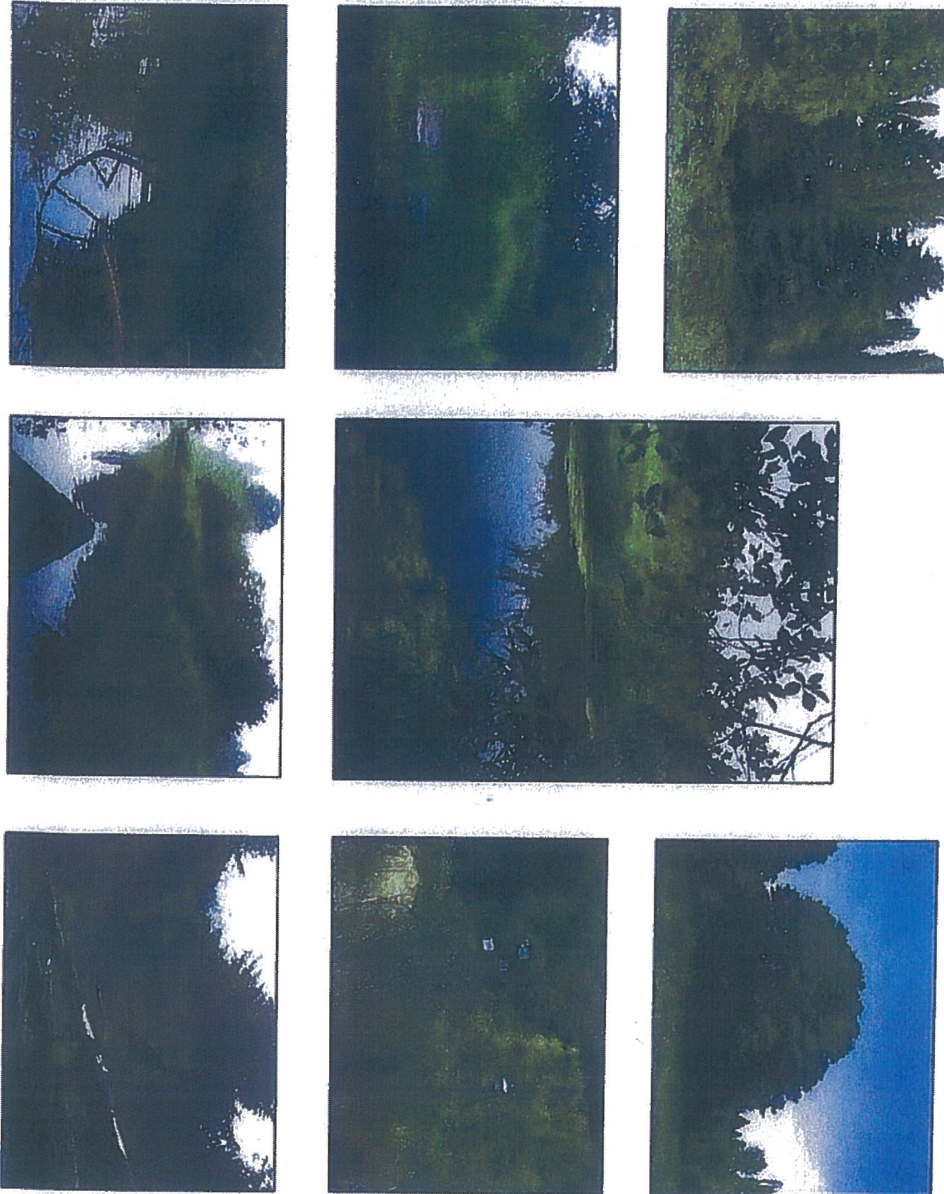


Fred Stouder, City Manager
City of Kenmore

Attachment

cc: Ron Loewen, City Engineer
Bill Evans, Recreation & Parks Director
Kenmore City Councilmembers





2

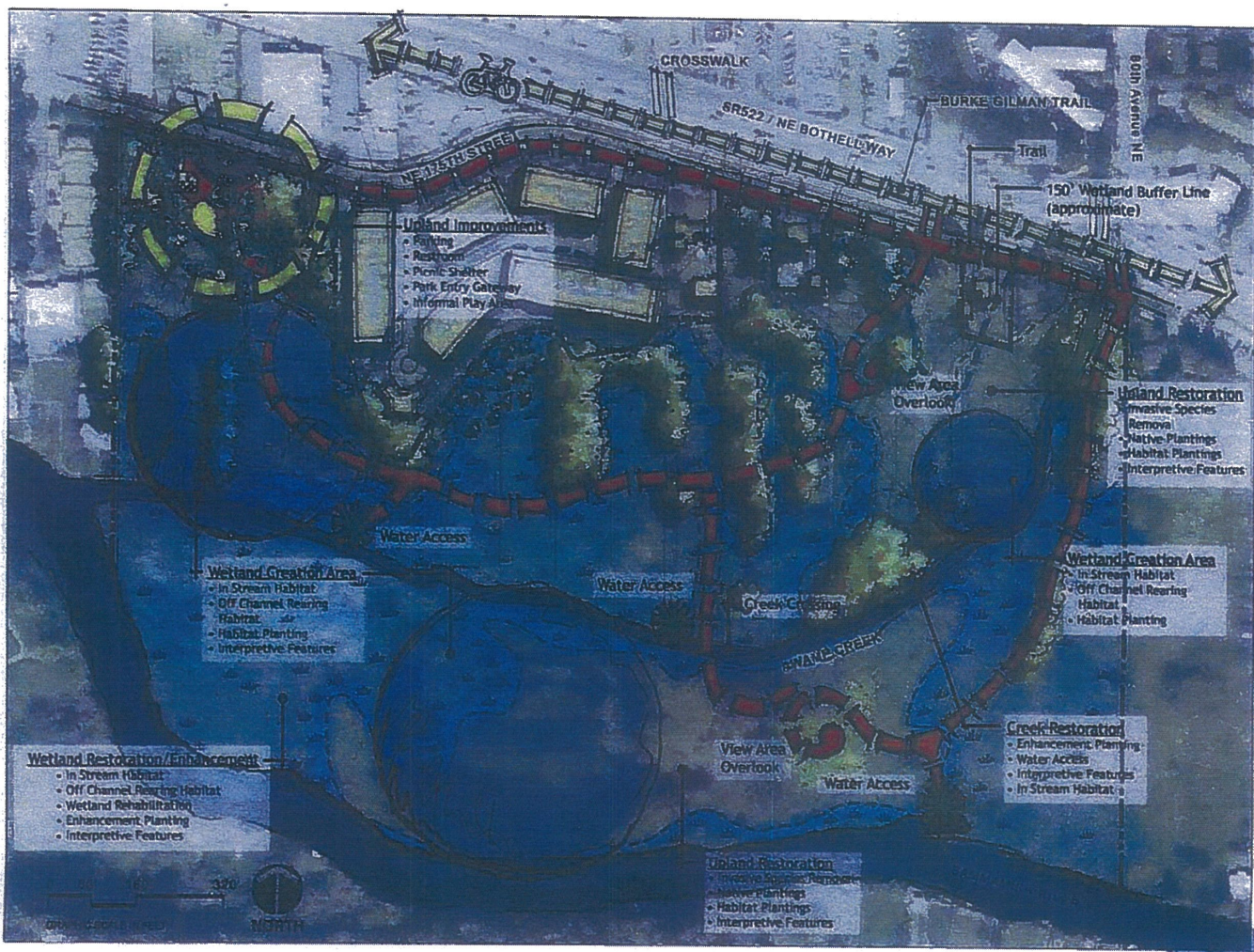
EXISTING
SITE
PHOTOS

JANUARY 2010

City of Kenmore
SWAMP CREEK PARK
PREFERRED MASTER PLAN
KENMORE, WASHINGTON

HBB Landscape
Architecture
ESA Addition





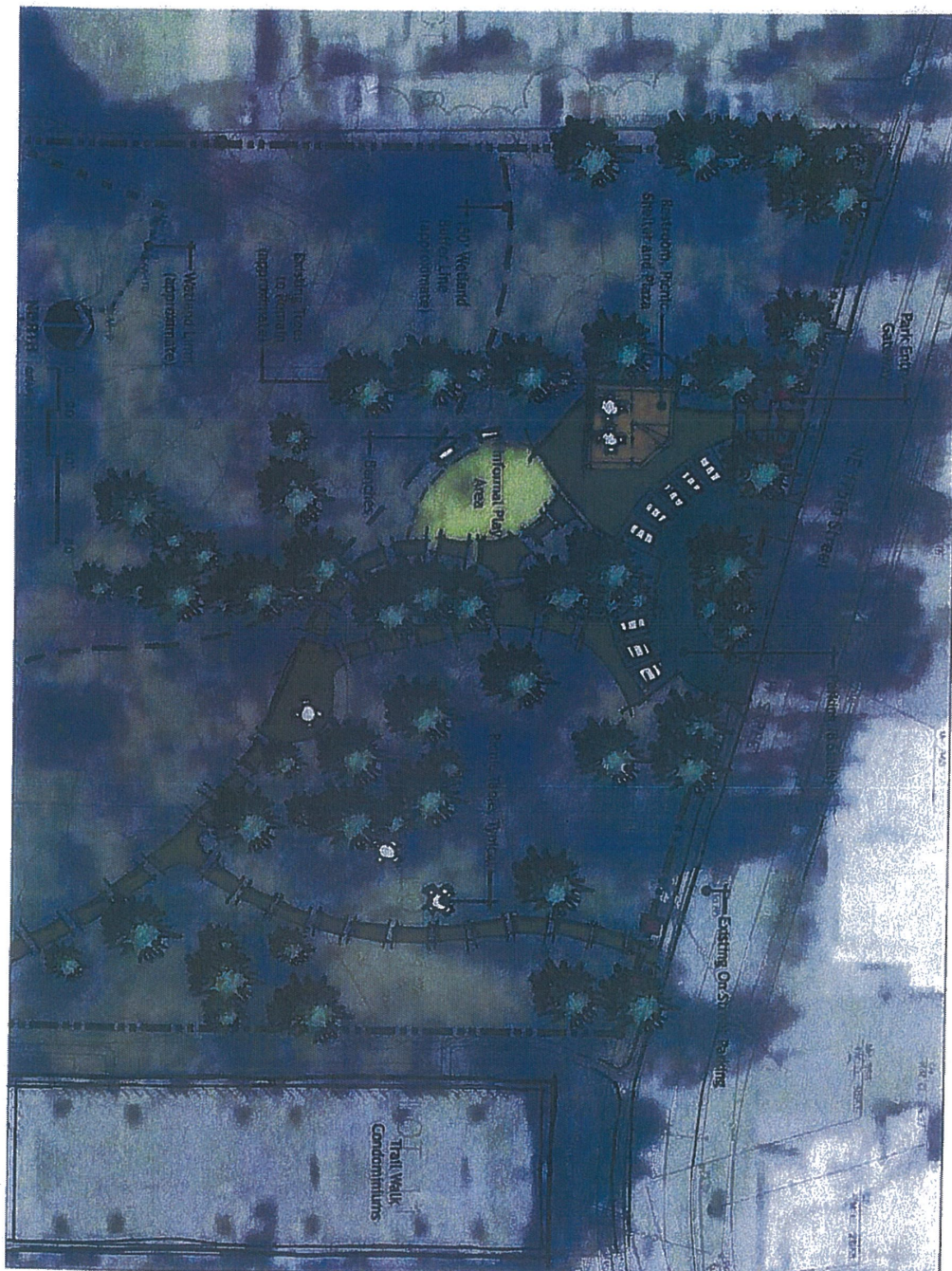
HBB Landscape
Architecture
ESA Adolfsen

City of Kenmore
SWAMP CREEK PARK
PREFERRED MASTER PLAN
KENMORE, WASHINGTON

JANUARY 2010

SITE
PLAN

3



**HB8 Landscape
Architecture
ESA Adoffson**



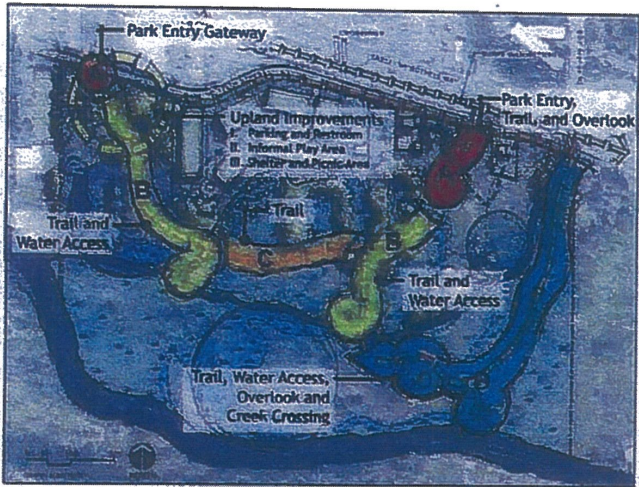
City of Kenmore
SWAMP CREEK PARK
PREFERRED MASTER PLAN

KENMORE, WASHINGTON

JANUARY 2010

UPLAND IMPROVEMENTS PLAN

4



PARK AMENITY PHASING PLAN

The overall strategy for implementing park amenities at Swamp Creek Park is to develop the trail system first with upland improvements generally to follow. Beginning with the main entrances to the park and moving toward the center, it is anticipated that many of the trails could be developed in close coordination with the restoration improvements, maximizing the value of the entire system. The first priority for park amenity improvements will be to provide improved entrances to the park (Phase A). The second priority will be to provide trail access to Swamp Creek (Phase B). Phase C will connect the first two phases with a boardwalk over the wetland area. Phase D will build a third park entrance east of Swamp Creek with trail access to the Sammamish River and a creek crossing to join the previously constructed trail sections.



RESTORATION PHASING PLAN

The overall strategy for restoration improvements at Swamp Creek Park is to begin in the upland areas near the East and West entrances of the park and move toward the wetland area in the middle (Phases 1 and 2). Phase 3 will restore the peninsula between Swamp Creek and the Sammamish River. These phases would be implemented as grant funding allows.



HBB Landscape
Architecture
ESA Adolfsen

City of Kenmore
SWAMP CREEK PARK
PREFERRED MASTER PLAN
KENMORE, WASHINGTON

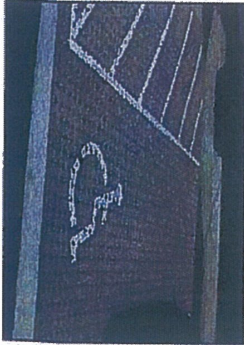
JANUARY 2010

PHASING
PLANS

PARK ENTRY GATEWAY



RESTROOM, SHELTER & PARKING



INFORMAL PLAY AREA



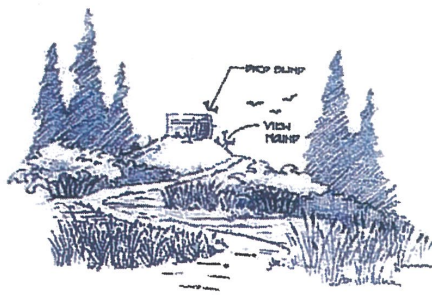
HBB Landscape
Architecture
ESA Addison

City of Kenmore
SWAMP CREEK PARK
PREFERRED MASTER PLAN
KENMORE, WASHINGTON

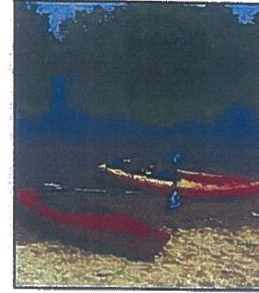
JANUARY 2010

PHOTO
EXAMPLES

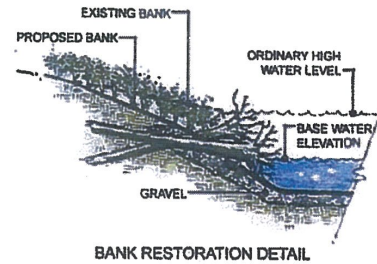
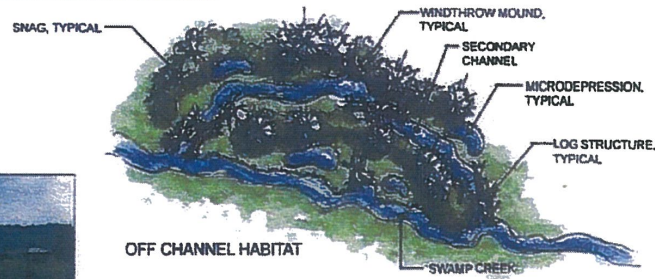
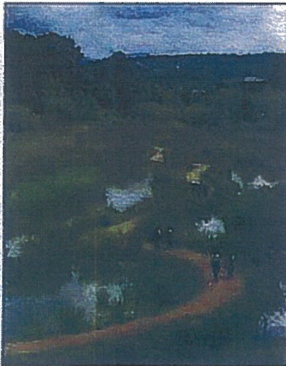
TRAIL & OVERLOOK



WATER ACCESS



WETLAND CREATION / RESTORATION



HBB Landscape
Architecture
ESA/Adolfson

City of Kenmore
SWAMP CREEK PARK
PREFERRED MASTER PLAN
KENMORE, WASHINGTON

JANUARY 2010

PHOTO
EXAMPLES

7

ATTACHMENT
3

May 2015
Seattle District

**CONTINUING AUTHORITIES PROGRAM
FEDERAL INTERST DETERMINATION REPORT**

Section 1135 Swamp Creek at Sammamish River Ecosystem Restoration Project, WA
P2# 330460

Congressional Delegation: Senator Maria Cantwell, Senator Patty Murray, Representative
Suzane DelBene (Washington District 1)

1. Authority – Section 1135, Water Resources Development Act of 1986, as amended; “Project Modifications for Improvement of the Environment.” The project is being carried out under the Section 1135 authority because of impacts to the environment associated with two Corps projects: 1) the Lake Washington Ship Canal, Washington, an operating project completed by the Corps in 1916 and operated by the Corps continuously to the present day, which resulted in the lowering of water levels in the area and a reverse hydrologic regime where water levels are higher in the summer and lower in the winter; and 2) the Sammamish River Flood control project (1963), which included dredging of the Sammamish River and modification of the mouths of tributary streams.

2. Location – The study area is located in King County, Washington, in the Sammamish River watershed. The Sammamish River is the second-largest stream feeding Lake Washington. The river reach and adjacent floodplain being considered for restoration are entirely within the city of Kenmore, WA. Refer to Attachment 1 for a map of the study area.

3. Problem – Lake Washington was lowered by nine feet in 1916 when the Lake Washington Ship Canal was completed, connecting the lake to Puget Sound. Receding lake levels exposed land bordering the lower Sammamish River, including a 42-acre park near the mouth of Swamp Creek (Attachment 1). Most of the riverine wetlands that formerly covered a large area of the historic Sammamish River floodplain have disappeared, including wetlands within the park. In 1963, the Sammamish River and lower Swamp Creek were dredged and channelized to reduce flooding as part of the Sammamish River Flood Control Project. Dredge spoils were placed alongside the river in the park, raising the elevation of the adjacent land, and altering the alignment of lower Swamp Creek so that it now runs parallel to the river through the middle of the park before joining the Sammamish River just west of the park boundary. Fill placement, lowered streambed, and increased bank height have increased the distance between the land surface and the underlying water table, contributing to the loss of riparian vegetation and wetland habitat. Native plant species have been replaced by more drought tolerant invasive species, resulting in less diverse and lower quality fish and wildlife habitat.

The Sammamish River provides a migration corridor for fish and wildlife between Lake Washington and Lake Sammamish. The Sammamish River supports several salmonid fish species including Chinook salmon (federally listed threatened), coho salmon (federal species of concern), coastal cutthroat trout, kokanee, sockeye salmon, steelhead (federally listed threatened), and bull trout (federally listed threatened). NOAA Fisheries has designated the lower portion of the Sammamish River as critical habitat for the Puget Sound Evolutionarily

Significant Unit (ESU) of Chinook salmon. Swamp Creek, a major north bank tributary to the Sammamish River also supports several salmonid fish species including Chinook salmon, coho salmon, coastal cutthroat trout (sea-run and resident), sockeye salmon, kokanee, and steelhead.

Channelization, dredging, changes in hydrology, and urbanization along the Sammamish River have greatly impacted riparian and instream habitat quality, quantity, and functions. The construction and maintenance of flood control projects and other development have resulted in a loss of riparian vegetation, a reduction in wood recruitment, a lack of shading and warm water temperatures, and a reduction in channel complexity and cover, pool habitat, and side channels used by salmonids.

Specific problems include:

- Degraded riparian and wetland habitat with impacts to resident birds and mammals as well as fish in Swamp Creek and the Sammamish River.
- Disconnected and elevated floodplain due to past dredge spoil placement, leading to reductions in wetland and riparian vegetation.
- Degraded in-stream habitat for salmonids and other species of fish and wildlife.
- Displacement of native vegetation by invasive non-native vegetation.

4. Alternative Plans Considered – Preliminary work done by the City of Kenmore has identified several potential actions that could be completed in the project area. Those measures plus any others that may be identified by the project delivery team will be combined into an array of alternatives during the feasibility phase, to be compared and evaluated along with the No Action Alternative, to identify a recommended plan.

A habitat model will be used to compare alternatives and measure benefits. It is anticipated that an existing habitat model such as HEP/HSI, IBI, HGM, or similar type model would be used. In addition, IWR PLAN would be utilized for optimization and identification of the NER Plan

Potential measures identified to date include:

- Measure I: Wetland Restoration
- Measure II: Channel Creation
- Measure III: Floodplain Reconnection
- Measure IV: In-Stream Habitat Improvements
- Measure V: Removal of Non-Native Riparian Vegetation and Revegetation with Native Species
- Measure VI: Riparian Plantings

5. Recommended Plan – The Section 1135 program authority allows modification of Corps projects to improve the environment, and aquatic ecosystem restoration measures at the project site or at other locations that have been affected by the project provided such actions are consistent with the original project purpose. At Swamp Creek the study team intends to develop solutions to ecosystem problems in an area impacted by Corps projects; the team does not anticipate recommending any modifications to Corps projects. Alternative plan development and

evaluation will examine possible channel, floodplain, wetland, and riparian restoration measures to improve habitat conditions. As measures are developed and combined to formulate alternatives, it is anticipated that the recommended plan will include a combination of the measures listed above. NWS recommends a feasibility study to document the degree of Federal interest and to evaluate alternatives and identify a recommended plan. The following description represents a possible recommended plan, to demonstrate that undertaking a feasibility study is in the Federal interest and appropriately pursued under Section 1135.

A possible recommended plan would include: wetland restoration (excavation, planting), channel creation (~35 feet in width, to include riparian plantings), floodplain reconnection (excavation, planting) placement of large wood, and invasive plant removal and revegetation with native riparian and wetland species.

6. Views of the Sponsor – The City of Kenmore City Manager submitted a Letter of Intent to Seattle District dated 25 January 2010, seeking USACE assistance under Section 1135 authority to improve stream and wetland habitat along lower Swamp Creek. At a recent meeting between the Seattle District and the Sponsor, the City Manager reaffirmed that the City is willing and able to partner in the cost-shared project and that he fully understands the responsibilities required of a non-Federal sponsor, including providing all lands, easements, rights-of-ways, relocations, and disposal areas (LERRD), as well as operating and maintaining the project once completed.

7. Views of Federal, State, and Regional Agencies – During the feasibility study, the appropriate level of Resource Agency communication will be completed. Restoration of stream and wetland habitat at the confluence of Swamp Creek and the Sammamish River is identified in the WRIA 8 Near-Term Action Agenda for Salmon Habitat Conservation (August 2002) and the Sammamish River Corridor Action Plan (September 2002). Restoration elements recommended in the Action Plan include removal of fill material and non-native vegetation, creation of stream channel meanders across the floodplain, excavation of connections and creation of a diversity of wetland elevations in the floodplain, revegetation of the site with native species, and placement of large wood in lower Swamp Creek.

8. Status of Environmental Compliance – The project must be compliant with all applicable laws and regulatory requirements. An environmental assessment (EA) will be prepared to evaluate probable impacts of the project on the existing environment. Factors addressed by the evaluation include, but are not limited to, public safety, water quality, wetlands, threatened and endangered species, noise, economics, fish, and wildlife. The National Environmental Policy Act (NEPA) review process will be completed during feasibility, pursuant to requirements in ER-200-2-2. This process includes demonstrating compliance with all applicable laws and regulations to include the Endangered Species Act, Clean Water Act, National Historic Preservation Act, Coastal Zone Management Act, Noise Control Act, Magnuson-Stevens Act, Executive Order 11988 on Floodplain Management, and Executive Order 11990 on the Protection of Wetlands. At this time, it appears USACE's obligations under NEPA can be adequately addressed in an EA and result in a FONSI. It is expected that any impacts other than temporary impacts resulting from construction activities would be self-mitigating, as the goal of the project is to improve the ecosystem.

9. **Significant Effects** – The goal of the project is to have a positive impact on significant ecosystem resources; the ESA-listed species listed above that would benefit from restoration in the study area demonstrate institutional significance. Technical significance of restoration in this reach is supported by recommendations in the action plans cited in section seven above. Efforts contributed by volunteers to plan, fundraise for and implement restoration at the site provide evidence of the public significance of the type of restoration described here. Negative effects during construction will be minimized to the extent possible by implementing appropriate construction techniques and methods, including appropriate construction timing and best management practices. Under the No Action Alternative, the existing conditions negatively impact habitat for both ESA-listed and non-listed species. The recommended alternative would not impact the authorized purpose of the Lake Washington Ship Canal or the Sammamish River flood risk management project.

10. **Implementation Schedule** –

- | | |
|--|------------------|
| a. FCSA Execution | September 2015 |
| b. Draft Detailed Project Report/Environmental Assessment Complete | October 2016 |
| c. ATR and Public Review of DPR/EA Complete | January 2017 |
| d. Decision Document Approval | March 2017 |
| e. PPA Executed | April 2017 |
| f. Final Plans and Specs | 2nd Quarter FY18 |
| g. RFP Issued | 3rd Quarter FY18 |
| h. Construction Contract Award | 4th Quarter FY18 |
| i. Project Completion | 4th Quarter FY19 |

11. **Supplemental Information** –

- Real Estate Summary – Forty-two acres at Squires Landing/Swamp Creek Park were acquired by King County for conservation purposes, and later transferred to the City of Kenmore. No further land acquisition needs are anticipated.
- Operations and Maintenance (O&M) – Minimal O&M costs are anticipated (costs for weed control and any needed replanting during native plant establishment are included in construction costs). Anticipated O&M will be associated with public access (trails); all O&M will be performed by the City of Kenmore at 100 percent cost to the City.
- Project Specific Legislation and/or Report Language – N/A.

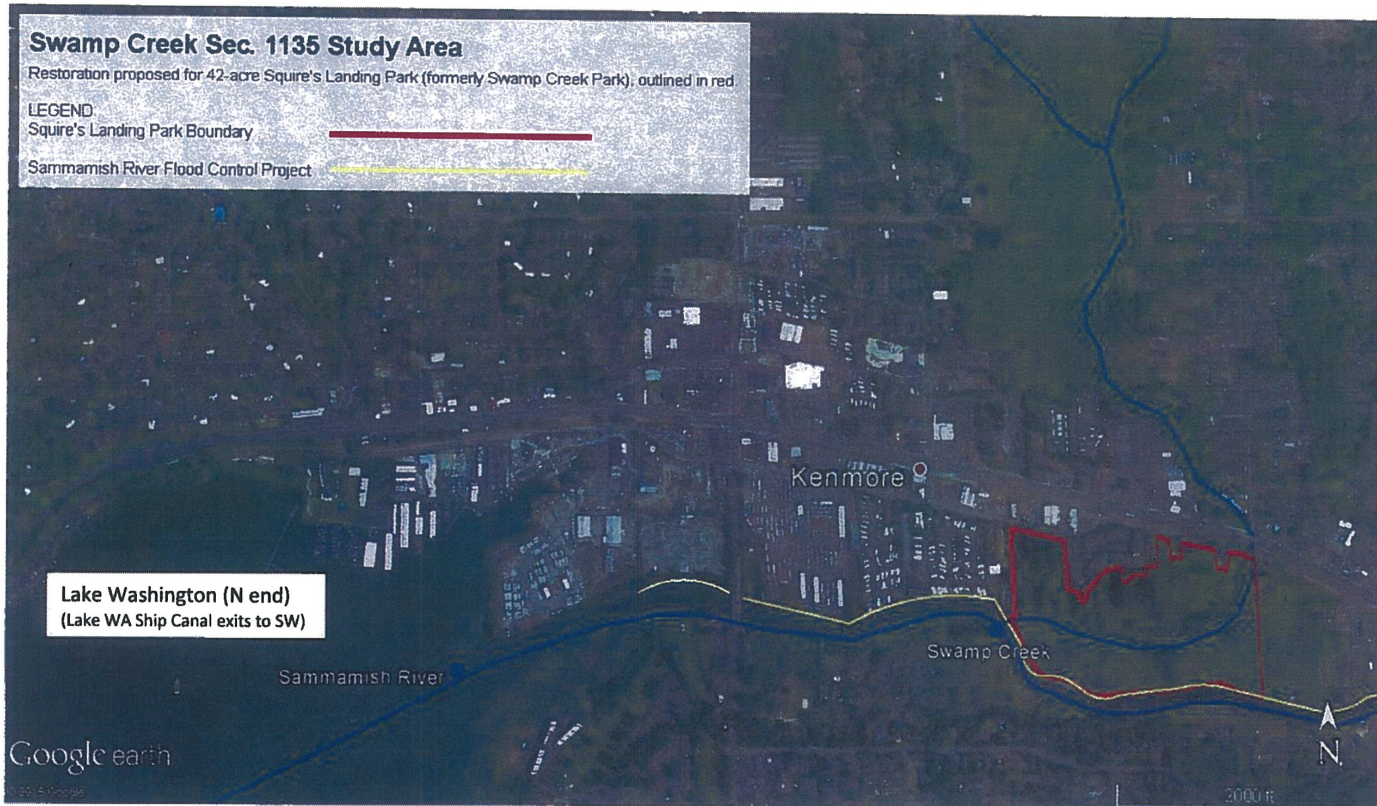
Attachments:

1. Map of Study Area
2. Table 1 - Economic and Financial Data for Recommended Plan

Attachment 1

*Section 1135 Swamp Creek at Sammamish River Ecosystem Restoration Project, WA
Federal Interest Determination Report*

May 2015



Attachment 2

Section 1135 Swamp Creek at Sammamish River Ecosystem Restoration Project, WA
Federal Interest Determination Report

May 2015

TABLE 1

ECONOMIC AND FINANCIAL DATA FOR RECOMMENDED PLAN
(All costs in thousands of dollars)

Economic Data

a. Estimated Implementation Costs:
(October 2014 Price Levels)

Federal	\$5,721
Non-Federal	\$2,040
LERRD	\$84
Cash	\$1,956
Total	\$7,761

b. Economic Data:
(3.375%, 50 year period of analysis)

Annual Costs: \$330
(Includes \$6 OM&R;
Fed OM&R = \$0)

Habitat Units: TBD

Financial Data

Funding Totals	Federal	Non-Federal	Total
Feasibility	\$350	\$250	\$600
DI	\$5,371	\$1,790	\$7,161
Total	\$5,721	\$2,040	\$7,761

Funding Schedule	Actual Allocations thru CFY-1		Allocations CFY		Planned Allocations CFY+1		Remaining Allocations	
	Federal	Non Federal	Federal	Non Federal	Federal	Non Federal	Federal	Non Federal
Feasibility	\$0	\$0	\$100	\$0	\$220	\$220	\$30	\$30
DI	\$0	\$0	\$0	\$0	\$0	\$0	\$5,371	\$1,790
Total	\$0	\$0	\$100	\$0	\$220	\$220	\$5,401	\$1,820

Attachment 2

Submitted by Staci Adman

12/5/2016

Comments from Eric Adman:

Dear members of the City Council –

I'm sorry I could not be here tonight and had to ask Staci to read my remarks! I would like to comment on the Squire's Landing Restoration Grant which is under consideration on your agenda tonight.

I am interested in this site for both its ecological value and for its water access and recreation opportunities. I was the one of the primary authors of the current restoration grant funded by the Salmon Recovery Council on this site, and I also doorbelled extensively for the Walkways and Waterways bond measure.

In response to the City of Kenmore's inquiry, the Army Corps of Engineers is offering a unique opportunity to leverage millions of dollars of federal money, up to \$10 million, with the requirement of a 25% match, for restoration of the Squire's Landing site. Given that a significant portion of the site (11 acres of the approximately 40-acre site) will be improved under the Walkways and Waterways grant, the overall project cost may be significantly less than \$10 million. When I worked with others on an initial grant proposal to restore the entire parcel, we developed a proposal costing between \$2 million and \$3 million. Ultimately the Salmon Recovery Council decided to reduce the scope of the restoration area they would fund, but my point is that the total restoration cost could be much less than the available funds.

If the project is phased over a 4-year period, the project cost could be spread out. For the sake of argument, if the total project cost were \$6 million, Kenmore's share would be \$1.5 million. Over 4 years, that would be \$375,000 per year. These are just hypothetical figures until the actual restoration cost is known.

The Sammamish River and adjacent habitat are extremely valuable in terms of salmon recovery. You can see this when you note that the City of Bothell is just in the process of completing a major wetland restoration and side-channel improvement along the Sammamish River trail just opposite Bothell Landing park. Restoration of Squire's Landing Park would be a similar project, and is already on the short list of priority projects under the WRIA8 Salmon Recovery Plan. Perhaps with the potential for an Army Corps project, the Salmon Recovery Funding board could help come up with additional funding to provide required match.

I recognize that there are many competing priorities in the City budget which you know better than I do. But if there is a way to move forward with this proposal, the City of Kenmore has an opportunity to leverage a large amount of outside funding, participate in salmon recovery, and add to the jewel of a park that Squire's Landing park is going to become.

*Eric Adman
7815 NE 192nd St.
Kenmore, WA 98028
425 780-9731*



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

Subject/Topic: 2016 Grant Awards

For Council Meeting Agenda of: January 9, 2017

Proposed Council Action/Motion:

Authorize the City Manager to execute agreements with the Washington State Department of Transportation, Puget Sound Regional Council and Transportation Improvement Board for grants awarded in the 2016 grant application cycle.

Department: Public Works

Prepared by: Brett Schock, PE

Approved by Department Head:

Initial & Date

KMO 12/29/16

Approved by City Attorney:

N/A

Approved by Finance Director:

Greg 12/29/16

Approved by City Manager:

OW 12/29/16

Exhibits/Attachments:

Attachment A: Project sheets from adopted CIP

Expenditure Required	Amount Budgeted	Appropriation Required
\$3,741,859	\$3,741,859	\$0
\$4,611,892 (with contingent project)	\$4,611,892 (with contingent project)	\$0

INFORMATION/BACKGROUND: The City of Kenmore applied for eight grants to fund roadway, pedestrian and bicycle infrastructure improvement projects in the 2016 grant application cycle. The City has been awarded two grants by the Washington Transportation Improvement Board (TIB) and one from the Puget Sound Regional Council (PSRC). The City has received notice of an "intent to award" from the Washington State Department of Transportation (WSDOT) for two grants. A third grant application to WSDOT is ranked first on WSDOT's contingency list and could be awarded if additional funding becomes available. The funding source for all WSDOT grants (state vs. federal funds) will be determined in 2017. Funding levels for WSDOT grant programs will be finalized in 2017. After funding levels have been approved by the State legislature, the City will receive notice of the final awards for WSDOT grants. The successful projects and corresponding grant awards and City match requirements are listed in the table below.

Transportation Project Name	Phase	Funding Agency & Program	Grant Award	City match (%)
<i>Awarded grants</i>				
NE 181 st Street sidewalks (65 th to 67 th Ave) North side	Design, ROW, Construction	TIB Urban Sidewalk Program	\$535,132	\$246,320 (31.5%)
Complete Streets "Implementer" level (proposed for use on NE 202 nd Street sidewalks)	Design, ROW, Construction	TIB Complete Streets	\$500,000	\$0 (0%)
Simonds Road overlay (162 nd Ct to 155 th Street)	Design, ROW, Construction	PSRC Federal Aid - award	\$355,351	\$772,618 (68.5%)

<i>Pending grants</i>				
NE 153 rd Place sidewalks (Juanita Dr to 70 th Ave) South side	Design, ROW, Construction	WSDOT Safe Routes to School	\$673,594	\$74,844 (10%)
Juanita Dr Ped & Bike (170 th to 160 th Street)	Design	WSDOT Pedestrian and Bicycle	\$525,600	\$58,400 (10%)
Total			\$2,589,677	\$1,152,182
<i>Contingency List grant application</i>				
Arrowhead Dr sidewalks West side	Design, ROW, Construction	WSDOT Safe Routes to School	\$783,030	\$87,003 (10%)
Grand Total (All Grant Applications)			\$3,372,707	\$1,239,185

Each of these projects will help to further the Council's goal of focusing on multimodal transportation safety and offset some of the costs of pavement preservation that were already included in the City's long-range budget. It is proposed that the Complete Streets grant funding be used to supplant City match funds (Real Estate Excise Tax [REET] funding) on the NE 202nd Street Safe Routes to School sidewalk project which is currently in design and planned for construction in 2017. The REET funds supplanted from this project can be reassigned to other projects, to be determined. Adopted CIP Project descriptions are included in Attachment A.

JUANITA DRIVE: The grant funds "intended for award" on Juanita Drive equates to 25% of the estimated design cost, as presented in the adopted CIP. These funds accounts for 4% of the total project budget from the adopted CIP. In the event that the funds awarded to Juanita Drive are federal, it may be in the City's best interest to decline the grant award to avoid federalizing the project. Federalized projects experience increased project costs and delivery schedules. Additional regulations that would be triggered if federal funds are accepted in preliminary engineering (PE) design phase include:

- National Environmental Policy Act (NEPA) documentation
- Buy America
- Davis-Bacon Act prevailing federal wages*
- Disadvantaged Business Enterprise (DBE) and Training federal goals and reporting*
- WSDOT oversight and acceptance during right-of-way and construction* phase and compliance with WSDOT Local Agency Guidelines, including CA status, Change Order approval, Audits
- PSRC and WSDOT project cost reporting
- WSDOT final project inspection and ADA compliance check

Items marked with an asterisk (*) may apply regardless of funding source, but federal requirements add higher costs than local requirements only.

Staff will return to discuss the project with Council should federal funds be awarded by WSDOT.

RECOMMENDATION: Staff recommends that Kenmore City Council authorize the City Manager to execute agreements for all six grants, including the contingent grant on Arrowhead Drive.

FISCAL CONSIDERATION:

The City included the grants in the 2017/18 budget (including the Arrowhead Drive "contingency list" project). Each project is listed in the Capital Improvement Plan. The City's overlay program includes funding for the overlay of Simonds Road. No further appropriation is required.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

Attachment A

Project Sheets from the Adopted CIP

NE 181st Street Sidewalks (65th to 67th Avenue)

NE 202nd Street Sidewalk Project

Simonds Road Overlay

NE 153rd Place Sidewalks (Juanita Dr to 70th Avenue)

Juanita Drive Pedestrian and Bicycle Improvements

NE Arrowhead Drive Sidewalks



City of Kenmore Transportation Improvement Program

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

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

Project Manager: To Be Determined

Project Description:

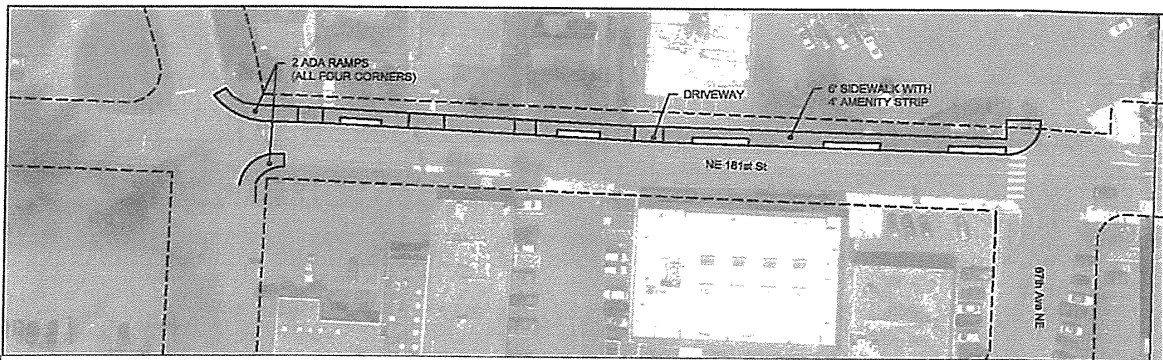
This project builds new sidewalks on north side of NE 181st Street between 65th Avenue NE and 67th Avenue NE. Project may also include on-street parking, roadway and pedestrian lighting and utility undergrounding.

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

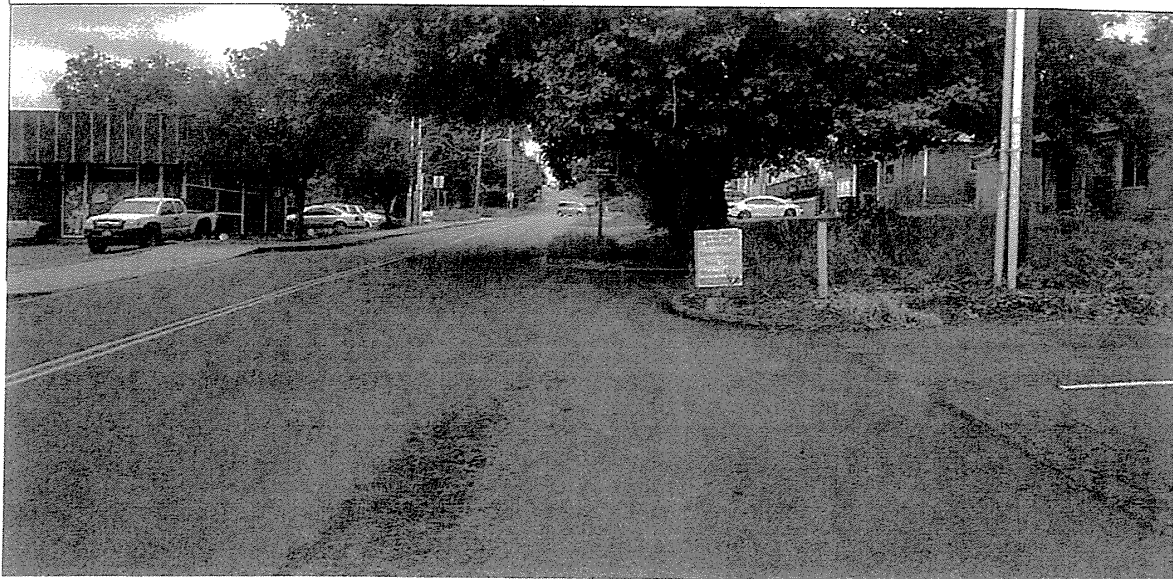
Funding Sources:

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

Proposed Improvements:



Existing Conditions





City of Kenmore Transportation Improvement Program

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

Project No.: T-27 Sidewalk Program

CURRENT DOLLARS

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

SCHEDULE

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



City of Kenmore Capital Improvement Program

Project Name: NE 202nd Street Sidewalk Project

Project No. T- 27

Project Location(s):

NE 202nd St between NE 198th Street and 66th Avenue NE

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

Project Manager: John Vicente

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

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

Funding Status:

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

Environmental Review Status:

N/A

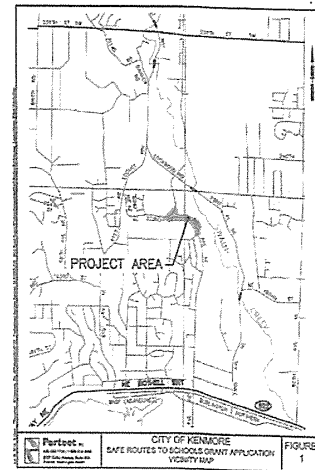
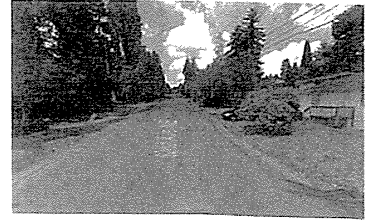
Exempt
☒

Mitigated DNS
☐

EIS
☐

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

Operations: These projects will require minimal maintenance upon completion.





City of Kenmore Capital Improvement Program

Project Name: NE 202nd Street Sidewalk Project

Project No. T- 27

CURRENT DOLLARS

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

SCHEDULE

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



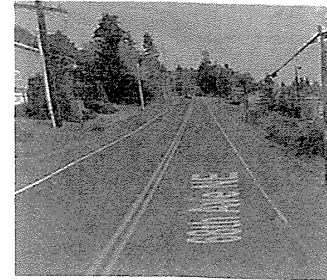
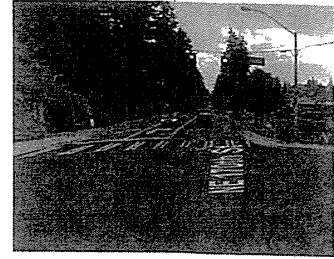
City of Kenmore Capital Improvement Program
2017-2018 Overlay Program
Project No. T-35

Project Locations:

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

Project Manager: Jennifer Gordon

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



Environmental Review Status:

Exempt
☐

Mitigated DNS
☒

EIS
☐

Potential Project Issues: NA

CURRENT DOLLARS

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



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

SCHEDULE

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



City of Kenmore Transportation Improvement Program

Project Name: NE 153rd Place Sidewalks

Project No.: T-27 Sidewalk Program

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

Project Manager: To Be Determined

Project Description:

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

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

Funding Sources:

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

Environmental Review Status:

Exempt ☐ Mitigated DNS ☒ EIS ☐

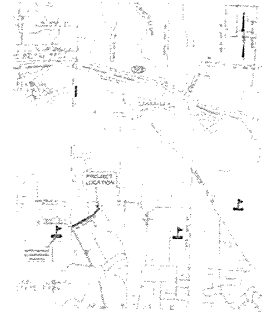
The project may result in the expansion of impervious surface and drainage ditch modifications. Grant funding may be federally tied, requiring a NEPA/SEPA review.

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

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

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

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



Project Location



Proposed Improvements



City of Kenmore Transportation Improvement Program

Project Name: NE 153rd Place Sidewalks

Project No.: T-27 Sidewalk Program

Current Dollars:

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

Schedule:

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



City of Kenmore Transportation Improvement Program

Project Name: Juanita Drive Pedestrian and Bicycle Improvements

Project No. T-41

Project Location: Juanita Drive

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

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

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

Project Manager: Kent Vaughan

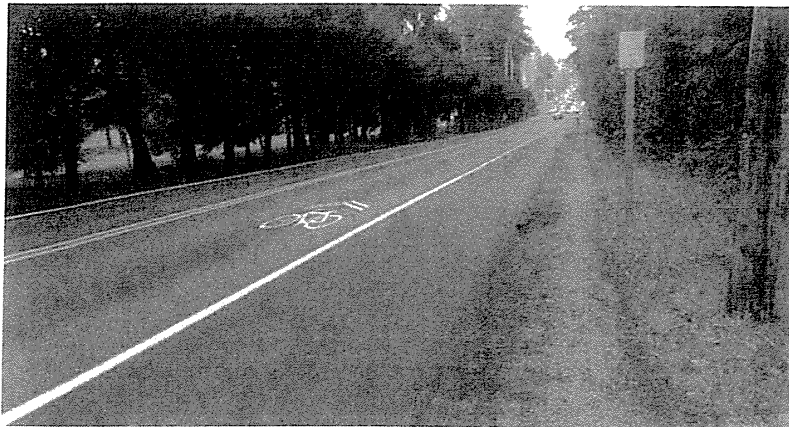
Project Description:

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

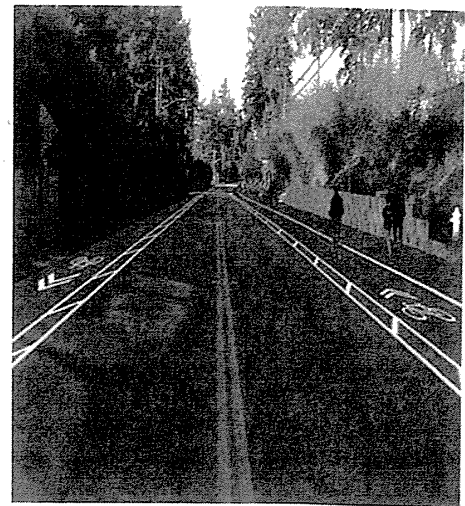
Background: Juanita Drive is a principal arterial that becomes 68th Ave NE at NE 170th Street. Juanita Drive/68th Ave NE runs through the heart of downtown Kenmore and serves as the only roadway within city limits that crosses the Sammamish River, connecting the northern and southern halves of the city.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

Funding Status:

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



Existing Conditions on Juanita Drive



Rendering of cross section concept courtesy of the City of Kirkland

**CURRENT DOLLARS**

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

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

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

SCHEDULE

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



City of Kenmore Transportation Improvement Program

Project Name: NE Arrowhead Drive Sidewalks

Project No.: T-27 Sidewalk Program

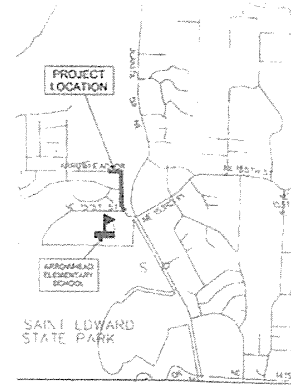
Project Location: NE Arrowhead Drive between NE 151st Street and approximately 1000 feet north.

Project Manager: To Be Determined

Project Description:

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

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



Project Location

Funding Sources:

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

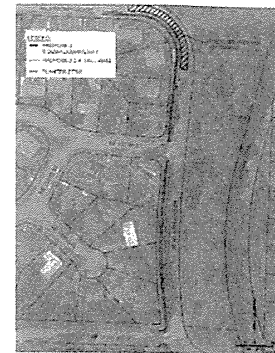
Environmental Review Status:

Exempt ☐ Mitigated DNS ☒ EIS ☐

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

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

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



Proposed Improvements

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

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



City of Kenmore Transportation Improvement Program

Project Name: NE Arrowhead Drive Sidewalks

Project No.: T-27 Sidewalk Program

Current Dollars:

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

Schedule:

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

2016 Grant Awards

Brett Schock, PE
Traffic Engineer

January 9, 2017

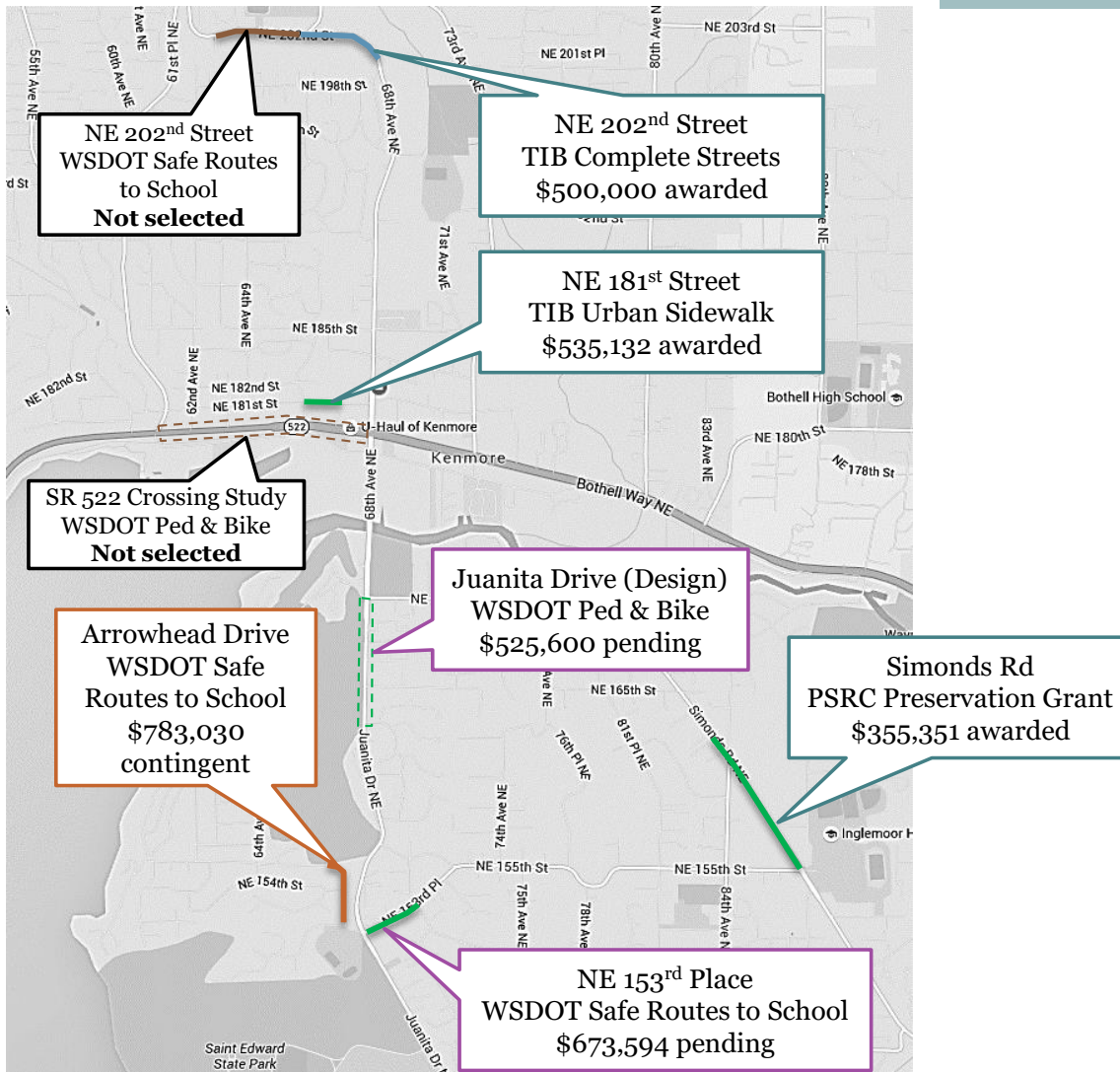


2016 Grant Application Cycle

- Applied for 8 transportation grants in 2016
 - Sidewalk projects
 - Pavement preservation
 - Design and Alternatives Analysis studies

2016 Grant Application Cycle

- 3 grants have been awarded
- 2 grants are awaiting state legislature approval
 - 2 grants have been recommended for award
 - 1 grant is first on a contingency list



Awarded Grants

Transportation Project Name	Phase	Funding Agency & Program	Grant Award	City match (%)
NE 181 st Street sidewalks (65 th to 67 th Ave) North side	Design, ROW, Construction	TIB Urban Sidewalk Program	\$535,132	\$246,320 (31.5%)
Complete Streets “Implementer” level (proposed for use on NE 202 nd Street sidewalks)	Design, ROW, Construction	TIB Complete Streets	\$500,000	\$0 (0%)
Simonds Road overlay (162 nd Ct to 155 th Street)	Design, ROW, Construction	PSRC Federal Aid - award	\$355,351	\$772,618 (68.5%)

Pending Grants

Transportation Project Name	Phase	Funding Agency & Program	Grant Award	City match (%)
NE 153 rd Place sidewalks (Juanita Dr to 70 th Ave) South side	Design, ROW, Construction	WSDOT Safe Routes to School	\$673,594*	\$74,844 (10%)
Juanita Dr Ped & Bike (170 th to 160 th Street)	Design	WSDOT Pedestrian and Bicycle	\$525,600*	\$58,400 (10%)

** Upon award we will know if given federal or state funding*

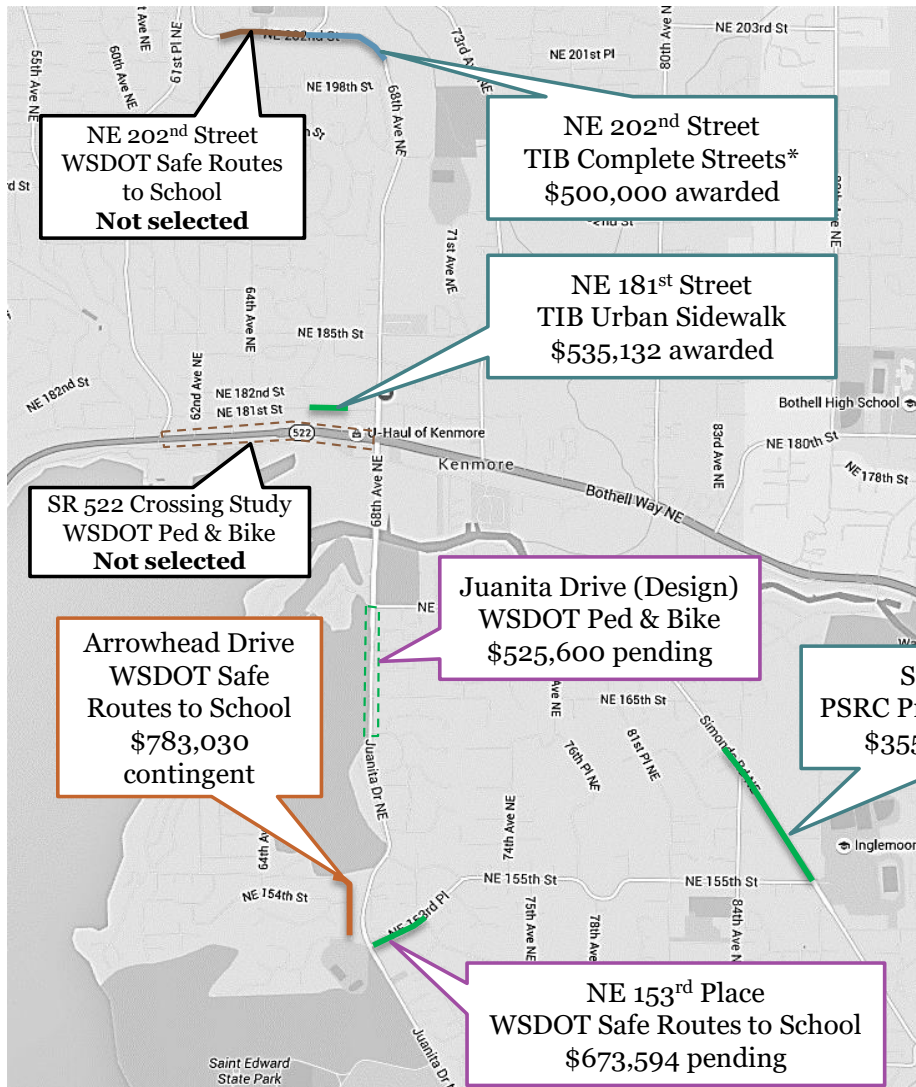
Contingency List Grant

Transportation Project Name	Phase	Funding Agency & Program	Grant Award	City match (%)
Arrowhead Dr sidewalks West side	Design, ROW, Construction	WSDOT Safe Routes to School	\$783,030	\$87,003 (10%)

Grant Funding

	Grant Funding	City Match
Awarded Grants	\$1,390,483	\$1,018,938
Pending Grants	\$1,199,194	\$133,244
SUBTOTAL	\$2,589,677	\$1,152,182
Contingency List Grant	\$783,030	\$87,003
GRANT TOTAL	\$3,372,707	\$1,239,185
CONSTRUCTION TOTAL	\$4,611,892	

All awarded, pending and contingency list grants are included in the approved 2017-18 City Budget



Staff recommends that Kenmore City Council authorize the City Manager to execute agreements for all six grants, including the contingent grant on Arrowhead Drive.

Questions?

Subject/Topic:

For Council Meeting Agenda of: 9 January 2017

Prepared by: Nancy Ousley, Assistant City Manager

Initial & Date

Approved by Department Head: NKO 5 JAN 2017

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Exhibits/Attachments:

1. Updated State Legislative Agenda
2. October 17, 2016 Agenda Item

Amount Budgeted \$

Appropriation Required \$n/a

The Kenmore City Council approved a State Legislative Agenda on October 17, 2016. Since that adoption, initial briefings with the Legislative Delegation and other developments have taken place, and the Executive recommends making slight updates to the Agenda.

- Reconnecting Kenmore's Downtown to Lake Washington: change the request to \$4 Million for design of the grade separated route.
- Boathouse Capital Budget Request: provide a broader range of location options

The 2017 Session of the Washington State Legislature convenes on January 9, 2017.

The proposed updates will improve the viability of the Legislative requests.

1. Focus on and emphasize multimodal transportation safety and create a vibrant, walkable downtown
2. Advance the community's connection to the waterfront
3. Continue to seek funding and mitigation for State impacts on the City's transportation system
4. Continue to seek opportunities to complete a successful Lakepointe project



City Of Kenmore, Washington

City of Kenmore 2017-19 Legislative Agenda

Reconnecting Kenmore's Downtown to Lake Washington

Kenmore requests that the State alleviate the impacts of the state transportation system on the local community by reconnecting the city's downtown with the Lake Washington waterfront. Despite recent improvements to State Route 522 to increase transit and vehicle capacity and improve pedestrian safety, congestion on State Route 522 continues to worsen. Regional decisions regarding the State's transportation system, including imposing tolls on SR 520, and the failure of the state system to handle daily commuter traffic, has resulted in more drivers opting to travel on State Route 522 through Kenmore. The resulting congestion makes it increasingly difficult for city residents to access local businesses, and generally move within the city.

State Route 522 divides Kenmore's downtown from its waterfront. The City asks that the State invest **\$4 million** to design a multimodal grade-separated route, above or below SR 522, to allow Kenmore residents to more easily move within the city and to connect the city's downtown to the Lake Washington waterfront.

Propel Lakepointe Development

Lakepointe is the last remaining undeveloped property of its size on Lake Washington - a 47-acre site poised to become a dynamic mixed-used transit-oriented development with housing, office and retail space, hotel, marina and nearly a mile of public shoreline public access. To make this vision a reality, the State's partnership is needed. A longstanding barrier to redeveloping the Lakepointe property stems from site conditions that are the result of a State transportation project – when Interstate-5 was built in Seattle, WSDOT used the Lakepointe site as a landfill for construction and demolition debris. As a result, deep foundation systems featuring several thousand pilings will be required in order for the property to be developed, adding substantial costs of potentially over \$90 million to any redevelopment project.

To alleviate these extraordinary costs related to the site's prior use by the State, the City of Kenmore requests that the State provide the economic development tools and incentives necessary to allow this property to overcome this hurdle and be developed. Without these incentives, the steep infrastructure and other project costs will continue to cause this vital waterfront site to languish and not redevelop. Even with the proposed incentives, the redevelopment of this site has the potential to offer a significant financial return on investment at both the state and local levels.

Boathouse on Sammamish River/Lake Washington

The City of Kenmore requests \$250,000 to construct or acquire a waterfront boathouse in partnership with local public schools. This project will result in a building that will provide for youth recreation programming and boat storage for public high school rowing programs and other waterfront programs for the public.

Local Control on Asphalt Plant Regulations

An asphalt plant is located in the City of Kenmore, near downtown, SR 522 and residential areas. The asphalt plant has been operating for decades and is a legal nonconforming use. The City asks that the State give local cities additional, local option regulatory authority over asphalt plants to ensure that the plant operates in a manner that is mindful of the surrounding urban neighborhoods.

Saint Edward Seminary Building Rehabilitation

The City of Kenmore supports the efforts of the Washington State Parks and Recreation Commission to rehabilitate the historic Saint Edward Seminary Building in Saint Edward Park in Kenmore.



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: City of Kenmore 2017 State Legislative Agenda Proposed Council Action/Motion: Motion to Approve the City of Kenmore 2017 State Legislative Agenda	For Council Meeting Agenda of: 17 October 2016 Department: Executive Prepared by: Nancy Ousley, Assistant City Manager <u>Initial & Date</u> Approved by Department Head: <i>NKO 6 OCT 2016</i> Approved by City Attorney: <i>[Signature]</i> Approved by Finance Director: <i>[Signature]</i> Approved by City Manager: <i>[Signature]</i> Exhibits/Attachments: 1. Proposed 2017 Legislative Agenda and Policy Statement 2. 2016 Legislative Agenda and Policy Statement	
Expenditure Required \$0	Amount Budgeted \$	Appropriation Required \$n/a
<u>INFORMATION/BACKGROUND:</u> The City Council affirms the priorities for advocacy in the upcoming session of the Washington State Legislature each year. Identifying the priorities provides a consistent message and focus for City officials, the 46th District Legislative Delegation and government relations consultant. The City has successfully secured funding in recent sessions for significant transportation investments for the SR 522 Corridor and West Sammamish Bridge, and the Town Green project received Capital Budget funds, thanks to the efforts of the Delegation and advocates. The proposed priorities for the 2017 requests the Legislature to recognize the effects of State transportation system decisions on the community: requests include funding to improve the community's connection between downtown and Lake Washington, which is disrupted by the State highway; and supporting incentives for the redevelopment of the Lakepointe property, which has played a key support role in major State highway projects from the 1960's to the present. Continuing the focus for connecting the community with the water, Capital Budget funding is requested again 2017 for a Boat House at Rhododendron Park. The Policy Statement provides further guidance to government relations consultants on areas of interest to the City. Gordon Thomas Honeywell represents the City of Kenmore on State Legislative issues.		

FISCAL CONSIDERATION:

The City's investment in effective Legislative advocacy has resulted in considerable success in funding for priority projects and policy initiatives.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

1. To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.
 - Implement the Sidewalk Plan
2. To continue to implement the Economic Development Plan, with an emphasis on the following key points:
 - Promote the image of Kenmore
 - Create a vibrant, walkable downtown
 - Support existing businesses
 - Advance the public's access and connection to the waterfront
3. To continue to seek funding and mitigation for State impacts on the City's transportation system.
4. To continue to seek opportunities to complete a successful LakePointe project.



City Of Kenmore, Washington

City of Kenmore 2017-19 Legislative Agenda

Reconnecting Kenmore's Downtown to Lake Washington

Kenmore requests that the state alleviate the impacts of the state transportation system on the local community by reconnecting the city's downtown with the Lake Washington waterfront. Despite recent improvements to State Route 522 to increase transit and vehicle capacity and improve pedestrian safety, congestion on State Route 522 continues to worsen. Regional decisions regarding the State's transportation system, including imposing tolls on SR 520, and the failure of the state system to handle daily commuter traffic, has resulted in more drivers opting to travel on State Route 522 through Kenmore. The resulting congestion makes it increasingly difficult for city residents to access local businesses, and generally move within the city.

State Route 522 divides Kenmore's downtown from its waterfront. The City asks that the state invest **\$18 million** to build a multimodal grade-separated route, above or below SR 522, to allow Kenmore residents to more easily move within the city and to connect the city's downtown to the Lake Washington waterfront.

Propel Lakepointe Development

Lakepointe is the last remaining undeveloped property on Lake Washington of its size--a 45-acre site poised to become a mixed-used transit-oriented development with affordable housing, and nearly a mile of shoreline public access. To make this vision a reality, the state's partnership is needed. The Lakepointe property is challenging for construction because of the site conditions that are the result of a State transportation project -- when Interstate 5 was built in Seattle, WSDOT used the Lakepointe site as a landfill for building materials and soil. As a result, in order for the property to be developed, hundreds of pilings need to be drilled into the site, adding substantial cost of (potentially over \$70 million) to any development.

To alleviate these extraordinary costs caused by the site's use as a prior landfill for I-5 construction, the city of Kenmore requests that the state provide the economic development tools and incentives necessary, including tax rebates, to allow this property to overcome this hurdle and be developed. Without these incentives, the extraordinary development costs will continue to cause this waterfront site to languish and not redevelop. Even with the proposed incentives, the redevelopment of this site has the potential to offer a significant financial return on investment at both the state and local levels.

Rhododendron Boathouse

The City of Kenmore requests \$250,000 to construct a boathouse at Rhododendron Park. This project will result in a building that will provide for youth recreation programming and boat storage for rowing and other waterfront programs. With funding from the rowing community and local school district, more than half of the project will be funded, including significant city investments.

Local Control on Asphalt Plant Regulations

An asphalt plant is located in the City of Kenmore, near downtown, SR 522 and residential areas. While the asphalt plant has been operating for decades and is a legal nonconforming use, the areas near the plant and a neighboring concrete plant has become increasingly urbanized. The asks that the state give local cities additional, local option regulatory authority over asphalt plants to ensure that the plant operates in a manner that is mindful of the surrounding urban neighborhoods.

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

City of Kenmore
Legislative Agenda for 2017-19 Legislative Biennia

Saint Edward Seminary Building Rehabilitation

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City of Kenmore 2017 Policy Statements

This document 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 not listed in order of priority.

Sediment in North East Lake Washington

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

Toxic Algae in North Lake Washington and Sammamish River

The city of Kenmore respectfully requests funding of toxic algae sampling and testing in North Lake Washington and the Sammamish River, as well as funding to identify the sources and causes of toxic algae blooms.

Support for WWRP & ALEA Grant Programs

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

Affordable Housing

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

Product Stewardship

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

Prevent Human Trafficking

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

Local Infrastructure Funding

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



City Of Kenmore, Washington

City of Kenmore 2016 Legislative Agenda

Transportation Funding Request: Adjust Cash Flow

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

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

Boathouse at Rhododendron Park

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

Cumulative Impacts of Regional Transportation Decisions

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

Saint Edward Seminary Building Rehabilitation

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