



City of Kenmore
City Council Regular Meeting
Agenda
Monday, September 21, 2026
7:00 PM

ZOOM - LINK: <https://kenmorewa-gov.zoom.us/j/85010319597>

Password: 092126

Telephone: Dial US: +1 253 215 8782

Webinar ID: 850 1031 9597

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

REQUEST AN ACCOMMODATION HERE: kenmorewa.gov/accommodation

If you have technical difficulties accessing the meeting virtually, please contact clerks@kenmorewa.gov.
Technical Difficulties – If the virtual component of the meeting disconnects, and we cannot resolve technical difficulties to reconnect the virtual component, the in-person meeting will continue at City Hall if there is a quorum of the body to conduct business.

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

2. ROLL CALL

3. LAND ACKNOWLEDGEMENT

We acknowledge that the City of Kenmore is situated upon the ancestral lands of the Snohomish, Snoqualmie, Sauk-Suiattle, Duwamish, Stillaguamish, Tulalip, Suquamish, Muckleshoot, and other tribes who are part of the Coast Salish Peoples. We recognize and express our deepest respect for their enduring stewardship and profound relationship with this land, which they have cherished and protected since time immemorial. We honor the First Peoples, acknowledge their vibrant cultures, and commit ourselves to learning from their wisdom in our journey to promote justice, equity, and mutual understanding. We pledge to stand alongside these communities in acknowledging past injustices and working towards a future that respects and celebrates the diverse heritage of this land.

4. FLAG SALUTE

5. AGENDA APPROVAL

6. PROCLAMATION

A) Falls Prevention Awareness Week (September 21-25, 2026), *read only*

1. Falls Prevention Awareness Week - September 21-25, 2026

7. WHERE'S THE FUN?

8. PUBLIC COMMENTS

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

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

9. CONSENT AGENDA

- A) Annual Public Records Requests Report with 2025 Data, *for information only*
1. Agenda Bill - PRR Report
 2. Attachment 1 - Memo

10. PRESENTATION

- A) Puget Sound Energy (PSE) Annual Performance Report, *presented by John Vicente, Engineering Director*

11. BUSINESS AGENDA

- A) Proposed Ordinance No. 26-0647, 2027-2032 Capital Improvement Program (CIP) for Parks, Surface Water Management (SWM), Transportation, and City Facilities, *presented by Melinda Merrell, Finance & Administration Director; John Vicente, City Engineer; Richard Sawyer, Environmental Services Director; Jennifer Gordon, PW Operations Director; and Debbie Bent, Deputy City Manager*
1. Agenda Bill - CIP Presentation
 2. Attachment 1 - Ordinance 26-0647 for 27-32 CIP
 3. Attachment 2 - Parks Summary
 4. Attachment 3 - Parks Narratives
 5. Attachment 4 - SWM Summary
 6. Attachment 5 - SWM Narratives
 7. Attachment 6 - Transportation Summary
 8. Attachment 7 - Transportation Narratives
 9. Attachment 8 - City Facilities Summary
 10. Attachment 9 - City Facilities Narratives
 11. Attachment 10 - REET Fund Projections
 12. Attachment 11 - Park Impact Fee Fund Projections
 13. Attachment 12 - Transportation Impact Fee Fund Projections
 14. Attachment 13 - King County Parks Levy Projections

- B) Discussion and Direction on Park Impact Fees and Amendments to Kenmore Municipal Code (KMC) Chapter 20.47, *presented by Todd Hall, Principal Planner, and Debbie Bent, Deputy City Manager*
 - 1. Agenda Bill - Park Impact Fees
 - 2. Attachment 1 - Ordinance 26-0643 Park Impact Fees
 - 3. Attachment 2 - Park Impact Fee Methodology
 - 4. Attachment 3 - Chapter 20.47 Amendments
- C) Draft Code Amendments - Zoning Regulations for Parcels Adjacent to Swamp Creek, *presented by Brittany Chue, Senior Planner, and Debbie Bent, Deputy City Manager*
 - 1. Agenda Bill - TOD Regulations
 - 2. Attachment 1 - Staff Memo
 - 3. Attachment 2 - TOD Draft Code

12. STAFF REPORTS

13. COUNCILMEMBER REPORTS & COMMENTS

14. ADJOURNMENT

UPCOMING MEETING SCHEDULE:

- A) Monday, September 28, 2026 7:00 PM - City Council Regular Meeting
- Monday, October 5, 2026 7:00 PM - City Council Special Meeting
- Monday, October 12, 2026 7:00 PM - City Council Regular Meeting

NOTICE OF POTENTIAL QUORUMS

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

City of Kenmore, Washington Proclamation

WHEREAS, every person, regardless of age or stage in life, deserves wellness, independence, and stability; and

WHEREAS, falls remain the leading cause of injury and death, and the most common cause of nonfatal injuries and hospital admissions for trauma in those aged 65 and older; and

WHEREAS, the City of Kenmore is committed to raising public awareness and educating older adults, caregivers, families, and healthcare providers about fall risk factors and strategies for prevention; and

WHEREAS, research shows that many falls can be prevented through evidence-based interventions, regular physical activity, home safety modifications, routine health checkups—including vision and hearing—and by encouraging open conversations with family members and support networks; and

WHEREAS, Falls Prevention Awareness Week serves as an opportunity for individuals, families, and organizations to learn effective fall prevention strategies and create safer, more supportive environments in the home and around the community; and

WHEREAS, the City of Kenmore stands with community partners and organizations to reduce fall risks, empower older adults to live confidently, and promote healthy aging without fear of falling.

NOW THEREFORE, I, Nigel Herbig, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim **SEPTEMBER 21-25, 2026** to be **FALLS PREVENTION AWARENESS WEEK** throughout the City of Kenmore.

IN WITNESS WHEREOF, signed this 21st day of September 2026.

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

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 9/21/2026

Subject/Topic:	Proposed Council Action/Motion:
Annual Public Records Requests Report with 2025 Data	☒ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other:
Department: City Manager's Office	No Action, for Information Only
Prepared by: Michelle Kang Interim Assistant to the City Manager Teresa McAllister Public Records Officer	
Attachments: 1. Memo – Annual Public Records Requests Report with 2025 Data	

Approvals: _____
Department Head TK 9/10/26 City Attorney N/A Finance Director N/A City Manager TK 9/10/26 Optional _____

Summary/Background:

Each year, Kenmore's Public Records Officer and Back Up Public Records Officer provides the City Council presents the Annual Public Records Requests Update. For 2025, Kenmore was not required to submit to the Washington State Joint Legislative Audit and Review Committee (JLARC) because the City did not spend over \$100,000 on staff and legal review costs (not litigation) associated with fulfilling public records requests.

However, Staff are still providing data from 2025 public records requests for the City Council and the public where known (Attachment 1). This report is for information only.

Previous Council Action(s):

N/A

Fiscal Consideration:

N/A

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

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

N/A

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

Preamble



City of Kenmore, Washington

Date: September 21, 2026

To: Teri Killgore, City Manager
City Council

From: Teresa McAllister, Administrative Specialist & Public Records Officer

RE: Annual Public Records Requests Report with 2025 Data

PURPOSE

Provide the City Manager and City Council with an annual update on Public Records Requests for 2025.

Each year an annual report of Kenmore's public records requests is presented to the City Council. This year's report will provide data on requests processed in 2025.

JLARC REPORTING

Each year the Washington State Joint Legislative Audit and Review Committee (JLARC) looks at public records request data state-wide. The State reporting system for performance measures and costs related to public records are presented through 15 metric data points. JLARC studies this data and reviews performance measures such as costs, staff time and response time to better understand the impacts of Public Records Act (PRA) compliance.

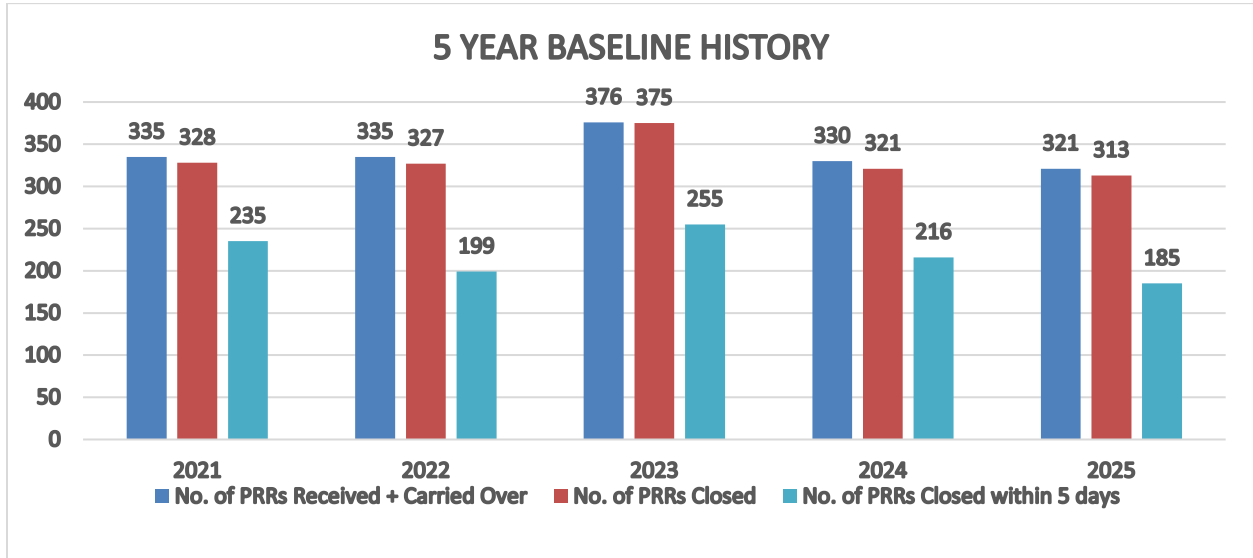
Any local government that spends at least \$100,000 on staff and legal review costs (not litigation) associated with fulfilling public records requests must report. The costs incurred fulfilling records requests include:

- Staff and attorney time
- Public records officers training costs

The City of Kenmore recorded less than \$100,000 for 2025 in costs associated with responding to records requests; and therefore, did not report this year. The costs for 2025 are underreported due to the implementation of the new records portal, NextRequest. At startup of the new system, the learning curve of the system prioritized implementation of a new process across departments, pushing staff time capturing out to later in the year.

2025 PUBLIC RECORDS REQUEST DATA

Volume & Trends



Baseline Data:

- In 2025, city staff received 312 new requests and closed 313 (some that remained open from 2024).
- For 2026, to date, we have received 305 requests and closed 293, with an anticipation of receiving around 400 requests by the end of 2026.
- The number of requests received annually over the past five years averages 330 and has increased in complexity. Requests needing more than five days to fully respond are explained in the next section under response times.

Response Times

5-Year Response Time Comparison

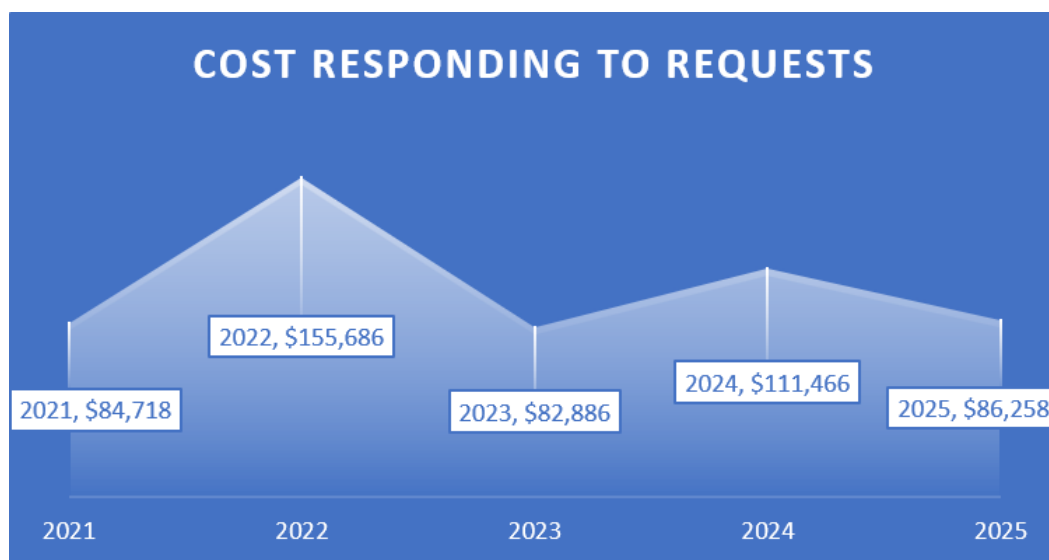
Year	Avg days to close	Median days to close	Avg time spent per PRR (hrs)
2021	7.2	5	3.5
2022	11.1	7	3.2
2023	10.4	7	2.9
2024	14	7	3.5
2025	8	6	2.10 (underreported)

Average time it took to close a request is eight business days; whereas the median number of days to close was four days. Percentage of requests closed within five business days was 44%. Most requests are for building permit records and have the fastest response, closing within the five business days.

Reasons for closing a request later than 5 business days include:

- Clarification needed
- Staff absence
- High volume of records to locate, assemble and prepare for production.
- Coordination with vendors and contractors to obtain offsite records
- Records review process, looking for protected information to be redacted and exemption log created

Cost and Staffing



Time spent responding to requests reported by staff was interrupted during implementation of NextRequest, the new records request portal. This resulted in an underreporting of staff hours.

Staff hours spent gathering and reviewing records, including city attorney time was 656.2. The cost for time spent responding to public records requests by city staff and attorney was \$86,258 for 2025.

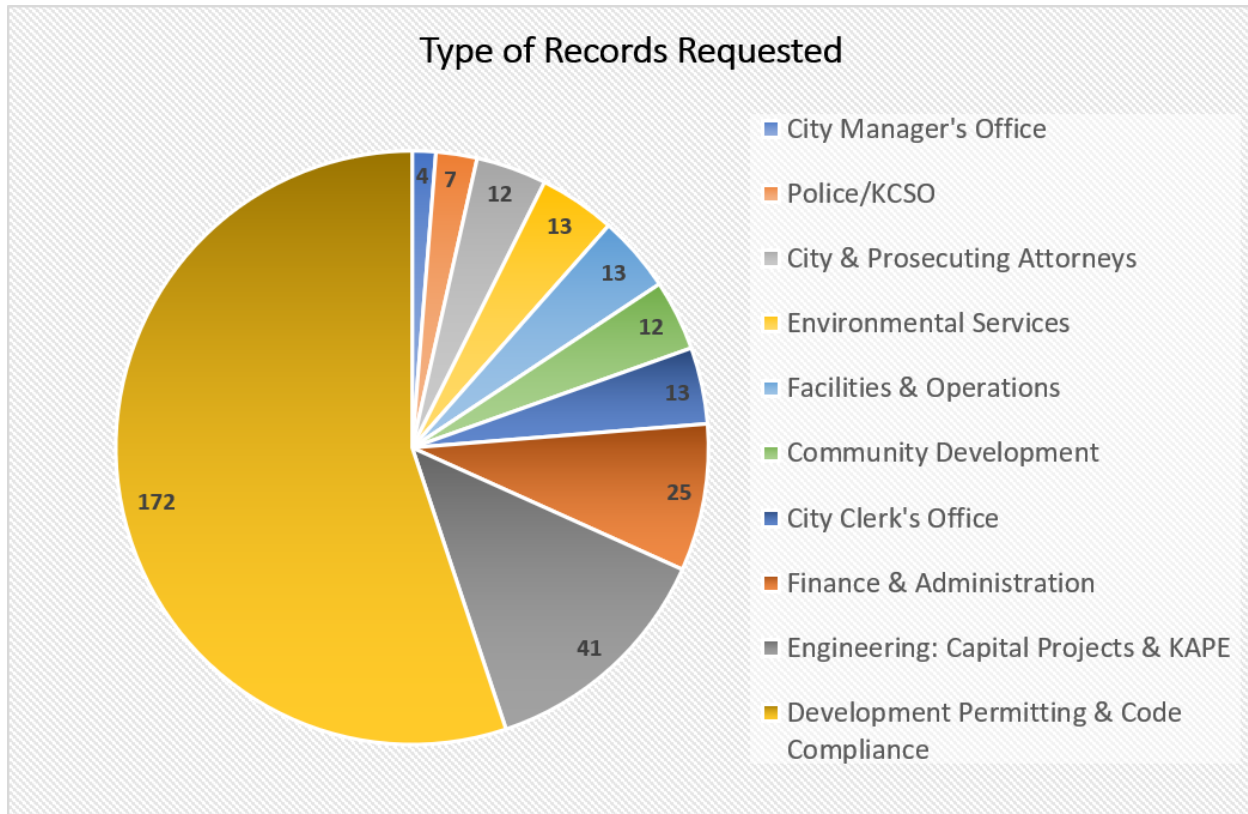


Copy fees collected in 2025 were \$26.09. The demand for paper and scanned copies has decreased in recent years, lowering the cost by providing digital records. The fees for copies are nominal and are set by adoption of allowed rates governed by the Public Records Act. The city provides an exemption of the fee when the number of digital records is 80 or less, thereby allowing for a quick turnaround and requesters not being hindered by the payment process.

Fees for Digital Records

Uploading/attaching electronic files to digital storage media/device(s), a cloud-based storage or service, or emails (CD, DVD, thumb drive, email or cloud service)	80 files or less = No charge 81+ files = 5 cents for every 4 files
Transmission of public records in an electronic format	10 cents per gigabyte

Records Being Requested



Most records being requested continue to be building permit and land use files of private or commercial property. The uptick in engineering records requests is mainly caused by requests for KAPE (Kenmore Automated Photo Enforcement records needed for a pending court hearing. The number of requests for police records has been decreasing since the implementation of the NextRequest portal where redirection to the King County Sheriff's Office is automated.

CONCLUSION

The implementation of NextRequest in mid-2025 continues to demonstrate efficiencies for both the requesters and City staff. Public records are an integral part of democracy as they promote transparency and trust in government. Staff look forward to continuing to provide annual reporting and data as we learn more about what the public want to know about the organization and the City. Thank you.

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 9/21/2026

Subject/Topic:	Proposed Council Action/Motion:
Proposed Ordinance No. 26-0647, 2027-2032 Capital Improvement Program (CIP) for Parks, Surface Water Management (SWM), Transportation, and City Facilities Department: Finance & Administration Prepared by: Tshilaba Verite, Sr. Budget/Fiscal Analyst Melinda Merrell, Finance Director John Vicente, City Engineer Richard Sawyer, Environmental Services Director Jennifer Gordon, PW Operations Director Debbie Bent, Deputy City Manager Attachments: 1. Proposed Ordinance No. 26-0647, Capital Improvement Program (CIP), including Exhibit A: Capital Improvement Program 2. Parks CIP 3. Parks Narratives 4. SWM CIP 5. SWM Narratives 6. Transportation CIP 7. Transportation Narratives 8. City Facilities CIP 9. City Facilities Narratives 10. REET Fund Projections 11. Park Impact Fee Fund Projections 12. Transportation Impact Fee Fund Projections 13. King County Parks Levy Projections	☐ Information Only ☐ Receive and File ☒ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other: Review and discuss the proposed 2027-2032 Capital Improvement Program for Parks, Surface Water Management, Transportation, and City Facilities.

Approvals:

Department _____ City _____ Finance _____ City _____
Head MM 9/11/26 Attorney DR 9/9/26 Director MM 9/11/26 Manager TK 9/10/26 Optional Initials & Date

Summary/Background:

The proposed 2027-2032 Capital Improvement Plan (CIP) is being presented for the City Council's review and discussion on September 21, 2026. A public hearing will be held on September 28, 2026, followed by a potential adoption of Ordinance No. 26-0647, adopting the 2027-2032 Capital Improvement Program on October 12, 2026. The first two years of this proposed CIP (2027 and 2028) will be incorporated into the Biennial Budget.

Previous Council Action(s):

The current 2025-2030 Capital Improvement Program (CIP) was adopted by Ordinance No. 24-0614 on October 14, 2024 and amended by Ordinance No. 25-0633 on October 27, 2025.

Fiscal Consideration:

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

The 2027-2032 Capital Improvement Program includes 54 individual projects which total \$118 million over the six-year planning horizon. The project costs and funding sources are available in Attachments 2 through 9. The projections of additional revenues are also available in Attachments 10 through 13.

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

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

Objective 5.3: Update facility plans to reflect community needs and promote equity.

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

2. Continue to implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.
3. Create opportunities to activate the Lakepointe property in service of environmental, housing, economic development, and parks and recreation priorities.
5. Promote sustainable economic development strategies that enhance downtown and attract and support residents, small businesses, and visitors.
6. Enhance multimodal transportation, including pedestrian and bicycle safety.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 26-0647**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, ADOPTING A
2027-2032 SIX-YEAR CAPITAL IMPROVEMENT PROGRAM; PROVIDING
FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, a Proposed 2027-2032 Six-Year Capital Improvement Program was submitted to the City Council and the City Clerk on September 21, 2026; and

WHEREAS, the City Council scheduled and held a Public Hearing on the Proposed 2027-2032 Six-Year Capital Improvement Program on September 28, 2026.

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

Section 1. Adoption of City of Kenmore, Washington Capital Improvement Program. The City of Kenmore hereby adopts a new City of Kenmore, Washington, Capital Improvement Program, attachment as Exhibit "A."

Section 2. City of Kenmore, Washington, Capital Improvement Program. To the extent the City of Kenmore, Washington, Capital Improvement Program ("Capital Improvement Program") is different from the Capital Facilities Element of the City's Comprehensive Plan, including but not limited to the Capital Facilities Plan portion thereof ("Capital Facilities Element"), the Capital Improvement Program shall supersede and amend the Capital Facilities Element accordingly.

Section 3. Severability. Should any section, paragraph, sentence, clause, or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by State or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of the publication.

ADOPTED BY THE CITY COUNCIL AT A MEETING THEREOF ON THE 12TH DAY OF OCTOBER 2026.

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

Scott Passey, City Clerk

Approved as to form:

Dawn Reitan, City Attorney

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
ORDINANCE NO.: 26-0647
DATE OF PUBLICATION:
EFFECTIVE DATE:

CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2027-2032

EXPENDITURES	Funding Status	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	Total in Millions
PARKS								
P18 Rhododendron Park Sign Replacement	Funded	-	-	28,000	-	-	-	0.03
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	-	28,000	-	-	-	0.03
P27 L'Anse-au-Loup Park Mitigation and Monitoring	Funded	90,000	90,000	90,000	90,000	90,000	90,000	0.54
Prior Years' Expenses: \$270,000	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	90,000	90,000	90,000	90,000	90,000	90,000	0.54
P28 Log Boom Park Mitigation and Monitoring	Funded	75,000	-	-	-	-	-	0.08
Prior Years' Expenses: \$270,000	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	75,000	-	-	-	-	-	0.08
P32 Moorlands Park Athletic Field Turf Replacement	Funded	-	-	30,000	15,000	-	-	0.05
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	570,000	-	0.57
Net Increase Annual O&M Cost: \$0	Total	-	-	30,000	15,000	570,000	-	0.62
		Funded	\$ 165,000	\$ 90,000	\$ 148,000	\$ 105,000	\$ 90,000	\$ 0.69
		Unfunded	\$ -	\$ -	\$ -	\$ -	\$ 570,000	\$ 0.57
TOTAL PARKS		TOTAL	\$ 165,000	\$ 90,000	\$ 148,000	\$ 105,000	\$ 660,000	\$ 1.26
TRANSPORTATION								
T-8 Burke Gilman Trail/SR522 Accessibility Project	Funded	330,798	-	-	-	-	-	0.33
Prior Years' Expenses: \$578,591	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$25,054	Total	330,798	-	-	-	-	-	0.33
T-27 Pedestrian Facilities Program	Funded	-	-	300,000	300,000	300,000	300,000	1.20
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	-	300,000	300,000	300,000	300,000	1.20
T-35 Pavement Preservation	Funded	500,000	900,000	100,000	1,010,000	100,000	1,010,000	3.62
Prior Years' Expenses: \$11,719,367	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$78,120	Total	500,000	900,000	100,000	1,010,000	100,000	1,010,000	3.62
T-37 West Sammamish River Bridge Replacement	Funded	418,170	68,170	-	-	-	-	0.49
Prior Years' Expenses: \$41,800,103	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	418,170	68,170	-	-	-	-	0.49
T-38 Lower Swamp Creek Bridge Replacement	Funded	654,000	2,932,140	12,500	22,500	22,500	22,500	3.67
Prior Years' Expenses: \$1,188,339	Unfunded	-	2,112,000	596,000	-	-	-	2.71
Net Increase Annual O&M Cost: \$0	Total	654,000	5,044,140	608,500	22,500	22,500	22,500	6.37
T-203 66th/196th Slope Stability Project	Funded	-	-	379,095	2,909,500	-	-	3.29
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	-	379,095	2,909,500	-	-	3.29
T-252 ADA Transition Program	Funded	80,750	403,500	80,750	580,750	80,750	580,750	1.81
Prior Years' Expenses: \$368,920	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	80,750	403,500	80,750	580,750	80,750	580,750	1.81
T-253 NE 181st St Sidewalk Project	Funded	1,338,593	-	-	-	-	-	1.34
Prior Years' Expenses: \$416,217	Unfunded	595,763	-	-	-	-	-	0.60
Net Increase Annual O&M Cost: \$9,562	Total	1,934,356	-	-	-	-	-	1.93

EXPENDITURES	Funding Status	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	Total in Millions
T-260 80th Ave NE Sidewalk Project	Funded	1,297,573	-	-	-	-	-	1.30
Prior Years' Expenses: \$3,473,928	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$107,228	Total	1,297,573	-	-	-	-	-	1.30
T-261 NE 192nd St Sidewalk Project	Funded	737,035	-	-	-	-	-	0.74
Prior Years' Expenses: \$408,719	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$1,338	Total	737,035	-	-	-	-	-	0.74
T-262 Arrowhead Dr Sidewalk Project	Funded	105,243	-	-	-	-	-	0.11
Prior Years' Expenses: \$2,885,539	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$18,211	Total	105,243	-	-	-	-	-	0.11
T-265 Transportation Small Works	Funded	100,000	100,000	100,000	100,000	100,000	100,000	0.60
Prior Years' Expenses: \$1,800	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$2,620	Total	100,000	100,000	100,000	100,000	100,000	100,000	0.60
T-266 84th Ave NE Ped/Bike Project	Funded	459,265	2,715,213	288,758	-	-	-	3.46
Prior Years' Expenses: \$282,474	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$23,086	Total	459,265	2,715,213	288,758	-	-	-	3.46
T-284 61st Ave Sidewalk Replacement & Stream Enhancement Project	Funded	350,000	350,000	2,827,500	-	-	-	3.53
Prior Years' Expenses: \$0	Unfunded	100,000	785,000	5,000,000	-	-	-	5.89
Net Increase Annual O&M Cost: \$27,099	Total	450,000	1,135,000	7,827,500	-	-	-	9.41
T-287 NE 175th Ped/Bike Project	Funded	460,000	2,329,500	-	-	-	-	2.79
Prior Years' Expenses: \$81,199	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$48,735	Total	460,000	2,329,500	-	-	-	-	2.79
T-289 NE 155th (81st-Simonds) Ped/Bike Project	Funded	402,500	402,500	3,682,460	-	-	-	4.49
Prior Years' Expenses: \$5,000	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$54,638	Total	402,500	402,500	3,682,460	-	-	-	4.49
T-313 NW Kenmore Collector Calming Project	Funded	-	504,200	-	-	-	-	0.50
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$1,752	Total	-	504,200	-	-	-	-	0.50
Project Management	Funded	80,000	84,000	88,000	94,000	100,000	106,000	0.55
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	80,000	84,000	88,000	94,000	100,000	106,000	0.55
Legal Expenses	Funded	75,000	75,000	75,000	75,000	75,000	75,000	0.45
Prior Years' Expenses: \$47,589	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	75,000	75,000	75,000	75,000	75,000	75,000	0.45
TOTAL TRANSPORTATION	Funded	\$ 7,388,927	\$ 10,864,223	\$ 7,934,063	\$ 5,091,750	\$ 778,250	\$ 2,194,250	\$ 34.25
	Unfunded	\$ 695,763	\$ 2,897,000	\$ 5,596,000	\$ -	\$ -	\$ -	\$ 9.19
	TOTAL	\$ 8,084,690	\$ 13,761,223	\$ 13,530,063	\$ 5,091,750	\$ 778,250	\$ 2,194,250	\$ 43.44

SURFACE WATER MANAGEMENT								
SW 0261 192ND ST Stream Culvert Replacement	Funded	736,030	-	-	-	-	-	0.74
Prior Years' Expenses: \$763,970	Unfunded	943,502	-	-	-	-	-	0.94
Net Increase Annual O&M Cost: \$0	Total	1,679,532	-	-	-	-	-	1.68
SW 0267 Samm Trib Fish Passage Culvert Replacement (169TH)	Funded	750,000	-	-	-	-	-	0.75
Prior Years' Expenses: \$559,000	Unfunded	1,702,000	-	-	-	-	-	1.70
Net Increase Annual O&M Cost: \$12,085	Total	2,452,000	-	-	-	-	-	2.45
SW 0268 Tributary 0056 Fish Passage Culvert Replacement (175TH)	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$128,000	Unfunded	-	-	622,000	726,000	7,812,000	-	9.16
Net Increase Annual O&M Cost: \$13,433	Total	-	-	622,000	726,000	7,812,000	-	9.16
SW 0269 Tributary 0056 Stream Restoration	Funded	-	-	-	-	-	122,500	0.12
Prior Years' Expenses: \$2,000,000	Unfunded	-	-	-	259,000	265,000	1,962,500	2.49
Net Increase Annual O&M Cost: \$10,500	Total	-	-	-	259,000	265,000	2,085,000	2.61

EXPENDITURES	Funding Status	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	Total in Millions
SW 0270 Tributary 0057 Stream Culverts Replacement	Funded	991,000	300,000	-	-	-	-	1.29
Prior Years' Expenses: \$233,000	Unfunded	-	3,634,000	-	-	-	-	3.63
Net Increase Annual O&M Cost: \$10,508	Total	991,000	3,934,000	-	-	-	-	4.93
SW 0272 76Th Ave Tributary 0057 Street Culvert Replacement	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	195,000	406,000	2,122,000	-	-	-	2.72
Net Increase Annual O&M Cost: \$5,254	Total	195,000	406,000	2,122,000	-	-	-	2.72
SW 0273 163RD ST Tributary 0057 Stream Culvert Replacement	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	217,000	462,000	2,295,000	-	-	-	2.97
Net Increase Annual O&M Cost: \$5,254	Total	217,000	462,000	2,295,000	-	-	-	2.97
SW 0274 Little Swamp Creek Restoration	Funded	-	219,600	200,000	-	-	-	0.42
Prior Years' Expenses: \$0	Unfunded	-	-	1,698,000	6,202,400	-	-	7.90
Net Increase Annual O&M Cost: \$45,186	Total	-	219,600	1,898,000	6,202,400	-	-	8.32
SW 0275 P1976-01 Surface Water Facility Retrofit	Funded	148,618	-	-	-	-	-	0.15
Prior Years' Expenses: \$118,000	Unfunded	456,382	-	-	-	-	-	0.46
Net Increase Annual O&M Cost: \$2,708	Total	605,000	-	-	-	-	-	0.61
SW 0281 2027 SWM Small Works	Funded	86,800	-	-	-	-	-	0.09
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	86,800	-	-	-	-	-	0.09
SW 0283 Blueberry Creek Culvert Removal	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$80,000	Unfunded	134,000	-	-	-	-	-	0.13
Net Increase Annual O&M Cost: \$3,678	Total	134,000	-	-	-	-	-	0.13
SW 0292 2029 SWM Small Works	Funded	-	-	91,200	-	-	-	0.09
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	-	91,200	-	-	-	0.09
SW 0294 2027-2028 Surface Water Facility Retrofit	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	144,540	433,620	-	-	-	-	0.58
Net Increase Annual O&M Cost: \$0	Total	144,540	433,620	-	-	-	-	0.58
SW 0295 2029-2030 Surface Water Facility Retrofit	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	-	-	152,025	456,075	-	-	0.61
Net Increase Annual O&M Cost: \$0	Total	-	-	152,025	456,075	-	-	0.61
SW 0302 Dredging Navigation Channel Sammamish River	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	-	1,100,000	1,100,000	7,800,000	-	-	10.00
Net Increase Annual O&M Cost: \$0	Total	-	1,100,000	1,100,000	7,800,000	-	-	10.00
SW 0304 2028 SWM Small Works	Funded	-	89,000	-	-	-	-	0.09
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	89,000	-	-	-	-	0.09
SW 0305 2030 SWM Small Works	Funded	-	-	-	95,000	-	-	0.10
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	-	-	95,000	-	-	0.10
SW 0306 2031 SWM Small Works	Funded	-	-	-	-	98,800	-	0.10
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	-	-	-	98,800	-	0.10
SW 0307 2032 SWM Small Works	Funded	-	-	-	-	-	103,000	0.10
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	-	-	-	-	103,000	0.10
SW 0308 2031-2032 Surface Water Facility Retrofit	Funded	-	-	-	-	162,500	487,500	0.65
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	-	-	-	-	162,500	487,500	0.65
SW 0309 2027 Property Conservation Restoration Acquisition	Funded	405,150	-	-	-	-	-	0.41
Prior Years' Expenses: \$0	Unfunded	810,300	-	-	-	-	-	0.81
Net Increase Annual O&M Cost: \$0	Total	1,215,450	-	-	-	-	-	1.22

EXPENDITURES	Funding Status	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	Total in Millions
SW 0310 2028 Property Conservation Restoration Acquisition	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	-	1,245,750	-	-	-	-	1.25
Net Increase Annual O&M Cost: \$0	Total	-	1,245,750	-	-	-	-	1.25
SW 0311 2029 Property Conservation Restoration Acquisition	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	-	-	1,276,950	-	-	-	1.28
Net Increase Annual O&M Cost: \$0	Total	-	-	1,276,950	-	-	-	1.28
SW 0312 2030 Property Conservation Restoration Acquisition	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	-	-	-	1,308,900	-	-	1.31
Net Increase Annual O&M Cost: \$0	Total	-	-	-	1,308,900	-	-	1.31
SW 0314 2031 Property Conservation Restoration Acquisition	Funded	-	-	-	-	466,900	-	0.47
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	872,600	-	0.87
Net Increase Annual O&M Cost: \$0	Total	-	-	-	-	1,339,500	-	1.34
SW 0315 2032 Property Conservation Restoration Acquisition	Funded	-	-	-	-	-	457,500	0.46
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	915,000	0.92
Net Increase Annual O&M Cost: \$0	Total	-	-	-	-	-	1,372,500	1.37
	Funded	\$ 3,117,598	\$ 608,600	\$ 291,200	\$ 95,000	\$ 728,200	\$ 1,170,500	\$ 6.01
	Unfunded	\$ 4,602,724	\$ 7,281,370	\$ 9,265,975	\$ 16,752,375	\$ 8,949,600	\$ 2,877,500	\$ 49.73
TOTAL SURFACE WATER MANAGEMENT	TOTAL	\$ 7,720,322	\$ 7,889,970	\$ 9,557,175	\$ 16,847,375	\$ 9,677,800	\$ 4,048,000	\$ 55.74

CITY FACILITIES								
F-1 Public Works Operations Center (PWOC) Phase 1	Funded	5,462,838	2,000,000	-	-	-	-	7.46
Prior Years' Expenses: \$17,500,000	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$288,000	Total	5,462,838	2,000,000	-	-	-	-	7.46
F-5 Public Works Operations Center (PWOC) Phase 2	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	250,000	0.25
Net Increase Annual O&M Cost: \$0	Total	-	-	-	-	-	250,000	0.25
F-6 City Hall Parking Lot Replacement	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	15,000	448,000	-	-	-	-	0.46
Net Increase Annual O&M Cost: \$0	Total	15,000	448,000	-	-	-	-	0.46
F-7 City Hall 68th AVE Driveway Replacement	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	5,000	75,000	-	-	-	-	0.08
Net Increase Annual O&M Cost: \$0	Total	5,000	75,000	-	-	-	-	0.08
F-8 Community Center Feasibility Study	Funded	40,000	-	-	-	-	-	0.04
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	40,000	-	-	-	-	-	0.04
F-9 Tree Replacement Project	Funded	50,000	-	-	-	-	-	0.05
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	50,000	-	-	-	-	-	0.05
F-10 City Hall AV Upgrade	Funded	-	-	-	-	-	-	-
Prior Years' Expenses: \$0	Unfunded	200,000	-	-	-	-	-	0.20
Net Increase Annual O&M Cost: \$0	Total	200,000	-	-	-	-	-	0.20
Debt Repayment	Funded	1,625,168	1,620,848	1,600,000	1,600,000	1,600,000	1,600,000	9.65
Prior Years' Expenses: \$0	Unfunded	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$0	Total	1,625,168	1,620,848	1,600,000	1,600,000	1,600,000	1,600,000	9.65
	Funded	\$ 7,178,006	\$ 3,620,848	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 17.20
	Unfunded	\$ 220,000	\$ 523,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 0.99
TOTAL CITY FACILITIES	TOTAL	\$ 7,398,006	\$ 4,143,848	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,850,000	\$ 18.19
	Funded	\$ 17,849,531	\$ 15,183,671	\$ 9,973,263	\$ 6,891,750	\$ 3,196,450	\$ 5,054,750	\$ 58.15
	Unfunded	\$ 5,518,487	\$ 10,701,370	\$ 14,861,975	\$ 16,752,375	\$ 9,519,600	\$ 3,127,500	\$ 60.48
TOTAL EXPENDITURES		\$ 23,368,018	\$ 25,885,041	\$ 24,835,238	\$ 23,644,125	\$ 12,716,050	\$ 8,182,250	\$ 118.63

REVENUES	Funding Status	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	Total in Millions
PARKS								
Carryover Funds	Funded	-	-	28,000	-	-	-	\$ 0.03
King County Park Levy		60,000	-	-	-	-	-	0.06
Other Grants (Applied)		-	-	-	-	-	-	-
Park Impact Fees		45,000	30,000	60,000	45,000	30,000	30,000	0.24
Sports Leagues		-	-	-	-	-	-	-
Swamp Creek Basin Funds	Unfunded	60,000	60,000	60,000	60,000	60,000	60,000	0.36
Carryover Funds		-	-	-	-	-	-	\$ -
King County Park Levy		-	-	-	-	-	-	-
Other Grants (Applied)		-	-	-	-	350,000	-	0.35
Park Impact Fees		-	-	-	-	-	-	-
Sports Leagues		-	-	-	-	220,000	-	0.22
Swamp Creek Basin Funds		-	-	-	-	-	-	-
	Funded	\$ 165,000	\$ 90,000	\$ 148,000	\$ 105,000	\$ 90,000	\$ 90,000	\$ 0.69
	Unfunded	\$ -	\$ -	\$ -	\$ -	\$ 570,000	\$ -	\$ 0.57
TOTAL PARKS	TOTAL	\$ 165,000	\$ 90,000	\$ 148,000	\$ 105,000	\$ 660,000	\$ 90,000	\$ 1.26
TRANSPORTATION								
Connecting WA	Funded	31,068	-	-	-	-	-	\$ 0.03
Department of Commerce		299,730	-	-	-	-	-	0.30
REET		909,584	804,262	875,063	3,512,750	103,250	603,250	6.81
Impact Fees		642,348	335,500	300,000	300,000	300,000	300,000	2.18
Kenmore Automated Photo Enforcement		600,000	1,504,200	200,000	1,110,000	200,000	1,110,000	4.72
Local Bridge Program		643,000	2,866,000	-	-	-	-	3.51
Sound Transit		1,083,783	-	-	-	-	-	1.08
Transportation Improvement Board		533,981	-	-	-	-	-	0.53
WSDOT Ped/Bike Program		871,987	2,084,500	-	-	-	-	2.96
Northshore Utility District		54,500	-	-	-	-	-	0.05
WSDOT Safe Routes to School Program		754,681	402,500	3,646,000	-	-	-	4.80
Move Ahead Washington		809,265	2,708,261	2,750,000	-	-	-	6.27
Fund Carryover		155,000	159,000	163,000	169,000	175,000	181,000	1.00
	Unfunded	695,763	2,897,000	5,596,000	-	-	-	\$ 9.19
	Funded	\$ 7,233,927	\$ 10,705,223	\$ 7,771,063	\$ 4,922,750	\$ 603,250	\$ 2,013,250	\$ 33.25
	Unfunded	\$ 695,763	\$ 2,897,000	\$ 5,596,000	\$ -	\$ -	\$ -	\$ 9.19
TOTAL TRANSPORTATION	TOTAL	\$ 8,084,690	\$ 13,761,223	\$ 13,530,063	\$ 5,091,750	\$ 778,250	\$ 2,194,250	\$ 43.44

REVENUES	Funding Status	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	Total in Millions
SURFACE WATER MANAGEMENT								
Congressionally Directed Spending	Funded	-	-	-	-	-	-	\$ -
Debt		-	-	-	-	-	-	-
Federal Highway Administration AOP Grant		-	-	-	-	-	-	-
Grant (Community Projects Funding - Delbene)		536,030	-	-	-	-	-	0.54
Grant TBD		-	-	-	-	-	122,500	0.12
King County Conservation Futures Grant		-	-	-	-	-	-	-
King County Flood Control District Grant		950,000	-	-	-	-	-	0.95
SWM Fund		1,631,568	608,600	291,200	95,000	728,200	1,048,000	4.40
USACOE Continuing Authorities Program (CAP) 107		-	-	-	-	-	-	-
USACOE Continuing Authorities Program (CAP) 206		-	-	-	-	-	-	-
Congressionally Directed Spending	Unfunded	-	1,000,000	1,000,000	2,125,000	-	-	\$ 4.13
Debt		3,524,424	3,217,620	2,320,025	4,310,075	2,812,000	1,042,500	17.23
Federal Highway Administration AOP Grant		-	-	-	-	5,000,000	-	5.00
Grant (Community Projects Funding - Delbene)		-	-	-	-	-	-	-
Grant TBD		-	1,582,250	1,523,650	3,510,700	-	920,000	7.54
King County Conservation Futures Grant		810,300	830,500	1,451,300	872,600	872,600	915,000	5.75
King County Flood Control District Grant		-	-	-	-	-	-	-
SWM Fund		-	-	-	259,000	265,000	-	0.52
USACOE Continuing Authorities Program (CAP) 107		-	100,000	100,000	5,675,000	-	-	5.88
USACOE Continuing Authorities Program (CAP) 206		268,000	551,000	2,871,000	-	-	-	3.69
	Funded	\$ 3,117,598	\$ 608,600	\$ 291,200	\$ 95,000	\$ 728,200	\$ 1,170,500	\$ 6.01
	Unfunded	\$ 4,602,724	\$ 7,281,370	\$ 9,265,975	\$ 16,752,375	\$ 8,949,600	\$ 2,877,500	\$ 49.73
TOTAL SURFACE WATER MANAGEMENT	TOTAL	\$ 7,720,322	\$ 7,889,970	\$ 9,557,175	\$ 16,847,375	\$ 9,677,800	\$ 4,048,000	\$ 55.74
CITY FACILITIES								
PWOC Bonds	Funded	5,462,838	-	-	-	-	-	\$ 5.46
2026 Community Funding Project		-	2,000,000	-	-	-	-	2.00
Park Impact Fees		40,000	-	-	-	-	-	0.04
REET		862,584	810,424	800,000	800,000	800,000	800,000	4.87
	Unfunded	220,000	523,000	-	-	-	250,000	\$ 0.99
	Funded	\$ 7,178,006	\$ 3,620,848	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 17.20
	Unfunded	\$ 220,000	\$ 523,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 0.99
TOTAL CITY FACILITIES	TOTAL	\$ 7,398,006	\$ 4,143,848	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,850,000	\$ 18.19
	Funded	\$ 17,694,531	\$ 15,024,671	\$ 9,810,263	\$ 6,722,750	\$ 3,021,450	\$ 4,873,750	\$ 57.15
	Unfunded	\$ 6,434,250	\$ 15,121,370	\$ 21,457,975	\$ 18,877,375	\$ 9,519,600	\$ 3,377,500	\$ 61.48
TOTAL REVENUES		\$ 23,368,018	\$ 25,885,041	\$ 24,835,238	\$ 23,644,125	\$ 12,716,050	\$ 8,182,250	\$ 118.63

CITY OF KENMORE, WASHINGTON

PARK CAPITAL IMPROVEMENT PROGRAM

PROPOSED FOR THE YEARS 2027-2032

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
P18 Rhododendron Park Sign Replacement	Funded	Property Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Design	-	-	-	-	-	-
		Construction	-	-	28,000	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	-	-	28,000	-	-	-
	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	90,000	90,000	90,000	90,000	90,000	90,000
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	90,000	90,000	90,000	90,000	90,000	90,000
P27 ʌ' a ʒ' a d i s Park Mitigation and Monitoring	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	75,000	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	75,000	-	-	-	-	-
	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	-	-	-	-	-	-

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
P32 Moorlands Park Athletic Field Turf Replacement Prior Years' Expenses: \$0 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	30,000	15,000	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	570,000	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	-	-	30,000	15,000	570,000	-
TOTAL PROJECT COSTS	Funded		165,000	90,000	148,000	105,000	90,000	90,000
	Unfunded		-	-	-	-	570,000	-
			\$ 165,000	\$ 90,000	\$ 148,000	\$ 105,000	\$ 660,000	\$ 90,000

FUNDING			2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
Carryover Funds	Funded		\$ -	\$ -	\$ 28,000	\$ -	\$ -	\$ -
King County Park Levy			60,000	-	-	-	-	-
Other Grants (Applied)			-	-	-	-	-	-
Park Impact Fees			45,000	30,000	60,000	45,000	30,000	30,000
Sports Leagues			-	-	-	-	-	-
Swamp Creek Basin Funds			60,000	60,000	60,000	60,000	60,000	60,000
Carryover Funds	Unfunded		-	-	-	-	-	-
King County Park Levy			-	-	-	-	-	-
Other Grants (Applied)			-	-	-	-	350,000	-
Park Impact Fees			-	-	-	-	-	-
Sports Leagues			-	-	-	-	220,000	-
Swamp Creek Basin Funds			-	-	-	-	-	-
TOTAL PROJECT FUNDING			\$ 165,000	\$ 90,000	\$ 148,000	\$ 105,000	\$ 660,000	\$ 90,000

Project ID:	P18 Rhododendron Park Sign Replacement
Project:	Rhododendron Park Sign Replacement
Location(s):	6910 NE 170th Street, Kenmore
Project Manager	to be determined
Cost Estimate:	\$28,000
Summary:	Replace two park entry monument signs
Updated:	two monument park entry signs installed in 2006

NARRATIVE

Two monument park entry monument signs were installed in 2006. The signs are showing signs of aging and are also inconsistent with the design/size of park entry monument signs installed in other city parks.

PROJECT DESCRIPTION

Refine the existing size/color/design/text for two park monument signs which may require a a consultant design cost. Contract(s) for fabrication and installation.

CONSIDERATIONS FOR IMPLEMENTATION

Staff to manage project

PROJECT LOCATION



Existing Sign at Rhododendron Park



Updated Park Signage

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		-	-	-	-	-	-	
Construction		-	28,000		-	-	-	\$ 28,000
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		-	-	-	-	-	-	
Total	\$ -		\$28,000					\$ 28,000
REVENUES								
Carryover Funds		\$ -	\$ 28,000		\$ -	\$ -	\$ -	\$ 28,000
		-	-	-	-	-	-	
		-	-	-	-	-	-	
		-	-	-	-	-	-	
		-	-	-	-	-	-	
Total	\$ -		\$28,000					\$ 28,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction																								
Closeout																								

Project ID:	P27 λ' a ǰw a d i s Park Mitigation and Monitoring
Project:	λ' a ǰw a d i s Park ongoing mitigation and monitoring
Location(s):	7515 and 7353 NE 175th Street, Kenmore
Basin:	Debbie Bent, Community Development Director
Cost Estimate:	\$540,000 (2027-2032)
Summary:	monitoring mitigation areas, removing invasives, replanting, volunteer stewardship events.
Updated:	Ten years maintenance of the mitigation areas (2024 thru 2033)

NARRATIVE

The 7-acre project to improve public access to the Sammamish River and enhance open space was included on the November 2016 ballot measure for Walkways & Waterways. Construction began December 21, 2021. Construction closeout May 2024. Project improvements included new elevated walkways, trails, viewpoints as well as natural open space and other environmental enhancements. The project added new boating facilities including docks, ramps, and staging areas for hand-powered watercraft; parking; a restroom and public art. Mitigation included wetland creation/enhancement, wetland and stream buffer enhancement, stream habitat enhancement. Ten years of monitoring and maintenance of mitigation areas required for compliance with permit requirements.

PROJECT DESCRIPTION

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

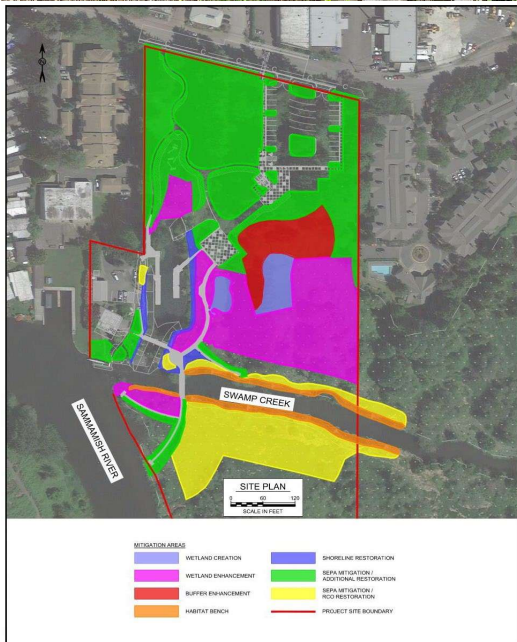
CONSIDERATIONS FOR IMPLEMENTATION

The consultant contract for mitigation monitoring and stewardship expires at the end of 2028 and will need to be renewed for an additional five years. The consultant contract for additional maintenance support will also need to be renewed every two years. Once the ten years of monitoring and maintenance are complete for the mitigation areas then all maintenance requirements will transfer to the Public Works Department in 2034. Ensuring sufficient maintenance resources are planned. Invasive control, particularly reed canary grass, is an ongoing challenge to ensure success of mitigation areas. Coordination and oversight of continued stewardship/volunteer efforts to support mitigation maintenance.

PROJECT LOCATION



Aerial and examples of mitigation areas



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		-	-	-	-	-	-	
Construction		-	-	-	-	-	-	
Mitigation & Monitoring		90,000	90,000	90,000	90,000	90,000	90,000	\$ 540,000
1% for the Arts		-	-	-	-	-	-	
Total	270000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$ 540,000
REVENUES								
Park Impact Fees		\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 180,000
Swamp Creek Basin Funds		60,000	60,000	60,000	60,000	60,000	60,000	\$ 360,000
		-	-	-	-	-	-	
		-	-	-	-	-	-	
		-	-	-	-	-	-	
Total	270000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$ 540,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction																								
Mitigation/Monitoring																								

Project ID:	P28 Log Boom Park Mitigation and Monitoring
Project:	Log Boom Park ongoing mitigation, maintenance and monitoring
Location(s):	17415 61st Ave NE, Kenmore
Project Manager	Debbie Bent, Community Development Director
Cost Estimate:	\$75,000 (2027)
Summary:	monitoring mitigation areas, removing invasives, replanting, volunteer stewardship events.
Updated:	Five years maintenance of the mitigation and monitoring areas (2023-2027)

NARRATIVE

In 2015 a conceptual plan was developed for improvements at Log Boom Park to enhance public access to Lake Washington. This project was included on the November 2016 ballot measure for Walkways & Waterways. Construction began July 26, 2021 and was completed June 2022. Project improvements included beach expansion, new trails and viewpoints, picnic areas, waterfront pavilion, environmental and ecological enhancements (wetland enhancement/creation, wetland buffer enhancement, off-site mitigation at), kayak concession building, and access for hand-powered watercraft.

PROJECT DESCRIPTION

Five years (2023 thru 2027) of monitoring and maintenance of mitigation areas for compliance with permit requirements. Additional maintenance support. Coordination of volunteer stewardship events. Consultant contracts for monitoring maintenance and additional maintenance support in place.

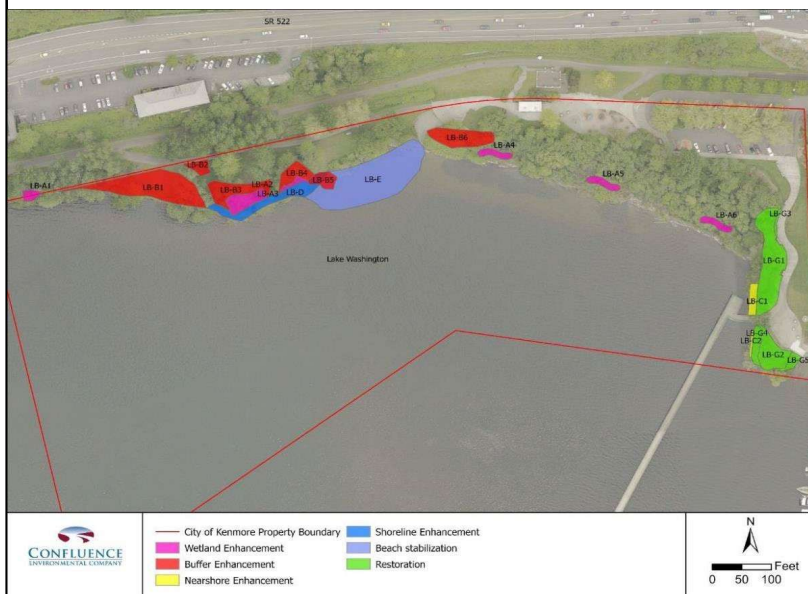
CONSIDERATIONS FOR IMPLEMENTATION

Once the five years of monitoring and maintenance are complete for the mitigation areas then all maintenance requirements will transfer to the Public Works Department in 2027. Ensuring sufficient maintenance resources are planned to ensure continued success of mitigation areas. Coordination and oversight of continued stewardship/volunteer efforts to support mitigation maintenance.

PROJECT LOCATION



Aerial and examples of mitigation areas



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		-	-	-	-	-	-	
Construction		-	-	-	-	-	-	
Mitigation & Monitoring		75,000	-	-	-	-	-	\$ 75,000
1% for the Arts		-	-	-	-	-	-	
Total	270000	\$75,000						\$ 75,000
REVENUES								
King County Park Levy		\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
Park Impact Fees		15,000	-	-	-	-	-	\$ 15,000
		-	-	-	-	-	-	
		-	-	-	-	-	-	
		-	-	-	-	-	-	
Total	270000	\$75,000						\$ 75,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction																								
Mitigation/Monitoring																								

Project ID:	P32 Moorlands Park Athletic Field Turf Replacement
Project:	Moorlands Park Athletic Field Turf Replacement
Location(s):	155221 84th Ave NE, Kenmore
Project Manager	to be determined
Cost Estimate:	\$615,000
Summary:	Phase 1: feasibility and cost estimate. Phase 2: design and construction
Updated:	Athletic field renovated in 2017

NARRATIVE

In July of 2018 park improvements were completed including renovating the athletic field, new picnic shelter, restrooms, playground, landscaping and pathways. A new interlocal agreement with the Northshore School District regarding park use was authorized in December 2017. The athletic field is the only field owned by the City.

PROJECT DESCRIPTION

Replacing athletic field grass with turf (using organic fill). Assessing the feasibility of the current field drainage system to support turf. Feasibility will also assess the ongoing maintenance and future replacement costs of grass compared to turf. If feasible, the project will only move forward with design and construction if funding is obtained including grants and contributions from youth athletic leagues.

CONSIDERATIONS FOR IMPLEMENTATION

Unknown if the drainage system can support turf and what the anticipated cost will be to complete the project. Funding for design and construction uncertain.

PROJECT LOCATION



Aerial and maintenance areas



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		-	-	30,000	15,000	-	-	\$ 45,000
Construction		-	-	-	-	570,000	-	\$ 570,000
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		-	-	-	-	-	-	
Total	\$ -			\$30,000	\$15,000	\$570,000		\$ 615,000
REVENUES								
Other Grants (Applied)		\$ -	\$ -	\$ -	\$ -	\$350,000	\$ -	\$ 350,000
Park Impact Fees		-	-	30,000	15,000	-	-	\$ 45,000
Sports Leagues		-	-	-	-	220,000	-	\$ 220,000
		-	-	-	-	-	-	
		-	-	-	-	-	-	
Total	\$ -			\$30,000	\$15,000	\$570,000		\$ 615,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Grant application																								
Construction																								

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
SW 0261 192ND ST Stream Culvert Replacement	Funded	Property Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Design	-	-	-	-	-	-
		Construction	536,030	-	-	-	-	-
		Construction Management	200,000	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	943,502	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$763,970								
Net Increase Annual O&M Cost: \$0								
SW 0267 Samm Trib Fish Passage Culvert Replacement (169TH)		Subtotal	1,679,532	-	-	-	-	-
	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	750,000	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	83,000	-	-	-	-	-
		Construction	1,419,000	-	-	-	-	-
		Construction Management	200,000	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$559,000								
Net Increase Annual O&M Cost: \$12,085								
SW 0268 Tributary 0056 Fish Passage Culvert Replacement (175TH)		Subtotal	2,452,000	-	-	-	-	-
	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	86,000	-	-
		Design	-	-	622,000	640,000	-	-
		Construction	-	-	-	-	7,102,000	-
		Construction Management	-	-	-	-	710,000	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$128,000								
Net Increase Annual O&M Cost: \$13,433								
SW 0269 Tributary 0056 Stream Restoration		Subtotal	-	-	622,000	726,000	7,812,000	-
	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	122,500
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	259,000	265,000	-
		Construction	-	-	-	-	-	1,840,000
		Construction Management	-	-	-	-	-	122,500
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$2,000,000								
Net Increase Annual O&M Cost: \$10,500								
		Subtotal	-	-	-	259,000	265,000	2,085,000

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
SW 0270 Tributary 0057 Stream Culverts Replacement	Funded	Property Acquisition	151,000	-	-	-	-	-
		Design	840,000	124,000	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	176,000	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	3,318,000	-	-	-	-
		Construction Management	-	316,000	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$233,000								
Net Increase Annual O&M Cost: \$10,508								
	Subtotal	991,000	3,934,000	-	-	-	-	
SW 0272 76Th Ave Tributary 0057 Street Culvert Replacement	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	4,000	-	-	-	-
		Design	195,000	402,000	69,000	-	-	-
		Construction	-	-	1,748,000	-	-	-
		Construction Management	-	-	305,000	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$5,254								
	Subtotal	195,000	406,000	2,122,000	-	-	-	
SW 0273 163RD ST Tributary 0057 Stream Culvert Replacement	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	16,000	-	-	-	-
		Design	217,000	446,000	77,000	-	-	-
		Construction	-	-	1,918,000	-	-	-
		Construction Management	-	-	300,000	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$5,254								
	Subtotal	217,000	462,000	2,295,000	-	-	-	
SW 0274 Little Swamp Creek Restoration	Funded	Property Acquisition	-	-	200,000	-	-	-
		Design	-	219,600	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	600,000	-	-	-
		Design	-	-	1,098,000	146,400	-	-
		Construction	-	-	-	5,856,000	-	-
		Construction Management	-	-	-	200,000	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$45,186								
	Subtotal	-	219,600	1,898,000	6,202,400	-	-	

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
SW 0275 P1976-01 Surface Water Facility Retrofit	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	120,618	-	-	-	-	-
		Construction Management	28,000	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	456,382	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$118,000								
Net Increase Annual O&M Cost: \$2,708								
	Subtotal	605,000	-	-	-	-	-	
SW 0281 2027 SWM Small Works	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	86,800	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$0								
	Subtotal	86,800	-	-	-	-	-	
SW 0283 Blueberry Creek Culvert Removal	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	10,000	-	-	-	-	-
		Design	20,000	-	-	-	-	-
		Construction	104,000	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$80,000								
Net Increase Annual O&M Cost: \$3,678								
	Subtotal	134,000	-	-	-	-	-	
SW 0292 2029 SWM Small Works	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	91,200	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$0								
	Subtotal	-	-	91,200	-	-	-	

PROJECT DESCRIPTION		Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
SW 0294 2027-2028 Surface Water Facility Retrofit	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	28,908	-	-	-	-	-	-
		Design	115,632	-	-	-	-	-	-
		Construction	-	375,804	-	-	-	-	-
		Construction Management	-	57,816	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0									
	Subtotal	144,540	433,620	-	-	-	-	-	
SW 0295 2029-2030 Surface Water Facility Retrofit	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	30,405	-	-	-	-
		Design	-	-	121,620	-	-	-	-
		Construction	-	-	-	395,265	-	-	-
		Construction Management	-	-	-	60,810	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0									
	Subtotal	-	-	152,025	456,075	-	-	-	
SW 0302 Dredging Navigation Channel Sammamish River	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	1,100,000	1,100,000	300,000	-	-	-
		Construction	-	-	-	7,500,000	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0									
	Subtotal	-	1,100,000	1,100,000	7,800,000	-	-	-	
SW 0304 2028 SWM Small Works	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	89,000	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0									
	Subtotal	-	89,000	-	-	-	-	-	

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
SW 0305 2030 SWM Small Works	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	95,000	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	<i>Property Acquisition</i>	-	-	-	-	-	-
		<i>Design</i>	-	-	-	-	-	-
		<i>Construction</i>	-	-	-	-	-	-
		<i>Construction Management</i>	-	-	-	-	-	-
		<i>Mitigation & Monitoring</i>	-	-	-	-	-	-
		<i>1% for the Arts</i>	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$0								
		Subtotal	-	-	-	95,000	-	-
SW 0306 2031 SWM Small Works	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	98,800	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	<i>Property Acquisition</i>	-	-	-	-	-	-
		<i>Design</i>	-	-	-	-	-	-
		<i>Construction</i>	-	-	-	-	-	-
		<i>Construction Management</i>	-	-	-	-	-	-
		<i>Mitigation & Monitoring</i>	-	-	-	-	-	-
		<i>1% for the Arts</i>	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$0								
		Subtotal	-	-	-	-	98,800	-
SW 0307 2032 SWM Small Works	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	103,000
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	<i>Property Acquisition</i>	-	-	-	-	-	-
		<i>Design</i>	-	-	-	-	-	-
		<i>Construction</i>	-	-	-	-	-	-
		<i>Construction Management</i>	-	-	-	-	-	-
		<i>Mitigation & Monitoring</i>	-	-	-	-	-	-
		<i>1% for the Arts</i>	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$0								
		Subtotal	-	-	-	-	-	103,000
SW 0308 2031-2032 Surface Water Facility Retrofit	Funded	Property Acquisition	-	-	-	-	32,500	-
		Design	-	-	-	-	130,000	-
		Construction	-	-	-	-	-	422,500
		Construction Management	-	-	-	-	-	65,000
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	<i>Property Acquisition</i>	-	-	-	-	-	-
		<i>Design</i>	-	-	-	-	-	-
		<i>Construction</i>	-	-	-	-	-	-
		<i>Construction Management</i>	-	-	-	-	-	-
		<i>Mitigation & Monitoring</i>	-	-	-	-	-	-
		<i>1% for the Arts</i>	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$0								
		Subtotal	-	-	-	-	162,500	487,500

PROJECT DESCRIPTION		Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
SW 0309 2027 Property Conservation Restoration Acquisition	Funded	Property Acquisition	405,150	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	810,300	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0									
	Subtotal	1,215,450	-	-	-	-	-	-	-
SW 0310 2028 Property Conservation Restoration Acquisition	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	1,245,750	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0									
	Subtotal	-	1,245,750	-	-	-	-	-	-
SW 0311 2029 Property Conservation Restoration Acquisition	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	1,276,950	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0									
	Subtotal	-	-	1,276,950	-	-	-	-	-
SW 0312 2030 Property Conservation Restoration Acquisition	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	1,308,900	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0									
	Subtotal	-	-	-	1,308,900	-	-	-	-

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
SW 0314 2031 Property Conservation Restoration Acquisition	Funded	Property Acquisition	-	-	-	-	466,900	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	872,600	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$0								
SW 0315 2032 Property Conservation Restoration Acquisition		Subtotal	-	-	-	-	1,339,500	-
	Funded	Property Acquisition	-	-	-	-	-	457,500
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	915,000
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Construction Management	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
Prior Years' Expenses: \$0								
Net Increase Annual O&M Cost: \$0								
TOTAL PROJECT COSTS	Funded		3,117,598	608,600	291,200	95,000	728,200	1,170,500
	Unfunded		4,602,724	7,281,370	9,265,975	16,752,375	8,949,600	2,877,500
			\$ 7,720,322	\$ 7,889,970	\$ 9,557,175	\$ 16,847,375	\$ 9,677,800	\$ 4,048,000

FUNDING		2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
Congressionally Directed Spending	Funded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt		-	-	-	-	-	-
Federal Highway Administration AOP Grant		-	-	-	-	-	-
Grant (Community Projects Funding - Delbene)		536,030	-	-	-	-	-
Grant TBD		-	-	-	-	-	122,500
King County Conservation Futures Grant		-	-	-	-	-	-
King County Flood Control District Grant		950,000	-	-	-	-	-
SWM Fund		1,631,568	608,600	291,200	95,000	728,200	1,048,000
USACOE Continuing Authorities Program (CAP) 107		-	-	-	-	-	-
USACOE Continuing Authorities Program (CAP) 206		-	-	-	-	-	-
Congressionally Directed Spending	Unfunded	-	1,000,000	1,000,000	2,125,000	-	-
Debt		3,524,424	3,217,620	2,320,025	4,310,075	2,812,000	1,042,500
Federal Highway Administration AOP Grant		-	-	-	-	5,000,000	-
Grant (Community Projects Funding - Delbene)		-	-	-	-	-	-
Grant TBD		-	1,582,250	1,523,650	3,510,700	-	920,000
King County Conservation Futures Grant		810,300	830,500	1,451,300	872,600	872,600	915,000
King County Flood Control District Grant		-	-	-	-	-	-
SWM Fund		-	-	-	259,000	265,000	-
USACOE Continuing Authorities Program (CAP) 107		-	100,000	100,000	5,675,000	-	-
USACOE Continuing Authorities Program (CAP) 206		268,000	551,000	2,871,000	-	-	-
TOTAL PROJECT FUNDING		\$ 7,720,322	\$ 7,889,970	\$ 9,557,175	\$ 16,847,375	\$ 9,677,800	\$ 4,048,000

Project ID:	SW 0261
Project:	192ND ST Stream Culvert Replacement
Location(s):	7331 NE 192ND ST
Basin:	Swamp Creek
Cost Estimate:	\$1,679,532
Summary:	This project replaces an existing stream culvert to eliminate a fish passage barrier, reduce flooding and improve water quality.
Updated:	August 2026

NARRATIVE

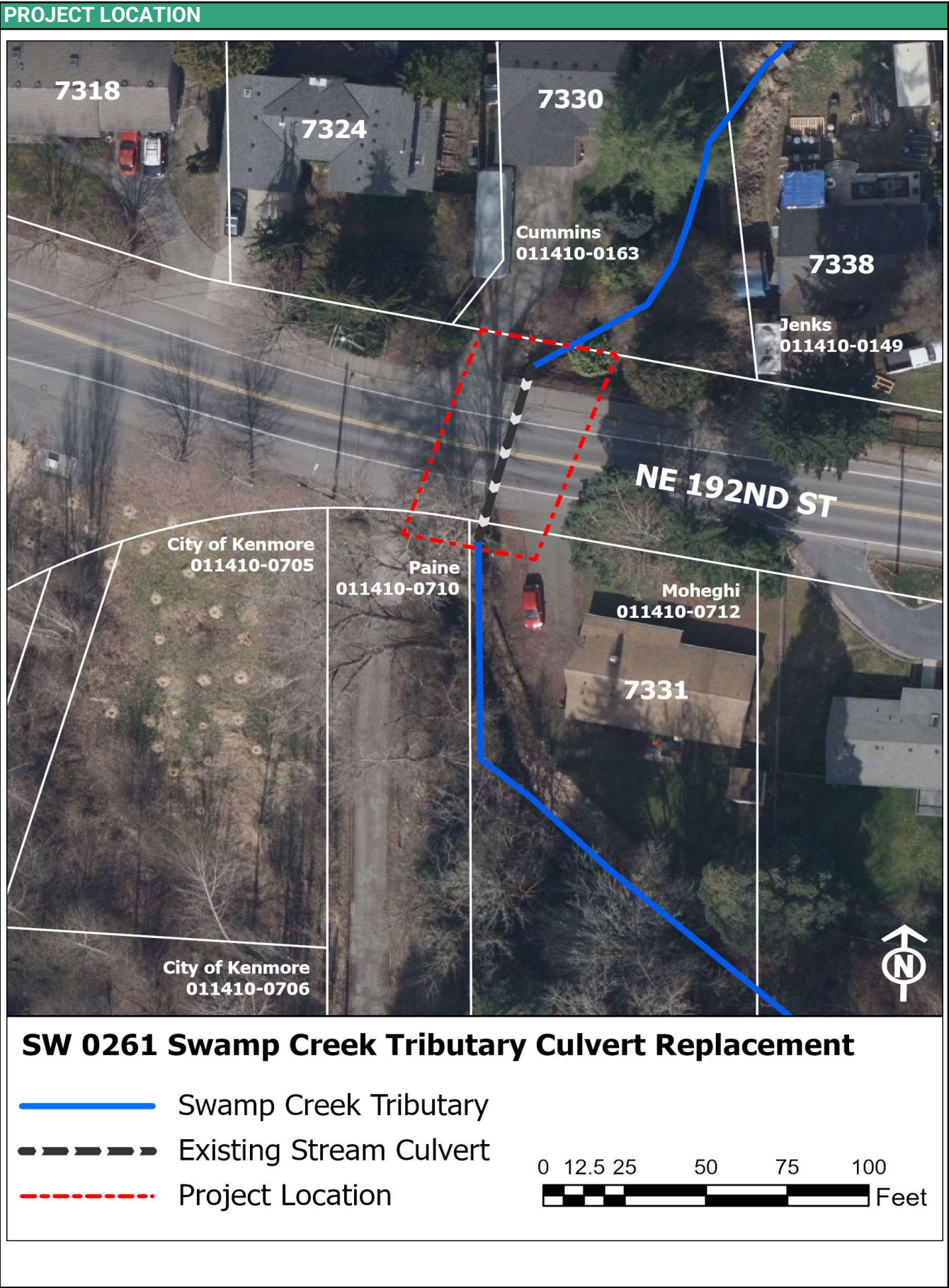
An unnamed tributary to Swamp Creek flows north to south under NE 192ND ST just east of 73RD AVE NE. The existing culvert is an identified fish passage barrier and is prioritized for replacement. The tributary provides approximately 0.11 miles of upstream habitat north of the culvert and flows approximately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

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Environmental review including WDFW HPA, and USACE permit needed. The project is expected to qualify for streamlined permitting as a Fish Habitat Enhancement Project.
Temporary construction easements needed.
Temporary stream bypass system and erosion and sediment controls will be needed.
Utilities coordination.
Traffic Control.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		1,479,532	-	-	-	-	-	\$ 1,479,532
Construction Management		200,000	-	-	-	-	-	\$ 200,000
Total	\$763,970	\$1,679,532						\$ 1,679,532
REVENUES								
Debt		\$943,502	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 943,502
Grant (Community Projects Funding - Delbene)		536,030	-	-	-	-	-	\$ 536,030
King County Flood Control District Grant		200,000	-	-	-	-	-	\$ 200,000
Total	\$763,970	\$1,679,532						\$ 1,679,532

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design	X	X																						
Construction		X	X	X																				
Closeout					X																			

Project ID:	SW 0267
Project:	Samm Trib Fish Passage Culvert Replacement (169TH)
Location(s):	8122 NE 169TH ST
Basin:	Sammamish River Tributary
Cost Estimate:	\$2,452,000
Summary:	This project replaces an existing stream culvert to eliminate a fish passage barrier, reduce flooding and improve water quality.
Updated:	August 2026

NARRATIVE

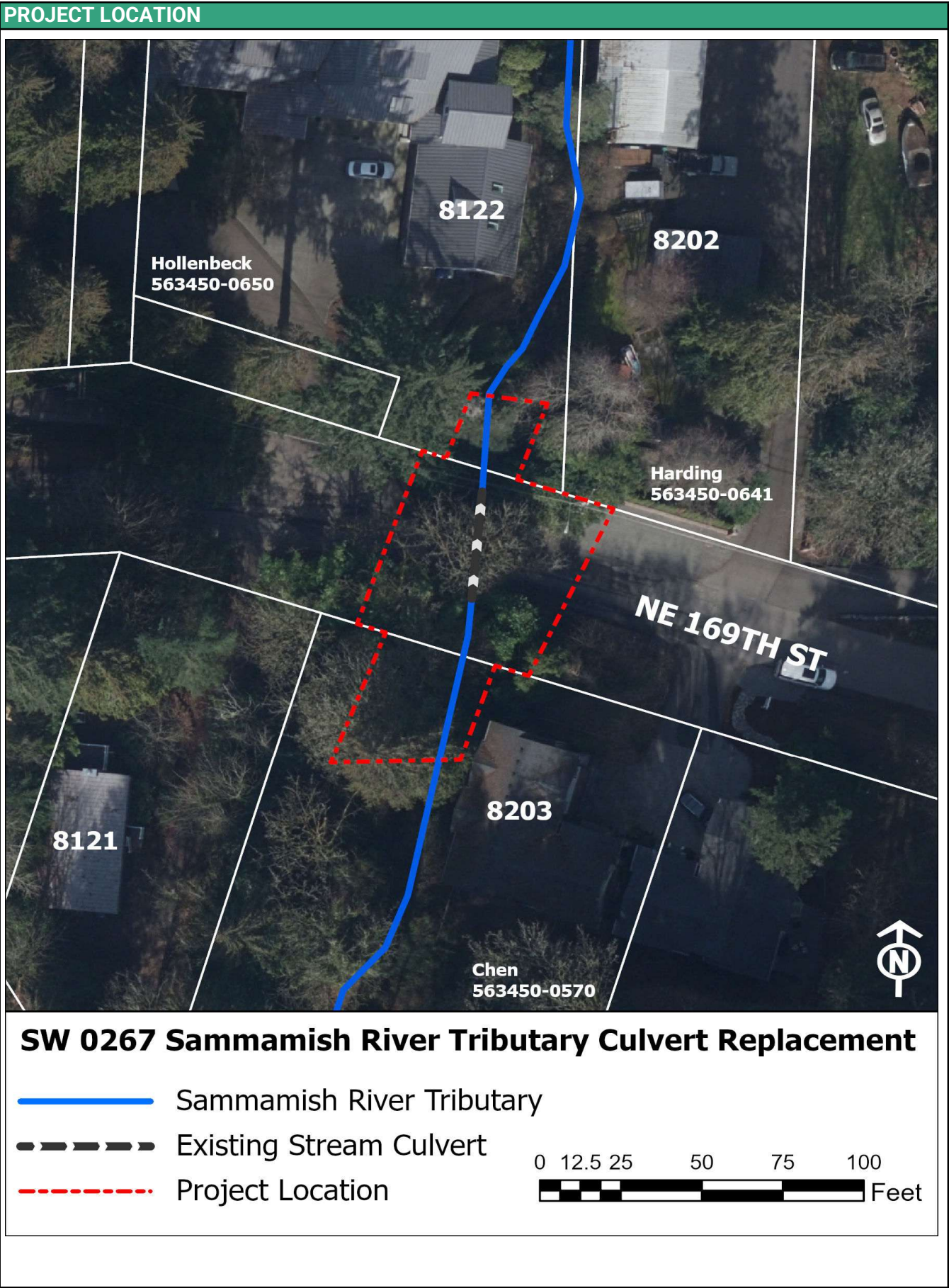
The existing culvert crossing at the intersection of Sammamish Tributary 1 and NE 169th St was identified by WDFW as a full barrier to fish passage July 26, 2021. The existing crossing is a 24-inch concrete culvert with approximately 5.0 feet of roadway fill at the downstream end. The City has identified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

PROJECT DESCRIPTION

The current (60%) design for the replacement culvert-- a four-sided, reinforced concrete structure measuring 11.5 feet high, 10 feet wide, and 40 feet long-- is based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines published in 2013. The existing stream thalweg elevation drops significantly downstream of the crossing, so the stream restoration must extend approximately 50 feet upstream and downstream of the new culvert to fully remove the fish barrier. This will require the acquisition of several easements for construction. The water and power utility systems near this project will also need to be relocated to accommodate the proposed culvert construction.

CONSIDERATIONS FOR IMPLEMENTATION

Environmental review including WDFW HPA, and USACE permit needed. The project is expected to qualify for streamlined permitting as a Fish Habitat Enhancement Project.
 Temporary construction easements needed.
 Temporary stream bypass system and erosion and sediment controls will be needed.
 Because NE 169th Street has no outlet and can't be closed during construction, traffic will need to be temporarily restricted to one lane and controlled by a temporary traffic signal.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		83,000	-	-	-	-	-	\$ 83,000
Construction		2,169,000	-	-	-	-	-	\$ 2,169,000
Construction Management		200,000	-	-	-	-	-	\$ 200,000
Total	\$559,000	\$2,452,000						\$ 2,452,000
REVENUES								
Debt		\$1,702,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,702,000
King County Flood Control District Grant		750,000	-	-	-	-	-	\$ 750,000
Total	\$559,000	\$2,452,000						\$ 2,452,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design	X																							
Construction		X	X																					
Closeout				X																				

Project ID:	SW 0268
Project:	Tributary 0056 Fish Passage Culvert Replacement (175TH)
Location(s):	NE 175th St & 61st Ave NE
Basin:	Tributary 0056
Cost Estimate:	\$9,160,000
Summary:	This project replaces an existing stream culvert to eliminate a fish passage barrier and improve water quality.
Updated:	August 2026

NARRATIVE

The existing culvert crossing at the intersection of Tributary 0056 and NE 175th St is connected to a privately owned culvert downstream and a King County culvert directly upstream. The crossings were evaluated by WDFW in September 2024 and determined to represent total and partial barriers to fish passage. The city owned portion of the crossing consists of two 42-inch culverts. The City has identified this group of crossings as a high priority for replacement using the Culvert Prioritization Spreadsheet due to its significant environmental benefits. The project will result in a fish habitat gain of 75,760 square feet for many potential species including resident trout, steelhead trout, and coho salmon. As of July 2026, the City has coordinated with Washington State Department of Transportation (WSDOT) to jointly apply for federal funds to pay for a significant portion of this project. WSDOT is preparing to replace their upstream culvert under SR 522 and daylight the stream north through the existing Jack in the Box property located on the north side of SR 522. The city is also coordinating with King County and downstream property owners to design the project.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

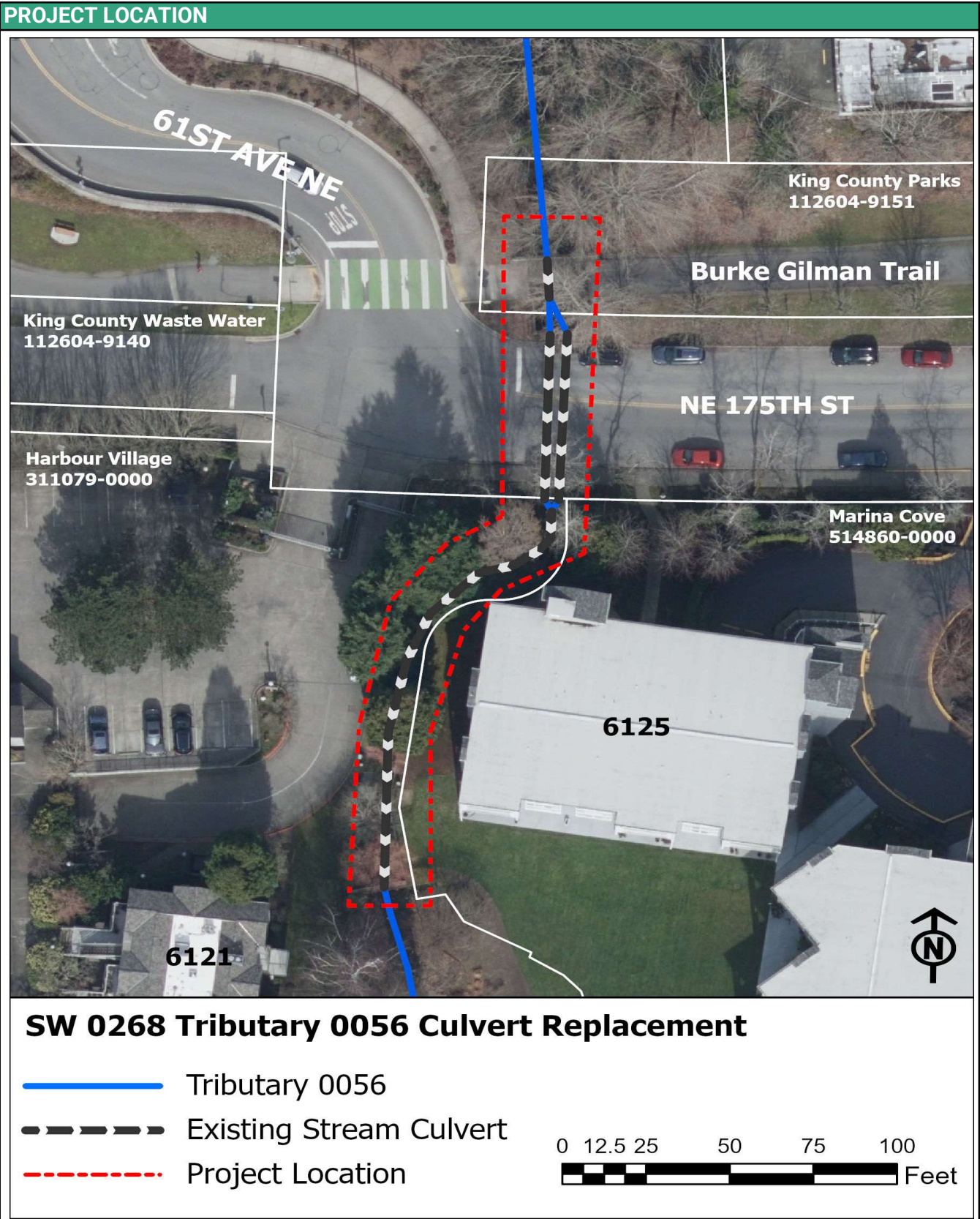
The project is anticipated to qualify for streamlined permitting as a Fish Habitat Enhancement Project.

Environmental review including NEPA (if federal funds are secured), WDFW HPA and USACE Section 404 review.

Coordination with WSDOT, King County, and private property owners, including acquisition of easements and property use agreements, will be needed

Temporary stream bypass system, temporary erosion and sediment controls, and temporary traffic control will be needed

Grant funding needed



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$86,000	\$ -	\$ -	\$ 86,000
Design		-	-	622,000	640,000	-	-	\$ 1,262,000
Construction		-	-	-	-	7,102,000	-	\$ 7,102,000
Construction Management		-	-	-	-	710,000	-	\$ 710,000
Total	\$128,000			\$622,000	\$726,000	\$7,812,000		\$ 9,160,000
REVENUES								
Debt		\$ -	\$ -	\$622,000	\$726,000	\$2,812,000	\$ -	\$ 4,160,000
Federal Highway Administration AOP Grant		-	-	-	-	5,000,000	-	\$ 5,000,000
Total	\$128,000			\$622,000	\$726,000	\$7,812,000		\$ 9,160,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition														X	X	X								
Rezoning & CUP																								
Design									X	X	X	X	X	X	X	X	X							
Construction																		X	X	X				
Closeout																					X			

Project ID:	SW 0269
Project:	Tributary 0056 Stream Restoration
Location(s):	NE 181st St & 61st Ave NE
Basin:	Tributary 0056
Cost Estimate:	\$2,609,000
Summary:	This project will remove an existing culvert that represents a fish passage barrier and daylight and restore the length of stream currently enclosed in the culvert.
Updated:	August 2026

NARRATIVE

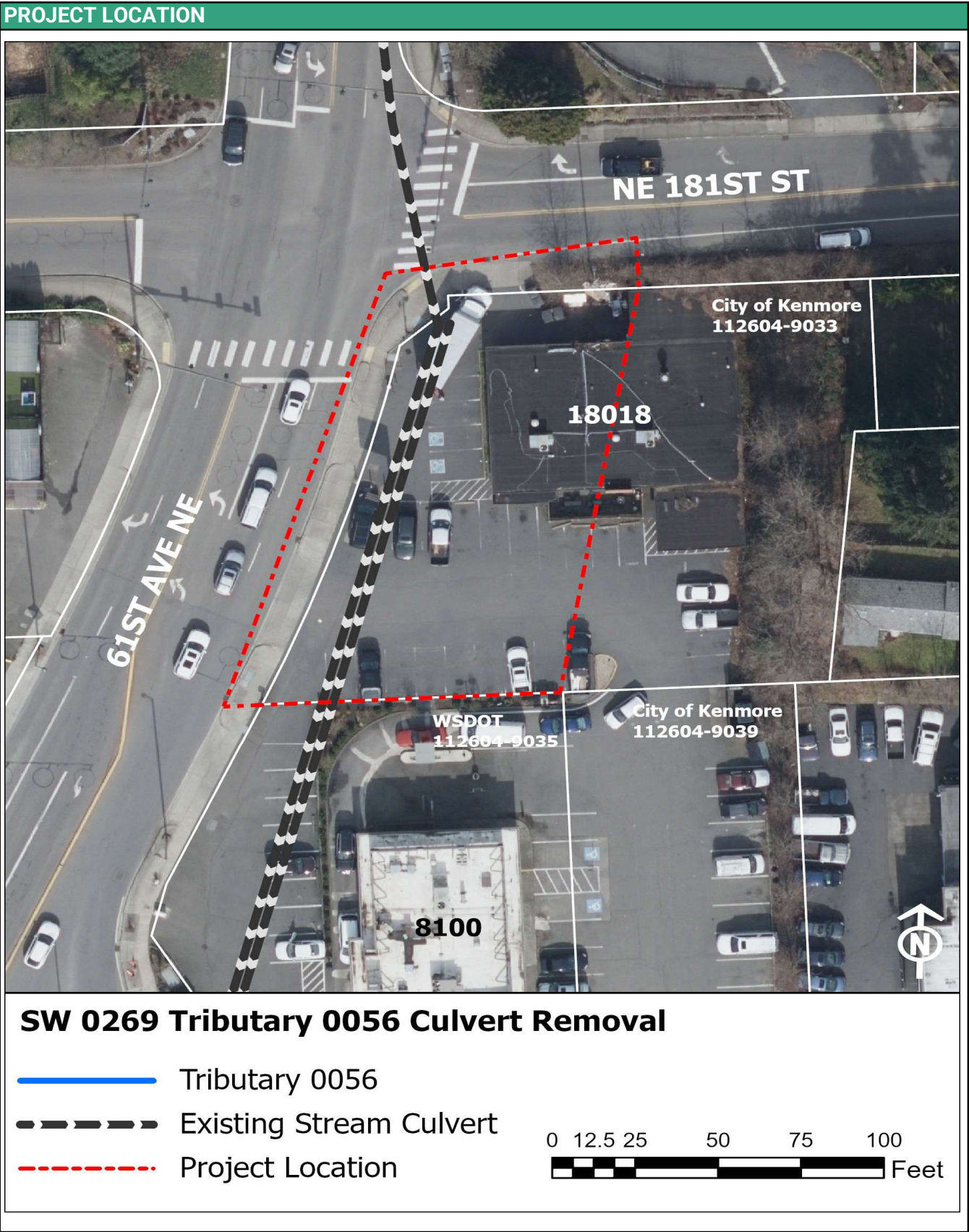
The WA Department of Fish and Wildlife assessed this culvert in 2005 and classified it as a total barrier to fish passage. The culvert is installed under property the City acquired from a private owner in 2026, and represents the southern half of a barrier that includes a separate culvert on the north/upstream side of NE 181st St. This project would address the southern half of the barrier, and build upon WSDOT's planned 2027 project to daylight a piped stream segment immediately downstream of this project. Correcting the northern half of the barrier would be undertaken as part of a separate planned capital project.

PROJECT DESCRIPTION

The project will remove the existing piped stream segment and restore a daylighted stream channel to improve fish passage, reconnect aquatic habitat, and restore natural stream processes. The design will incorporate natural channel design principles, floodplain connectivity, and channel stabilization measures that promote sediment continuity, hydraulic function, and long-term ecological resilience. Habitat enhancements, including installation of large woody material (LWM) and native riparian vegetation, will be incorporated to improve channel complexity, habitat quality, and stream function.

CONSIDERATIONS FOR IMPLEMENTATION

The project will disrupt the existing commercial use (restaurant/bar) of the property and likely require its temporary or permanent closure. Environmental review including WDFW HPA, and USACE permit needed. The project is expected to qualify for streamlined permitting as a Fish Habitat Enhancement Project. Temporary stream bypass system, temporary erosion and sediment controls, and temporary traffic control will be needed.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		-	-	-	259,000	265,000	-	\$ 524,000
Construction		-	-	-	-	-	1,840,000	\$ 1,840,000
Construction Management		-	-	-	-	-	245,000	\$ 245,000
Total	\$2,000,000				\$259,000	\$265,000	\$2,085,000	\$ 2,609,000
REVENUES								
Debt		\$ -	\$ -	\$ -	\$ -	\$ -	\$1,042,500	\$ 1,042,500
Grant TBD		-	-	-	-	-	1,042,500	\$ 1,042,500
SWM Fund		-	-	-	259,000	265,000	-	\$ 524,000
Total	\$2,000,000				\$259,000	\$265,000	\$2,085,000	\$ 2,609,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design														X	X	X	X	X	X	X	X			
Construction																						X	X	
Closeout																								X

Project ID:	SW 0270
Project:	Tributary 0057 Stream Culverts Replacement
Location(s):	16527 74th Ave NE
Basin:	Tributary 0057
Cost Estimate:	\$4,925,000
Summary:	This project replaces two existing stream culverts that constitute fish passage barriers and improves water quality.
Updated:	August 2026

NARRATIVE

Two existing culverts convey Tributary 0057 across 74th Ave NE and a driveway on adjacent private property at 16527 74TH Ave NE. Both culverts were identified by WDFW as partial barriers to fish passage on August 19, 2021. The downstream culvert crossing consists a 48-inch concrete culvert with approximately 2 feet of roadway fill. The upstream culvert is a 24-inch concrete culvert with approximately 4.0 feet of roadway fill.

The City has identified these crossings as a high priority for replacement using the Culvert Prioritization Spreadsheet due to its significant environmental benefits. The project will result in a fish habitat gain of 31,250± square feet for many potential species including sockeye salmon, cutthroat trout, resident trout, steelhead trout, and coho salmon and bull trout.

Due to the proximity of the two culverts, they are grouped into one project and one contract.

PROJECT DESCRIPTION

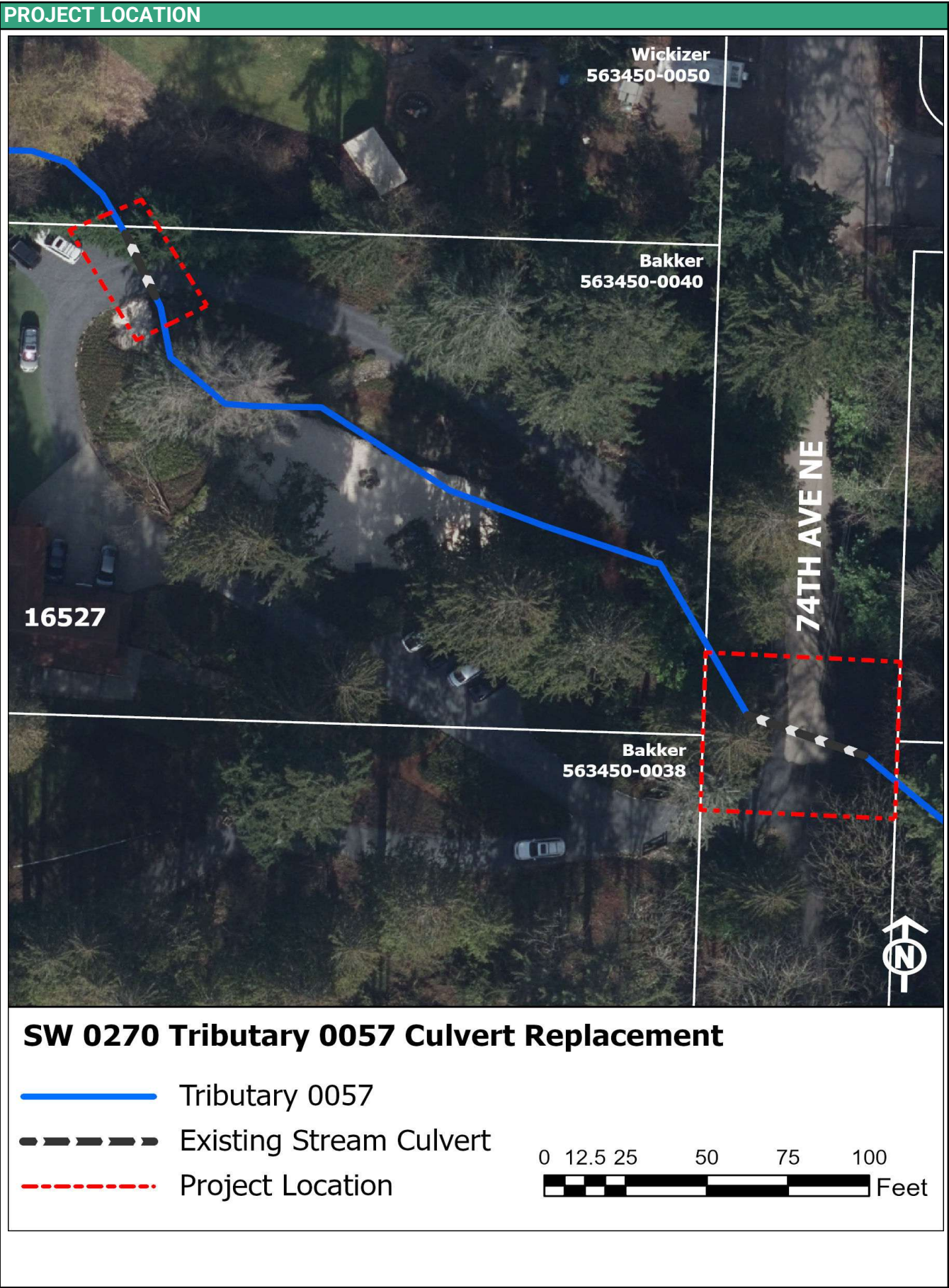
Conceptual design for both culverts is based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines published in 2013. The concept design culvert dimensions are 11-feet wide by 25-feet long (downstream crossing) and 16-feet wide by 50-feet long (upstream crossing). The culvert depths are expected to be standard based on the stream profile relative to the roadway. Installing a fish passable culvert at the existing upstream location could require extensive sewer realignment as the existing crossing is near a sewer manhole. The concept design proposes relocating the crossing to the south of the sewer line to avoid this conflict.

CONSIDERATIONS FOR IMPLEMENTATION

Environmental review including WDFW HPA, and USACE Section 404 permit are needed. The project is expected to qualify for expedited permitting as a Fish Habitat Enhancement Project.

The project involves a significant amount of work on private property. This will require extensive coordination with the property owner during design development and the acquisition of a temporary construction easement.

Temporary stream bypass system, temporary erosion and sediment controls, and temporary traffic control will be needed.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$151,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151,000
Design		840,000	124,000	-	-	-	-	\$ 964,000
Construction		-	3,318,000	-	-	-	-	\$ 3,318,000
Construction Management		-	492,000	-	-	-	-	\$ 492,000
Total	\$233,000	\$991,000	\$3,934,000					\$ 4,925,000
REVENUES								
Debt		\$ -	\$2,467,000	\$ -	\$ -	\$ -	\$ -	\$ 2,467,000
Grant TBD		-	1,167,000	-	-	-	-	\$ 1,167,000
SWM Fund		991,000	300,000	-	-	-	-	\$ 1,291,000
Total	\$233,000	\$991,000	\$3,934,000					\$ 4,925,000

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition	X	X	X	X																							
Rezoning & CUP																											
Design	X	X	X	X	X																						
Construction						X	X	X																			
Closeout									X																		

Project ID:	SW 0272
Project:	76Th Ave Tributary 0057 Street Culvert Replacement
Location(s):	16327 76Th Ave NE
Basin:	Tributary 0057
Cost Estimate:	\$2,723,000
Summary:	Replace existing culvert with a new culvert that removes fish passage barrier, improves water quality and reduces flooding risk.
Updated:	August 2026

NARRATIVE

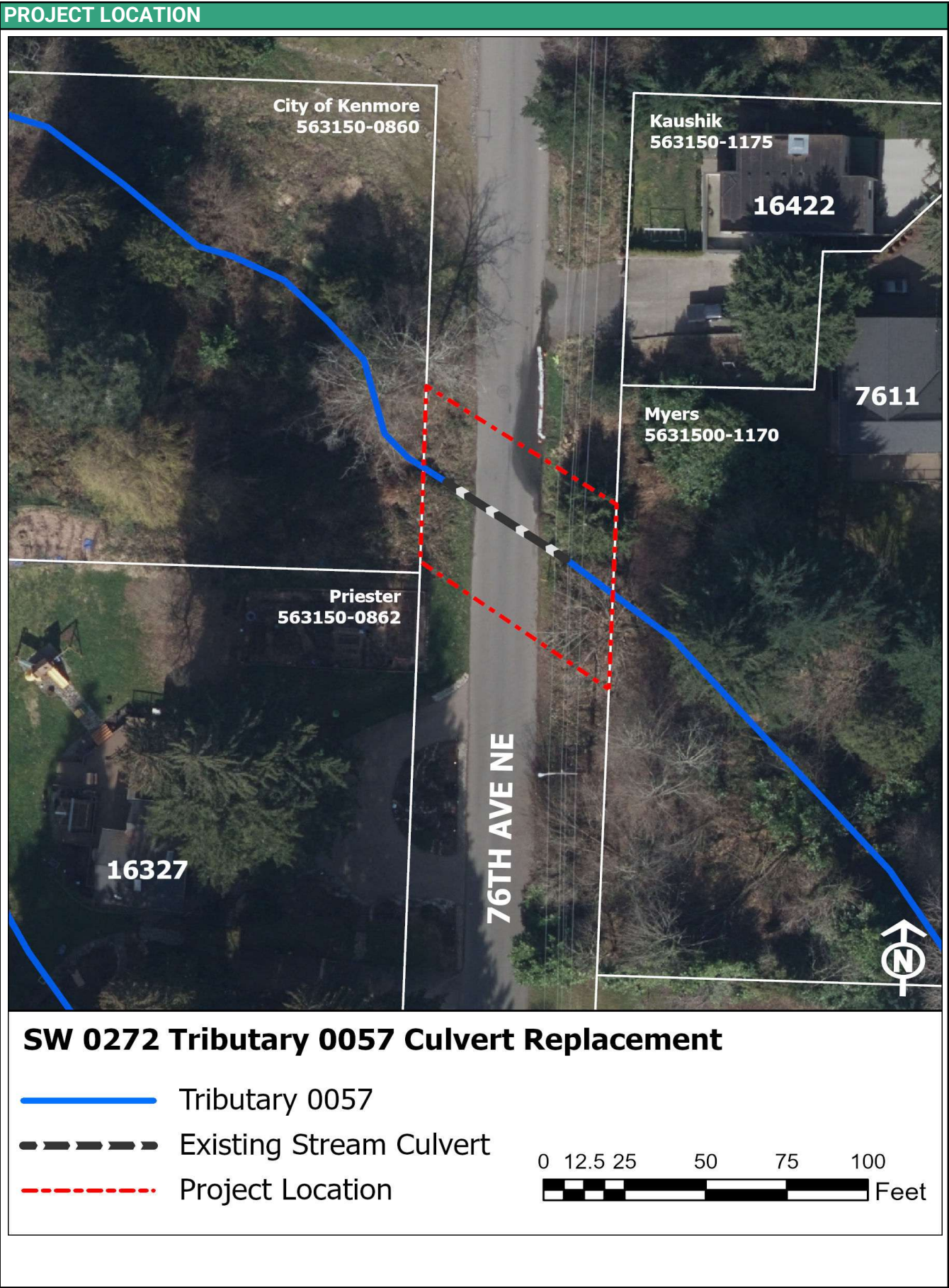
The existing culvert crossing at the intersection of Tributary 0057 and 76th Ave NE was identified by WDFW as a partial barrier to fish passage July 1, 2021. The existing crossing consists of a 24-inch concrete culvert with approximately 3.5 feet of roadway fill. The City has identified this crossing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

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Qualifies for streamlined permitting as a Fish Habitat Enhancement Project.
 Environmental review including NEPA (if federal funds secured), WDFW HPA and USACE Section 404 permit needed.
 Coordination private property owners will be needed including acquisition of temporary construction easements and property access agreements.
 Temporary erosion and sediment controls, traffic controls, and stream diversion system needed during construction.
 Currently under consideration for USACE Section 206 Aquatic Ecosystem Restoration Project



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000
Design		195,000	402,000	69,000	-	-	-	\$ 666,000
Construction		-	-	1,748,000	-	-	-	\$ 1,748,000
Construction Management		-	-	305,000	-	-	-	\$ 305,000
Total	\$ -	\$195,000	\$406,000	\$2,122,000				\$ 2,723,000
REVENUES								
Debt		\$ 68,000	\$145,000	\$743,000	\$ -	\$ -	\$ -	\$ 956,000
USACOE Continuing Authorities Program (CAP) 206		127,000	261,000	1,379,000	-	-	-	\$ 1,767,000
Total	\$ -	\$195,000	\$406,000	\$2,122,000				\$ 2,723,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition	X	X	X	X																				
Rezoning & CUP																								
Design	X	X	X	X	X																			
Construction						X	X	X																
Closeout									X				X											

Project ID:	SW 0273
Project:	163RD ST Tributary 0057 Stream Culvert Replacement
Location(s):	7531 NE 163RD ST
Basin:	Tributary 0057
Cost Estimate:	\$2,974,000
Summary:	Replace existing culvert with a new culvert that removes fish passage barrier, improves water quality and reduces flooding risk.
Updated:	August 2026

NARRATIVE

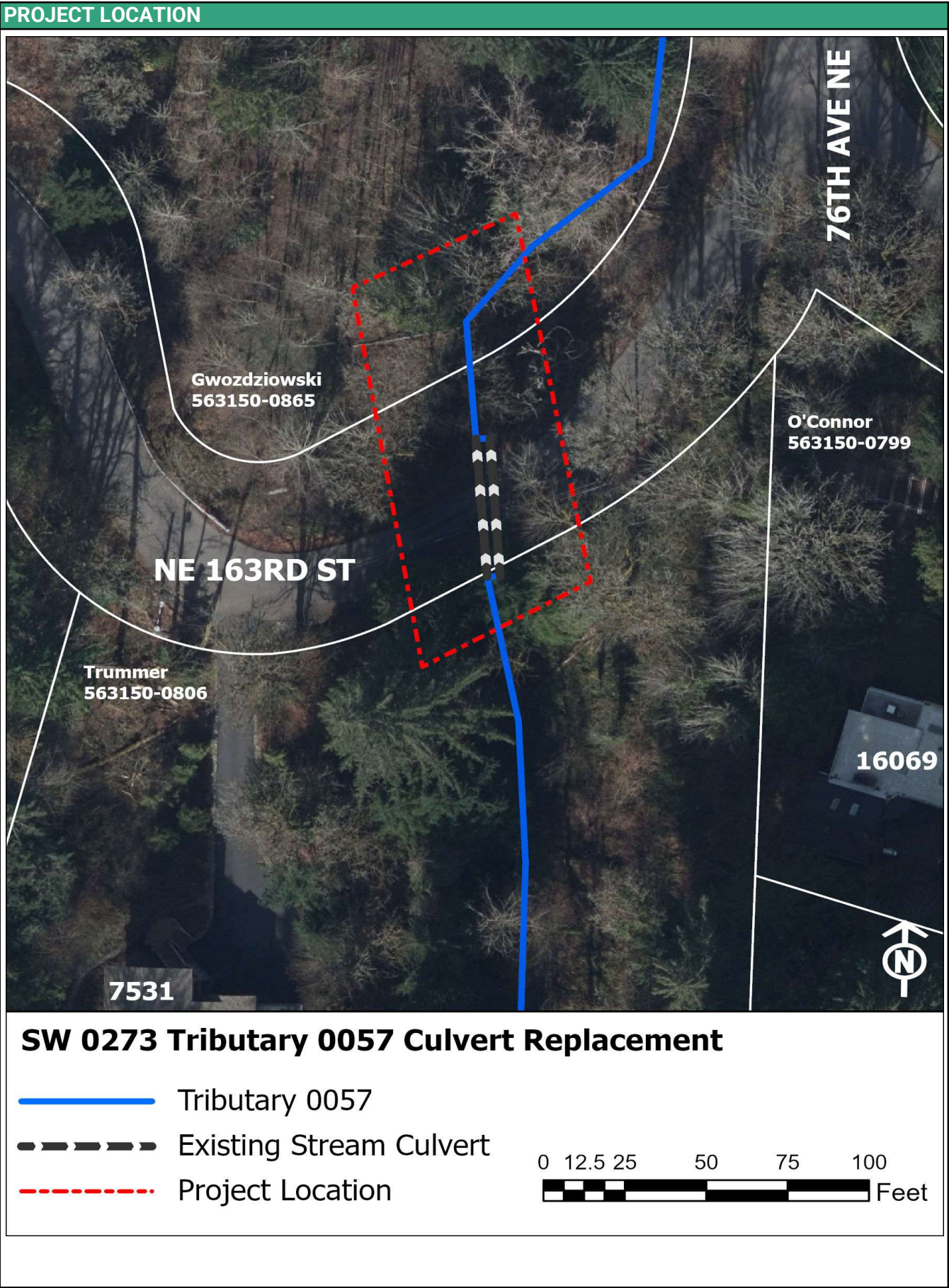
The existing culvert crossing at the intersection of Tributary 0057 and NE 163rd St was identified by WDFW as a full barrier to fish passage July 22, 2021. The existing crossing consists of two 18-inch corrugated metal pipe culverts with approximately 7.5 feet of roadway fill at the downstream end. The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

PROJECT DESCRIPTION

The concept design for the replacement culvert is based on stream simulation culvert design, as described in WDFW's Water Crossing Design Guidelines published in 2013. The concept design bankfull width for the site (8.0 feet based on field measurements) and the existing crossing length were used to determine concept design culvert dimensions of 12-feet wide by 45-feet long. The culvert depth is expected to be standard based on the stream profile relative to the roadway. The existing crossing ends near the upstream ROW, so an easement will be required for construction. The sewer and water utility systems near this project are expected to require standard relocation or

CONSIDERATIONS FOR IMPLEMENTATION

Qualifies for streamlined permitting as a Fish Habitat Enhancement Project.
 Environmental review required including NEPA (if federal funding secured), WDFW HPA and USACE Section 404 permit.
 Coordination with private property owners including securing temporary construction easements and property access agreements is needed.
 Sewer and water utility relocation needed to avoid conflicts with the City's improvements.
 Temporary stream diversion system, erosion and sediment controls, and traffic controls will be needed during construction.
 Currently under consideration for USACE Section 206 Aquatic Ecosystem Restoration Project



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$16,000	\$ -	\$ -	\$ -	\$ -	\$ 16,000
Design		217,000	446,000	77,000	-	-	-	\$ 740,000
Construction		-	-	1,918,000	-	-	-	\$ 1,918,000
Construction Management		-	-	300,000	-	-	-	\$ 300,000
Total	\$ -	\$217,000	\$462,000	\$2,295,000				\$ 2,974,000
REVENUES								
Debt		\$ 76,000	\$172,000	\$803,000	\$ -	\$ -	\$ -	\$ 1,051,000
USACOE Continuing Authorities Program (CAP) 206		141,000	290,000	1,492,000	-	-	-	\$ 1,923,000
Total	\$ -	\$217,000	\$462,000	\$2,295,000				\$ 2,974,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition						X	X	X																
Rezoning & CUP																								
Design			X	X	X	X	X	X	X															
Construction										X	X	X												
Closeout													X											

Project ID:	SW 0274
Project:	Little Swamp Creek Restoration
Location(s):	80TH AVE NE & NE 195TH ST
Basin:	Swamp Creek
Cost Estimate:	\$8,320,000
Summary:	Relocate Little Swamp Creek from roadside ditch to natural stream, remove/replace four culverts, install separate roadside drainage.
Updated:	August 2026

NARRATIVE

Little Swamp Creek (LSC) is confined to a roadside ditch on the west side of 80th Ave NE between NE 198th St and NE 193rd Pl. Within this stream segment, three WDFW-confirmed fish passage barriers contribute to overall poor ecological and habitat conditions. During the wet season, LSC frequently reaches full capacity in the roadside ditch and overflows the culvert at NE 195th St, flooding the roadway. Culvert inlet capacity issues and debris clogging structures have been observed contributing to the flooding problems.

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

The project requires acquisition of property and/or easements on three properties. No agreements on property acquisition have been secured to date.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

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



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$ 800,000
Design		-	219,600	1,098,000	146,400	-	-	\$ 1,464,000
Construction		-	-	-	5,856,000	-	-	\$ 5,856,000
Construction Management		-	-	-	200,000	-	-	\$ 200,000
Total	\$ -		\$219,600	\$1,898,000	\$6,202,400			\$ 8,320,000
REVENUES								
Debt		\$ -	\$ -	\$ -	\$3,128,000	\$ -	\$ -	\$ 3,128,000
Grant TBD		-	-	1,098,000	3,074,400	-	-	\$ 4,172,400
King County Conservation Futures Grant		-	-	600,000	-	-	-	\$ 600,000
SWM Fund		-	219,600	200,000	-	-	-	\$ 419,600
Total	\$ -		\$219,600	\$1,898,000	\$6,202,400			\$ 8,320,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition							X	X	X	X	X	X												
Rezoning & CUP																								
Design					X	X	X	X	X	X	X	X	X											
Construction														X	X	X								
Closeout																	X							

Project ID:	SW 0275
Project:	P1976-01 Surface Water Facility Retrofit
Location(s):	61ST AVE NE and NE 197TH ST
Basin:	Tributary 0056
Cost Estimate:	\$605,000
Summary:	Replace and retrofit existing 1970s King County stormwater facility with new facility designed to current standards.
Updated:	August 2026

NARRATIVE

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

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

The City has designed an option to replace the system near its current location, which would make access for inspection and maintenance easier as well as enhance the performance of the facility to near current standards. The design is based on modern flow control and low impact development (LID) best management practices and will help reduce private property impacts and erosion.

PROJECT DESCRIPTION

Decommission existing infiltration drainage facility located within easement on private property, Install new stormwater flow control facility in adjacent easement and water quality facility in public right-of-way.

Replace existing storm drains on south side of NE 197th Street and 60th Ave NE.

CONSIDERATIONS FOR IMPLEMENTATION

City Engineering permit needed, but SEPA & critical area permit not required due to project's avoidance of contact with nearby regulated watercourse.

Temporary construction easement may be needed (in addition to existing permanent easement).

Underground gas and power utility facilities will need to be relocated to avoid conflicts with the City's improvements.

Temporary traffic controls and erosion and sediment controls will be needed during construction.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		577,000	-	-	-	-	-	\$ 577,000
Construction Management		28,000	-	-	-	-	-	\$ 28,000
Total	\$118,000	\$605,000						\$ 605,000
REVENUES								
Debt		\$456,382	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 456,382
SWM Fund		148,618	-	-	-	-	-	\$ 148,618
Total	\$118,000	\$605,000						\$ 605,000

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition																											
Rezoning & CUP																											
Design	X																										
Construction		X																									
Closeout			X																								

Project ID:	SW 0281
Project:	2027 SWM Small Works
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$86,800
Summary:	SWM Small Works projects conducted annually.
Updated:	August 2026

NARRATIVE

Annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04. Projects typically include tasks such as replacing multiple catch basins or lengths of stormwater conveyance pipe.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

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

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		86,800	-	-	-	-	-	\$ 86,800
Total	\$ -	\$86,800						\$ 86,800
REVENUES								
SWM Fund		\$ 86,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,800
Total	\$ -	\$86,800						\$ 86,800

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design	X																							
Construction		X	X																					
Closeout																								

Project ID:	SW 0283
Project:	Blueberry Creek Culvert Removal
Location(s):	20010 68TH AVE NE
Basin:	Swamp Creek
Cost Estimate:	\$214,000
Summary:	This project removes an existing and functionally unnecessary culvert from Blueberry Creek (a tributary to Swamp Creek), eliminating a fish passage barrier.
Updated:	August 2026

NARRATIVE

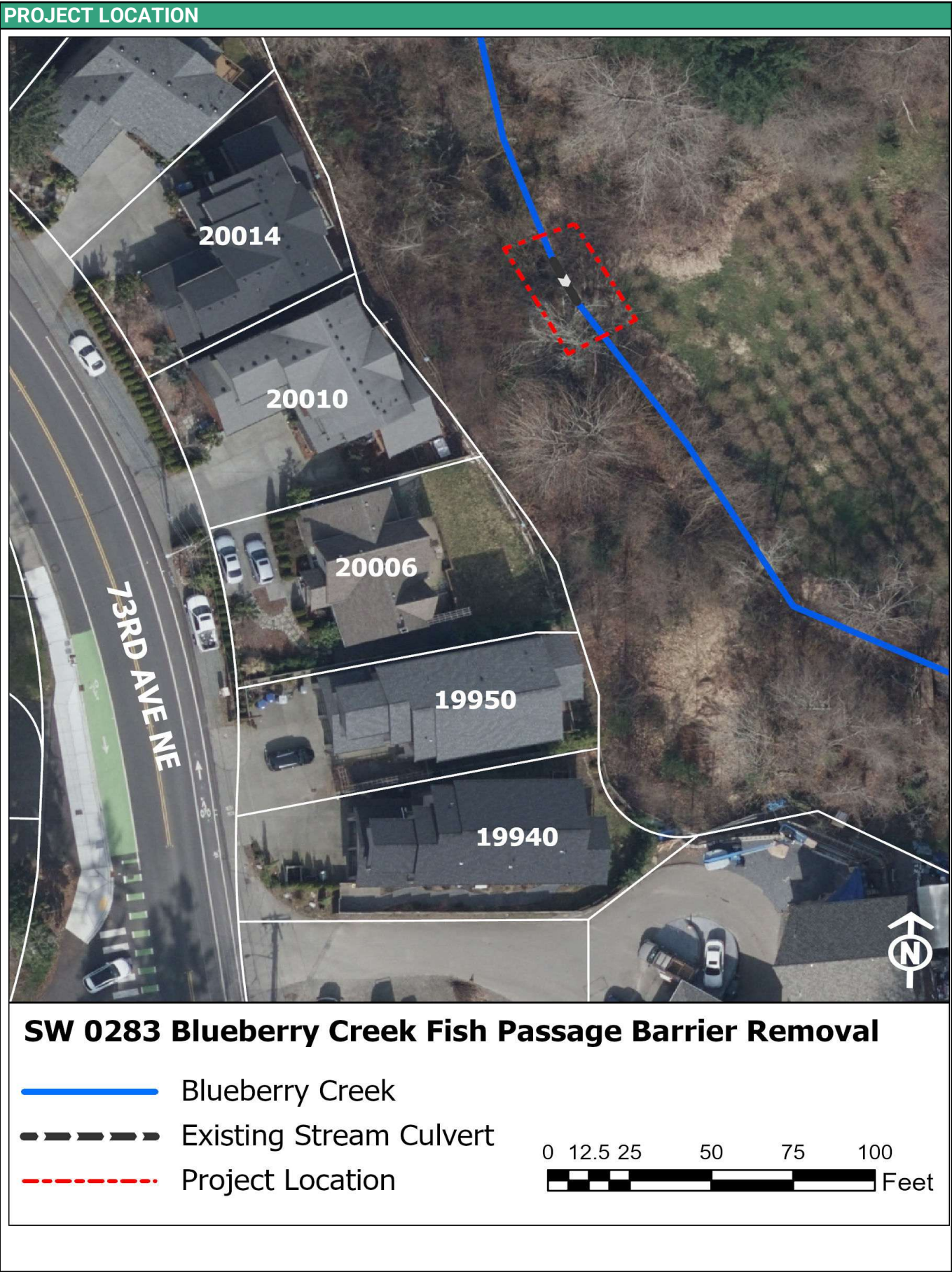
Impacts resulting from a failed culvert conveying Blueberry Creek under NE 202ND ST during construction of the 68TH AVE NE Bicycle and Pedestrian Improvements Project resulted in mitigation requirements for Blueberry Creek. As mitigation, the City is removing a fish blocking culvert from the stream and restoring the creek in that area. This fish barrier is the downstream most barrier known to exist in the creek and will open access to fish to Swamp Creek.

PROJECT DESCRIPTION

Remove existing 12-inch culvert from stream and restore disturbed streambed and riparian area. Access restrictions will likely require mobilizing resources (tools, materials, etc.) on foot and performing the work by hand.

CONSIDERATIONS FOR IMPLEMENTATION

Environmental review required including SEPA, WDFW HPA and USACE Section 404 permit. Coordination with private property owners including temporary construction easements and property access agreements needed. Temporary stream bypass system, fish exclusion, and erosion and sediment controls will be needed during construction. Difficult access to project location. Manual work likely required.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Design		20,000	-	-	-	-	-	\$ 20,000
Construction		104,000	-	-	-	-	-	\$ 104,000
Total	\$80,000	\$134,000						\$ 134,000
REVENUES								
Debt		\$134,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,000
Total	\$80,000	\$134,000						\$ 134,000

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition																											
Rezoning & CUP																											
Design	X	X																									
Construction			X																								
Closeout				X																							

Project ID:	SW 0292
Project:	2029 SWM Small Works
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$91,200
Summary:	SWM Small Works projects conducted annually.
Updated:	August 2026

NARRATIVE

Annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04. Projects typically include tasks such as replacing multiple catch basins or lengths of stormwater conveyance pipe.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

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

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		-	-	91,200	-	-	-	\$ 91,200
Total	\$ -			\$91,200				\$ 91,200
REVENUES								
SWM Fund		\$ -	\$ -	\$ 91,200	\$ -	\$ -	\$ -	\$ 91,200
Total	\$ -			\$91,200				\$ 91,200

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design									X															
Construction										X	X													
Closeout																								

Project ID:	SW 0294
Project:	2027-2028 Surface Water Facility Retrofit
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$578,160
Summary:	Replace/retrofit existing surface water management facilities or construct new facilities in unmanaged areas.
Updated:	August 2026

NARRATIVE

Existing City operated stormwater facilities require replacement when they reach the end of their serviceable lifespan. Additionally, areas of the City's right-of-way may have been developed prior to modern stormwater management regulations and do not have any facilities treating those areas. Staff annually inspect drainage facilities and identify existing facilities or new areas for retrofit or reconstruction.

At a minimum, retrofits will meet the existing performance of the facility, however, whenever possible staff will attempt to update the flow control and/or water quality treatment capabilities of the facility to current standards using the best available technology. NPDES stormwater permit regulations are incorporating retrofits into the permit and are anticipated to become required in future permits.

PROJECT DESCRIPTION

Stormwater facilities will be designed and constructed to the City's current design standards to the maximum extent feasible.

CONSIDERATIONS FOR IMPLEMENTATION

Environmental review and permitting may be needed.
 Temporary construction easements may be needed.
 Erosion and sediment controls may be needed.
 Stream bypass system may be needed.

PROJECT LOCATION

Citywide.

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$28,908	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,908
Design		115,632	-	-	-	-	-	\$ 115,632
Construction		-	375,804	-	-	-	-	\$ 375,804
Construction Management		-	57,816	-	-	-	-	\$ 57,816
Total	\$ -	\$144,540	\$433,620					\$ 578,160
REVENUES								
Debt		\$144,540	\$433,620	\$ -	\$ -	\$ -	\$ -	\$ 578,160
Total	\$ -	\$144,540	\$433,620					\$ 578,160

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design		X	X	X	X	X																		
Construction						X	X																	
Closeout								X																

Project ID:	SW 0295
Project:	2029-2030 Surface Water Facility Retrofit
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$608,100
Summary:	Replace/retrofit existing surface water management facilities or construct new facilities in unmanaged areas.
Updated:	August 2026

NARRATIVE

Existing City operated stormwater facilities require replacement when they reach the end of their serviceable lifespan. Additionally, areas of the City's right-of-way may have been developed prior to modern stormwater management regulations and do not have any facilities treating those areas. Staff annually inspect drainage facilities and identify existing facilities or new areas for retrofit or reconstruction.

At a minimum, retrofits will meet the existing performance of the facility, however, whenever possible staff will attempt to update the flow control and/or water quality treatment capabilities of the facility to current standards using the best available technology. NPDES stormwater permit regulations are incorporating retrofits into the permit and are anticipated to become required in future permits.

PROJECT DESCRIPTION

Stormwater facilities will be designed and constructed to the City's current design standards to the maximum extent feasible.

CONSIDERATIONS FOR IMPLEMENTATION

Environmental review and permitting may be needed.
 Temporary construction easements may be needed.
 Erosion and sediment controls may be needed.
 Stream bypass system may be needed.

PROJECT LOCATION

Citywide.

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$30,405	\$ -	\$ -	\$ -	\$ 30,405
Design		-	-	121,620	-	-	-	\$ 121,620
Construction		-	-	-	395,265	-	-	\$ 395,265
Construction Management		-	-	-	60,810	-	-	\$ 60,810
Total	\$ -			\$152,025	\$456,075			\$ 608,100
REVENUES								
Debt		\$ -	\$ -	\$152,025	\$456,075	\$ -	\$ -	\$ 608,100
Total	\$ -			\$152,025	\$456,075			\$ 608,100

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design										X	X	X	X	X										
Construction														X	X									
Closeout																X								

Project ID:	SW 0302
Project:	Dredging Navigation Channel Sammamish River
Location(s):	Mouth of Sammamish River and Lake Washington
Basin:	Lake Washington & Sammamish River
Cost Estimate:	\$10,000,000
Summary:	Dredging of the Sammamish River and Navigation Channel.
Updated:	August 2026

NARRATIVE

The Sammamish River from the 68Th Ave NE bridge and west to Lake Washington is heavily impacted with sediment deposition resulting in shallow water dense with invasive aquatic plants and watercraft access/navigation issues. The Sammamish River channel connects with the Kenmore Navigation Channel located in Lake Washington, which also becomes impacted with sediment deposition, impacting commercial and recreational use of the waterway.

The Kenmore Navigation Channel is currently authorized by the U.S. Army Corps of Engineers (USACOE) for maintenance dredging and was last dredged in 2020. The Sammamish River Channel does not have current USACOE authorization. This project seeks to obtain USACOE authorization for maintenance dredging, with associated funding, and anticipates dredging could occur by 2030.

PROJECT DESCRIPTION

To complete the project utilizing Continuing Authorities Program authorization with the USACOE, the City will need to formally request consideration, then USACOE conducts a Feasibility Study, develops a design, conducts applicable studies, and procures contractor for construction.

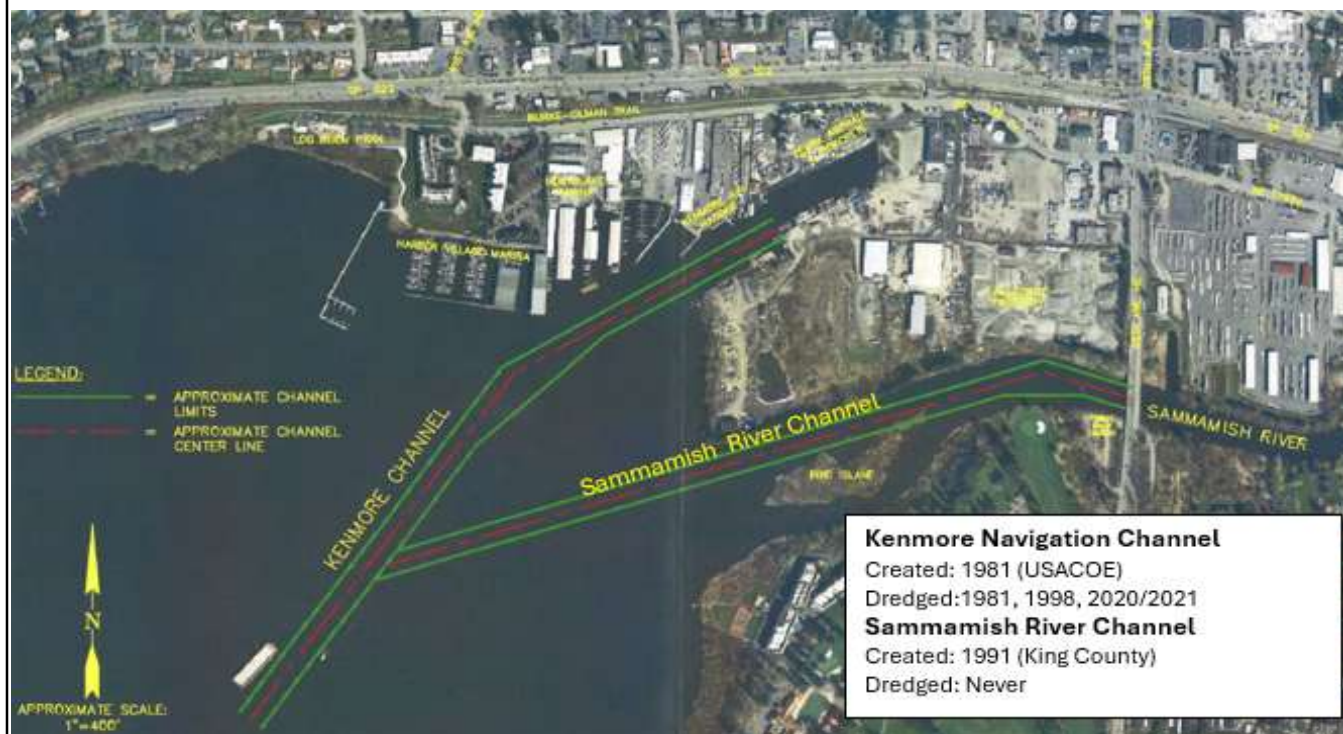
CONSIDERATIONS FOR IMPLEMENTATION

Feasibility Study - The project would include a federal feasibility study, which can be fully federally funded up to \$100K. Feasibility study costs over \$100K requires a 50% local match. Design - Development of plans and specifications requires a 10% local match with 90% of funds provided by federal source.

Construction - Local match for design depths of less than 20-feet is 20%, 20-feet to 45-feet is 25%, and over 45-feet is 50%.

Federal project limit is \$10M.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		-	1,100,000	1,100,000	300,000	-	-	\$ 2,500,000
Construction		-	-	-	7,500,000	-	-	\$ 7,500,000
Total	\$ -		\$1,100,000	\$1,100,000	\$7,800,000			\$ 10,000,000
REVENUES								
Congressionally Directed Spending		\$ -	\$1,000,000	\$1,000,000	\$2,125,000	\$ -	\$ -	\$ 4,125,000
USACOE Continuing Authorities Program (CAP) 107		-	100,000	100,000	5,675,000	-	-	\$ 5,875,000
Total	\$ -		\$1,100,000	\$1,100,000	\$7,800,000			\$ 10,000,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design						X	X	X	X	X	X	X	X	X	X									
Construction																X	X							
Closeout																								

Project ID:	SW 0304
Project:	2028 SWM Small Works
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$89,000
Summary:	SWM Small Works projects conducted annually.
Updated:	August 2026

NARRATIVE

Annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04. Projects typically include tasks such as replacing multiple catch basins or lengths of stormwater conveyance

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

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

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		-	89,000	-	-	-	-	\$ 89,000
Total	\$ -		\$89,000					\$ 89,000
REVENUES								
SWM Fund		\$ -	\$ 89,000	\$ -	\$ -	\$ -	\$ -	\$ 89,000
Total	\$ -		\$89,000					\$ 89,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design					X																			
Construction						X	X																	
Closeout																								

Project ID:	SW 0305
Project:	2030 SWM Small Works
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$95,000
Summary:	SWM Small Works projects conducted annually.
Updated:	August 2026

NARRATIVE

Annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04. Projects typically include tasks such as replacing multiple catch basins or lengths of stormwater conveyance pipe.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

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

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		-	-	-	95,000	-	-	\$ 95,000
Total	\$ -				\$95,000			\$ 95,000
REVENUES								
SWM Fund		\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ 95,000
Total	\$ -				\$95,000			\$ 95,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design														X										
Construction															X	X								
Closeout																								

Project ID:	SW 0306
Project:	2031 SWM Small Works
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$98,800
Summary:	SWM Small Works projects conducted annually.
Updated:	August 2026

NARRATIVE

Annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04. Projects typically include tasks such as replacing multiple catch basins or lengths of stormwater conveyance pipe.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

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

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		-	-	-	-	98,800	-	\$ 98,800
Total	\$ -					\$98,800		\$ 98,800
REVENUES								
SWM Fund		\$ -	\$ -	\$ -	\$ -	\$ 98,800	\$ -	\$ 98,800
Total	\$ -					\$98,800		\$ 98,800

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																	X							
Construction																		X	X					
Closeout																								

Project ID:	SW 0307
Project:	2032 SWM Small Works
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$103,000
Summary:	SWM Small Works projects conducted annually.
Updated:	August 2026

NARRATIVE

Annual small works projects consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Small works projects exceed the scope in-house maintenance capabilities but are within the range of small works as defined by RCW 39.04. Projects typically include tasks such as replacing multiple catch basins or lengths of stormwater conveyance pipe.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

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

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		-	-	-	-	-	103,000	\$ 103,000
Total	\$ -						\$103,000	\$ 103,000
REVENUES								
SWM Fund		\$ -	\$ -	\$ -	\$ -	\$ -	\$103,000	\$ 103,000
Total	\$ -						\$103,000	\$ 103,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																					X			
Construction																						X	X	
Closeout																								

Project ID:	SW 0308
Project:	2031-2032 Surface Water Facility Retrofit
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$650,000
Summary:	Replace/retrofit existing surface water management facilities or construct new facilities in unmanaged areas.
Updated:	August 2026

NARRATIVE

Existing City operated stormwater facilities require replacement when they reach the end of their serviceable lifespan. Additionally, areas of the City's right-of-way may have been developed prior to modern stormwater management regulations and do not have any facilities treating those areas. Staff annually inspect drainage facilities and identify existing facilities or new areas for retrofit or reconstruction.

At a minimum, retrofits will meet the existing performance of the facility, however, whenever possible staff will attempt to update the flow control and/or water quality treatment capabilities of the facility to current standards using the best available technology. NPDES stormwater permit regulations are incorporating retrofits into the permit and are anticipated to become required in future permits.

PROJECT DESCRIPTION

Stormwater facilities will be designed and constructed to the City's current design standards to the maximum extent feasible.

CONSIDERATIONS FOR IMPLEMENTATION

Environmental review and permitting may be needed.
 Temporary construction easements may be needed.
 Erosion and sediment controls may be needed.
 Stream bypass system may be needed.
 Traffic control may be needed.

PROJECT LOCATION

Citywide.

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$32,500	\$ -	\$ 32,500
Design		-	-	-	-	130,000	-	\$ 130,000
Construction		-	-	-	-	-	422,500	\$ 422,500
Construction Management		-	-	-	-	-	65,000	\$ 65,000
Total	\$ -					\$162,500	\$487,500	\$ 650,000
REVENUES								
SWM Fund		\$ -	\$ -	\$ -	\$ -	\$162,500	\$487,500	\$ 650,000
Total	\$ -					\$162,500	\$487,500	\$ 650,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																		X	X	X	X	X		
Construction																						X	X	
Closeout																								X

Project ID:	SW 0309
Project:	2027 Property Conservation Restoration Acquisition
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$1,215,450
Summary:	Acquisition of environmentally valuable properties for the purpose of conservation and restoration.
Updated:	August 2026

NARRATIVE

Annual open space acquisition program to leverage City funds with other conservation minded programs, such as King County's Conservation Futures Tax Levy Grant Program, to acquire strategic environmentally valuable property throughout the City for the purposes of conservation and restoration. Properties available from willing sellers that support goals and objectives outlined in the City's Comprehensive Plan, Climate Action Plan, Surface Water Management Plan and Urban Forest Management Plan are considered and prioritized for this program.

PROJECT DESCRIPTION

Local funds are budgeted in the City's Surface Water Capital Fund that can be used independently or leveraged with other funding sources to acquire property. Historically, the majority of acquisitions have been done in coordination with King County Conservation Futures Tax Levy grant awards. The process of applying for and receiving grant awards for conservation can take 9-12 months and purchasing property can take up to 6-months.

CONSIDERATIONS FOR IMPLEMENTATION

Grant application and award can take 9-12 months.
 Property purchase can take up to 6-months.
 Grant conditions include limited use of property (open-space, passive park use, etc...).
 May require demolition of existing improvements if property is developed.

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$1,215,450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,215,450
Total	\$ -	\$1,215,450						\$ 1,215,450
REVENUES								
King County Conservation Futures Grant		\$810,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 810,300
SWM Fund		405,150	-	-	-	-	-	\$ 405,150
Total	\$ -	\$1,215,450						\$ 1,215,450

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition	X	X																						
Rezoning & CUP																								
Design																								
Construction			X																					
Closeout				X																				

Project ID:	SW 0310
Project:	2028 Property Conservation Restoration Acquisition
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$1,245,750
Summary:	Acquisition of environmentally valuable properties for the purpose of conservation and restoration.
Updated:	August 2026

NARRATIVE

Annual open space acquisition program to leverage City funds with other conservation minded programs, such as King County's Conservation Futures Tax Levy Grant Program, to acquire strategic environmentally valuable property throughout the City for the purposes of conservation and restoration. Properties available from willing sellers that support goals and objectives outlined in the City's Comprehensive Plan, Climate Action Plan, Surface Water Management Plan and Urban Forest

PROJECT DESCRIPTION

Local funds are budgeted in the City's Surface Water Capital Fund that can be used independently or leveraged with other funding sources to acquire property. Historically, the majority of acquisitions have been done in coordination with King County Conservation Futures Tax Levy grant awards. The process of applying for and receiving grant awards for conservation can take 9-12 months and purchasing property can take up to 6-months.

CONSIDERATIONS FOR IMPLEMENTATION

Grant application and award can take 9-12 months.
 Property purchase can take up to 6-months.
 Grant conditions include limited use of property (open-space, passive park use, etc...).
 May require demolition of existing improvements if property is developed.

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$1,245,750	\$ -	\$ -	\$ -	\$ -	\$ 1,245,750
Total	\$ -		\$1,245,750					\$ 1,245,750
REVENUES								
Grant TBD		\$ -	\$415,250	\$ -	\$ -	\$ -	\$ -	\$ 415,250
King County Conservation Futures Grant		-	830,500	-	-	-	-	\$ 830,500
Total	\$ -		\$1,245,750					\$ 1,245,750

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition		X	X	X	X	X																		
Rezoning & CUP																								
Design																								
Construction							X																	
Closeout								X																

Project ID:	SW 0311
Project:	2029 Property Conservation Restoration Acquisition
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$1,276,950
Summary:	Acquisition of environmentally valuable properties for the purpose of conservation and restoration.
Updated:	August 2026

NARRATIVE

Annual open space acquisition program to leverage City funds with other conservation minded programs, such as King County's Conservation Futures Tax Levy Grant Program, to acquire strategic environmentally valuable property throughout the City for the purposes of conservation and restoration. Properties available from willing sellers that support goals and objectives outlined in the City's Comprehensive Plan, Climate Action Plan, Surface Water Management Plan and Urban Forest Management Plan are considered and prioritized for this program.

PROJECT DESCRIPTION

Local funds are budgeted in the City's Surface Water Capital Fund that can be used independently or leveraged with other funding sources to acquire property. Historically, the majority of acquisitions have been done in coordination with King County Conservation Futures Tax Levy grant awards. The process of applying for and receiving grant awards for conservation can take 9-12 months and

CONSIDERATIONS FOR IMPLEMENTATION

Grant application and award can take 9-12 months.
 Property purchase can take up to 6-months.
 Grant conditions include limited use of property (open-space, passive park use, etc...).
 May require demolition of existing improvements if property is developed.

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$1,276,950	\$ -	\$ -	\$ -	\$ 1,276,950
Total	\$ -			\$1,276,950				\$ 1,276,950
REVENUES								
Grant TBD		\$ -	\$ -	\$425,650	\$ -	\$ -	\$ -	\$ 425,650
King County Conservation Futures Grant		-	-	851,300	-	-	-	\$ 851,300
Total	\$ -			\$1,276,950				\$ 1,276,950

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition						X	X	X	X	X																	
Rezoning & CUP																											
Design																											
Construction												X															
Closeout													X														

Project ID:	SW 0312
Project:	2030 Property Conservation Restoration Acquisition
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$1,308,900
Summary:	Acquisition of environmentally valuable properties for the purpose of conservation and restoration.
Updated:	August 2026

NARRATIVE

Annual open space acquisition program to leverage City funds with other conservation minded programs, such as King County's Conservation Futures Tax Levy Grant Program, to acquire strategic environmentally valuable property throughout the City for the purposes of conservation and restoration. Properties available from willing sellers that support goals and objectives outlined in the City's Comprehensive Plan, Climate Action Plan, Surface Water Management Plan and Urban Forest Management Plan are considered and prioritized for this program.

PROJECT DESCRIPTION

Local funds are budgeted in the City's Surface Water Capital Fund that can be used independently or leveraged with other funding sources to acquire property. Historically, the majority of acquisitions have been done in coordination with King County Conservation Futures Tax Levy grant awards. The process of applying for and receiving grant awards for conservation can take 9-12 months and

CONSIDERATIONS FOR IMPLEMENTATION

Grant application and award can take 9-12 months.
 Property purchase can take up to 6-months.
 Grant conditions include limited use of property (open-space, passive park use, etc...).
 May require demolition of existing improvements if property is developed.

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$1,308,900	\$ -	\$ -	\$ 1,308,900
Total	\$ -				\$1,308,900			\$ 1,308,900
REVENUES								
Grant TBD		\$ -	\$ -	\$ -	\$436,300	\$ -	\$ -	\$ 436,300
King County Conservation Futures Grant		-	-	-	872,600	-	-	\$ 872,600
Total	\$ -				\$1,308,900			\$ 1,308,900

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition										X	X	X	X	X										
Rezoning & CUP																								
Design																								
Construction															X									
Closeout																X								

Project ID:	SW 0314
Project:	2031 Property Conservation Restoration Acquisition
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$1,339,500
Summary:	Acquisition of environmentally valuable properties for the purpose of conservation and restoration.
Updated:	August 2026

NARRATIVE

Annual open space acquisition program to leverage City funds with other conservation minded programs, such as King County's Conservation Futures Tax Levy Grant Program, to acquire strategic environmentally valuable property throughout the City for the purposes of conservation and restoration. Properties available from willing sellers that support goals and objectives outlined in the City's Comprehensive Plan, Climate Action Plan, Surface Water Management Plan and Urban Forest Management Plan are considered and prioritized for this program.

PROJECT DESCRIPTION

Local funds are budgeted in the City's Surface Water Capital Fund that can be used independently or leveraged with other funding sources to acquire property. Historically, the majority of acquisitions have been done in coordination with King County Conservation Futures Tax Levy grant awards. The process of applying for and receiving grant awards for conservation can take 9-12 months and

CONSIDERATIONS FOR IMPLEMENTATION

Grant application and award can take 9-12 months.
 Property purchase can take up to 6-months.
 Grant conditions include limited use of property (open-space, passive park use, etc...).
 May require demolition of existing improvements if property is developed.

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$1,339,500	\$ -	\$ 1,339,500
Total	\$ -					\$1,339,500		\$ 1,339,500
REVENUES								
King County Conservation Futures Grant		\$ -	\$ -	\$ -	\$ -	\$872,600	\$ -	\$ 872,600
SWM Fund		-	-	-	-	466,900	-	\$ 466,900
Total	\$ -					\$1,339,500		\$ 1,339,500

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition														X	X	X	X	X						
Rezoning & CUP																								
Design																								
Construction																			X					
Closeout																				X				

Project ID:	SW 0315
Project:	2032 Property Conservation Restoration Acquisition
Location(s):	Citywide
Basin:	Citywide
Cost Estimate:	\$1,372,500
Summary:	Acquisition of environmentally valuable properties for the purpose of conservation and restoration.
Updated:	August 2026

NARRATIVE

Annual open space acquisition program to leverage City funds with other conservation minded programs, such as King County's Conservation Futures Tax Levy Grant Program, to acquire strategic environmentally valuable property throughout the City for the purposes of conservation and restoration. Properties available from willing sellers that support goals and objectives outlined in the City's Comprehensive Plan, Climate Action Plan, Surface Water Management Plan and Urban Forest

PROJECT DESCRIPTION

Local funds are budgeted in the City's Surface Water Capital Fund that can be used independently or leveraged with other funding sources to acquire property. Historically, the majority of acquisitions have been done in coordination with King County Conservation Futures Tax Levy grant awards. The process of applying for and receiving grant awards for conservation can take 9-12 months and

CONSIDERATIONS FOR IMPLEMENTATION

Grant application and award can take 9-12 months.
 Property purchase can take up to 6-months.
 Grant conditions include limited use of property (open-space, passive park use, etc...).
 May require demolition of existing improvements if property is developed.

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$1,372,500	\$ 1,372,500
Total	\$ -						\$1,372,500	\$ 1,372,500
REVENUES								
King County Conservation Futures Grant		\$ -	\$ -	\$ -	\$ -	\$ -	\$915,000	\$ 915,000
SWM Fund		-	-	-	-	-	457,500	\$ 457,500
Total	\$ -						\$1,372,500	\$ 1,372,500

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																		X	X	X	X	X		
Rezoning & CUP																								
Design																								
Construction																							X	
Closeout																								X

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	2027-2032 Total
T-8 Burke Gilman Trail/SR522 Accessibility Project Prior Years' Expenses: \$578,591 Net Increase Annual O&M Cost: \$25,054	Funded	Property Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Design	330,798	-	-	-	-	-	330,798
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
		Subtotal	330,798	-	-	-	-	-	330,798
T-27 Pedestrian Facilities Program Prior Years' Expenses: \$0 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	300,000	300,000	300,000	300,000	1,200,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
		Subtotal	-	-	300,000	300,000	300,000	300,000	1,200,000
T-35 Pavement Preservation Prior Years' Expenses: \$11,719,367 Net Increase Annual O&M Cost: \$78,120	Funded	Property Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Design	100,000	-	100,000	-	100,000	-	300,000
		Construction	400,000	891,100	-	1,000,000	-	1,000,000	3,291,100
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	8,900	-	10,000	-	10,000	28,900
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
		Subtotal	500,000	900,000	100,000	1,010,000	100,000	1,010,000	3,620,000
T-37 West Sammamish River Bridge Replacement Prior Years' Expenses: \$41,800,103 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	350,000	-	-	-	-	-	350,000
		Mitigation & Monitoring	68,170	68,170	-	-	-	-	136,340
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
		Subtotal	418,170	68,170	-	-	-	-	486,340

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	2027-2032 Total
T-38 Lower Swamp Creek Bridge Replacement	Funded	Property Acquisition	92,000	-	-	-	-	ATTACHMENT 6	92,000
		Design	562,000	-	-	-	-	-	562,000
		Construction	-	2,876,000	-	-	-	-	2,876,000
		Mitigation & Monitoring	-	-	12,500	22,500	22,500	22,500	80,000
		1% for the Arts	-	56,140	-	-	-	-	56,140
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	2,112,000	596,000	-	-	-	2,708,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$1,188,339									
Net Increase Annual O&M Cost: \$0		Subtotal	654,000	5,044,140	608,500	22,500	22,500	22,500	6,374,140
T-203 66th/196th Slope Stability Project	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	350,000	-	-	-	350,000
		Construction	-	-	-	2,909,500	-	-	2,909,500
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	29,095	-	-	-	29,095
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0		Subtotal	-	-	379,095	2,909,500	-	-	3,288,595
T-252 ADA Transition Program	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	75,000	-	75,000	-	75,000	-	225,000
		Construction	-	400,000	-	575,000	-	575,000	1,550,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	5,750	3,500	5,750	5,750	5,750	5,750	32,250
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$368,920									
Net Increase Annual O&M Cost: \$0		Subtotal	80,750	403,500	80,750	580,750	80,750	580,750	1,807,250
T-253 NE 181st St Sidewalk Project	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	10,937	-	-	-	-	-	10,937
		Construction	1,312,846	-	-	-	-	-	1,312,846
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	14,810	-	-	-	-	-	14,810
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	595,763	-	-	-	-	-	595,763
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$416,217									
Net Increase Annual O&M Cost: \$9,562		Subtotal	1,934,356	-	-	-	-	-	1,934,356
T-260 80th Ave NE Sidewalk Project	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	1,297,573	-	-	-	-	-	1,297,573
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$3,473,928									
Net Increase Annual O&M Cost: \$107,228		Subtotal	1,297,573	-	-	-	-	-	1,297,573

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	2027-2032 Total
T-261 NE 192nd St Sidewalk Project	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	22,946	-	-	-	-	-	22,946
		Construction	707,019	-	-	-	-	-	707,019
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	7,070	-	-	-	-	-	7,070
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$1,338		Subtotal	737,035	-	-	-	-	-	737,035
T-262 Arrowhead Dr Sidewalk Project	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	105,243	-	-	-	-	-	105,243
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$18,211		Subtotal	105,243	-	-	-	-	-	105,243
T-265 Transportation Small Works	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	20,000	20,000	20,000	20,000	20,000	20,000	120,000
		Construction	80,000	80,000	80,000	80,000	80,000	80,000	480,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$2,620		Subtotal	100,000	100,000	100,000	100,000	100,000	100,000	600,000
T-266 84th Ave NE Ped/Bike Project	Funded	Property Acquisition	77,000	-	-	-	-	-	77,000
		Design	382,265	52,582	-	-	-	-	434,847
		Construction	-	2,641,179	288,758	-	-	-	2,929,937
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	21,452	-	-	-	-	21,452
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Net Increase Annual O&M Cost: \$23,086		Subtotal	459,265	2,715,213	288,758	-	-	-	3,463,236

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	2027-2032 Total
34 61st Ave Sidewalk Replacement & Stream Enhancement Project	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	350,000	350,000	-	-	-	-	700,000
		Construction	-	-	2,750,000	-	-	-	2,750,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	77,500	-	-	-	77,500
	Unfunded	Property Acquisition	-	685,000	-	-	-	-	685,000
		Design	100,000	100,000	-	-	-	-	200,000
		Construction	-	-	5,000,000	-	-	-	5,000,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$27,099		Subtotal	450,000	1,135,000	7,827,500	-	-	-	9,412,500
T-287 NE 175th Ped/Bike Project	Funded	Property Acquisition	70,000	-	-	-	-	-	70,000
		Design	390,000	-	-	-	-	-	390,000
		Construction	-	2,314,500	-	-	-	-	2,314,500
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	15,000	-	-	-	-	15,000
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$81,199									
Net Increase Annual O&M Cost: \$48,735		Subtotal	460,000	2,329,500	-	-	-	-	2,789,500
T-289 NE 155th (81st-Simonds) Ped/Bike Project	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	402,500	402,500	-	-	-	-	805,000
		Construction	-	-	3,646,000	-	-	-	3,646,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	36,460	-	-	-	36,460
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$5,000									
Net Increase Annual O&M Cost: \$54,638		Subtotal	402,500	402,500	3,682,460	-	-	-	4,487,460
T-313 NW Kenmore Collector Calming Project	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	80,000	-	-	-	-	80,000
		Construction	-	420,000	-	-	-	-	420,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	4,200	-	-	-	-	4,200
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$1,752		Subtotal	-	504,200	-	-	-	-	504,200
Project Management	Funded	Property Acquisition	-	-	-	-	-	-	-
		Design	40,000	42,000	44,000	47,000	50,000	53,000	276,000
		Construction	40,000	42,000	44,000	47,000	50,000	53,000	276,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$0									
Net Increase Annual O&M Cost: \$0		Subtotal	80,000	84,000	88,000	94,000	100,000	106,000	552,000

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	2027-2032 Total
Legal Expenses	Funded	Property Acquisition	-	-	-	-	-	ATTACHMENT 6	-
		Design	-	-	-	-	-	-	-
		Construction	75,000	75,000	75,000	75,000	75,000	75,000	450,000
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-	-
		Design	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-	-
Prior Years' Expenses: \$47,589									
Net Increase Annual O&M Cost: \$0									
		Subtotal	75,000	75,000	75,000	75,000	75,000	75,000	450,000
TOTAL PROJECT COSTS	Funded		7,388,927	10,864,223	7,934,063	5,091,750	778,250	2,194,250	34,251,463
	Unfunded		695,763	2,897,000	5,596,000	-	-	-	9,188,763
			\$ 8,084,690	\$ 13,761,223	\$ 13,530,063	\$ 5,091,750	\$ 778,250	\$ 2,194,250	\$ 43,440,226

FUNDING		2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed	2027-2032 Total
Connecting WA	Funded	\$ 31,068	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,068
Department of Commerce		299,730	-	-	-	-	-	299,730
REET		909,584	804,262	875,063	3,512,750	103,250	603,250	6,808,159
Impact Fees		642,348	335,500	300,000	300,000	300,000	300,000	2,177,848
Kenmore Automated Photo Enforcement		600,000	1,504,200	200,000	1,110,000	200,000	1,110,000	4,724,200
Local Bridge Program		643,000	2,866,000	-	-	-	-	3,509,000
Sound Transit		1,083,783	-	-	-	-	-	1,083,783
Transportation Improvement Board		533,981	-	-	-	-	-	533,981
WSDOT Ped/Bike Program		871,987	2,084,500	-	-	-	-	2,956,487
Northshore Utility District		54,500	-	-	-	-	-	54,500
WSDOT Safe Routes to School Program		754,681	402,500	3,646,000	-	-	-	4,803,181
Move Ahead Washington		809,265	2,708,261	2,750,000	-	-	-	6,267,526
Fund Carryover		155,000	159,000	163,000	169,000	175,000	181,000	1,002,000
	Unfunded	695,763	2,897,000	5,596,000	-	-	-	9,188,763
TOTAL PROJECT FUNDING		\$ 8,084,690	\$ 13,761,223	\$ 13,530,063	\$ 5,091,750	\$ 778,250	\$ 2,194,250	\$ 43,440,226

Project ID:	T-8
Project:	Burke Gilman Trail/SR522 Accessibility Project
Location(s):	61st Ave NE Between SR522 and the Burke Gilman Trail
Project Type:	Sidewalk and Bicycle
Cost Estimate:	\$330,798
Summary:	Accessible pedestrian/bike path from SR522 to the Burke Gilman Trail
Updated:	July 2026

NARRATIVE

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

The final segment, SR 522 West B (61st Ave NE to the western city limits) was originally scoped to include new sidewalk with buffer, utility undergrounding, adding a dual left turn lane at 61st Ave NE, and closing off left turn access to 60th Ave NE.

After re-evaluating priorities and with funding reduced for this project, the scope was modified to focus on accessibility to the Burke Gilman Trail and Log Boom Park. With 61st Ave NE (the only access connecting the trail to SR522) having sidewalk slopes up to 20%, improving access became the focus of this project.

PROJECT DESCRIPTION

This project will provide an Americans with Disabilities Act (ADA) connection for pedestrians and beginning cyclists to/from the Burke Gilman Trail and Log Boom Park to/from SR522, BRT, shops, residential dwellings, and medical facilities.

CONSIDERATIONS FOR IMPLEMENTATION

61st Ave NE is the only access to/from the Burke Gilman Trail and Log Boom Park. The nearest connection, 65th Ave NE, is over a third of a mile away. 61st Ave NE has sidewalk slopes up to 20%, improving access became the focus of this project. The Burke Gilman Trail is currently the only non-vehicular access to Lake Forest Park.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		330,798	-	-	-	-	-	\$ 330,798
Total	578591	\$330,798						\$ 330,798
REVENUES								
Connecting WA		\$ 31,068	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,068
Department of Commerce		299,730	-	-	-	-	-	\$ 299,730
Total	578591	\$330,798						\$ 330,798

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition	X																							
Rezoning & CUP																								
Design	X	X	X	X																				
Construction					X	X	X																	
Closeout								X																

Project ID:	T-27
Project:	Pedestrian Facilities Plan Projects
Location(s):	Citywide
Project Type:	Sidewalk and Bicycle
Cost Estimate:	\$1,200,000
Summary:	Funding to support implementation of the Pedestrian Facilities Plan
Updated:	July 2026

NARRATIVE

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

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Most locations consist of either shoulders of varying widths or sections with small "orphan" sidewalks.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		-	-	300,000	300,000	300,000	300,000	\$ 1,200,000
Total	0			\$300,000	\$300,000	\$300,000	\$300,000	\$ 1,200,000
REVENUES								
Impact Fees		\$ -	\$ -	\$300,000	\$300,000	\$300,000	\$300,000	\$ 1,200,000
Total	0			\$300,000	\$300,000	\$300,000	\$300,000	\$ 1,200,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design		X	X	X	X					X	X	X	X					X	X	X	X			
Construction						X	X	X						X	X	X						X	X	X
Closeout									X								X							

Project ID:	T-35
Project:	Pavement Preservation (Overlay)
Location(s):	Citywide
Project Type:	Pavement Management
Cost Estimate:	\$3,620,000
Summary:	Pavement grind and overlay, may also include curb ramp replacement.
Updated:	July 2026

NARRATIVE

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

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

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Typically roadways with pavement rating between 60 and 70 PCI. These roads usually show significant cracking and other signs of wear/damage.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		100,000	-	100,000	-	100,000	-	\$ 300,000
Construction		400,000	891,100	-	1,000,000	-	1,000,000	\$ 3,291,100
1% for the Arts		-	8,900	-	10,000	-	10,000	\$ 28,900
Total	11719367	\$500,000	\$900,000	\$100,000	\$1,010,000	\$100,000	\$1,010,000	\$ 3,620,000
REVENUES								
Kenmore Automated Photo Enforcement		\$500,000	\$900,000	\$100,000	\$1,010,000	\$100,000	\$1,010,000	\$ 3,620,000
Total	11719367	\$500,000	\$900,000	\$100,000	\$1,010,000	\$100,000	\$1,010,000	\$ 3,620,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design		X	X	X	X					X	X	X	X					X	X	X	X			
Construction		X				X	X							X	X							X	X	
Closeout								X								X								X

Project ID:	T-37
Project:	West Sammamish River Bridge Project
Location(s):	68th Ave NE Between NE 170th St and NE 175th St
Project Type:	Bridge
Cost Estimate:	\$486,340
Summary:	Mitigation Monitoring
Updated:	July 2026

NARRATIVE

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

PROJECT DESCRIPTION

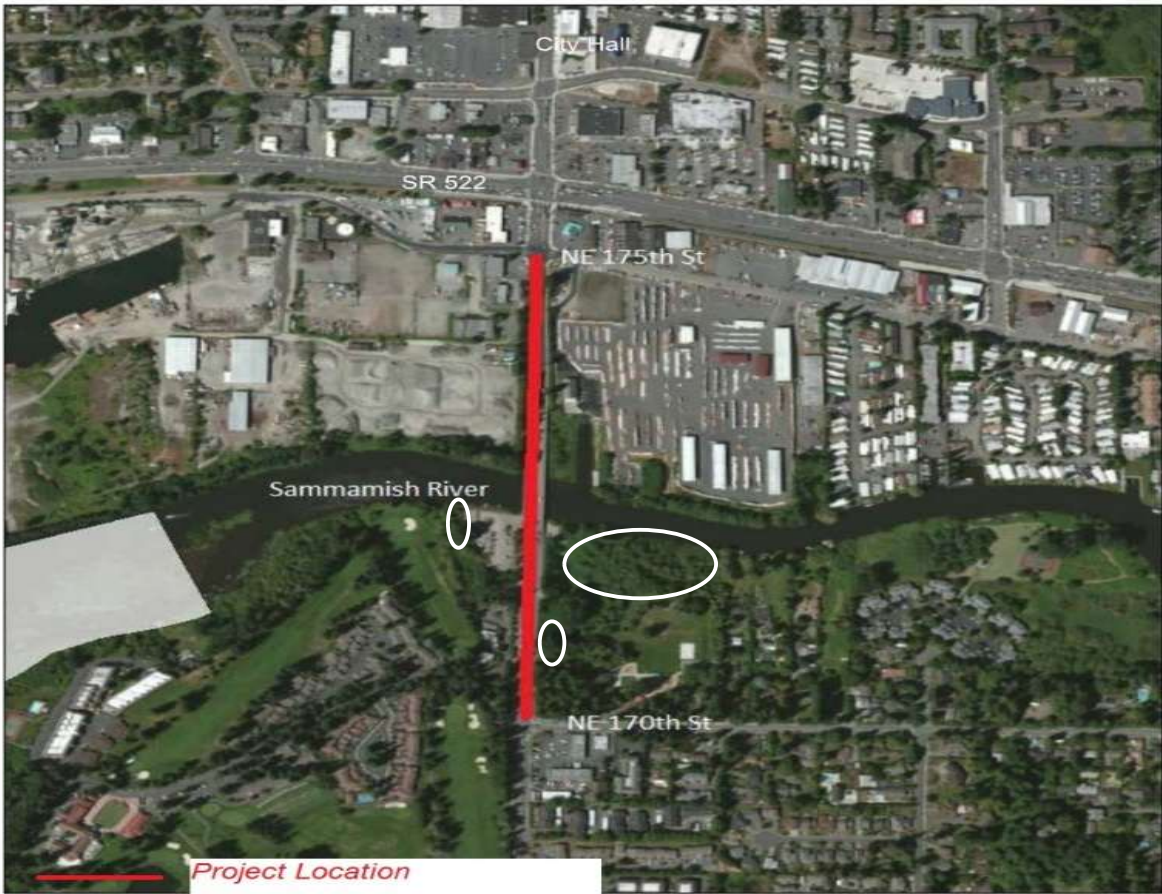
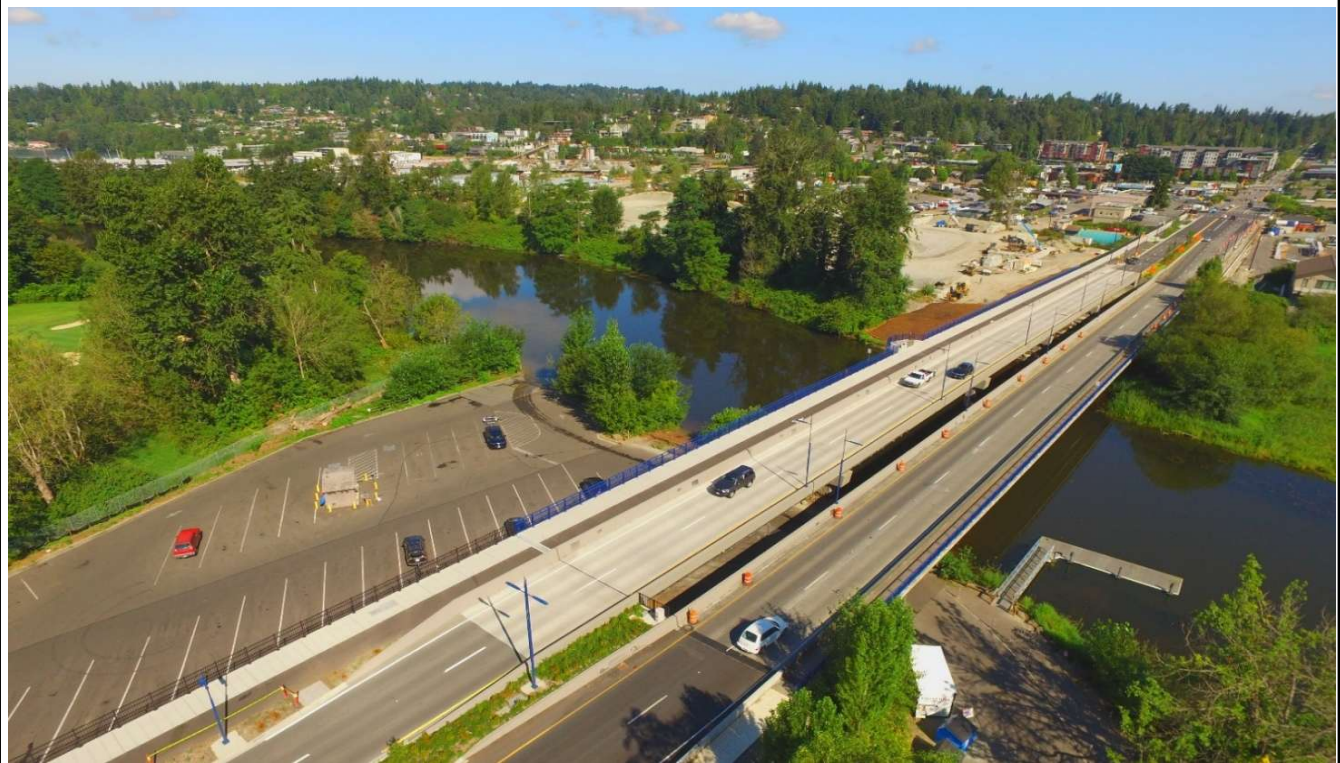
Replace the West Sammamish River Bridge (southbound traffic) that crosses the Sammamish River on 68th Avenue NE. The project will also include new sidewalk and bike path, landscaping, lighting, and utility undergrounding on 68th Avenue NE between NE 170th Street and NE 175th Street.

2027-2028 Activities: During 2027-2028, project work will consist of monitoring and reporting on permit related wetland mitigation work done as part of the bridge replacement project. In addition, funds are set aside to reconcile remaining costs associated with work done to underground the utilities.

CONSIDERATIONS FOR IMPLEMENTATION

Monitoring wetland areas to comply with permit requirements.

PROJECT LOCATION



Project Location (Mitigation Areas Circled)

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		350,000	-	-	-	-	-	\$ 350,000
Mitigation & Monitoring		68,170	68,170	-	-	-	-	\$ 136,340
Total	41800103	\$418,170	\$68,170					\$ 486,340
REVENUES								
REET		\$418,170	\$68,170	\$ -	\$ -	\$ -	\$ -	\$ 486,340
Total	41800103	\$418,170	\$68,170					\$ 486,340

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Mitigation & Monitor		X	X	X		X	X	X																
Design																								
Construction	X																							
Closeout																								

Project ID:	T-38
Project:	Lower Swamp Creek Bridge Replacement
Location(s):	NE 175th St at 80th Ave NE
Project Type:	Bridge
Cost Estimate:	\$6,374,140
Summary:	Replace the existing bridge
Updated:	July 2026

NARRATIVE

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

PROJECT DESCRIPTION

Replacement of the existing bridge over Swamp Creek.

CONSIDERATIONS FOR IMPLEMENTATION

The existing bridge is currently a 2-way wood structure bridge that is aging and is in need of replacement. The bridge rates a 40 out of 100.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$92,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,000
Design		562,000	-	-	-	-	-	\$ 562,000
Construction		-	4,988,000	596,000	-	-	-	\$ 5,584,000
Mitigation & Monitoring		-	-	12,500	22,500	22,500	22,500	\$ 80,000
1% for the Arts		-	56,140	-	-	-	-	\$ 56,140
Total	1188339	\$654,000	\$5,044,140	\$608,500	\$22,500	\$22,500	\$22,500	\$ 6,374,140
REVENUES								
Local Bridge Program		\$643,000	\$2,866,000	\$ -	\$ -	\$ -	\$ -	\$ 3,509,000
REET		11,000	66,140	12,500	22,500	22,500	22,500	\$ 157,140
Unfunded		-	2,112,000	596,000	-	-	-	\$ 2,708,000
Total	1188339	\$654,000	\$5,044,140	\$608,500	\$22,500	\$22,500	\$22,500	\$ 6,374,140

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition	X	X																						
Mitigation & Monitor											X			X	X	X		X	X	X		X	X	X
Design	X	X	X	X																				
Construction					X	X	X	X	X	X														
Closeout											X													

Project ID:	T-203
Project:	66th Ave NE/NE 196th PI Slope Stability Project
Location(s):	66th Ave NE & NE 196th PL
Project Type:	Retaining Wall
Cost Estimate:	\$3,288,595
Summary:	Construction slope stability infrastructure.
Updated:	July 2026

NARRATIVE

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

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

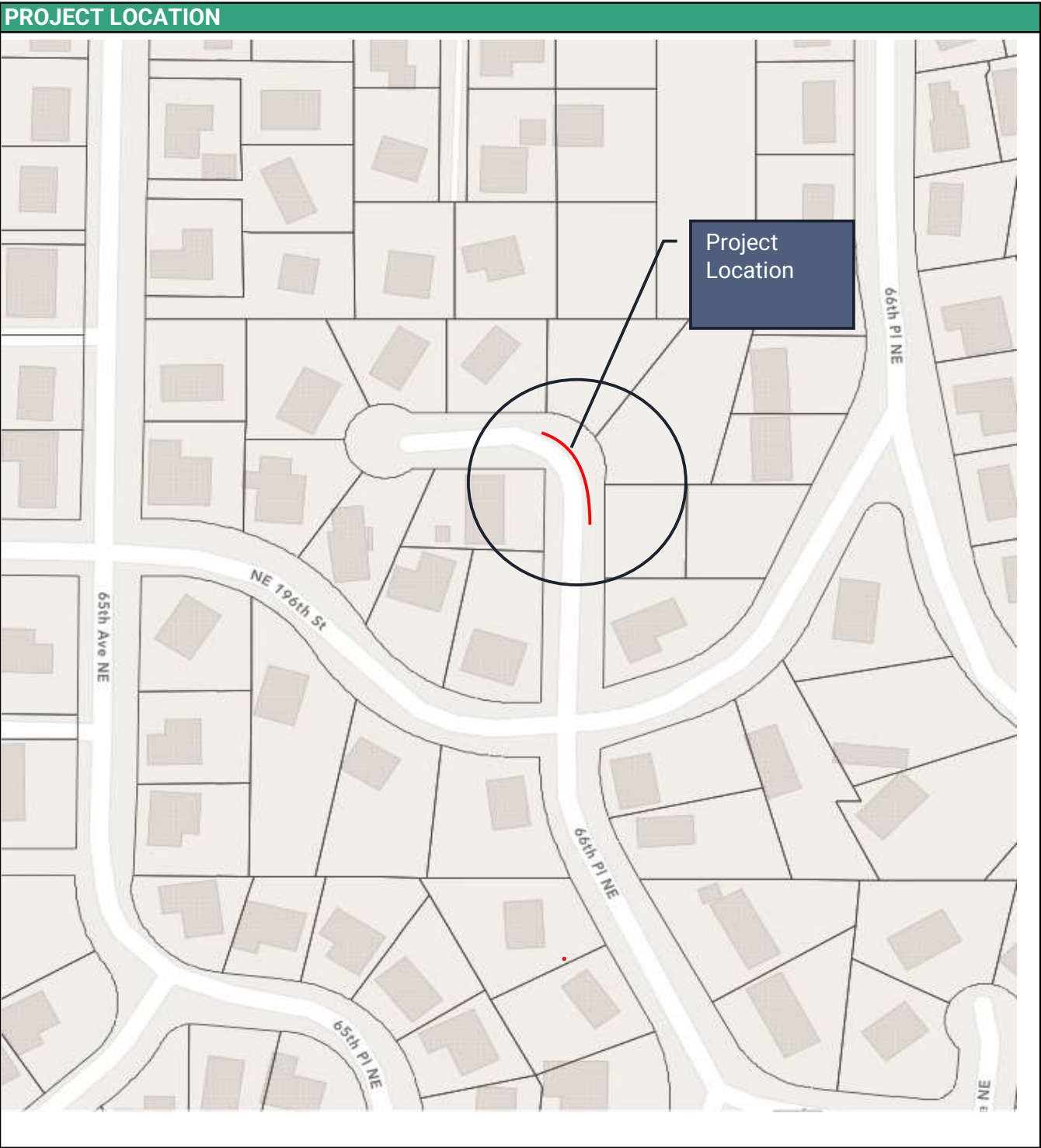
Engineering studies have recommended stabilization of the slope with either spiralnails or a retaining wall.

PROJECT DESCRIPTION

Stabilize the slope east of 66th Ave NE.

CONSIDERATIONS FOR IMPLEMENTATION

66th Ave NE is a dead end road with singular access to 4 single family homes. The slope along the east side of this road is showing signs of movement.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		-	-	350,000	-	-	-	\$ 350,000
Construction		-	-	-	2,909,500	-	-	\$ 2,909,500
1% for the Arts		-	-	29,095	-	-	-	\$ 29,095
Total	0			\$379,095	\$2,909,500			\$ 3,288,595
REVENUES								
REET		\$ -	\$ -	\$379,095	\$2,909,500	\$ -	\$ -	\$ 3,288,595
Total	0			\$379,095	\$2,909,500			\$ 3,288,595

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design						X	X	X	X															
Construction										X	X													
Closeout												X												

Project ID:	T-252
Project:	ADA Transition Program
Location(s):	Citywide
Project Type:	Sidewalk
Cost Estimate:	\$1,807,250
Summary:	Update non-compliant ADA features
Updated:	July 2026

NARRATIVE

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

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Many pedestrian facility locations within the City are not compliant with ADA Guidelines. There is a federal mandate to make progress towards correcting non-compliant pedestrian facilities.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		75,000	-	75,000	-	75,000	-	\$ 225,000
Construction		-	400,000	-	575,000	-	575,000	\$ 1,550,000
1% for the Arts		5,750	3,500	5,750	5,750	5,750	5,750	\$ 32,250
Total	368920	\$80,750	\$403,500	\$80,750	\$580,750	\$80,750	\$580,750	\$ 1,807,250
REVENUES								
REET		\$ 80,750	\$403,500	\$80,750	\$580,750	\$80,750	\$580,750	\$ 1,807,250
Total	368920	\$80,750	\$403,500	\$80,750	\$580,750	\$80,750	\$580,750	\$ 1,807,250

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design			X	X	X		X	X	X		X	X	X		X	X	X		X	X	X		X	X
Construction		X				X				X				X				X				X		
Closeout		X				X				X				X				X				X		

Project ID:	T-253
Project:	NE 181 St Sidewalk Project
Location(s):	NE 181st St between 61st Ave NE and 63rd Ave NE
Project Type:	Sidewalk and Bicycle
Cost Estimate:	\$1,934,356
Summary:	New sidewalk and parking lane
Updated:	July 2026

NARRATIVE

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

PROJECT DESCRIPTION

This project builds approximately 615 linear feet (LF) of new sidewalks on south side of NE 181st Street from 61st Ave to 63rd Ave.

CONSIDERATIONS FOR IMPLEMENTATION

Section is primarily gravel or paved shoulder with on street parking. A short segment of sidewalk exists within this segment.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		10,937	-	-	-	-	-	\$ 10,937
Construction		1,908,609	-	-	-	-	-	\$ 1,908,609
1% for the Arts		14,810	-	-	-	-	-	\$ 14,810
Total	416217	\$1,934,356						\$ 1,934,356
REVENUES								
Impact Fees		\$240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000
REET		14,810	-	-	-	-	-	\$ 14,810
Sound Transit		1,083,783	-	-	-	-	-	\$ 1,083,783
Unfunded		595,763	-	-	-	-	-	\$ 595,763
Total	416217	\$1,934,356						\$ 1,934,356

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design	X																							
Construction		X	X	X																				
Closeout																								

Project ID:	T-260
Project:	80th Ave NE Ped/Bike Project
Location(s):	80th Ave NE between SR522 and NE 185th St
Project Type:	Sidewalk and Bicycle
Cost Estimate:	\$1,297,573
Summary:	New sidewalk, bike path, and enhanced crossings. Project includes "chicane" design to slow vehicle speeds.
Updated:	July 2026

NARRATIVE

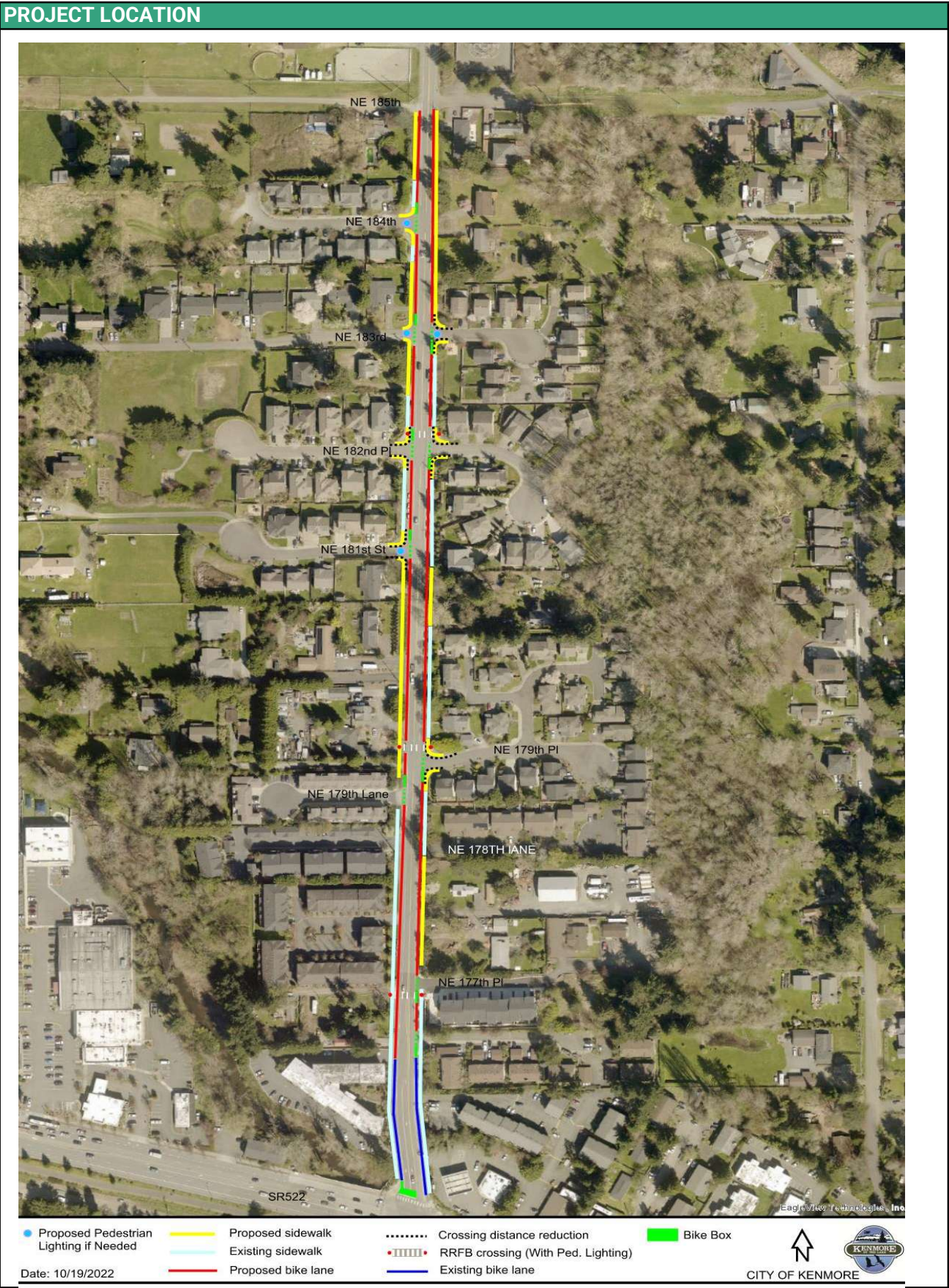
Sidewalk exists at sporadic location along 80th Ave NE within the project limits. This project will close gaps and create continuous sidewalk and bike lanes on both sides of the street connecting to SR522.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Section is primarily paved shoulder with bike lane. A short segment of sidewalk exists within this section.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		1,297,573	-	-	-	-	-	\$ 1,297,573
Total	3473928	\$1,297,573						\$ 1,297,573
REVENUES								
Impact Fees		\$297,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297,105
Northshore Utility District		54,500	-	-	-	-	-	\$ 54,500
Transportation Improvement Board		533,981	-	-	-	-	-	\$ 533,981
WSDOT		411,987	-	-	-	-	-	\$ 411,987
Total	3473928	\$1,297,573						\$ 1,297,573

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction	X	X																						
Closeout			X	X																				

Project ID:	T-261
Project:	NE 192nd Sidewalk and Bicycle Project
Location(s):	NE 192nd St between 73rd Ave NE and 75th Ave NE
Project Type:	Sidewalk and Bicycle
Cost Estimate:	\$737,035
Summary:	New sidewalk and bike path
Updated:	July 2026

NARRATIVE

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

PROJECT DESCRIPTION

This project builds approximately 275 LF of new sidewalks on north side of NE192nd Street from 73rd Ave – 75th Ave and approximately 75 LF of sidewalk on the east side of 75th Ave NE to close the sidewalk gap. This project will also install a new school zone sign just west of the 75th Ave NE. NE 192nd St intersection. New separated bike path will be installed adjacent to the new sidewalk on 73rd Ave NE.

CONSIDERATIONS FOR IMPLEMENTATION

Existing infrastructure is gravel shoulder. This area is a gap in the sidewalk network and is currently part of the walk to school route for elementary students attending Kenmore Elementary.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		22,946	-	-	-	-	-	\$ 22,946
Construction		707,019	-	-	-	-	-	\$ 707,019
1% for the Arts		7,070	-	-	-	-	-	\$ 7,070
Total	408719	\$737,035						\$ 737,035
REVENUES								
REET		\$384,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 384,854
WSDOT Safe Routes to School Program		352,181	-	-	-	-	-	\$ 352,181
Total	408719	\$737,035						\$ 737,035

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design	X																							
Construction		X	X	X		X																		
Closeout						X																		

Project ID:	T-262
Project:	Arrowhead Dr Sidewalk Project
Location(s):	Arrowhead Dr between NE 151st St and 64th Ave NE
Project Type:	Sidewalk
Cost Estimate:	\$105,243
Summary:	New sidewalk, traffic calming, and enhanced crossing
Updated:	July 2026

NARRATIVE

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

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Section is primarily paved shoulder with school zone flashers.

PROJECT LOCATION**PROJECT COST ESTIMATE IN CURRENT DOLLARS**

	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Construction		105,243	-	-	-	-	-	\$ 105,243
Total	2885539	\$105,243						\$ 105,243
REVENUES								
Impact Fees		\$105,243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,243
Total	2885539	\$105,243						\$ 105,243

SCHEDULE

Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction		X																						
Closeout			X																					

Project ID:	T-265
Project:	Transportation Small Works Projects
Location(s):	Citywide
Project Type:	Roadway
Cost Estimate:	\$600,000
Summary:	Small roadway improvements and repairs
Updated:	July 2026

NARRATIVE

Issues occur from time to time that require improvements or repairs to be made within the public right of way. These are typically unplanned/unforeseen issues that require immediate attention. A small amount of funding is set aside to address these unforeseen issues.

PROJECT DESCRIPTION

Small, easy to design and install roadway improvements and repairs. Work could consist of lane line or centerline curb addition/replacement, tree removals/replanting, pedestrian lighting, wall repair/installation.

CONSIDERATIONS FOR IMPLEMENTATION

Existing conditions are unknown; however, this project will typically address issues that would provide a positive public benefit.

PROJECT LOCATION

Citywide

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		20,000	20,000	20,000	20,000	20,000	20,000	\$ 120,000
Construction		80,000	80,000	80,000	80,000	80,000	80,000	\$ 480,000
Total	1800	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$ 600,000
REVENUES								
Kenmore Automated Photo Enforcement		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$ 600,000
Total	1800	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$ 600,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design	X	X	X		X	X	X		X	X	X		X	X	X		X	X	X		X	X	X	
Construction		X	X	X		X	X	X		X	X	X		X	X	X		X	X	X		X	X	X
Closeout		X	X	X		X	X	X		X	X	X		X	X	X		X	X	X		X	X	X

Project ID:	T-266
Project:	84th Ave NE Ped/Bike Project
Location(s):	84th Ave NE between NE 150th St and NE 155th St
Project Type:	Sidewalk and Bicycle
Cost Estimate:	\$3,463,236
Summary:	New sidewalk and bike path, reducing crossing distance, and reducing radius of corners.
Updated:	July 2026

NARRATIVE

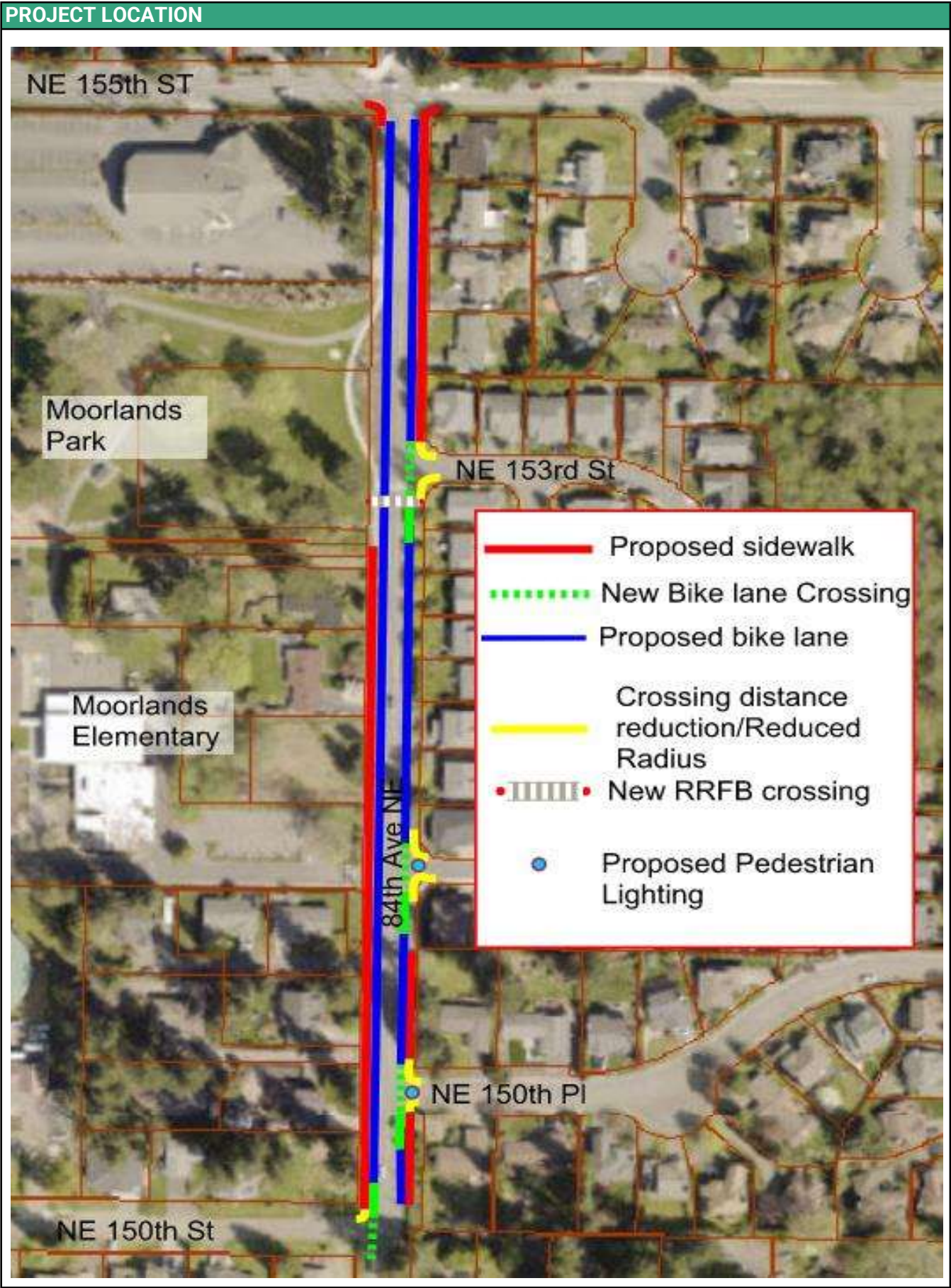
Sidewalk exists on the west side of 84th Ave NE at NE 155th St. and terminates approximately 500 feet south of NE 155th St and on the east side of 84th Ave NE between NE 151st Pl and NE 153rd St. This project will extend the sidewalk south and create a continuous sidewalk between NE 150th St and NE 155th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

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Section is primarily paved shoulder on the west side and portions of paved shoulder and sidewalk on the east side.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$77,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,000
Design		382,265	52,582	-	-	-	-	\$ 434,847
Construction		-	2,641,179	288,758	-	-	-	\$ 2,929,937
1% for the Arts		-	21,452	-	-	-	-	\$ 21,452
Total	282474	\$459,265	\$2,715,213	\$288,758				\$ 3,463,236
REVENUES								
Impact Fees		\$ -	\$335,500	\$ -	\$ -	\$ -	\$ -	\$ 335,500
Move Ahead Washington		459,265	2,358,261	-	-	-	-	\$ 2,817,526
REET		-	21,452	288,758	-	-	-	\$ 310,210
Total	282474	\$459,265	\$2,715,213	\$288,758				\$ 3,463,236

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition		X	X																					
Rezoning & CUP																								
Design	X	X	X	X	X																			
Construction						X	X	X	X	X														
Closeout											X													

Project ID:	T-284
Project:	61st Ave NE Sidewalk Replacement & Stream Enhancement Project
Location(s):	61st Ave NE between NE 181st St and NE 190th St
Project Type:	Sidewalk, Bicycle, and Stream
Cost Estimate:	\$9,412,500
Summary:	Remove center turn lane, relocate east side sidewalk and bike lane to the west, enhance quality of stream
Updated:	July 2026

NARRATIVE

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

PROJECT DESCRIPTION

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

- A 2-inch grind and HMA overlay south of NE 190th St
- Center two-way left turn lane will be removed
- Rectangular Rapid Flashing Beacon (RRFB) at 61st Ave NE and 60th Ave NE Intersection.
- Stream corridor improvements (increase stream buffer, removal of invasive species, buffer plantings – additional improvements may be implemented if funding allows)
- Add separated bike lane to east side and buffered bike lane to west side of the road

CONSIDERATIONS FOR IMPLEMENTATION

The roadway/sidewalk in the section has a history of damage from the creek and other issues involving the creek have caused erosion along the channel. Many sections of the sidewalks along this section of 61st Ave do not meet Americans with Disability Act (ADA) compliance.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$685,000	\$ -	\$ -	\$ -	\$ -	\$ 685,000
Design		450,000	450,000	-	-	-	-	\$ 900,000
Construction		-	-	7,750,000	-	-	-	\$ 7,750,000
1% for the Arts		-	-	77,500	-	-	-	\$ 77,500
Total	\$ -	\$450,000	\$1,135,000	\$7,827,500				\$ 9,412,500
REVENUES								
Move Ahead		\$350,000	\$350,000	\$2,750,000	\$ -	\$ -	\$ -	\$ 3,450,000
REET		-	-	77,500	-	-	-	\$ 77,500
Unfunded		100,000	785,000	5,000,000	-	-	-	\$ 5,885,000
Total	\$ -	\$450,000	\$1,135,000	\$7,827,500				\$ 9,412,500

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition				X	X	X																		
Mitigation & Monitor												X		X	X	X		X	X	X		X	X	X
Design	X	X	X	X	X	X	X	X																
Construction									X	X	X	X												
Closeout													X											

Project ID:	T-287
Project:	NE 175th St Ped/Bike Project
Location(s):	NE 175th St between 68th Ave NE and 73rd Ave NE
Project Type:	Sidewalk and Bicycle
Cost Estimate:	\$2,789,500
Summary:	New sidewalk and bike path on south side of street.
Updated:	July 2026

NARRATIVE

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

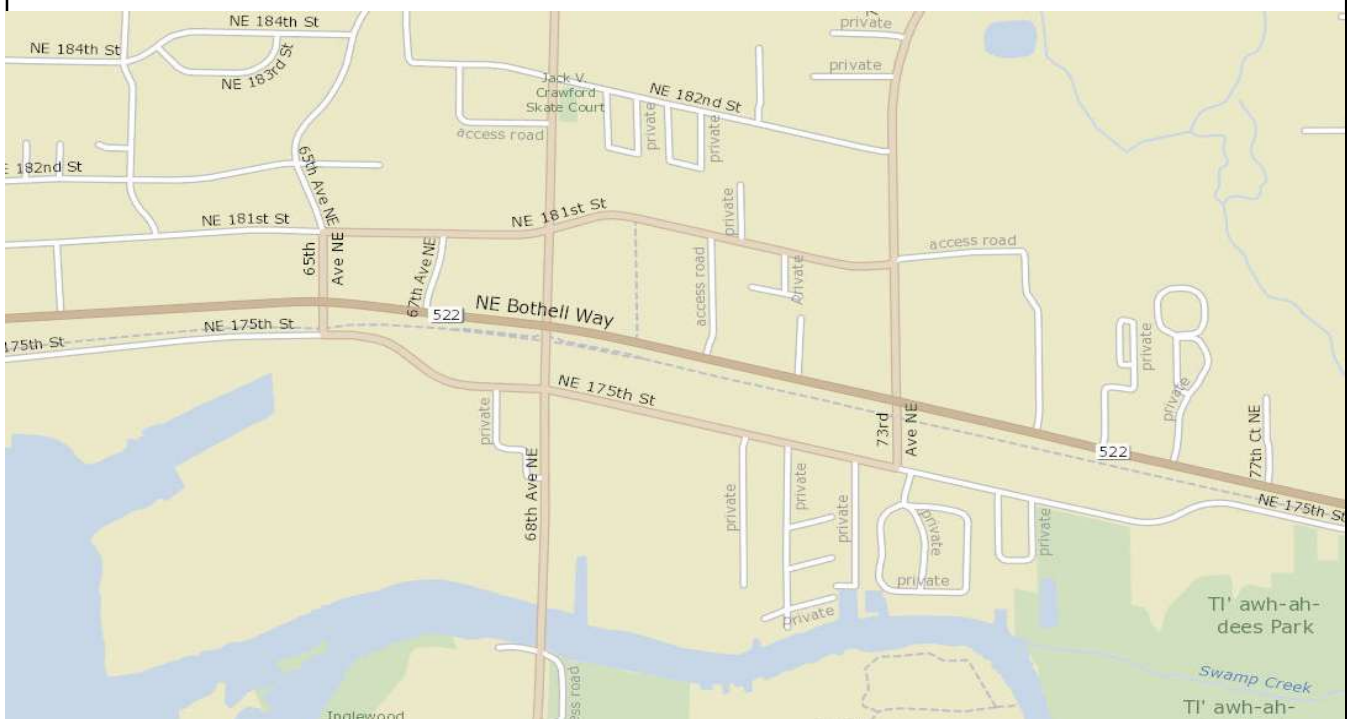
PROJECT DESCRIPTION

The project will install sidewalk along the south side of NE 175th Street starting at the 68th Ave NE and terminating at the existing sidewalk approximately 810 feet to the east. A combination of separated and buffered bike lanes will be installed on the south side of the street from 68th Ave NE to 73rd Ave NE.

CONSIDERATIONS FOR IMPLEMENTATION

Existing section is gravel shoulder with head in parking.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000
Design		390,000	-	-	-	-	-	\$ 390,000
Construction		-	2,314,500	-	-	-	-	\$ 2,314,500
1% for the Arts		-	15,000	-	-	-	-	\$ 15,000
Total	81199	\$460,000	\$2,329,500					\$ 2,789,500
REVENUES								
REET		\$ -	\$245,000	\$ -	\$ -	\$ -	\$ -	\$ 245,000
WSDOT Ped/Bike Program		460,000	2,084,500	-	-	-	-	\$ 2,544,500
Total	81199	\$460,000	\$2,329,500					\$ 2,789,500

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition																											
Rezoning & CUP																											
Design	X	X	X	X																							
Construction					X	X	X																				
Closeout								X																			

Project ID:	T-289
Project:	NE 155th St Sidewalk and Bicycle Project
Location(s):	NE 155th St between 81st Av NE and Simonds Rd NE
Project Type:	Sidewalk and Bicycle
Cost Estimate:	\$4,487,460
Summary:	New sidewalk and bicycle path
Updated:	July 2026

NARRATIVE

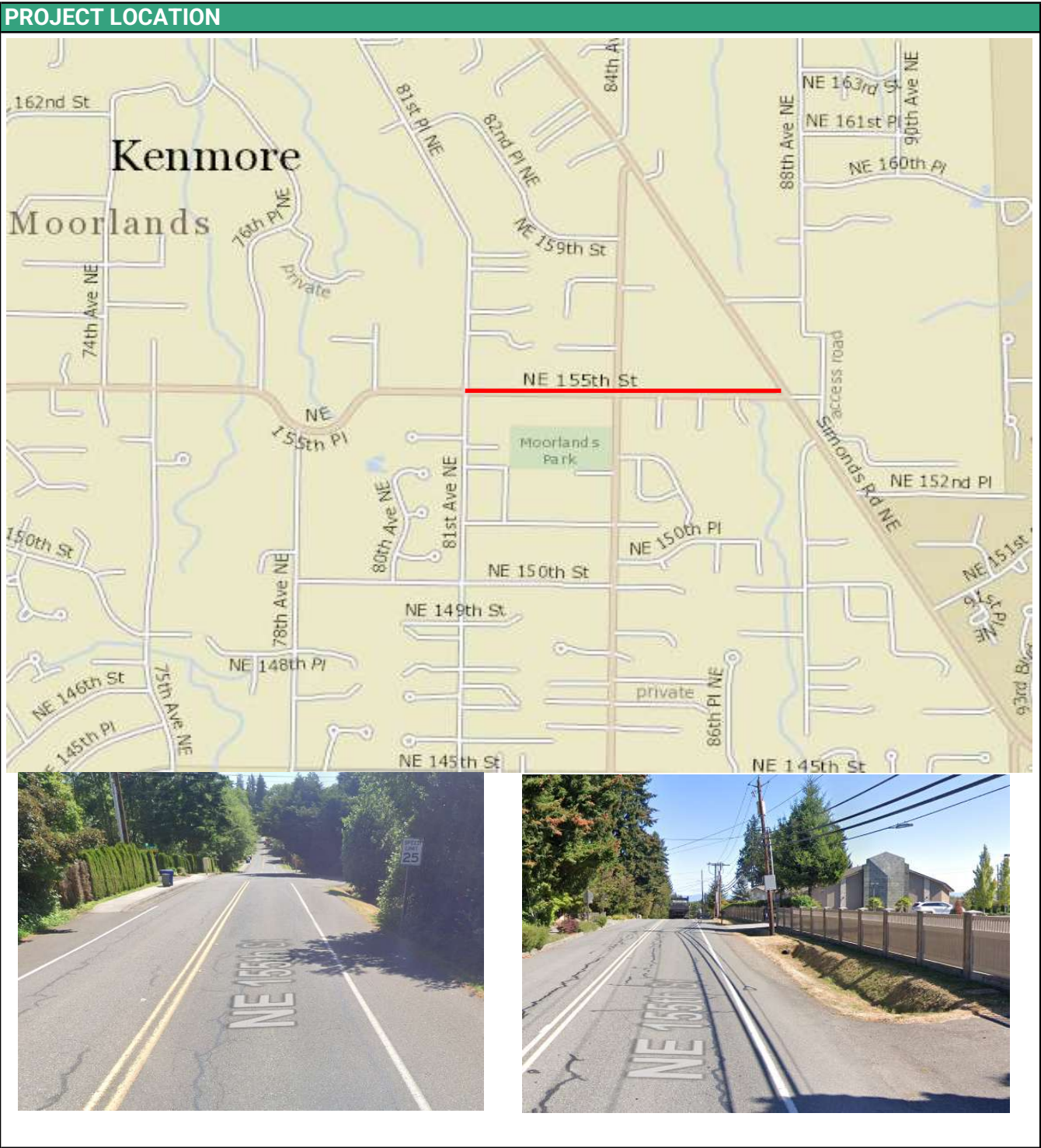
This section of NE 155th St is limited to pedestrian access via a sidewalk located partially along the north and south sides of the street. This road provides connection for students to Inglemoor High School and access to Moorlands Elementary school students.

PROJECT DESCRIPTION

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

CONSIDERATIONS FOR IMPLEMENTATION

Section is primarily paved shoulder on the south side with some sidewalk at the Simonds end and portions of paved shoulder and sidewalk on the north side.



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		402,500	402,500	-	-	-	-	\$ 805,000
Construction		-	-	3,646,000	-	-	-	\$ 3,646,000
1% for the Arts		-	-	36,460	-	-	-	\$ 36,460
Total	5000	\$402,500	\$402,500	\$3,682,460				\$ 4,487,460
REVENUES								
REET		\$ -	\$ -	\$36,460	\$ -	\$ -	\$ -	\$ 36,460
WSDOT Safe Routes to School Program								
		402,500	402,500	3,646,000	-	-	-	\$ 4,451,000
Total	5000	\$402,500	\$402,500	\$3,682,460				\$ 4,487,460

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition																											
Rezoning & CUP																											
Design	X	X	X	X	X	X	X	X																			
Construction									X	X	X																
Closeout												X															

Project ID:	T-313
Project:	PPL3 NW Kenmore Collector Calming Project
Location(s):	Northwest region of Kenmore
Project Type:	NA
Cost Estimate:	\$504,200
Summary:	Speed Management and Sight Line Improvements on Collector Streets in NW Kenmore.
Updated:	July 2026

NARRATIVE

Kenmore's Local Road Safety Plan identifies facilities with high opportunity crash-risk reduction based on historical crash patterns as well as the presence of risk factors which increase the likelihood of future crashes. The 2024 update the local road safety plan identified high travel speeds and limited sight lines in two collector corridors as having high opportunity for reduction in future crashes, and high benefit-cost for investment of safety funding.

The PPL3 NW Kenmore Collector Calming Project (PPL3 for Project 3 on the Priority Project List) has an estimated benefit-cost ratio of 2.8, showing a high return on safety investment for the forecasted cost of future crashes prevented.

The speed limit on 68th Av NE / NE 202nd St / 62nd Av NE was reduced from 35 mph to 25 mph as part of the Walkways and Waterways project completed in 2022; this speed limit change was supported with other speed management interventions such as narrowed lanes and speed feedback signs. Although speed studies show reduced travel speeds in the corridor after the project was completed, travel speeds have not come down enough to support sightlines for driveways and sidestreets entering traffic, or to support the shared multimodal environment given the degree of separation available for bicycle traffic especially. Given the constraints of right-of-way and roadway geometry, vertical deflection is the only feasible engineering intervention to achieve travel speeds appropriate for the conditions present in this corridor.

The collector corridor connecting 61st Av to 68th Av through 197th St, 64th Av / 63rd Av / 62nd Av, and 185th St has wide streets, winding curves, and steep grades which present areas where travel speeds are too fast for conditions, either because conditions require slower speeds than the existing 25 mph speed limit, or because travel speeds exceed the speed limit substantially. Low-cost channelization changes to improve sightlines can reduce the need for travel speed reduction in areas where existing speeds are already aligned with the speed limit, and installation of traffic calming features on 185th St can help bring travel speeds in line with what is appropriate for the traffic environment.

These changes together will help address the causes of historical crashes as well as risk factors which are likely to contribute to crashes in the future.

PROJECT DESCRIPTION

This project will construct traffic safety improvements in three corridors:

- Approximately 15 sets of speed cushions along the 1.5 mile section of the 68th Av NE / NE 202nd St / 62nd Av NE corridor between NE 185th St and 61st PI NE
- Traffic calming devices on NE 185th St between 68th Av NE and 64th Av NE
- Pavement marking changes to improve sightlines and encourage lower travel speeds in the 64th Av NE / 63rd Av NE / 62nd Av NE corridor

CONSIDERATIONS FOR IMPLEMENTATION

68th Av NE / NE 202nd St / 62nd Av NE corridor is a mid-volume road but is especially prominent because of its connection to the downtown core as well as providing access to Kenmore Middle School. The scale of traffic calming (in project length and frequency of speed cushions) is more substantial than other traffic calming projects completed in the area, and public outreach and attention to stakeholder impact will be important for setting and meeting expectations and supporting project buy-in with the community.

PROJECT LOCATION

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Design		-	80,000	-	-	-	-	\$ 80,000
Construction		-	420,000	-	-	-	-	\$ 420,000
1% for the Arts		-	4,200	-	-	-	-	\$ 4,200
Total	\$ -		\$504,200					\$ 504,200
REVENUES								
Kenmore Automated Photo Enforcement		\$ -	\$504,200	\$ -	\$ -	\$ -	\$ -	\$ 504,200
Total	\$ -		\$504,200					\$ 504,200

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design	X	X																						
Construction		X	X																					
Closeout																								

CITY OF KENMORE, WASHINGTON
CITY FACILITIES CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2027-2032

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
F-1 Public Works Operations Center (PWOC) Phase 1 Prior Years' Expenses: \$17,500,000 Net Increase Annual O&M Cost: \$288,000	Funded	Property Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Design	300,000	-	-	-	-	-
		Construction	5,032,982	2,000,000	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	129,856	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	5,462,838	2,000,000	-	-	-	-
F-5 Public Works Operations Center (PWOC) Phase 2 Prior Years' Expenses: \$0 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	250,000
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	-	-	-	-	-	250,000
F-6 City Hall Parking Lot Replacement Prior Years' Expenses: \$0 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	15,000	-	-	-	-	-
		Construction	-	448,000	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	15,000	448,000	-	-	-	-

CITY OF KENMORE, WASHINGTON
CITY FACILITIES CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2027-2032

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
F-7 City Hall 68th AVE Driveway Replacement Prior Years' Expenses: \$0 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	5,000	-	-	-	-	-
		Construction	-	75,000	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	5,000	75,000	-	-	-	-
F-8 Community Center Feasibility Study Prior Years' Expenses: \$0 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	-	-	-	-	-	-
		Design	40,000	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	40,000	-	-	-	-	-
F-9 Tree Replacement Project Prior Years' Expenses: \$0 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	50,000	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	50,000	-	-	-	-	-

CITY OF KENMORE, WASHINGTON
CITY FACILITIES CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2027-2032

PROJECT DESCRIPTION	Funding Status	Cost Category	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
F-10 City Hall AV Upgrade Prior Years' Expenses: \$0 Net Increase Annual O&M Cost: \$0	Funded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	-	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
	Unfunded	Property Acquisition	-	-	-	-	-	-
		Design	-	-	-	-	-	-
		Construction	200,000	-	-	-	-	-
		Mitigation & Monitoring	-	-	-	-	-	-
		1% for the Arts	-	-	-	-	-	-
		Subtotal	200,000	-	-	-	-	-
Debt Repayment	Funded		1,625,168	1,620,848	1,600,000	1,600,000	1,600,000	1,600,000
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
			-	-	-	-	-	-
		Subtotal	1,625,168	1,620,848	1,600,000	1,600,000	1,600,000	1,600,000
TOTAL PROJECT COSTS	Funded		7,178,006	3,620,848	1,600,000	1,600,000	1,600,000	1,600,000
	Unfunded		220,000	523,000	-	-	-	250,000
			\$ 7,398,006	\$ 4,143,848	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,850,000

FUNDING			2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
PWOC Bonds	Funded		\$ 5,462,838	\$ -	\$ -	\$ -	\$ -	\$ -
2026 Community Funding Project			-	2,000,000	-	-	-	-
Park Impact Fees			40,000	-	-	-	-	-
REET			862,584	810,424	800,000	800,000	800,000	800,000
	Unfunded		220,000	523,000	-	-	-	250,000
TOTAL PROJECT FUNDING			\$ 7,398,006	\$ 4,143,848	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,850,000

Project ID:	F-1
Project:	Public Works Operations Center (PWOC) Phase1
Location(s):	6450 NE 202ND ST
Cost Estimate:	\$22,513,000
Summary:	Project includes property acquisition, rezoning, conditional use permit, a boundary line adjustment, demolition, design, permitting, and construction.
Updated:	August 3, 2026

NARRATIVE

For nearly twenty years, the City relied on a contract with the City of Lake Forest Park for the provision of public works services. On January 1, 2019, the City transitioned these services in-house, establishing its own Public Works Operations team. Since that transition, the crew has operated from a temporary half-acre yard located at the northwest corner of 67th Ave NE and NE Bothell Way, with limited administrative space housed in a portion of the U.S. Post Office building.

Recognizing the long-term need for a purpose-built facility, the City pursued multiple options for a permanent operations center. After several unsuccessful attempts to secure an appropriate site, the City purchased property in 2021 on NE 202nd Street, adjacent to Kenmore Middle School. This property is designated for development into the City's permanent PWOC, consolidating yard functions and administrative offices into a single, modern, and efficient location.

The PWOC will provide office and yard space for Public Works Operations and Environmental Services Departments. The new facility will include sustainable features including a geothermal heating system, a cistern for rain water harvesting, electric vehicle charging stations, solar panel arrays and the infrasture to support addtional solar panel array installation on the roof and addtional electric vehicle charging stations to support the ongoing transition to electric vehicles and equipment.

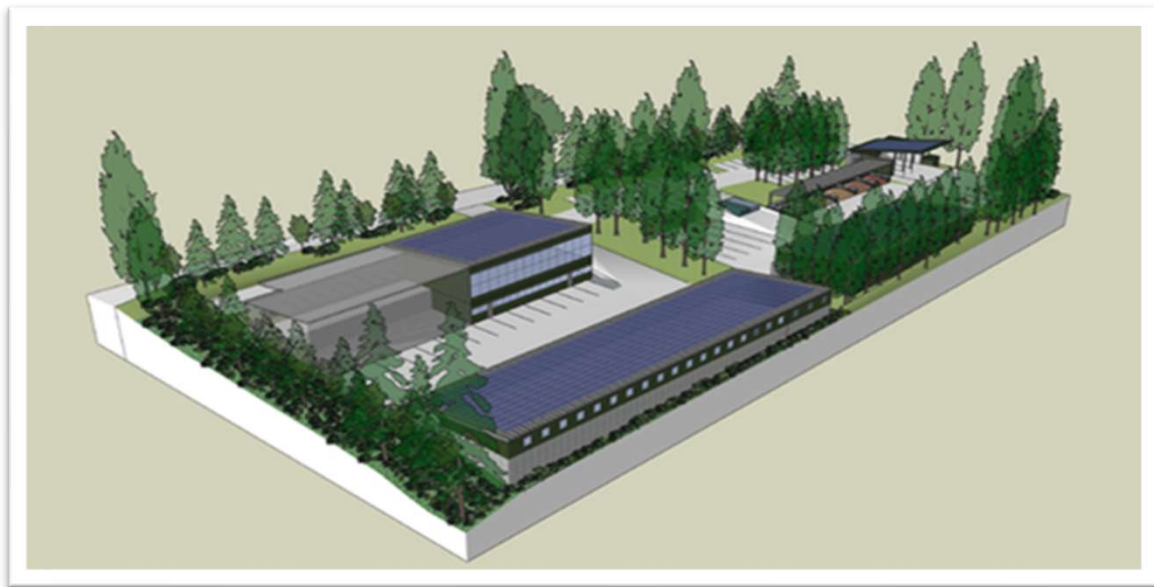
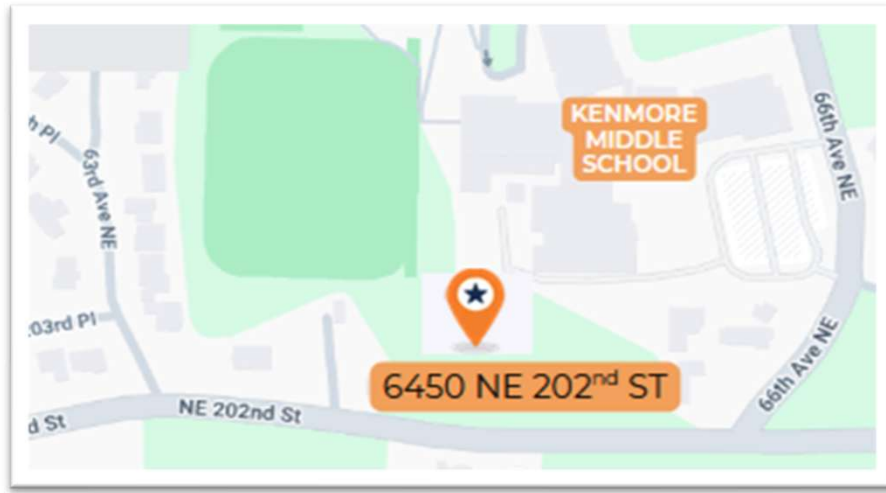
PROJECT DESCRIPTION

The project includes property acquisition, a boundary line adjustment, rezoning from residential to public/semi-public, design and construction of a 10,000 ft² adiminstrative building and a public works maintenance yard with additional enclosed shop building space, parking for staff and city owned vehicles and equipment, mineral bin storage, and the remaining manufactured home repurposed to use as storage.

Construction will be split into two contracts; one for the site improvements which includes grading, utility installation, geothermal wells, foundations; and the initial site paving. The second contract will include the building improvements, landscape, and final paving. Construction began summer of 2025

CONSIDERATIONS FOR IMPLEMENTATION

The property was previously zoned as residential but was rezoned as public/semi-public in the 2022 Comprehensive Plan Update. Three of four residential homes were demolished on the site in 2024. Additionally, a Conditional Use Permit is required to operate a maintenace facility in a public/semi-public zone which was also obtained in 2025. Coordination with Northshore School District for connection to surface water facility at Kenmore Middle School.

PROJECT LOCATION

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		300,000	-	-	-	-	-	\$ 300,000
Construction		5,032,982	2,000,000	-	-	-	-	\$ 7,032,982
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		129,856	-	-	-	-	-	\$ 129,856
Total	17500000	\$5,462,838	\$2,000,000					\$ 7,462,838
REVENUES								
2026 Community Funding Project		\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
PWOC Bonds		5,462,838	-	-	-	-	-	\$ 5,462,838
Total	17500000	\$5,462,838	\$2,000,000					\$ 7,462,838

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction																								
Closeout																								

Project ID:	F-5
Project:	Public Works Operations Center (PWOC) Phase 2
Location(s):	6450 NE 202ND ST
Cost Estimate:	\$250,000 Design & \$20,000,000 for Construction
Summary:	The design and construction to complete the Pulbic Works Operations Center site master plan.
Updated:	

NARRATIVE

PWOC Phase 2 includes the design and construction for additional enclosed shop space, a decant facility for street sweeping and vactor waste, build out of additional electric vehicle charging stations, additional solar array panels, and administrative building expansion. These improvements will continue to improve efficiencies, and provide additional space to continue to support the transition of services in-house, reducing the need for contracted work and services.

PROJECT DESCRIPTION

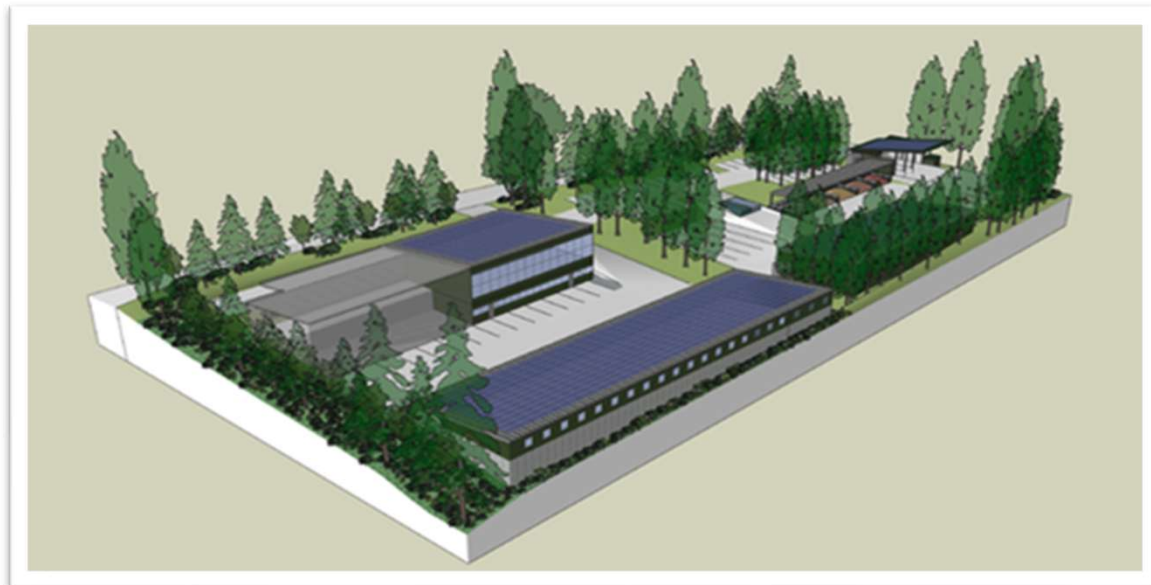
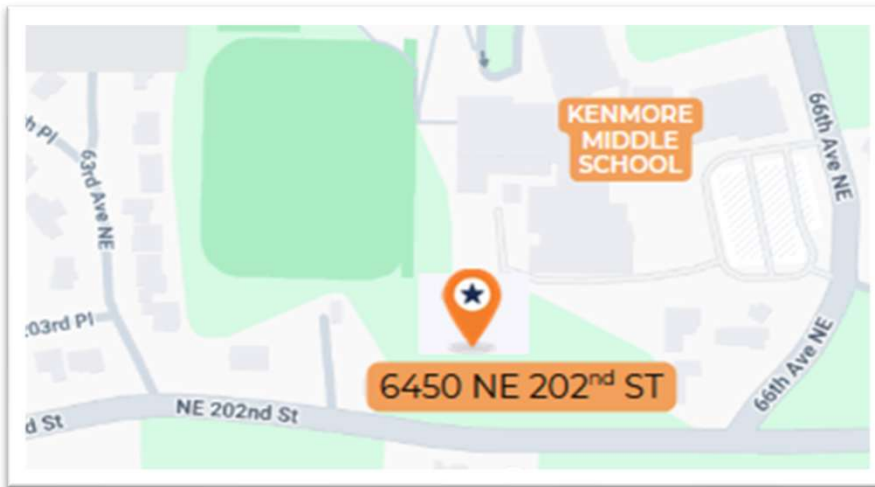
This project will include the design and construction of additional enclosed shop space, a decant facility for street sweeper and vactor waste, expansion of the existing administration building, surface water system improvement with direct connection to the right-of-way, and additional sustainable features.

CONSIDERATIONS FOR IMPLEMENTATION

Project is currently unfunded and currently only includes project design.

- Coordinate site layout to support new shop space, decant operations, and administration building expansion while maintaining safe circulation for fleet and staff.
- Design the decant facility to meet regulatory requirements, handle expected waste volumes, and ensure safe vehicle access.
- Ensure new enclosed shop areas meet operational needs, including ventilation, equipment storage, and fire/life safety standards.
- Integrate the administration building expansion with existing systems and plan construction phasing to minimize operational disruptions.
- Incorporate sustainable features such as energy-efficient systems, EV-ready infrastructure, and potential stormwater or material reuse options.
- Address permitting, environmental review, and regulatory compliance requirements.
- Include O&M needs in design decisions and engage staff early.
- Develop a construction phasing plan that maintains essential operations throughout the project.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		-	-	-	-	-	250,000	\$ 250,000
Construction		-	-	-	-	-	-	
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		-	-	-	-	-	-	
Total	\$ -						\$250,000	\$ 250,000
REVENUES								
Unfunded		\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000	\$ 250,000
Total	\$ -						\$250,000	\$ 250,000

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition																											
Rezoning & CUP																											
Design																											
Construction																											
Closeout																											

Project ID:	F-6
Project:	Kenmore City Hall Parking Lot Replacement
Location(s):	18120 68th AVE NE
Cost Estimate:	\$448,000
Summary:	Design and construction to replace permeable concrete with permeable pavers in the City Hall parking lot and drive aisle.
Updated:	

NARRATIVE

Kenmore City Hall, built in 2010, includes a permeable concrete parking lot designed to operate as part of the facility's functioning surface water system. The existing permeable concrete surface has experienced progressive deterioration, including surface raveling, cracking, and reduced infiltration capacity due to clogging over time. A new surface is necessary to maintain the surface water facility to meet the requirements of the City's NPDES Permit.

A new permeable paver installation will ensure compliance with current surface water standards, improve durability, improve safety, reduce overall maintenance needs and provide flexibility for future utility or surface repairs.

PROJECT DESCRIPTION

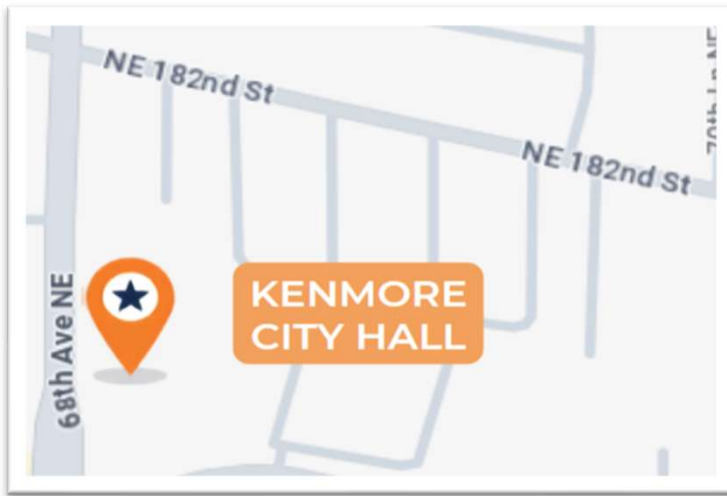
Project will include project design, demolition and removal of existing permeable concrete and base materials as needed and inspection and assessment of underground pipe connections; repair pipe connections as needed; installation of new base; and placement of permeable pavers meeting ADA accessibility requirements and load-bearing standards appropriate for parking and drive aisle. This project only includes the parking lot and drive aisle accessible to /from NE 182nd ST.

CONSIDERATIONS FOR IMPLEMENTATION

The project is currently unfunded.

- This could be an opportunity to install Electric Vehicle Charging infrastructure for future installations.
- The parking lot will require a partial or phased closure during the construction.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		15,000	-	-	-	-	-	\$ 15,000
Construction		-	448,000	-	-	-	-	\$ 448,000
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		-	-	-	-	-	-	
Total	0	\$15,000	\$448,000					\$ 463,000
REVENUES								
Unfunded		\$ 15,000	\$448,000	\$ -	\$ -	\$ -	\$ -	\$ 463,000
Total	0	\$15,000	\$448,000					\$ 463,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction																								
Closeout																								

Project ID:	F-7
Project:	City Hall 68th Driveway Replacement
Location(s):	18120 68th Ave NE
Cost Estimate:	\$80,000
Summary:	Design and construction to replace permeable concrete with permeable pavers in the City Hall parking lot and drive aisle.
Updated:	

NARRATIVE

Kenmore City Hall, built in 2010, includes a permeable concrete parking lot designed to operate as part of the facility's functioning surface water system. The existing permeable concrete surface has experienced progressive deterioration, including surface raveling, cracking, and reduced infiltration capacity due to clogging over time. A new surface is necessary to maintain the surface water facility to meet the requirements of the City's NPDES Permit.

A new permeable paver installation will ensure compliance with current surface water standards, improve durability, improve safety, reduce overall maintenance needs and provide flexibility for future utility or surface repairs.

PROJECT DESCRIPTION

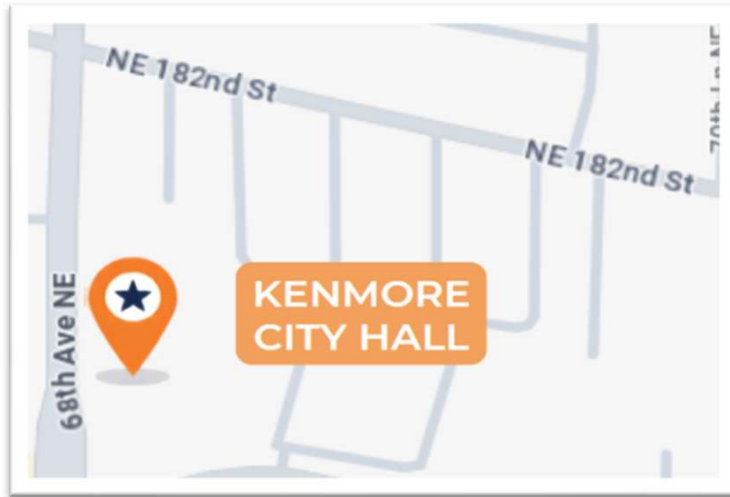
Project will include project design, demolition and removal of existing permeable concrete and base materials as needed and inspection and assessment of underground pipe connections; repair pipe connections as needed; installation of new base; and placement of permeable pavers meeting ADA accessibility requirements and load-bearing standards appropriate for a drive aisle. This project only includes the driveway access at City Hall to and from 68th Ave NE.

CONSIDERATIONS FOR IMPLEMENTATION

The project is currently unfunded.

If the City Hall playground project moves forward it would eliminate the need for the driveway access completely.

PROJECT LOCATION



PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		5,000	-	-	-	-	-	\$ 5,000
Construction		-	75,000	-	-	-	-	\$ 75,000
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		-	-	-	-	-	-	
Total	0	\$ 5,000	\$ 75,000					\$ 80,000
REVENUES								
Unfunded		\$ 5,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Total	0	\$ 5,000	\$ 75,000					\$ 80,000

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition																											
Rezoning & CUP																											
Design																											
Construction																											
Closeout																											

Project ID:	F-8
Project:	Community Center Feasibility Study
Location(s):	n/a
Cost Estimate:	\$40,000
Summary:	Project will include hiring a consultant to perform a Community Center Feasibility Study.
Updated:	

NARRATIVE

The purpose of this Community Center Feasibility Study is to evaluate whether the development of a new is practical, financially viable, and operationally sustainable. This study analyzes potential demand, site options, facility requirements, operational models, and funding considerations to determine the feasibility of investing in a modern, multipurpose community facility that meets the evolving needs of residents of all age groups.

PROJECT DESCRIPTION

The project will include selecting a qualified consultant experienced in community facility planning, feasibility analysis, and public engagement. The consultant will lead the development of the feasibility study, working closely with City staff, community stakeholders, and subject-matter experts. Their role will include project management, data collection and analysis, stakeholder interviews, facilitation of community engagement activities, site and facility evaluations, cost estimation, and development of operational, funding scenarios. Deliverables will include a final report and presentation to City Council.

CONSIDERATIONS FOR IMPLEMENTATION

This project will focus solely on conducting a study to assess community needs, identify the types of facilities that could meet those needs and evaluate potential locations within the City.

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		40,000	-	-	-	-	-	\$ 40,000
Construction		-	-	-	-	-	-	
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		-	-	-	-	-	-	
Total	\$ -	\$40,000						\$ 40,000
REVENUES								
Park Impact Fees		\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000
Total	\$ -	\$40,000						\$ 40,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction																								
Closeout																								

Project ID:	F-9
Project:	Tree Replacement Project
Location(s):	Citywide
Cost Estimate:	\$50,000
Summary:	Replacement of various street trees in the downtown corridor.
Updated:	

NARRATIVE

Tree selection is extremely important, especially when choosing trees that will be planted in an urban environment, one of the toughest places for plants to survive. It is also very important to understand the environment in which it will be planted. This project involves the removal of several aging or improperly sited trees that have begun to impact nearby infrastructure, utilities, and/or public safety. Following industry best practices and the “right tree, right place” principle, each removed tree will be replaced with species selected for their compatibility with the surrounding environment, long-term growth characteristics, and resilience. By considering factors such as mature height and width, root structure, ability to thrive in tough urban settings, proximity to sidewalks, buildings, roadways, and overhead utilities, the project ensures sustainable canopy restoration while reducing future maintenance needs. This approach supports a healthier urban forest and aligns with our commitment to responsible stewardship of public spaces.

PROJECT DESCRIPTION

This project will remove and replace trees around City Hall and various other locations and will also include any necessary repair to adjacent infrastructure (sidewalk, irrigation, surrounding landscape, etc.).

CONSIDERATIONS FOR IMPLEMENTATION

- Tree removal and replacement at City Hall and selected sites.
- Repairs to sidewalks, irrigation, and nearby landscape where tree roots caused damage.
- Selection of appropriate replacement species and installation of root barriers as needed.
- Irrigation adjustments to support new plantings.
- Coordination to maintain public access during work.
- Seasonal scheduling for optimal planting and reduced disruption.
- Contractor oversight and quality control.

PROJECT LOCATION

Downtown corridor.

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		-	-	-	-	-	-	
Construction		50,000	-	-	-	-	-	\$ 50,000
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		-	-	-	-	-	-	
Total	\$ -	\$50,000						\$ 50,000
REVENUES								
REET		\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Total	\$ -	\$50,000						\$ 50,000

SCHEDULE																								
Project Timeline	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Acquisition																								
Rezoning & CUP																								
Design																								
Construction																								
Closeout																								

Project ID:	F-10
Project:	City Hall AV Upgrade
Location(s):	18120 68th Ave NE
Cost Estimate:	\$200,000
Summary:	Project to upgrade the audio-visual technology in the Council Chambers and Community Room at Kenmore City Hall.
Updated:	

NARRATIVE

Technology is constantly changing and improving. Ensuring City Hall maintains reliable and up-to-date technology is a top priority to ensure public meetings, staff presentations, and community events are conducted with clarity, accessibility, and efficiency. Keeping our AV technology current will reduce down time, potential technical interruptions, limited functionality that ultimately result in increased maintenance costs.

PROJECT DESCRIPTION

This project includes the modernization of audio systems, microphones, speakers, video displays, projectors, cameras, and associated control hardware and software. Upgrading this equipment will improve sound quality, enhance visual presentation capabilities, support hybrid meeting formats, and ensure compliance with accessibility standards for the community and staff. The new systems will support transparent public engagement through higher-quality recordings and live streaming, clearer in-room audio, and reliable integration with digital platforms.

CONSIDERATIONS FOR IMPLEMENTATION

Upgrading AV systems in council chambers requires careful evaluation of how the space supports public meetings, legislative processes, and hybrid participation. Systems must deliver clear audio and video for both in-room attendees and remote participants, while ensuring compliance with accessibility standards and public transparency requirements. Planning should account for existing infrastructure limitations, including acoustics, lighting, cabling, and network capacity, to support reliable streaming, recording, and presentation capabilities. Security and compatibility with City IT policies are essential due to the public nature of meetings and the integration of network-connected devices. Vendor selection should emphasize proven municipal experience, long-term support, and training for staff and meeting operators. Future-focused design, flexible configurations, and a defined maintenance approach will help ensure the chambers remain functional, modern, and dependable for official City business.

PROJECT LOCATION

Kenmore City Hall Council Chambers and Community Room.

PROJECT COST ESTIMATE IN CURRENT DOLLARS								
	Prior Years	2027	2028	2029	2030	2031	2032	Total
EXPENSES								
Property Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Design		-	-	-	-	-	-	
Construction		200,000	-	-	-	-	-	\$ 200,000
Mitigation & Monitoring		-	-	-	-	-	-	
1% for the Arts		-	-	-	-	-	-	
Total	\$ -	\$200,000						\$ 200,000
REVENUES								
Unfunded		\$200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Total	\$ -	\$200,000						\$ 200,000

SCHEDULE																											
Project Timeline	2027				2028				2029				2030				2031				2032						
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Acquisition																											
Rezoning & CUP																											
Design																											
Construction																											
Closeout																											

CITY OF KENMORE, WASHINGTON

REET FUND PROJECTIONS

PROPOSED FOR THE YEARS 2027-2032

DESCRIPTION	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
BEGINNING CASH BALANCE	\$ 1,557,366	\$ 1,533,982	\$ 1,666,027	\$ 1,756,097	\$ (772,906)	\$ 126,420

REVENUES						
REET 1	\$ 850,000	\$ 850,000	\$ 858,500	\$ 867,085	\$ 875,756	\$ 884,514
REET 2	850,000	850,000	858,500	867,085	875,756	884,514
Investment Interest	48,784	46,731	48,133	49,577	51,064	52,596
TOTAL REVENUES	\$ 1,748,784	\$ 1,746,731	\$ 1,765,133	\$ 1,783,747	\$ 1,802,576	\$ 1,821,624

TRANSFERS TO TRANSPORTATION						
T-38 Lower Swamp Creek Bridge Replacement	\$ 11,000	\$ 66,140	\$ 12,500	\$ 22,500	\$ 22,500	\$ 22,500
T-37 West Sammamish River Bridge Replacement	418,170	68,170	-	-	-	-
T-289 NE 155th (81st-Simonds) Ped/Bike Project	-	-	36,460	-	-	-
T-287 NE 175th Ped/Bike Project	-	245,000	-	-	-	-
T-284 61st Ave Sidewalk Replacement & Stream Enhancement Project	-	-	77,500	-	-	-
T-266 84th Ave NE Ped/Bike Project	-	21,452	288,758	-	-	-
T-261 NE 192nd St Sidewalk Project	384,854	-	-	-	-	-
T-253 NE 181st St Sidewalk Project	14,810	-	-	-	-	-
T-252 ADA Transition Program	80,750	403,500	80,750	580,750	80,750	580,750
T-203 66th/196th Slope Stability Project	-	-	379,095	2,909,500	-	-
SUBTOTAL - TRANSFERS TO TRANSPORTATION	\$ 909,584	\$ 804,262	\$ 875,063	\$ 3,512,750	\$ 103,250	\$ 603,250

TRANSFERS TO CITY FACILITIES						
F-9 Tree Replacement Project	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Repayment	812,584	810,424	800,000	800,000	800,000	800,000
SUBTOTAL - TRANSFERS TO CITY FACILITIES	\$ 862,584	\$ 810,424	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000

SUBTOTAL - ALL TRANSFERS	\$ 1,772,168	\$ 1,614,686	\$ 1,675,063	\$ 4,312,750	\$ 903,250	\$ 1,403,250
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NET INCOME/(LOSS)	\$ (23,384)	\$ 132,045	\$ 90,070	\$ (2,529,003)	\$ 899,326	\$ 418,374
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ENDING CASH BALANCE	\$ 1,533,982	\$ 1,666,027	\$ 1,756,097	\$ (772,906)	\$ 126,420	\$ 544,794
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CITY OF KENMORE, WASHINGTON

ATTACHMENT 11

PARK IMPACT FEE FUND PROJECTIONS

PROPOSED FOR THE YEARS 2027-2032

DESCRIPTION	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
BEGINNING CASH BALANCE	\$ 500,446	\$ 482,928	\$ 519,673	\$ 527,421	\$ 551,191	\$ 591,004
REVENUES						
Investment Interest	\$ 17,482	\$ 16,746	\$ 17,248	\$ 17,765	\$ 18,298	\$ 18,847
Park Impact Fees	50,000	50,000	50,500	51,005	51,515	52,030
TOTAL REVENUES	\$ 67,482	\$ 66,746	\$ 67,748	\$ 68,770	\$ 69,813	\$ 70,877
TRANSFERS TO PARKS						
P27 λ' a žw a d i s Park Mitigation and Monitoring	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
P28 Log Boom Park Mitigation and Monitoring	15,000	-	-	-	-	-
P32 Moorlands Park Athletic Field Turf Replacement	-	-	30,000	15,000	-	-
SUBTOTAL - TRANSFERS TO PARKS	\$ 45,000	\$ 30,000	\$ 60,000	\$ 45,000	\$ 30,000	\$ 30,000
TRANSFERS TO CITY FACILITIES						
F-8 Community Center Feasibility Study	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
SUBTOTAL - TRANSFERS TO CITY FACILITIES	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -
NET INCOME/(LOSS)	\$ (17,518)	\$ 36,746	\$ 7,748	\$ 23,770	\$ 39,813	\$ 40,877
ENDING CASH BALANCE	\$ 482,928	\$ 519,673	\$ 527,421	\$ 551,191	\$ 591,004	\$ 631,881

CITY OF KENMORE, WASHINGTON

TRANSPORTATION IMPACT FEE FUND PROJECTIONS

PROPOSED FOR THE YEARS 2027-2032

DESCRIPTION	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
BEGINNING CASH BALANCE	\$ 1,062,613	\$ 572,703	\$ 386,593	\$ 308,064	\$ 233,179	\$ 162,017
REVENUES						
Investment Interest	\$ 72,438	\$ 69,389	\$ 71,471	\$ 73,615	\$ 75,823	\$ 78,098
Transportation Impact Fees	80,000	80,000	150,000	151,500	153,015	154,545
TOTAL REVENUES	\$ 152,438	\$ 149,389	\$ 221,471	\$ 225,115	\$ 228,838	\$ 232,643
TRANSFERS TO TRANSPORTATION						
T-27 Pedestrian Facilities Program	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
T-266 84th Ave NE Ped/Bike Project	-	335,500	-	-	-	-
T-262 Arrowhead Dr Sidewalk Project	105,243	-	-	-	-	-
T-260 80th Ave NE Sidewalk Project	297,105	-	-	-	-	-
T-253 NE 181st St Sidewalk Project	240,000	-	-	-	-	-
SUBTOTAL - TRANSFERS TO TRANSPORTATION	\$ 642,348	\$ 335,500	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
NET INCOME/(LOSS)	\$ (489,910)	\$ (186,111)	\$ (78,529)	\$ (74,885)	\$ (71,162)	\$ (67,357)
ENDING CASH BALANCE	\$ 572,703	\$ 386,593	\$ 308,064	\$ 233,179	\$ 162,017	\$ 94,660

CITY OF KENMORE, WASHINGTON

KING COUNTY TRAIL AND PARK LEVY PROJECTIONS

PROPOSED FOR THE YEARS 2027-2032

DESCRIPTION	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2031 Proposed	2032 Proposed
BEGINNING CASH BALANCE	\$ 89,646	\$ 109,646	\$ 189,646	\$ 271,446	\$ 355,064	\$ 440,518
REVENUES						
Levy Revenues - Park	180,000	180,000	181,800	183,618	185,454	187,309
TOTAL REVENUES	\$ 180,000	\$ 180,000	\$ 181,800	\$ 183,618	\$ 185,454	\$ 187,309
TRANSFERS TO PARKS						
P28 Log Boom Park Mitigation and Monitoring	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer to General Fund	100,000	100,000	100,000	100,000	100,000	100,000
SUBTOTAL - TRANSFERS TO PARKS	\$ 160,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
NET INCOME/(LOSS)	\$ 20,000	\$ 80,000	\$ 81,800	\$ 83,618	\$ 85,454	\$ 87,309
ENDING CASH BALANCE	\$ 109,646	\$ 189,646	\$ 271,446	\$ 355,064	\$ 440,518	\$ 527,827

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 9/21/2026

Subject/Topic:	Proposed Council Action/Motion:
Discussion and Direction on Park Impact Fees & Amendments to Kenmore Municipal Code (KMC) Chapter 20.47 Department: Community Development Prepared by: Todd Hall, Principal Planner Debbie Bent, Deputy City Manager Attachments: 1. Draft Ordinance 26-0643. Updated Kenmore 2. Park Impact Fee (PIF) Methodology 3. Amendments to Chapter 20.47 KMC	☐ Information Only ☐ Receive and File ☒ Discuss ☒ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other: Discuss and provide direction on the maximum Park Impact Fee (PIF) rate and other potential amendments relating to Park Impact Fees and Amendments to KMC Chapter 20.47.

Approvals:

Department Head DB 9/8/26 City Attorney N/A Finance Director N/A City Manager TK 9/10/26 Optional _____

Summary/Background:

Summary: At the 9/21/26 City Council meeting, the City Council will discuss and provide direction on park impact fees and amendments to Chapter 20.47 of the Kenmore Municipal Code. Depending on City Council direction, a Public Hearing may be required prior to Ordinance adoption.

Background: A public hearing was held at July 13, 2026, City Council meeting to receive public comment on draft Ordinance 26-0643 (Attachment #1) relating to park impact fees and amendments to Chapter 20.47 KMC (Attachment #3).

At the July 20 City Council meeting, City Council requested staff research if a sliding percentage fee that charges a higher percent of larger residential units (thereby the number of persons in the unit) and a lower percent of smaller residential units could be applied for park impact fees (PIFs). After discussions with the City attorney and two park impact fee consultants, the conclusion reached is that the application of a sliding percentage fee would be considered arbitrary and would not meet the intent of the statutory criteria.

At the July 20 City Council meeting, the City Council also requested raising the percentage of the Maximum PIF rate from 75%, originally proposed at the July 13 public hearing, to 80% starting

January 1, 2027. Raising the percentage amount would require an additional Public Hearing as this is a substantive change to the material presented at the July 13th Public Hearing. Staff are requesting City Council direction on the percentage rate and any other potential substantive changes prior to giving direction on scheduling a Public Hearing.

At the June 22, 2026, City Council meeting, staff presented the park impact fee methodology (Attachment #2). Park impact fees are charges paid by new residential development to reimburse the City for the costs of new public park facilities and improvements that will reasonably benefit the occupants of the new development. At the June 22, 2026, meeting, Council directed staff to establish a park impact fee based on square footage, establishing the maximum park impact fee rate at \$3,109.92 cost per person, and selecting 75% of the maximum rate for implementation starting January 1, 2027, consistently applied for each square footage category.

The table below shows the maximum PIF rate, the 75% rate and potential proposed 80% rate.

Table 1: Park Impact Fees for Residential Development (by square footage)

Unit Size (square footage)	Persons/unit	PIF/person	Maximum Rate ¹	Public Hearing 75% Rate	Proposed 80% Rate
<500 sf	1.07	\$3,109.92	\$3,327.61	\$2,495.71	\$2,662.09
500-749	1.27	\$3,109.92	\$3,949.59	\$2,962.19	\$3,159.67
750-999	1.89	\$3,109.92	\$5,877.75	\$4,408.31	\$4,702.20
1,000-1,499	2.26	\$3,109.92	\$7,028.42	\$5,271.32	\$5,622.74
1,500-1,999	2.65	\$3,109.92	\$8,241.29	\$6,180.97	\$6,593.03
2,000-2,499	2.85	\$3,109.92	\$8,863.27	\$6,647.45	\$7,090.62
2,500-2,999	2.89	\$3,109.92	\$8,987.67	\$6,740.75	\$7,190.14
3,000-3,999	3.08	\$3,109.92	\$9,578.55	\$7,183.91	\$7,662.84
4,000+	2.78	\$3,109.92	\$8,645.57	\$6,484.18	\$6,916.46
Not reported	2.78	\$3,109.92	\$8,645.57	\$6,484.18	\$6,916.46

¹ This assumes 100% maximum rate. 75 or 80% of the maximum rate is shown for reference, depending on the rate selected by City Council. Rounding calculations may result in minor variances from figures derived.

Each category's Maximum Rate is calculated by multiplying the average number of persons per unit for that square footage range by the City's adopted cost per person of \$3,109.92; the underlying occupancy data and full calculation methodology are detailed in Attachment #2, Park Impact Fee (PIF) Methodology.

The maximum PIF rate is driven by average household size (persons per unit), not directly by square footage. Because the fee schedule groups units into defined size categories rather than applying a continuous formula, the rate can change noticeably at the boundary between two categories whenever average household size differs meaningfully between them. For example, average occupancy rises from 1.27 persons per unit in the 500–749 sf category to 1.89 persons per unit in the 750–999 sf category, which is why the maximum rate increases from \$3,949.59 to \$5,877.75 at that threshold. These persons-per-unit figures reflect actual observed household size data for each category rather than a smoothed estimate, so occupancy – and therefore the fee – does not increase in a straight line as unit size grows. This is also why the 4,000+ sf category (2.78 persons per unit) has a lower maximum rate than the 3,000–3,999 sf category immediately below it (3.08 persons per unit): the data shows slightly smaller average household sizes in the largest homes.

Kenmore originally adopted park impact fees in 2001 and updated the fees in 2019 based on a new rate study. Kenmore Municipal Code Chapter 20.47 outlines the regulations for transportation, park and school impact fees ([Chapter 20.47 TRANSPORTATION, PARK AND SCHOOL IMPACT FEES](#)). Transportation and park impact fees may be adjusted annually based on the five year rolling average of the Washington State Department of Transportation Construction Cost Index. Transportation and park impact fees are included in the City's fee schedule adopted each year by resolution.

Previous Council Action(s):

The last Park Impact Fee Rate Study was conducted in 2019 and City Council adopted PIF Ordinance 19-0483 to be effective January 1, 2020. The City Council also adopts a Fee Resolution each year which also may adjust park impact fees.

7/20/2026 City Council meeting, considering adoption of Park Impact Fees [City Council Regular Meeting of Monday, July 20, 2026 • City of Kenmore Agendas and Minutes • Civic Clerk](#)

7/13/2026 City Council public hearing, Park Impact Fees [City Council Regular Meeting of Monday, July 13, 2026 • City of Kenmore Agendas and Minutes • Civic Clerk](#)

6/22/2026 City Council meeting, Park Impact Fee Discussion [City Council Regular Meeting of Monday, June 22, 2026 • City of Kenmore Agendas and Minutes • Civic Clerk](#)

5/18/26 City Council meeting, Park Impact Fee Discussion [City Council Regular Meeting of Monday, May 18, 2026 • City of Kenmore Agendas and Minutes • CivicClerk](#)

4/13/26 City Council meeting, Park Impact Fee discussion [City Council Regular Meeting of Monday, April 13, 2026 • City of Kenmore Agendas and Minutes • CivicClerk](#)

Fiscal Consideration:

The 2025-2026 Biennial Budget anticipates a beginning Park Impact Fee fund balance of \$397,626 and receipts of \$585,000. Park Impact Fees are budgeted by project in accordance with the approved capital facilities plan and transferred to the Park Capital Fund as a resource for park improvements. The total 2026 ending fund balance is anticipated to be \$452,626. Receipt estimates are based on the current impact fee rates.

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

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

DEIA Objective 1.6: Ensure accountability through data collection and performance measures.

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

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

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 26-0643**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, RELATING TO
PARK IMPACT FEES; AMENDING CHAPTER 20.47 OF THE KENMORE
MUNICIPAL CODE; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, the City has the authority to adopt impact fees to address park and recreation impacts caused by new residential development pursuant to Chapters 36.70A, 43.21C, 58.17, and 82.02 RCW; and

WHEREAS, assessment in lieu of property dedication is one of several methods available to ensure that property development assumes a reasonable, attributable, and proportionate share of the cost of providing parks and recreation facilities necessary to serve the population of each development; and

WHEREAS, the City of Kenmore City Council, by Ordinance No. 19-0483, passed on July 22, 2019, adopted park impact fees based on a 2019 rate study commissioned by the City; and

WHEREAS, in 2026, the City commissioned a new Park Impact Fee Methodology to update the methodology used to calculate the park impact fee rates so as to meet the requirements of state law; and

WHEREAS, the City Council desires to adopt the 2026 Park Impact Fee Methodology as the methodology for park impact fee rates, and to adopt related amendments to Kenmore Municipal Code Chapter 20.47; and

WHEREAS, the 2026 Park Impact Fee Methodology identified nearby municipalities for comparable park impact fees; and

WHEREAS, the City Council desires to adopt park impact fees for new residential development for 2027 based on square footage that are lower than the maximum rate calculated in the 2026 Park Impact Fee Methodology, but comparable to and representing an average of park impact fees of nearby municipalities; and

WHEREAS, there are other administrative changes needed to clarify the intent of the existing code; and

WHEREAS, on May 15, 2026, the City's SEPA Responsible Official complied with the State Environmental Policy Act (SEPA) by issuing a Determination of Nonsignificance (DNS); and

WHEREAS, the proposed amendments contained herein were transmitted to the Washington State Department of Commerce on April 2, 2026, as required by law; and

WHEREAS, on July 13, 2026, the City Council conducted a public hearing on this Ordinance; and

WHEREAS, the City Council considered this Ordinance during its regular City Council meeting on July 20, 2026, and concluded that Chapter 20.47 should be amended as stated herein;

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

Section 1. Findings Adopted; 2026 Park Impact Fee Methodology. The City Council adopts the foregoing recitals as findings, which are incorporated herein as if set forth in full.

Section 2. Amendments to Chapter 20.47 of the City of Kenmore Municipal Code. The City Council amends Kenmore Municipal Code Sections 20.47.020, 20.47.030, 20.47.040, 20.47.050, 20.47.070, and 20.47.130 as set forth in Attachment 1, attached hereto and incorporated by reference.

Section 3. Park Impact Fees for the year 2027, effective January 1, 2027. Pursuant to KMC 20.47.130, the City Council adopts Park Impact Fees for all applications for development approval (as defined in KMC 20.47.020) for the year 2027, effective January 1, 2027, as follows:

Unit Size (square footage)	Park Impact Fee Rate
<500 sf	\$2,495.71
500-749	\$2,962.19
750-999	\$4,408.31
1,000-1,499	\$5,271.32
1,500-1,999	\$6,180.97
2,000-2,499	\$6,647.45
2,500-2,999	\$6,740.75
3,000-3,999	\$7,183.91
4,000+	\$6,484.18
Not reported	\$6,484.18

The City Manager or designee is directed to bring back a fee resolution reflecting the revised park impact fees as set forth above.

Section 4. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of the publication.

ADOPTED BY THE CITY COUNCIL AT A MEETING THEREOF ON THE _____ DAY OF _____ 2026.

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

Scott Passey, City Clerk

Approved as to form:

Dawn Reitan, City Attorney

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
ORDINANCE NO.: 26-0643
DATE OF PUBLICATION:
EFFECTIVE DATE:

Kenmore Park Impact Fee (PIF) - Parks Study (Per KMC 20.47.130)

Authorization

The Washington State Legislature authorized local jurisdictions to enact impact fees through the enactment of the Washington State Growth Management Act - (Chapter 17, Law of 1990, 1st Executive Session, Chapter 36.70A of the Revised Code of Washington (RCW) et sequitur, and Chapter 32 Laws of 1991, 1st Special Session, RCW 82.02.050 et sequitur, as not in existence or as hereafter amended). The Washington State Legislature clarified the basis of fees by including sections on development impact fees (Sections 40-44, 46-48, RCW 82.46.050, RCW 82.46.060, RCW 82.02.050, RCW 82.02.060, RCW 82.02.070, RCW 82.02.080, RCW 82.02.090).

The fees are intended to be a means of implementing Goal 12 in Section 2 of the GMA (RCW 36.70A.020) that reads: "...Ensure that those public facilities and services necessary to support development shall be adequate to serve the **development at the time the development is available for occupancy and use** without decreasing current service levels below locally established minimum standards."

The imposition of impact fees is one of the preferred methods of ensuring that new development bears a proportionate share of the cost of capital facilities necessary to accommodate new growth.

Kenmore City Council - has the authority to adopt a park impact fee (PIF) ordinance pursuant to the Washington State Growth Management Act to apply to all new residential development submitted after the effective date of a PIF ordinance.

The PIF is intended to assist in the implementation of the Capital Facilities Program (CFP) element of the Kenmore Comprehensive Plan, and to help achieve the goals of the Kenmore Park, Recreation & Open Space (PROS) Plan. The purpose of the PIF is to regulate the use and development of land to assure that new development bears a proportionate share of the cost of capital expenditures necessary

to provide park, recreation, and open space improvements in Kenmore.

Definitions

Capital improvement - includes park planning, land acquisition, site improvements, buildings, and equipment but excludes maintenance, operation, repair, alteration, or replacement.

Capital Facility Program (CFP) - a 6-year plan that is annually updated and approved by the Council to finance the development of capital facilities necessary to support the population projected within Kenmore over the 6-year projection period. As defined in the GMA, the capital facility program (CFP) includes:

- a) Forecast of future needs for park facilities;
- b) Identification of additional demands placed on existing public facilities by new development;
- c) Long-range construction and capital improvement projects;
- d) Parks under construction or expansion;
- e) Proposed locations and capacities of expanded or new park facilities;
- f) Inventory of existing park facilities;
- g) At least a 6-year financing component, updated as necessary to maintain at least a 6-year forecast period, for financing needed for park facilities within projected funding levels, and identifying sources of financing for such purposes, including bond issues or levy lid lifts authorized by the voters; and
- h) Identification of deficiencies in park facilities and the means by which existing deficiencies will be eliminated within a reasonable period of time.

In accordance with GMA requirements, the current 6-year Capital Facilities Program (CFP) identifies all projects that are included in the calculation of existing levels-of-service (ELOS) for the purposes of identifying a growth impact fee assessment - see Appendix F.

Park, Recreation & Open Space (PROS) Plan - Kenmore - the planning document that includes a park and recreation inventory, facility demand, policy, and guidance on developing citywide and local park and recreation facilities.

Developer - the person or entity that owns or holds purchase options or other development control over property for which development activity is proposed.

Development activity - any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any change in the use of land, that creates additional demand for park and recreational facilities (GMA, Section 48, RCW 82.090).

Development approval - any written authorization from Kenmore that authorizes the commencement of development activity.

Encumbered - impact fees identified by Kenmore as being committed as part of the funding for a park facility for which the publicly funded share has been assured, or building permits sought, or construction contracts let.

Growth impact requirement - caused by population increases created by new developments.

Growth impact fee assessment - a payment of money imposed upon development as a condition of development approval to pay for:

- a) Public facilities needed to serve new growth and development,
- b) That is reasonably related to the new development that creates additional demand for public facilities,
- c) That is a proportionate share of the cost of the public facilities, and
- d) That is used for facilities that reasonably benefit the new development.

Park impact fees (PIF) are a proportionate amount (less than 100%) of the land acquisition and facility development value or cost required to sustain the existing level-of-service (ELOS) or proposed level of service (PLOS) because of new development.

The assessment fee proportion of the actual park impact will be determined on an annual basis by the Kenmore City Council. The Council will review and consider projected park and recreation facility requirements, funding capabilities and trends, citizen preferences concerning park improvement financing, and other issues when determining the proportionate amount to be charged new developments.

Park impact fees (PIF) do not include reasonable permit or application fees or charges.

Growth impact fee - schedule - the table of impact fees to be charged per unit of development computed by the formula adopted under the PIF rate schedule and indicating the standard fee amount per person per dwelling unit type to be paid as a condition of development within Kenmore.

Improvements - project - site improvements and facilities planned and designed to provide service for a particular development project. Project improvements are necessary for the use and convenience of the occupants or users of the project, and are not system improvements. Project improvement examples include the construction of water and sewer lines or interior roads that serve only the structures and occupants located within the development.

No improvement or facility in a Capital Facilities Program (CFP) approved by the Kenmore City Council shall be considered a project improvement. The developer normally pays project improvements as a condition of development approval. Project improvements are not financed with public funds nor included within Kenmore's Capital Facilities Program (CFP) and park impact fees (PIF).

Improvements - system - public facilities designed to serve areas within Kenmore, in contrast to project improvements

designed to service occupants of a particular development project or site. System improvement examples include collector or arterial roads, schools, and parks.

Systems improvements are financed with public funds in accordance with Kenmore's Capital Facilities Program (CFP). A park impact fee (PIF) may be imposed for a system improvement only if the improvement is included within Kenmore's Capital Facilities Program (CFP).

Level-of-service - existing/proposed (ELOS/PLOS) - the ratio of park and recreation land and facility units (acres, fields, square feet, etc) to the number of persons in the population expressed as a unit per 1,000 persons.

The existing level-of-service (ELOS) includes all park and recreation land and facility units that have been improved to the present time and funded for improvement within the current (existing) time period specified in the Capital Facilities Program (CFP).

The proposed level-of-service (PLOS) includes park and recreational land and facility units that are intended to be added to the current inventory over Kenmore's Park, Recreation & Open Space (PROS) Plan's time (6-20-years) to improve upon existing standards.

Growth impact fees (PIF) are to be imposed on new developments to finance the development of additional facilities necessary to maintain a proportionate share of the additional population requirements created by new development.

Owner - the owner of record of real property, although when real property is being purchased under a real estate contract, the purchaser shall be considered the owner of the real property if the contract is recorded.

Previously incurred system improvements - system projects that were accomplished that will serve new growth and development. Park impact fees (PIF) can be imposed on an adjacent development to recover a proportionate share of the money Kenmore spent or previously incurred to provide for the future demand that the adjacent development now requires.

Prior system deficiencies - are improvements that are necessary to expand the existing system to meet existing level-of-service (ELOS) requirements. Park impact fees (PIF) may not be used for prior system deficiencies or for improvements that do not benefit or serve new growth.

Private recreational facility - is any recreational facility that is not owned by or dedicated to any public or governmental entity.

Proportionate share - that portion of the cost of public facility improvements that are reasonably related to the service demands and needs of new development.

Public facility - the following capital facilities owned or operated by government entities:

- a) Public streets and roads,
- b) Publicly owned park, open space, and recreation facilities,
- c) School facilities, and
- d) Fire protection facilities in jurisdictions that are not part of a fire district.

Service area - is the Kenmore city limits.

Park impact fee (PIF) authorization

A park impact fee (PIF) can be imposed on any person or entity who seeks to develop land within Kenmore for a residential building or for a residential mobile or manufactured home installation.

The park impact fee (PIF) must be paid either: 1) before any new residential building permit or new permit for residential mobile home installation can be issued, or 2) before the development is available for occupancy and use.

Schedule

A park impact fee (PIF) per development is determined as follows:

- a) If a building permit is requested for mixed uses, then the fee is determined by apportioning the space committed to residential uses.

b) In the case of change of use, redevelopment, or expansion or modification of an existing use that requires the issuance of a building permit or permit for a mobile or manufactured home installation, the park impact fee (PIF) is based upon the net positive increase in the number of persons for the new use compared to the previous use.

Calculation

If a developer opts not to have the park impact fee (PIF) determined according to the PIF schedule, then:

a) The developer can prepare and submit an independent fee calculation study for the land development activity for which a building permit or permit for a mobile or manufactured home installation is sought. The documentation submitted must show the basis upon which the independent fee calculation was made.

b) The Kenmore Official will consider the documentation submitted by the developer but is not required to accept such documentation should the Official reasonably deem the estimate to be inaccurate or not reliable and may, in the alternative, require the developer to submit additional or different documentation for consideration.

c) If an acceptable independent fee calculation study is not presented, the developer will pay park impact fees (PIF) based upon the PIF schedule.

d) If an acceptable independent fee calculation study is presented, the Kenmore Official may adjust the fee to that appropriate to the development. The adjustment may include a credit against the fee otherwise payable up to 100% for private recreational facilities constructed or deed restricted or otherwise set aside for recreational purposes by the developer that serve the same purposes and functions set forth in the Kenmore PROS Plan.

e) In cases where the developer requests an independent fee calculation, the costs of such calculation will be borne by the developer.

Appeals

a) Determinations made by the Kenmore Official may be appealed to the Hearing Examiner by filing a written request with the Official.

b) Any appeal of the decision of the City regarding fee amounts will follow the process for the appeal of the underlying development activity.

c) Impact fees may be paid under protest to obtain a permit or other approval of development activity.

PIF funds utilization

1) Funds collected from a park impact fees (PIF) will be used solely for the purpose of acquiring and/or making capital improvements to parks under the jurisdiction of Kenmore and will not be used for maintenance or operations.

2) Funds will be used exclusively for acquisitions, expansions, or capital improvements within Kenmore. Funds will be expended in the order in which they were collected.

3) In the event that bonds or similar debt instruments are issued for advanced provision of capital facilities for which park impact fees (PIF) may be expended, impact fees may be used to pay debt service on such bonds or similar debt instruments provided that the facilities provided are of the type described in Kenmore's PROS Plan.

4) Impact fees for system improvements will be expended by Kenmore only in conformance with the Capital Facilities Program (CFP).

5) Impact fees will be expended or encumbered by Kenmore for a permissible use within 10 years of receipt by Kenmore, unless there exists an extraordinary or compelling reason for fees to be held longer than 10 years. City Council may identify Kenmore's extraordinary and compelling reasons for the fees to be held longer than 10 years in the Council's findings.

6) At least once each fiscal period the Kenmore Official will present to the Council a proposed capital facility program (CFP) for parks, assigning funds, including any accrued interest from the park impact fee trust fund to specific park improvement projects and related expenses. Monies, including any accrued interest, not assigned in any fiscal period will be retained in the same park impact fee trust funds until the next fiscal period.

7) Kenmore will be entitled to retain not more than 15% of the funds collected as compensation for the expense of collecting the park impact fee (PIF) and administering the fund.

PIF refunds

1) If a residential building permit or permit for a residential mobile or manufactured home installation expires without commencement of construction, then the developer will be entitled to a refund, with interest, of the park impact fee (PIF) paid as a condition for its issuance except that Kenmore will retain a percent of the fee to offset a portion of the costs of collection and refund. The developer must apply for such a refund to the Kenmore Official.

2) Any funds not expended or encumbered by the end of the calendar quarter immediately following 10 years from the date the park impact fee was paid will, upon application by the current landowner, be returned to such landowner with interest at the interest rate accrued in the PIF trust fund account, provided that the landowner submits an application for a refund to Kenmore within 1 year of the expiration of the 10-year period.

3) Any impact fees that are not expended or encumbered by Kenmore in conformance with the Capital Facilities Program (CFP), and for which no application for a refund has been made within this 1-year period, will be retained, and expended.

4) Interest due upon the refund of impact fees will be calculated according to the average rate received by Kenmore on invested funds throughout the period during which the fees were retained.

Exemptions

The following development activities are exempt from payment of park impact fees (PIF):

Reconstruction, remodeling, or construction - of the following facilities, subject to the recording of a covenant or recorded declaration of restrictions precluding use of the property for other than the exempt purpose. Provided that if the property is used for a nonexempt purpose, then the park impact fees (PIF) in effect will be paid:

a) Shelters or dwelling units for temporary placement that provide housing to persons on a temporary basis for not more than 4 weeks.

b) Construction or remodeling of transitional housing facilities or dwelling units that provide housing to persons on a temporary basis for not more than 24 months, in connection

with job training, self-sufficiency training and human services counseling - the purpose of which is to help persons make the transition from homelessness to placement in permanent housing.

Rebuilding or replacement - of a legally established dwelling unit(s) destroyed or damaged by fire, flood, explosion, act of God or other accident or catastrophe provided that such rebuilding takes place within a period of 1 year after destruction with a new building or structure of the same size and use.

Alteration or expansion:

a) Of an existing building where no additional residential units are created and where the use is not changed, and/or

b) Construction of accessory buildings or structures.

Mobile or manufactured home where:

a) Installation of a replacement mobile or manufactured home on a lot or other such site when a park impact fee for such mobile or manufactured home site has previously been paid or where a mobile or manufactured home legally existed on such site.

b) Construction of any nonresidential building or structure or the installation of a nonresidential mobile or manufactured home.

Any claim or exemption must be made no later than the time of application for a building permit or permit for a mobile or manufactured home installation. Any claim not so made will be deemed waived.

Condominium projects - in which existing dwelling units are converted into condominium ownership where no new dwelling units are created.

Previous mitigation where:

a) The development activity is exempt from the payment of an impact fee pursuant to RCW 82.02.100, due to mitigation of the same system improvement under the State Environmental Policy Act (SEPA).

b) The development activity for which park impacts have been mitigated pursuant to a condition of plat or PUD approval to pay fees, dedicate land, or construct or improve park facilities, unless the condition of the plat or PUD approval provides otherwise - provided that the condition of the plat or PUD approval predates the effective date of fee imposition.

c) Any development activity for which park impacts have been mitigated pursuant to a voluntary agreement entered with Kenmore to pay fees, dedicate land, or construct or improve park facilities, unless the terms of the voluntary agreement provide otherwise - provided that the agreement predates the effective date of fee imposition.

Affordable housing where:

a) The purpose of the housing unit is to accommodate households who are unable to afford housing within the private market at a reasonable percent of their income (30-35%) defined by the US Housing & Urban Department (HUD). HUD calculates the median family income (HAMFI - HUD Area Median Family Income) for each jurisdiction to determine Fair Market Rents (FMR) and income limits to be eligible for affordable housing assistance.

b) The park impact fee (PIF) may be waived in part or all for each affordable housing units in a development that are designed, constructed, and limited in resale value to accommodate households making less than 80% of HAMFI for the Kenmore market area.

Credits

Parkland and/or park capital improvements may be offered by the developer as total or partial payment of the required impact fee. The offer must specifically request or provide for a park impact fee credit. If the Kenmore Official accepts such an offer, the credit will be determined and provided in the following manner:

1) Credit for the dedication of land will be valued at 100% of the most recent assessed value by the King County Property Appraiser; by such other appropriate method as the City Council by fair market value established by private appraisers acceptable to Kenmore. Credit for the dedication of park land will be provided when the property has been conveyed at no charge to, and accepted by the Kenmore Official, in a manner satisfactory to the Council.

2) Applicants for credit for construction of park improvements will submit acceptable engineering drawings and specifications, and construction cost estimates to the Kenmore Official. The Official will determine credit for construction based upon either these cost estimates or upon alternative engineering criteria and construction

cost estimates if the Official determines that estimates submitted by the applicant are either unreliable or inaccurate.

3) Credit against park impact fees (PIF) will not be provided until:

a) Construction is completed and accepted by the Kenmore Official.

b) A suitable maintenance and warrant bond are received and approved by the Official, when applicable.

4) Credit may be provided before completion of specified park improvements if adequate assurances are given by the applicant that the standards will be met and if the developer posts security as provided below for the costs of such construction. If the park construction project is not completed within 5 years of the date of the developer's offer, Council must approve the park construction project and its scheduled completion date prior to the acceptance of the offer by the Official.

5) Any claim for credit must be made no later than the time of application for a building permit or permit for a mobile or manufactured home installation. Any claim not so made will be deemed waived.

6) Credits will not be transferable from one project or development to another without the approval of Council and may only be transferred to a different development upon a finding by Council that the dedication for which the credit was given benefits the Kenmore service area.

7) Determinations made by the Official may be appealed to Council by filing a written request with the Official within 10 days of the Official's determination.

Review

The park impact fee (PIF) schedule is reviewed by Council at least once each fiscal year. The review occurs in conjunction with any update of the Capital Facilities Program (CFP) element of Kenmore's Comprehensive Plan - provided, that failure to conduct a review will not invalidate the fee schedule previously adopted.

Existing level of service (ELOS)

King County Assessor property assessments reflect 100% of the true

and fair market value as of 1 January of the assessment year, adjusted annually based on market data and physical inspections every 6 years. Ideally, assessed values reflect the real market or what a willing buyer would pay a willing seller. **“Certain agricultural, timber, or open space land may be assessed based on current use rather than highest and best use.”**

Land values - are based on 2025 King County Assessor data for Kenmore park lands were provided or for adjacent or comparable open space, park, trail, or facility properties:

Park	Value	Acres	\$/acre	Type
Town Square	\$1,363,300	0.48	\$2,840,208	Facility
City Hall Park	\$2,054,400	1.57	\$1,308,535	Park
Linwood Park	\$888,000	1.37	\$648,175	Park
Moorlands Park	\$2,317,000	4.56	\$508,114	Park
Swamp Creek Wetlands	\$7,221,000	23.21	\$311,115	Natural
Tl'awh-ah-dees Park	\$9,089,700	41.78	\$217,561	Park/OS
Inglewood Wetlands	\$2,930,000	13.61	\$215,282	Natural
Rhododendron Park	\$2,334,000	12.21	\$191,154	Park
Northshore Summit Park	\$499,000	3.71	\$134,501	Park
	\$28,696,400	102.50	\$279,964	
Log Boom Park	\$520,900	3.90	\$133,564	Park
Wallace Creek Swamp Park	\$3,111,000	25.47	\$122,143	Natural
Twin Spring Park	\$1,901,000	25.50	\$74,549	Natural
Tolt Pipeline Trail	\$71,000	7.20	\$9,861	Trail
Subtotal	\$5,603,900	62.07	\$90,283	
Total	\$34,300,300	164.57	\$208,423	

Source: King County Assessor 2025 market values.

As shown, Assessor valuations vary considerably by type of park and even by specific properties:

- Town Square and City Hall Park are the highest per acre values of \$2,840,208-1,308,535 due the location in Kenmore downtown district alongside retail commercial uses.
- Other high valued per acre park sites include Linwood Park at \$648,175 and Moorlands Park at \$508,114 which are in established residential neighborhoods.
- Conversely, low valued per acre park sites include the Tolt Pipeline Trail, which is a road right-of-way, at \$9,861, and not developable for any other use, and Twin Spring Park at \$74,549.
- Natural area parks sites per acre values include Wallace Creek Swamp Park at \$122,143, Tl'awh-ah-dees Park at \$217,561, and Log Boom Park at \$133,564. Significant portions of the park lands are valued as open space rather than highest and best use meaning sizable portions of the parks are undervalued, particularly for waterfront parcels.

Building values - based on 2025 King County Assessor data:

Park	Bldg value	Sq ft	\$/sf	Type
Town Square	\$1,871,200	4,576	\$408.92	Facility
Senior Center	\$119,000	2,220	\$53.60	Facility
Total	\$1,990,200	6,796	\$292.85	

Source: King County Assessor 2025 market values.

As shown, the estimated value per square foot varies considerably based on when the building was constructed and the purpose for which it was built or is used now.

- Town Square, built in 2007, has the highest estimated value of \$408.92 per square foot, while the Senior Center, built in 1948, has the lowest value of \$53.60 per square foot.

Improvement values - including utilities, access roadways, and parking lots are presumed to be included in the Assessor's market land values assuming the properties are sold for private uses. **Assessor land values, however, do not include public park**

Existing level-of-service (ELOS) value for city facilities

Population in development			1				
Population in city 2025			24,520				
Population in city 2050			33,491				
		units	2025 fclty total	Facility cost /unit	Year 2025 asset value	standard /1000	Project/ per capita value
land	resource conservancy	acres	76.0	\$122,143	\$9,282,868	3.10	\$378.58
land	resource activities	acres	44.9	\$217,561	\$9,768,489	1.83	\$398.39
land	linear trails	acres	0.9	\$10,000	\$9,000	0.04	\$0.37
land	athletic fields/playgrounds	acres	9.5	\$578,145	\$5,492,373	0.39	\$224.00
land	recreation centers/pools	acres	12.5	\$2,074,372	\$25,929,644	0.51	\$1,057.49
land	special use facilities	acres	2.2	\$500,000	\$1,100,000	0.09	\$44.86
land	support facilities/yards/buildir	acres	3.1	\$500,000	\$1,550,000	0.13	\$63.21
Subtotal for land impact			149.1		\$53,132,373	6.08	\$2,166.90
Facilities							
swimming beach	sand	park space	10.0	\$24,122	\$241,223	0.41	\$9.84
handcarry launch	dirt ramp	park space	10	\$28,793	\$287,928	0.41	\$11.74
floating pier	pier	square foot	5000	\$546	\$2,730,000	203.92	\$111.34
picnic	tables w/o shelter	table	27	\$44,734	\$1,207,812	1.10	\$49.26
	shelters-group use	shelter	4	\$141,275	\$565,101	0.16	\$23.05
multipurpose trail	asphalt w/services 10'	mile	1.30	\$1,307,465	\$1,699,704	0.05	\$69.32
	bridge	sq ft	500	\$546	\$273,000	20.39	\$11.13
park trail	concrete/asphalt trail 6'	mile	1.21	\$831,797	\$1,006,475	0.05	\$41.05
	crushed rock 5'	mile	1.01	\$247,983	\$250,463	0.04	\$10.21
playground	uncovered	each	5	\$515,317	\$2,576,585	0.20	\$105.08
play area	improved	acre	3.0	\$285,145	\$855,436	0.12	\$34.89
skateboard	skateboard court - concrete	court	1	\$819,000	\$819,000	0.04	\$33.40
basketball	outdoor uncovered	court	1.0	\$311,686	\$311,686	0.04	\$12.71
soccer	youth multipurpose	field	1	\$560,660	\$560,660	0.04	\$22.87
baseball	200+grass unlighted	field	1	\$1,407,086	\$1,407,086	0.04	\$57.39
community center operations	meeting facilities	sq ft	6,776	\$880	\$5,963,910	276.35	\$243.23
	admin facilities	sq ft	1,000	\$437	\$436,800	40.78	\$17.81
	maintenance fclties	sq ft	2,800	\$437	\$1,223,040	114.19	\$49.88
	concession stands	sq ft	100	\$483	\$48,266	4.08	\$1.97
restrooms	permanent	fixture	8	\$80,710	\$645,678	0.33	\$26.33
	temporary/sanican	each	6	\$2,184	\$13,104	0.24	\$0.53
Subtotal for facility impact			16,257		\$23,122,956	662.99	\$943.02
Total impact for land and facilities - per capita					\$76,255,330		\$3,109.92
Total impact for land and facilities - persons/household of					2.60		\$8,085.80

Resource conservancy - Wallace Creek Swamp Park, Resource activities - It"awh-ah-dees Park, Linear trails - Tolt Pipeline ROW, Athletic fields/playgrounds - Linwood and Moorland Parks, Recreation centers - Town Square and Town Hall Park, Special use facilities - @ Moorland Park, Support facilities - @ \$500,000.

Note - facility costs include site preparation, utilities, parking, amenities, and other improvements pro rated.

amenities like boat ramps, trails, picnic facilities, playgrounds, sports courts, and athletic fields for which there is no private market interest or valuation.

Consequently, the value of these amenities is estimated based on the market cost necessary to develop amenities of similar contents and quality improvement to those in Kenmore's inventory. The market equivalent estimates include direct costs for site preparation, materials, and construction and indirect costs for sales tax, design and engineering, financing, and contingencies.

The estimates include utilities, site access roadways, parking, equipment, furnishings, and landscaping necessary to provide a facility equal to what exists in Kenmore's inventory. Athletic fields, for example, are estimated by size for different age group competitions and with or without grass or synthetic turf, lighting, fencing, restrooms, concessions, and other features.

Trails are estimated by width, surface improvement, and signage with or without trailheads, parking, restrooms, and other features prorated by mile.

The projected cost to develop each type of Kenmore amenity in the inventory is shown in the spreadsheet on the preceding page.

Kenmore ELOS value - is compiled for all existing land, building, and amenity improvement and prorated on a per capita basis and for an average household size based on American Community Survey (ACS) data.

- **Total value for all of Kenmore's existing park land inventory** - is \$53,132,373 or \$2,166.90 per person for Kenmore's 2025 population of 24,520 persons. Athletic facilities and playgrounds, represent the greatest land value category worth \$25,292,644.

- **Total value of all of Kenmore's existing public park building and site improvements** - is \$23,122,956 or \$943.02 per person. Town Square and the Senior Center represent the largest improvement value worth a combined total of \$5,963,910.

- **Total value of all land, building, and site improvements**- is \$76,255,330 or \$3,109.92 per person or \$8,085.80 for an average household of 2.60 persons.

The combined value is relatively low for a community the size of Kenmore. Kenmore has assembled an impressive collection of natural areas combined with significant waterfront properties, which are undervalued. Kenmore has not, however, developed indoor facilities, meaning Kenmore is land rich and amenity poor.

Proposed level of service (PLOS)

A limitation of using the ELOS to project future PROS need and demand is that it assumes Kenmore must develop the same ratio of land, buildings, and site improvements, and therefore expenditures, to accommodate existing as well as future population increases. The PROS Plan, however, balances the ratio of Kenmore's existing park inventory by filling in distributional park gaps, balancing overall park amenities, and acquiring and developing new facilities like recreation, cultural, and aquatic centers.

The PROS Plan Capital Facility Program (CFP) invests \$108,742,200 over the 20-year planning period including \$835,000 or 0.8% to complete master planning and feasibility studies of existing parks, \$40,525,000 or 37.3% to acquire additional park lands adjacent to existing parks and for new park and trails, \$148,200 or 0.1% to completed funded improvements to existing parks, \$60,899,000 or 56.0% to develop new parks and centers, and \$6,335,000 or 5.8% to develop new streetscapes and trails.

As shown in the CFP, the funds to finance these projects will be derived from several sources including General Funds (GF), grants from the WA Recreation & Conservation Office (RCO), King County's Conservation Futures (CF) program, Park Impact Fees (PIF), 10-year limited duration levies as well as levy lid lifts (Levy), General Obligation Bonds (Bonds), and WSDOT, DOE, or WDFW for studies of SR-522 over and undercrossing.

Kenmore PROS Plan CFP

11 May 2026

Priority	Detail	Cost estimate	GF	Grant	CF	PIF	Levy	Bond	Other	PIF share
Master plans and feasibility analysis										
D9	Swamp Creek Wetland	Develop conservation and public access plan								
		\$75,000	X							
D3	Linwood Park	Develop master plan								
		\$100,000	X							
	City Hall/Skate Court	Assess feasibility of universal playground								
		\$60,000	X							
	Moorlands Park	Assess feasibility of turf capacity improvements								
		\$45,000	X							
	Twin Springs Park	Develop master plan including beaver pond conservation								
		\$100,000	X							
	Inglewood Wetlands	Develop master plan for conservation, public viewpoints								
		\$80,000	X							
	181st Streetscape	Develop urban corridor plan and design								
		\$100,000	X							
	SR-522 Overpass	Assess feasibility of an overpass at 65th Avenue							WSDOT	
		\$125,000	X							
	Swamp Creek Underpass	Assess feasibility of an underpass of SR-522 and 175th Street at 80th Avenue							WSDOT	
		\$150,000	X							
Subtotal		\$835,000								
Acquisition										
A9	Swamp Creek	Acquire wetlands			X					
	Lakepointe	Acquire park site - 3.5 acres				X				\$5,250,000
	Waterwalk	Acquire shoreline from Lakepointe - 11 acres		X		X	X		KingC	tbd
	TL'awh-ah-dees Park	Expand open space 12.6 acres			X					
		tbd								
	Athletic Fields	Acquire site - 7 acres		X		X				\$10,500,000
		\$10,500,000								
	Neighborhood 1	Acquire minipark to fill park gap in neighborhood				X				\$1,200,000
		\$1,200,000								
	Neighborhood 2	Acquire minipark to fill park gap in neighborhood				X				\$1,200,000
		\$1,200,000								
	Neighborhood 3	Acquire minipark to fill park gap in neighborhood				X				\$1,200,000
		\$1,200,000								
	Neighborhood 4	Acquire minipark to fill park gap in neighborhood				X				\$1,200,000
		\$1,200,000								
	Recreation Center	Acquire site for multigenerational community/recreation center					X	X		
		\$7,500,000								
	Cultural Center	Acquire site for fine and performing arts, and cultural and historic center					X	X		
		\$3,750,000								
	Aquatic Center	Acquire site for regional aquatic facility							NPRSA	
		tbd								
	181st Streetscape	Acquire pocket or urban parklets in downtown, higher density neighborhood				X				\$925,000
		\$925,000								
Subtotal acquisition		\$40,525,000								\$21,475,000
Development - hold over projects										
D11	Twin Springs	Refurbish park								
		\$35,000	X							
P27	TL'awh-ah-dees Park	Monitor improvements project								
		\$60,000	X							
P28	Log Boom Park	Monitor park improvements project								
		\$50,000	X							
P30	Rhododendron Park	Monitor boatshed improvements								
		\$3,200	X							
	Tolt Pipeline Trail	Construct phase 2 - 73-80th								
		tbd	X							
Subtotal holdover projects		\$148,200								
Concept development - parks										

	Lakepointe	Develop Lakepoint Park gathering area with supporting audio, lighting, and other services for summer festivals and events	\$15,000,000	X					King C	
	Linwood Park	Install picnic shelter, upgrade playground	\$425,000			X				\$425,000
	Northshore Summit	Install picnic shelter, sport court	\$310,000			X				\$310,000
	Wallace Swamp Creek Park	Install signage, picnic shelter, 3 picnic tables, play area, community garden, and parking improvements	\$940,000			X				\$940,000
	Twin Springs Park	Develop pond overlook, 0.5-mile secondary paths, stream crossing, 2 play areas, 3 picnic tables, improve parking lot	\$900,000			X				\$900,000
	Town Square	Expand amenities when neighboring properties redevelop	tbd							
	Skate Court	Add universal playground, add overhead shelter with bleachers, develop pump track extension, add benches, seating, and picnic tables	\$1,210,000			X				\$1,210,000
	Log Boom Park	Provide kayak access from pier	tbd							
	Rhododendron Park	Pave and extend ADA trails, reconfigure basketball for sports court, add wayfinding signage	\$770,000			X				\$770,000
	Moorlands Park	Add sports court, improve turf on ballfield, install security lighting at shelter and restroom	\$1,110,000			X				\$1,110,000
	Harbour Village Park	Add wayfinding signage	\$10,000	X						
	Athletic Fields	Install turf and lights on 2 rectangular fields	\$820,000	X		X	X	X		\$820,000
	Senior Center	Upgrade 2,220 square foot building in Rhododendron Park for seniors and/or meeting facilities	\$444,000				X	X		
	Recreation Center	Develop 18,000 square foot multigenerational community/recreation center with 2 basketball courts with 4 pickleball court overlays, physical conditioning/wellness, lockers and showers, studio/classrooms	\$14,400,000				X	X		
	Cultural Center	Develop 28,000 square foot regional facility with 15,850 square foot black box theater, 4,290 square foot art studio and workshops, 4,290 square foot historical center, and 3,570 square foot café, lobby, gallery	\$22,400,000				X	X		
	Aquatic Center	Develop regional aquatic facility	tbd						NPRSA	
	Neighborhood 1	Install 2 picnic tables, playground ages 5-12, sport court	\$540,000			X				\$540,000
	Neighborhood 2	Install 2 picnic tables, playground ages 5-12, sport court	\$540,000			X				\$540,000
	Neighborhood 3	Install 2 picnic tables, playground ages 5-12, sport court	\$540,000			X				\$540,000
	Neighborhood 4	Install 2 picnic tables, playground ages 5-12, sport court	\$540,000			X				\$540,000
	Dog Park	Joint venture with Bothell for dedicated dog park facility	tbd							
Subtotal parks development			\$60,899,000							\$8,645,000
Concept development - trails										
	181st Streetscape	Develop urban gathering areas, parklets in downtown, higher density neighborhoods	\$1,000,000			X	X		TIP	\$1,000,000
	Waterfront gathering	Develop pedestrian linkages between Burke-Gilman Trail, SR-522 over and undercrossings, T'lawh-ah-dees , Log Boom, and Lakepointe Parks for activities node	\$540,000			X	X		TIP	\$540,000

	TL'awh-ah-dees Park	Develop 0.3-mile trail north to 175th Street Bridge, 0.3-mile trail south to bridge over Swamp Creek, add lighting in parking lot and park, add playground	\$245,000				X	X			\$245,000
	Swamp Creek Trail	Extend 0.86-mile trail from TL'awh-ah-dees Park north around Swamp Creek	\$350,000				X	X			\$350,000
	NE 181st Street Trail	Extend 0.15-mile trail from 181st Street to connect with Swamp Creek Trail	\$62,000				X	X			\$62,000
	NE 198th Street Trail	Extend 0.14-mile trail from Wallace Swamp Creek Park to 198th Street	\$58,000				X	X			\$58,000
	TL'awh'ah-dees/Rhododendron Park Trail	Develop 0.27-mile trail and bridge over Sammamish River and along the south shoreline to Rhododendron Park	\$110,000				X	X			\$110,000
	Lakepointe Trail	Develop 0.73-mile trail from Burke-Gilman around the Lakepointe development to Juanita Drive	\$780,000				X	X			\$780,000
	Burke-Gilman Trail	SR-522 Burke-Gilman Accessibility Project	\$1,745,000								\$1,745,000
	Burke-Gilman Trail	Extend 0.25-mile trail to Juanita Drive to Saint Edwards State Park to Big Finn Hill	\$270,000				X	X			\$270,000
	Burke-Gilman Trail	Develop 175-foot overpass of SR-522/Bothell Highway at 65th Avenue to 175th Street	tbd							WSDOT	
	Burke-Gilman Trail	Develop 0.15-mile underpass of SR-522/175th Street at Swamp Creek to 192nd Street	tbd							WSDOT, DOE, WDFW	
Subtotal trails development			\$6,335,000								\$6,335,000
Total			\$108,742,200								\$36,455,000
GF - General Funds, CF - Conservation Futures, PIF - Park Impact Fee, TIP - Transportation Improvement Program										Addnl population 2046	8,971
tbd - to be determined when project details are established. All cost estimates in 2025 dollars.										PIF/person	\$4,063.65

CFP	\$	%
Complete master plans and feasibility studies	\$835,000	0.8%
Acquire additional park lands	\$40,525,000	37.3%
Complete funded improvements to existing parks	\$148,200	0.1%
Improve existing parks	\$60,899,000	56.0%
Develop new parks, centers, Develop streetscapes and trails	\$6,335,000	5.8%
Total	\$108,742,200	100.0%

Proportionate share - is the portion of CFP that create capacity necessary to accommodate future population increase. Capacity increase is generated by new parks or trails, or improvements to existing parks that increase usable time, like the addition of synthetic turf or lights to an existing athletic field, like Moorland Park.

Capacity increases are measured for the park system as a whole and not to a specific site or neighborhood or for a development project that will be occupied by existing and new residents. The addition of synthetic turf or lights to Moorland Park, or the acquisition and development of mini parks in existing neighborhoods will increase usable time that existing residents may access but which will also increase available overall capacity in the park system that will accommodate and benefit new residents elsewhere in the city.

Likewise, new residents will use existing parks and trails that have been funded by existing residents balancing out capacity benefits and PIF assessments over the entire system, rather than by measuring benefit by a specific site or neighborhood. As shown in the PIF column in the CFP on the preceding pages, proportionate share can't include costs:

- Necessary to complete master plans and feasibility studies of existing parks,
- Complete improvements funded to existing parks that don't increase capacity, or

- Projects funded by other sources like King County Conservation Futures (CF) or WSDOT, DOE, or WDFW.

Proportionate share does not include the costs of acquiring and developing recreation, cultural, or aquatic centers since these projects will be funded by levies or bonds that may be approved by a vote of existing residents but that would be assessed of existing and future residents, meaning a PIF could be double charging.

Proportionate share	Budget	PIF
Complete master plans and feasibility studies	\$835,000	\$0
Acquire additional park lands	\$40,525,000	\$21,475,000
Complete funded improvements to existing parks	\$148,200	\$0
Improve existing parks	\$60,899,000	\$8,645,000
Develop new parks, centers. Develop streetscapes and trails	\$6,335,000	\$6,335,000
Total	\$108,742,200	\$36,455,000

As shown, the proportionate share of the CFP that PIF can assess is \$36,455,000 or 33.5% of the CFP total of \$108,742,200 or \$4,063.65 per person for the projected additional population of 8,971 by 2046.

Note – the CFP assumes new park and trail land will be acquired of properties that are currently zoned for private development or already developed for private use to be redeveloped for some of the public uses proposed in the PROS Plan. CFP costs, therefore, will be higher than what the city invested for public parks and trails in years past generating a higher per capita PLOS investment of \$4,063.65 than ELOS assessments of current park assets \$3,109.92.

PIF by housing type

A park impact fee (PIF) based on housing type depends on the number of persons per each type of housing unit ranging from single-family, duplex, tri and quadplex, multiplex over 5 units, and

manufactured homes collated by the Washington Office of Financial Management (OFM).

Kenmore's average persons per housing type in 2026 ranged from 2.94 persons for an average single-family house to 2.11 persons for triplex and quadplex structures. OFM data, however, does not identify the size or bedroom content of manufactured homes which can be occupied by larger family households.

Housing type	Persons/unit
Single-family	2.94
Duplex	2.47
Tri and Quadplex	2.11
Multiplex - 5 or more units	2.50
Manufactured homes	2.57

Source: Persons/type unit - WA OFM 2026, Adjusted 2000 population and housing by structure type and group quarters for the state, counties, cities, and towns - City of Kenmore

Advantage - of the housing type approach is that OFM will continually update the number of persons by housing type and the ability to adjust the person ratio per housing type on a regular basis and, thereby, reflect changes in the housing marketplace that may favor the introduction of middle housing and other innovative developments.

Disadvantage - of the housing type approach is that it does not correlate the number of bedrooms or unit size to the number of persons in the unit. A triplex, quadplex, multiplex, or manufactured home count may include small units with a few numbers of persons in each, or 2-4 bedrooms units designed for families biasing the per capita fee assessment.

Prior to 2023, park impact fees were based on this formula calculated by the number of persons per housing type. However, in 2023 the Washington State Legislature amended RCW 82.02.060 because of Engrossed Substitute Senate Bill (ESSB) 5258 and amended RCW 36.70A.681 because of Engrossed Substitute House Bill (ESHB) 1337 specifying that park impact fees must be calculated to produce a lower fee for smaller housing units based on the:

- Number of bedrooms per housing unit, or
- Square footage of the housing unit.

PIF by number of bedrooms

The American Community Survey (ACS) is an ongoing statistical survey by the US Census Bureau sent to approximately 250,000 addresses monthly or 3,000,000 per year with a margin of error varying from +/-3.0% to +/-14.6% depending on the subject. The ACS regularly gathers information previously contained only in the long form of the Decennial Census. It is the largest survey other than the Decennial Census that the Census Bureau administers.

The ACS collates the number of persons per bedroom for each jurisdiction based on the sample survey results. The 2024 ACS data for Kenmore indicates the number of persons increases in relation to the number of bedrooms from 0.85 persons for a studio or 1 bedroom to 4.25 persons for 5+ bedrooms.

Bedrooms	#	%	Persons/ bedroom
Studio	322	3.3%	0.85
1 bedroom	1.225	12.5%	0.85
2 bedrooms	1.972	20.2%	1.70
3 bedrooms	2.807	28.8%	2.55
4 bedrooms	2.364	24.2%	3.40
5+ bedrooms	1.071	11.0%	4.25
Total bedrooms	28.643	100.0%	
Persons/bedroom	0.85		

2024 American Community Survey, Kenmore, total housing units 9,761, total population 24,350

Note - persons per bedroom calculated by multiplying 0.85 persons per bedroom by the number of bedrooms.

Advantage - of the bedroom approach is that the ACS will continually update data on number of bedrooms and thereby the ability to adjust the person ratio per bedroom on a regular basis and, thereby, reflect changes in the housing marketplace that may favor smaller units with fewer bedrooms.

Disadvantage – of the bedroom approach is determining the number of bedrooms from other rooms that may be included in the developer’s floorplan for the structure, such as offices, studios, guest rooms, dens, family rooms, and the like, which may still be used as bedrooms.

PIF by square footage

The American Housing Survey (AHS) defines single-family dwelling unit square footage to be occupiable space to include finished and unfinished basements but exclude unfinished attics, attached garages, and exterior spaces not protected from weather such as screened porches. Multi-family unit occupiable space includes the interior space of the unit but excludes hallways, lobbies, and other public spaces.

Data available for the Seattle Standard Statistical Metropolitan Area (SMSA - which includes Seattle, Tacoma, and Bellevue) in 2021 indicates the persons per unit increases with the size of the unit from 1.07 persons for a housing unit under 500 square feet up to 3.08 persons for a unit up to 3,999 square feet in size. The ratio declines slightly to 2.78 for units over 4,000 square feet. (Note – housing unit size for 50,500 units or 3.0% of the total are not reported.)

Unit square footage	#	persons	Persons/ unit
<500	54,300	58,066	1.07
500-745	194,300	247,638	1.27
75-999	250,600	472,766	1.89
1,000-1,499	350,800	792,865	2.26
1,500-1,999	285,400	755,309	2.65
2,000-2,499	210,900	601,742	2.85
2,500-2,999	116,700	337,607	2.89
3,000-3,999	123,400	380,583	3.08
4,000+	42,200	117,255	2.78
Not reported	50,500	140,539	2.78
Total	1,679,100	3,904,370	2.33

Source: American Housing Survey (AHS) Seattle SMSA 2021

Advantage – of the square footage approach is that the AHS will continually update data on square footage and thereby the ability to adjust the person ratio per square footage on a regular basis and, thereby, reflect changes in the housing marketplace that may favor smaller units.

Disadvantage – of the square footage approach is the AHS does not report data for smaller jurisdictions like Kenmore meaning the approach reflects the demographics of Seattle-Tacoma-Bellevue rather than Kenmore. The average household size in the Seattle SMSA, for example, is 2.33 while Kenmore’s average household size is 2.60 meaning the approach will underestimate the middle-aged family demographics in Kenmore with a lower PIF assessment.

Financial strategies

6-Year financial options – the PROS Plan estimated the combined expenditures necessary to finance administration, events, maintenance, repair and replacement, and the PLOS additions for the next 6 years – projected to be \$59,946,337 including \$35,011,197 in PLOS additions at an annual inflation rate of 2.9%.

The PROS Plan estimated revenues that would be generated by existing sources and programs including the General Fund, Waterways, Parks Capital Fund, Public Arts Fund, Swamp Creek Basin Fund, King County Park Levy, and potential grants from the WA Recreation & Conservation Office (RCO) to increase at an annual inflation rate of 2.9% except the General Fund property tax which will stabilize at 1% per year. The PROS Plan estimated these sources would generate \$40,748,240 or \$19,198,097 less than projected 6-year expenditures.

The PROS Plan evaluated offsetting the requirement under 3 alternatives that used various amounts of recreation fees (should Kenmore decide to provide programs in the future), Park Impact Fees (PIF), Real Estate Excise Taxes (REET), and a property tax levy. The results indicate the shortfall can be resolved if:

- PIF is 70% or 80% or 90% of the ELOS value of \$3,109.92,

- REET is 40% or 50% or 60% of tax revenue,
- Property tax **annual** levy is \$82.05 or \$76.00 or \$69.95 or \$6.84 or \$6.33 or \$5.83 **monthly** accordingly of a median house value of \$869,800.

20-year financial options - 20-year projected expenditures will be \$247,124,686 including the full \$108,525,000 PLOS additions. 20-year General Fund revenue sources will generate \$176,454,569 or \$70,670,117 less than expenditures. The shortfall can be resolved if:

- PIF is 70% or 80% or 90% of ELOS value of \$3,109.92,
- REET is 40% or 50% or 60% of tax revenue,
- Property tax **annual** levy is \$28.93 or \$27.30 or \$25.68 or \$2.41 or \$2.28 or \$2.14 **monthly** accordingly of a median house value of \$869,800.

Note - the annual property tax levy amount declines over time because REET based on property sales will increase in property values at a greater proportional accumulated rate and amount than an assumed fixed PIF per capita generated revenue.

Recommendations

RCW specifies PIF are a proportionate amount (less than 100%) of the land acquisition and facility development cost required to sustain the proposed level of service (PLOS) because of new development. PIF can't be the only source of maintaining the park system's capacity to offset population growth impacts and must be combined with other funding sources.

As shown in the spreadsheets on the following pages, General Fund sources, REET, a property tax levy, and PIF combined can more than finance all PROS requirements over the next 6 and 20-year period. PIF, like REET, however, is a significant source of revenue necessary to achieve solvency, particularly PIF's contribution to financing PLOS additions.

Therefore, PIF should be assessed at least at 70% and preferably at 90% of its proportionate share. To be conservative and avoid challenges, PIF should be based on the ELOS value defined by Assessor values of \$3,109.32. PIF can use bedroom or the square footage approach to calculate fees subject to the advantages and disadvantages listed for each.

Bedrooms	Persons/ bedroom	\$ LOS	PIF %	PIF
Studio	0.85	\$3,109.32	90%	\$2,378.63
1 bedroom	0.85	\$3,109.32	90%	\$2,378.63
2 bedrooms	1.70	\$3,109.32	90%	\$4,757.26
3 bedrooms	2.55	\$3,109.32	90%	\$7,135.89
4 bedrooms	3.40	\$3,109.32	90%	\$9,514.52
5+ bedrooms	4.25	\$3,109.32	90%	\$11,893.15

Unit square footage	Persons/ unit	\$ LOS	PIF %	PIF
<500	1.07	\$3,109.32	90%	\$2,994.28
500-745	1.27	\$3,109.32	90%	\$3,553.95
75-999	1.89	\$3,109.32	90%	\$5,288.95
1,000-1,499	2.26	\$3,109.32	90%	\$6,324.36
1,500-1,999	2.65	\$3,109.32	90%	\$7,415.73
2,000-2,499	2.85	\$3,109.32	90%	\$7,975.41
2,500-2,999	2.89	\$3,109.32	90%	\$8,087.34
3,000-3,999	3.08	\$3,109.32	90%	\$8,619.04
4,000+	2.78	\$3,109.32	90%	\$7,779.52

On an annual basis, City Council can review and consider 6-20-year CFP requirements, projected expenditures, General Fund revenues, PIF, REET, and property tax levy assumptions and adjust PIF accordingly.

15 April 2026

years

Financial options 2026-2032 with PIF at 70, 80, 90%**6****Expenditures trends**

				Alternative 1	Alternative 2	Alternative 3
Administration		(\$725,330) /year	2.9%	(\$4,679,967)	(\$4,679,967)	(\$4,679,967)
Events, Volunteers, Recreation		(\$478,308) /year	2.9%	(\$3,086,134)	(\$3,086,134)	(\$3,086,134)
Parks Maintenance		(\$1,331,393) /year	2.9%	(\$8,590,401)	(\$8,590,401)	(\$8,590,401)
Repair & Replacement (5% facilities/year)		(\$1,329,570) /year	2.9%	(\$8,578,638)	(\$8,578,638)	(\$8,578,638)
PLOS land and facility additions		(\$32,557,500) value	2.9%	(\$35,011,197)	(\$35,011,197)	(\$35,011,197)
TOTAL EXPENDITURES				(\$59,946,337)	(\$59,946,337)	(\$59,946,337)

Revenue options

Capital facility program	Total	PROS Plan	%	2.9% Inflate		
General Fund	\$17,860,266	\$2,535,031	14%	1.0%	\$15,595,549	\$15,595,549
Strategic Opportunities	\$0	\$0	100%	2.9%	\$0	\$0
REET 1&2	\$1,938,000	\$0	0%	2.9%	\$0	\$0
Park Impact Fees	\$302,500	\$50,000	17%	2.9%	\$322,610	\$322,610
Walkways & Waterways	\$100,000	\$2,050	2%	2.9%	\$13,227	\$13,227
Parks Capital Fund	\$280,000	\$143,200	51%	2.9%	\$923,954	\$923,954
Public Arts Fund	\$2,000	\$19,895	995%	2.9%	\$128,366	\$128,366
Swamp Creek Basin Fund	\$40,000	\$40,000	100%	2.9%	\$258,088	\$258,088
Lapeointe Fund	\$0	\$0	100%	2.9%	\$0	\$0
Recreation fees	\$0	\$0	100%	2.9%	\$0	\$0
King County Park Levy	\$53,200	\$53,200	100%	2.9%	\$343,257	\$343,257
Grants - RCO, DOC	\$250,000	\$250,000	100%	2.9%	\$1,613,048	\$1,613,048
CFP totals	\$20,825,966	\$3,093,376			\$19,198,097	\$19,198,097

DIFFERENCE BETWEEN EXPENDITURES AND REVENUES

(\$40,748,240)	(\$40,748,240)	(\$40,748,240)
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6-year options - combine annual revenues**Option 1 - Recreation cost recovery**

	Expenditures	Rate	Revenue			
Recreation cost/operations	\$0	#####	\$0			
Deficit	\$0	#####				
Recreation program/opns cost recovery rate				0%	0%	0%
Additional amount recovered first annual			\$0	\$0	\$0	\$0
Addnl recreation program/opns cost recovered		2.9%		\$0	\$0	\$0

Option 2 - Park impact fee (PIF)

	2025	per/du	2045	2030	2030	2030
Population in city limits	24,520		33,491	2,990	2,990	2,990
ELOS local/regional value/person	\$3,109.92	2.60	\$8,086	\$3,110	\$3,110	\$3,110
Percent of value assessed for fee				70%	80%	90%
Fee assessed per additional person				\$2,177	\$2,488	\$2,799
Addnl park Impact fee (PIF) revenue				\$6,187,179	\$7,117,148	\$8,047,118

Option 3 - Real Estate Excise Tax (REET) 1&2

Annual average real estate sales year 2025	2.9%	\$387,600,000	\$2,500,868,882	\$2,500,868,882	\$2,500,868,882
Assessed rate per \$1.00 sales		\$0.0050	\$0.0050	\$0.0050	\$0.0050
Annual allocation for PROS Plan projects			40%	50%	60%
Addnl REET allocation			\$5,001,738	\$6,252,172	\$7,502,607

Option 4 - Property Tax Levy (PTLevy)

Assessed valuation 2025	\$7,988,619,847	2.9%	\$8,220,289,823	\$8,703,979,896	\$8,703,979,896	\$8,703,979,896
PTLevy requirement				\$29,559,323	\$27,378,919	\$25,198,515
Assessed average annual rate per \$1.00 (3)				\$0.00057	\$0.00052	\$0.00048
TOTAL CFP+Rctn+GIF+REET+PTLevy				\$59,946,337	\$59,946,337	\$59,946,337

DIFFERENCE BETWEEN EXPENDITURES AND REVENUES

\$0	\$0	\$0
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Median house value ACS 2019-2023	\$100,000	\$9.43	\$8.74	\$8.04
	\$869,800	\$82.05	\$76.00	\$69.95

Note:

(1) GMA does not allow growth requirements to be financed 100% with growth impact fees.

(2) GO bond capitalized with financing at 6.00% interest for 6 years

(3) Property tax levy proceeds accumulated over 6 year period with no interest.

* General Fund property tax amount shown includes all sources of funds from General Fund in addition to property tax.

Financial options 2026-2046

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Expenditure trends

					Alternative 1	Alternative 2	Alternative 3
Administration		(\$725,330) /year	2.9%		(\$19,292,845)	(\$19,292,845)	(\$19,292,845)
Enrichment Services		(\$478,308) /year	2.9%		(\$12,722,378)	(\$12,722,378)	(\$12,722,378)
Parks operations		(\$1,331,393) /year	2.9%		(\$35,413,341)	(\$35,413,341)	(\$35,413,341)
Repair & Replacement (5% facilities/year)		(\$1,329,570) /year	2.9%		(\$35,364,851)	(\$35,364,851)	(\$35,364,851)
PLOS land and facility additions		(\$108,525,000) value	2.9%		(\$144,331,271)	(\$144,331,271)	(\$144,331,271)
TOTAL EXPENDITURES					(\$247,124,686)	(\$247,124,686)	(\$247,124,686)

Revenue options

Capital facility program	Total	PROS Plan	%	2.9% Inflate			
General Fund	\$17,860,266	\$2,535,031	14%	1.0%	\$55,818,858	\$55,818,858	\$55,818,858
Strategic Opportunities	\$0	\$0	0%	2.9%	\$0	\$0	\$0
REET 1&2	\$1,938,000	\$0	0%	2.9%	\$0	\$0	\$0
Park Impact Fees	\$302,500	\$50,000	17%	2.9%	\$1,329,936	\$1,329,936	\$1,329,936
Walkways & Waterways	\$100,000	\$2,050	2%	2.9%	\$54,527	\$54,527	\$54,527
Parks Capital Fund	\$280,000	\$143,200	51%	2.9%	\$3,808,936	\$3,808,936	\$3,808,936
Public Arts Fund	\$2,000	\$19,895	995%	2.9%	\$529,181	\$529,181	\$529,181
Swamp Creek Basin Fund	\$40,000	\$40,000	100%	2.9%	\$1,063,949	\$1,063,949	\$1,063,949
Lakepointe Fund	\$0	\$0	100%	2.9%	\$0	\$0	\$0
Recreation Fees	\$0	\$0	100%	2.9%	\$0	\$0	\$0
King County Park Levy	\$53,200	\$53,200	100%	2.9%	\$1,415,052	\$1,415,052	\$1,415,052
Grants - RCO, DOC	\$250,000	\$250,000	100%	2.9%	\$6,649,678	\$6,649,678	\$6,649,678
CFP totals	\$20,825,966	\$3,093,376			\$70,670,117	\$70,670,117	\$70,670,117
DIFFERENCE BETWEEN EXPENDITURES AND REVENUES					(\$176,454,569)	(\$176,454,569)	(\$176,454,569)

20-year options - combine annual revenues

Option 1 - Recreation cost recovery	Expenditures	Rate	Revenue			
Recreation cost/operations	\$0	#####	\$0			
Deficit	\$0	#####	\$0			
Recreation program/opns cost recovery rate				0%	0%	0%
Additional amount recovered first annual			\$0	\$0	\$0	\$0
Addnl recreation program/opns cost recovered		2.9%		(\$3,808,936)	(\$3,808,936)	(\$3,808,936)
Option 2 - Growth impact fee (GIF)	2025	per/du	2045	2045	2045	2045
Population in city limits	24,520		33,491	8,971	8,971	8,971
ELOS local/regional value/person	\$3,110	2.60	\$8,086	\$3,110	\$3,110	\$3,110
Percent of value assessed for fee				70%	80%	90%
Fee assessed per additional person				\$2,177	\$2,488	\$2,799
Addnl park Impact fee (PIF) revenue				\$18,199,429	\$20,989,338	\$23,779,247

Option 3 - Real Estate Excise Tax (REET) 1&2

Annual average real estate sales year 2025	2.9%	\$387,600,000	\$10,309,661,458	\$10,309,661,458	\$10,309,661,458
Assessed rate per \$1.00 sales		\$0.0050	\$0.0050	\$0.0050	\$0.0050
Annual allocation for PRO Plan projects			40%	50%	60%
Addnl REET allocation			\$20,619,323	\$25,774,154	\$30,928,984

Option 4 - Property Tax Levy (PTLevy)

Assessed valuation 2022	\$7,988,619,847	2.9%	\$8,220,289,823	\$10,632,257,903	\$10,632,257,903	\$10,632,257,903
PTLevy requirement				\$141,444,753	\$133,500,013	\$125,555,273
Assessed average annual rate per \$1.00 (3)				\$0.00067	\$0.00063	\$0.00059
TOTAL CFP+Rctn+GIF+REET+PTLevy				\$247,124,686	\$247,124,686	\$247,124,686
DIFFERENCE BETWEEN EXPENDITURES AND REVENUES				(\$0)	\$0	\$0

	\$100,000	\$3.33	\$3.14	\$2.95
Median house value ACS 2015-2019	\$869,800	\$28.93	\$27.30	\$25.68

Note:

(1) GMA does not allow growth requirements to be financed 100% with growth impact fees.

(2) GO bond capitalized with financing at 6.00% interest for 6 years

(3) Property tax levy proceeds accumulated over 20 year period with no interest.

* General Fund property tax amount shown includes all sources of funds from General Fund in addition to property tax.

Comparable park impact fees (PIF)

The following comparable park impact fees (PIF) were assembled in 2024 by the Building Industry Association of Washington (BIAW) Washington Center for Housing Studies. The 2024 comparable fees were imposed prior to the Legislature's amendments specifying fees must be based on bedrooms or square footage.

Jurisdiction	Housing type	Fee
Bothell	Single-family	\$4,009.85
Carnation	Single-family	\$4,805.00
	Multiple family	\$3,922.00
Duvall	Single-family	\$9,492.85
	Multiple family	\$8,416.37
Edmonds	Single-family	\$2,734.05
	Multiple family	\$2,340.16
Everett	Dwelling unit	\$3,331.00
Kenmore	Single-family	\$4,586.75
	Multiple family	\$3,518.28
Kirkland	Single-family	\$6,093.00
	Multiple family	\$8,016.00
Lake Stevens	Single-family	\$3,004.75
	Multiple family	\$4,154.92
Marysville	Single-family	\$1,905.00
	Multiple family	\$1,380.00
Mercer Island	Single-family	\$6,315.92
	Multiple family	\$3,933.28
Monroe	Single-family	\$7,756.85
	Multiple family	\$5,994.99
Redmond	Single-family	\$6,372.96
	Multiple family	\$4,424.24
Sammamish	Single-family	\$6,739.00
	Multiple family	\$4,362.00
Snohomish	Single-family	\$4,150.00
	Multiple family	\$3,600.00
Woodinville	Dwelling unit	\$3,175.00

Amendments shown in **Red**

Chapter 20.47

TRANSPORTATION, PARK AND SCHOOL IMPACT FEES

Sections:

Article I. General

- 20.47.010 Findings and authority.**
- 20.47.020 Definitions.**
- 20.47.030 Assessment of impact fees.**
- 20.47.040 Exemptions.**
- 20.47.050 Credits.**
- 20.47.060 Tax adjustments.**
- 20.47.070 Appeals.**
- 20.47.080 Establishment of impact fee accounts.**
- 20.47.090 Refunds.**
- 20.47.100 Use of funds.**
- 20.47.110 Review.**

Article II. Rates

- 20.47.120 Transportation impact fee.**
- 20.47.130 Park impact fee.**
- 20.47.135 School impact fee.**
- 20.47.140 Independent fee calculations.**

Article III. Miscellaneous Provisions

- 20.47.150 Existing authority unimpaired.**
- 20.47.155 *Repealed.***

Article I. General

20.47.010 Findings and authority.

The city council of the City of Kenmore (the “*council*”) hereby finds and determines that new growth and development, including but not limited to new *residential*, commercial, retail, office, and industrial development, in the City of Kenmore will create additional demand and need for *public facilities* serving the City of Kenmore, and the *council* finds that new growth and development should pay a proportionate share of the cost of new facilities needed to serve the new growth and development. The City of Kenmore prepared initial studies to support the adoption of these impact fees, and prepared supplemental studies to analyze necessary updates to these fees, all of which document the procedures for measuring the impact of new developments on *public facilities*. In conjunction with the Northshore School District, the City of Kenmore likewise reviews school impact fee analyses. The City of Kenmore hereby incorporates these studies, as amended, and their analyses into this chapter by reference. Therefore, pursuant to Chapter [82.02](#) RCW, the *council* adopts this chapter to assess *impact* fees for transportation, *parks* and schools. The provisions of this chapter shall be liberally construed in order to carry out the purposes of the *council* in establishing the *impact fee* program. [Ord. 19-0483 § 2 (Att. 1); Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.020 Definitions.

The following words and terms shall have the following meanings for the purposes of this chapter, unless the context clearly requires otherwise. Terms otherwise not defined herein shall be defined pursuant to RCW [82.02.090](#), or given their usual and customary meaning.

A. “Accessory dwelling unit” means a separate complete *dwelling unit* attached to or contained within the *structure* of the primary dwelling; or contained within a separate *structure* that is accessory to the primary *dwelling unit* on the premises.

B. “Building permit” means an official document or certification which is issued by the building official and which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving or repair of a building or structure.

C. “Capital facilities plan” means the capital facilities plan element of a comprehensive plan adopted by the City of Kenmore pursuant to Chapter [36.70A](#) RCW, and such plan as amended.

D. “City manager” means the city manager or the city manager’s designee.

E. “Council” means the city council of the City of Kenmore.

F. “Development activity” means any construction, expansion, or change in the use of a building or structure that creates additional demand and need for *public facilities*. Development activity does not include: i) buildings or structures constructed by a regional transit authority; or ii) buildings or structures constructed as shelters that provide emergency housing for people experiencing homelessness, or emergency shelters for victims of domestic violence, as defined by RCW 70.123.020, as may be amended.

G. “Development approval” means any written authorization from the City of Kenmore which authorizes the commencement of a *development activity*.

H. “Dwelling unit” means one or more rooms designed for occupancy by a person or *family* for living and sleeping purposes, containing *kitchen facilities* and rooms with internal accessibility, for use solely by the dwelling’s occupants. *Microhousing* or co-housing dwelling units may share *kitchen facilities* with other dwelling units in place of providing *kitchen facilities* within each unit.

I. “Elderly” means a person aged 62 or older.

J. “Encumbered” means to reserve, set aside, or otherwise earmark the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for *public facilities*.

K. “Feepayer” is a person, corporation, partnership, an incorporated association, or any other similar entity, or department or bureau of any governmental entity or municipal corporation, commencing a land *development activity* which creates the demand for additional capital facilities, and which requires the issuance of a *building permit*. “Feepayer” includes an applicant for an impact fee credit.

L. “Gross floor area” means the total square footage of any building, structure, or use, including accessory uses.

M. “Hearing examiner” means the examiner who acts on behalf of the City in considering and applying land use regulatory codes as provided under this code. Where appropriate, “hearing examiner” also refers to the office of the hearing examiner.

N. “Impact fee” means a payment of money imposed by the City of Kenmore on *development activity* pursuant to this chapter as a condition of granting *development approval* in order to pay for the *public facilities* needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities that reasonably benefit the new development. “Impact fee” does not include a reasonable permit fee, an application fee, the administrative fee for collecting and handling impact fees, or the cost of reviewing *independent fee calculations*.

O. “Impact fee account” or “account” means the account(s) established for each type of public facility for which impact fees are collected. The accounts shall be established pursuant to KMC [20.47.080](#) and [20.47.090](#), and comply with the requirements of RCW [82.02.070](#).

P. “Independent fee calculation” means the transportation impact calculation, park impact calculation, school impact calculation, and/or economic documentation prepared by a *feepayer* to support the assessment of an *impact fee* other than by the use of the rates listed in Article II of this chapter, or the calculations prepared by the *city manager* where none of the fee categories or fee amounts in Article II of this chapter accurately describe or capture the impacts of the new development.

Q. “Interest” means the average interest rate earned in the last fiscal year by the City of Kenmore.

R. “Interlocal agreement” means the agreement between the Northshore School District and the City governing the operation of the school impact fee program and describing the relationship, duties and liabilities of the parties.

S. “ITE Land Use Code” means the classification code number assigned to a type of land use by the Institute of Transportation Engineers in the version of “Trip Generation” adopted by the City.

T. “Low-income housing” means housing with a monthly housing expense that is no greater than 30 percent of 80 percent of the median family income adjusted for family size in King County, as determined by the United States Department of Housing and Urban Development (HUD). In the event that HUD no longer publishes median income figures for King County, the County may use or determine such other method as it may choose to determine the King County median income, adjusted for household size.

U. “Mobility unit” means one p.m. peak hour person trip end. Each person trip has two trip ends, one each at the origin and destination.

V. “Open space” means for the purposes of this chapter undeveloped public land that is permanently protected from development (except for the development of trails or other passive public access or use).

W. “Owner” means the owner of record of real property, or a person with an unrestricted written option to purchase property; provided, that if the real property is being purchased under a recorded real estate contract, the purchaser shall be considered the owner of the real property.

X. “Parks” means parks, *open space*, and recreational facilities, including but not limited to ball fields, golf courses, athletic fields, soccer fields, swimming pools, tennis courts, volleyball courts, neighborhood parks, community parks, trails, and *open space*.

Y. “Parks study” means the most recent report of the methodology and calculation of impact fees for park facilities kept on file with the city clerk.

Z. “Project improvements” means site improvements and facilities that are planned and designed to provide service for a particular development or users of the project, and are not *system improvements*. No improvement or facility included in a *capital facilities plan* adopted by the *council* shall be considered a project improvement.

AA. “Proportionate share” means that portion of the cost of public facility improvements that are reasonably related to the service demands and needs of new development.

BB. “Public facilities” means the following capital facilities owned or operated by the City of Kenmore or other governmental entities: (1) public transportation facilities; (2) publicly owned *parks, open space, trails*, and recreation facilities; and (3) public school facilities.

CC. “Transportation study” means the most recent report of the methodology and calculation of impact fees for transportation projects kept on file with the city clerk.

DD. “Residential” or “residential development” means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, accessory dwelling unit (ADU), duplex, triplex and quadplex, multiplex of 5 or more units, manufactured homes, and other multifamily residential development.

EE. "School impact fee analysis" means the school impact fee analysis contained in the Northshore School District Capital Facilities Plan.

FF. "Service area" means a geographic area in which public facilities provide service to development within the City.

GG. "Square footage" means the square footage of the *gross floor area* of the development.

HH. "State" means the State of Washington.

II.. "Station area" means the same as defined in RCW 36.70A.030, as now enacted or hereafter amended, and as may be further depicted on maps adopted by the City pursuant to Chapter 18.29 KMC or the City's official station area map on file.

~~GG.~~JJ. "System improvements" means *public facilities* that are included in the *capital facilities plan* of the City of Kenmore or the Northshore School District as adopted by reference in the City's comprehensive plan and are designed to provide service to service area within the community at large, in contrast to *project improvements*.

KK. "Transportation facility" means public easements or right-of-way that enables motor vehicles, transit vehicles, bicycles and/or pedestrians to travel between destinations.

~~II.~~ LL. "Trip generation" means the number of *mobility units* generated by a *development activity*. [Ord. 19-0483 § 2 (Att. 1); Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.030 Assessment of impact fees.

A. The City shall collect *impact fees*, based on the rates in Article II of this chapter, from any applicant seeking *development approval* from the City for any *development activity* within the City, where such *development activity* requires the issuance of a *building permit*. The City also may collect an application fee as established by the *council* by resolution to cover the City's reasonable costs of administration of the *impact fee* program.

B. For mixed use developments, *impact fees* shall be imposed for the proportionate share of each land use based on the applicable measurement in the *impact fee* rates set forth in Article II of this chapter.

C. For purposes of school *impact fees*, townhouses, as defined in KMC [18.20.835](#), shall be considered multifamily development.

D. The payment of a *parks impact fee*, consistent with this chapter, shall be the preferred method of

meeting *park* space requirements for all new development.

E. *Impact fees* shall be calculated at the time the complete application for a *building permit* is submitted using the *impact fee* rates then in effect. Except as provided in subsection H of this section, *impact fees* shall be paid at the time the permit is issued by the City.

F. Applicants that have been awarded credits pursuant to KMC [20.47.050](#) prior to the submittal of the complete *building permit* application shall submit, along with the complete *building permit*

application, a copy of the letter or certificate prepared by the *city manager* pursuant to KMC [20.47.050](#) setting forth the dollar amount of the credit awarded. Except as provided in subsection H of this section, *impact fees*, as determined after the application of appropriate credits, shall be collected from the *feepayer* at the time the *building permit* is issued.

G. Except as provided in subsection H of this section, the *city manager* shall not issue the required permit unless and until the *impact fees* set forth in Article II of this chapter have been paid in the amount that exceeds exemptions or credits provided pursuant to KMC [20.47.040](#) or [20.47.050](#).

H. An applicant for a *building permit* for a single-family ~~detached or attached residence~~, duplex, triplex and quadplex, multiplex of 5 or more units, manufactured homes, and other residential building type development may request a deferral of the full *impact fee* payment, deferring collection of the *impact fee* payment until issuance of a certificate of occupancy or equivalent certification and subject to this subsection. The certificate of occupancy or equivalent certification shall not be issued until the impact fees have been paid in full. The amount of impact fees that may be deferred must be determined by the fees in effect at the time the permit application is deemed complete. The term of an impact fee deferral under this subsection may not exceed 18 months from the date of building permit issuance. An applicant seeking a deferral under this subsection must grant and record a deferred impact fee lien against the property in favor of the City in the amount of the deferred impact fee. The deferred impact fee lien, which must include the legal description, tax account number, and address of the property, must also be:

1. In a form approved by the City;
2. Signed and notarized by all *owners* of the property, with all signatures acknowledged as required for a deed, and recorded in the county where the property is located;
3. Binding on all successors in title after the recordation; and
4. Junior and subordinate to any mortgage or deed of trust for the purpose of construction upon the same real property granted by the person who applied for the deferral of *impact fees*.

If the deferred *impact fees* are not paid in accordance with a deferral authorized by this subsection, and in accordance with the term provisions established in this subsection, the City may institute foreclosure proceedings in accordance with Chapter [61.12](#) RCW. Upon receipt of final payment of

all deferred *impact fees* for a property, the City must execute a release of deferred *impact fee* lien for the property. The property *owner* at the time of the release, at his or her expense, is responsible for recording the lien release. The extinguishment of a deferred *impact fee* lien by the foreclosure of a lien having priority does not affect the obligation to pay the *impact fees* as a condition of final inspection, certificate of occupancy, or equivalent certification. Each applicant for a single-family *residential* construction permit, in accordance with his or her contractor registration number or other unique identification number, is entitled to annually receive deferrals under this subsection for the first 20 single-family *residential* construction *building permits* per city. A nonrefundable fee, as set forth in a fee resolution adopted by the *council*, associated with implementing this subsection shall accompany the request. [Ord. 19-0478 § 2 (Exh. 1); Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.040 Exemptions.

A. Except as provided for below, the following shall be exempted from the payment of all *impact fees*:

1. Alteration, expansion or replacement of an existing *residential* structure including mobile or manufactured home that does not add any *dwelling units*;
2. Miscellaneous improvements that do not increase the impacts of the development on the City's *public facilities*, including, but not limited to, fences, walls, swimming pools, and signs;
3. Demolition or moving of a structure;
4. Expansion or replacement of an existing single-family *residential* structure including a mobile or manufactured home that maintains its single-family character;
5. Replacement of a nonresidential structure with a new structure of the same size and use at the same site or lot when such replacement occurs within 12 months of the demolition or destruction of the prior structure. Replacement of a structure with a new structure of the same size shall be interpreted to include any structure for which the gross *square footage* of the building will not be increased by more than 100 square feet;
6. Pursuant to RCW 82.02.060, the council may provide exemptions for housing units to accommodate households who are unable to afford housing within the private market at a reasonable percent of their income (30-35%) as defined by the US Housing & Urban Department

(HUD). HUD calculates the median family income (HAMFI – HUD Area Median Family Income) for each jurisdiction to determine Fair Market Rents (FMR) and income limits to be eligible for affordable housing assistance low-income housing and other development activities with broad public purposes. The impact fee may be waived in part or all for each affordable housing units in a development that is designed, constructed, and limited in resale value to accommodate households making less than 80% of HAMFI for the Kenmore market area. Exemptions for school impact fees under this subsection shall be approved by the Northshore School District;

7. *Accessory dwelling units*; provided, that *impact fees* shall be assessed if at any time the *accessory dwelling unit* is converted to another land use or *dwelling unit*, based on the *impact fees* in effect at the time of conversion.

B. Except as provided for below, the following shall be exempted from the payment of school *impact fees*:

1. Reconstruction, remodeling or construction of the following facilities, subject to the recording of a covenant or recorded declaration of restrictions precluding use of the property for other than the exempt purpose; provided, that if the property is used for a nonexempt purpose, the school *impact fees* then in effect shall be paid:

a. ~~Shelters or dwelling units for temporary placement, which provide housing to persons on a temporary basis for not more than four weeks;~~ Shelters or dwelling units for temporary placement that provide housing to persons on a temporary basis for not more than 4 weeks.

b. Construction or remodeling of transitional housing facilities or dwelling units that provide housing to persons on a temporary basis for not more than 24 months, in connection with job training, self-sufficiency training and human services counseling, the purpose of which is to help persons make the transition from homelessness to placement in permanent housing; and

c. Any form of housing for the *elderly*, including nursing homes, retirement centers, and any type of housing units for persons age 55 and over, which have recorded covenants or recorded declaration of restrictions precluding school-aged children as residents in those units.

2. Any *development activity* for which school impacts have been mitigated pursuant to a condition of plat approval to pay fees, dedicate land or construct or improve school facilities, unless the condition of the plat approval provides otherwise; provided, that the condition of the plat approval

predates May 22, 2018.

3. Any *development activity* for which school impacts have been mitigated pursuant to a voluntary agreement entered into with the district to pay fees, dedicate land or construct or improve school facilities, unless the terms of the voluntary agreement provide otherwise; provided, that the agreement predates May 22, 2018.

4. Any *building permit* application that has been submitted to the City before closing time on the business day before the effective date of the ordinance codified in this chapter imposing school *impact fees* and subsequently determined to be a complete application, based on the information on file as of the effective date of such imposition.

5. Subject to approval by the *city manager*, any *building permit* application submitted to the City after the effective date of the ordinance codified in this chapter that imposes school impact fees that results from a pre-existing, unexpired approval of a zoning variance, shoreline substantial development permit, shoreline variance, site plan review for uses allowed by zone, or reasonable use exception under KMC [18.55.180](#). This exemption shall be limited to approvals directly related to the siting of the proposed building. [Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

C. Station Area Multifamily Housing – Impact Fee Reduction.

1. Reduction Required. Consistent with RCW 82.02.060(10), a development project shall receive a fifty (50) percent reduction of the impact fees otherwise required under this chapter for system improvements as described in RCW 82.02.090(7)(a) if the project satisfies both of the following conditions: a. The project is located within a station area as defined in KMC 20.47.010 and RCW 36.70A.030; and b. The project is claiming a multifamily housing property tax exemption under the City's Multifamily Housing Property Tax Exemption program, Chapter 3.65 KMC, under the income-qualified exemption track established in RCW 84.14.020(1)(a)(ii)(D), as now enacted or hereafter amended.
2. Application Procedure. An applicant claiming the reduction under this section shall submit a written claim to the city manager at the time the complete application for a building permit is submitted. The claim shall include documentation demonstrating that the project is located within a station area and that the project has applied for or received a multifamily housing property tax exemption under KMC Chapter 3.65. Any claim not made by the time of complete building permit application shall be deemed waived.

20.47.050 Credits.

A. A *feepayer* can request that a credit or credits for *impact fees* be awarded to him/her for the total value of dedicated land, improvements, or construction provided by the *feepayer*. Credits will be given only if the land, improvements, and/or the facility constructed are:

1. Included within the *capital facilities plan* and identified on the list of *impact fee* projects in the *transportation study*, *parks study* or *school impact fee analysis*; and
2. At suitable sites and constructed at acceptable quality as determined by the City or Northshore School District; and
3. For *parks*:
 - a. Such *park*, *recreation*, *trail*, or *open space* land improvements or construction completed shall be adjacent to other publicly owned *park*, *recreation* or *open space* land; or
 - b. Be within an area of the City designated within the City comprehensive plan or Parks, Recreation & Open Space (PROS) Plan or as in need of *park*, *open space*, *trail*, or *recreation facility* space; or
 - c. Would in some other way further the goals and objectives of the *capital facilities plan* or Parks, Recreation & Open Space (PROS) Plan, or other City plans.

B. The *city manager* shall determine if a request for a credit or credits meets the criteria in subsection A of this section. When a *feepayer* requests a credit for school *impact fees*, the *city manager* shall receive input from the Northshore School District before making the decision.

C. For each request for a credit or credits the *city manager* shall select an appraiser or the *feepayer* may select an independent appraiser acceptable to the *city manager*.

D. The appraiser must possess an MAI or other equivalent certification and shall not have a fiduciary or personal interest in the property being appraised. A description of the appraiser's certification shall be included with the appraisal, and the appraiser shall certify that he or she does not have a fiduciary or personal interest in the property being appraised.

E. The appraiser shall be directed to determine the total value of the dedicated land, improvements, and/or construction provided by the *feepayer* on a case-by-case basis.

F. The *feepayer* shall pay for the cost of the appraisal or request that the cost of the appraisal be deducted from the credit which the *city manager* may be providing to the *feepayer*, in the event that a credit is awarded.

G. After receiving the appraisal, the *city manager* shall provide the *feepayer* with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, the legal description of the site donated where applicable, and the legal description or other adequate description of the project or development to which the credit may be applied. The *feepayer* must sign and date a duplicate copy of such letter or certificate indicating his or her agreement to the terms of the letter or certificate, and return such signed document to the *city manager* before the *impact fee* credit will be awarded. The failure of the *feepayer* to sign, date, and return such document within 60 calendar days shall nullify the credit.

H. No credit shall be given for *project improvements*.

I. Any claim for credit must be made with the *impact fee* calculation submittal. The failure to timely file such a claim shall constitute a final bar to a later request for any such credit.

J. Determinations made by the *city manager* pursuant to this section shall be subject to the appeals procedures set forth in KMC [20.47.070](#). [Ord. 19-0483 § 2 (Att. 1); Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.060 Tax adjustments.

Pursuant to and consistent with the requirements of RCW [82.02.060](#), the *rate study*, the *parks study* and the *school impact fee analysis* have provided adjustments for future taxes to be paid by the new development which are earmarked or proratable to the same new *public facilities* which will serve the new development. The *impact fee* rates in Article II of this chapter have been reasonably adjusted for taxes and other revenue sources which are anticipated to be available to fund public improvements. [Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.070 Appeals.

A. Appeals of City decisions on transportation *impact fees* shall be conducted according to KMC [12.80.090](#).

B. Appeals of City decisions on park and school *impact fees* shall be conducted as follows:

1. Appeals may only be filed by the *feepayer* for the property where the *development activity* will occur.
2. The *feepayer* must first file a request for review by the *city manager* regarding the *impact fees* with the *city clerk*, as follows:
 - a. The request shall be in writing on the form provided by the City;
 - b. The request for review by the *city manager* shall be filed within ~~21~~ 14 calendar days of the city's written notification to the *feepayer* ~~'s payment of the impact fees at issue that said impact fee was due~~; the failure to timely file such a request shall constitute a final bar to later seek such review;
 - c. No administrative fee will be imposed for the request for review by the *city manager*; and
 - d. The *city manager* shall issue his or her determination in writing.
3. Determinations of the *city manager* under subsection (B)(2) of this section with respect to the applicability of the *impact fees* to a given *development activity*, the availability or value of a credit, or the *city manager's* decision concerning the *independent fee calculation* which is authorized in Article II of this chapter, or the fees imposed by the *city manager* pursuant to Article II of this chapter, or any other determination which the *city manager* is authorized to make pursuant to this chapter, can be appealed to the *hearing examiner*.
4. Appeals shall be taken within 14 calendar days of the *city manager's* issuance of a written determination by filing a notice of appeal specifying the grounds thereof, and depositing the necessary fee, which is set forth in the existing fee schedules for appeals of such decisions. The *city manager* shall transmit to the office of the *hearing examiner* all papers constituting the record for the determination, including, where appropriate, the *independent fee calculation*.
5. The *hearing examiner* shall fix a time for the hearing of the appeal, give notice to the parties in interest, and decide the same as provided in this code. At the hearing, any party may appear in person or by agent or attorney.
6. The *hearing examiner* is authorized to make findings of fact regarding the applicability of the *impact fees* to a given *development activity*, the availability or amount of the credit, or the accuracy

or applicability of an *independent fee calculation*. The decision of the *hearing examiner* shall be final, except as provided in this section.

7. The *hearing examiner* may, so long as such action is in conformance with the provisions of this chapter, reverse or affirm, in whole or in part, or may modify the determinations of the *city manager*. [Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.080 Establishment of impact fee accounts.

A. *Impact fee* receipts shall be earmarked specifically and deposited in special *interest-bearing accounts*.

B. There are hereby established three separate *impact fee accounts* for the fees collected pursuant to this chapter: the transportation impact *account*, the *parks* impact *account* and the school impact *account*. The funds from the school impact *account* shall be transferred to the Northshore School District in accordance with the *interlocal agreement* described under subsection C of this section. Funds withdrawn from the transportation and parks impact *accounts* must be used in accordance with the provisions of KMC [20.47.100](#) and applicable *State* law. *Interest* earned on the fees shall be retained in each of the *accounts* and expended for the purposes for which the *impact fees* were collected.

C. As a condition of the City's authorization and adoption of school *impact fees*, the City and Northshore School District shall enter into an *interlocal agreement* governing the operation of the school *impact fee* program, and describing the relationship and liabilities of the parties thereunder.

D. On an annual basis, the *city manager* shall provide a report to the *council* on each of the three *impact fee accounts* showing the source and amount of all monies collected, earned, or received, and the public improvements that were financed in whole or in part by *impact fees*.

E. *Impact fees* shall be expended or *encumbered* within 10 years of receipt, unless the *council* identifies in written findings an extraordinary and compelling reason or reasons for the *impact fees* to be held longer than 10 years. If the Northshore School District concludes that there is an extraordinary or compelling reason or reasons for holding *school impact fees* longer than 10 years, the District must submit to the City at least 60 days before the expiration of the 10-year period draft written findings regarding an extraordinary or compelling reason or reasons for holding *school impact fees* for longer than 10 years. Under such circumstances, the *council* shall establish the period of time within which the *impact fees* shall be expended or *encumbered*. [Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.090 Refunds.

The current *owner* of the property for which an *impact fee* has been paid may receive a refund of such fees if the City or Northshore School District fails to expend or encumber the *impact fees* within 10 years of when the fees were paid or such other period of time established by RCW [82.02.070](#)(3) on *public facilities* intended to benefit the *development activity* for which the *impact fees* were paid. Refunds shall be subject to the provisions of RCW [82.02.080](#). The request for a transportation or park *impact fee* refund must be submitted to the *city manager* in writing. For school *impact fee* refunds, the request must be submitted in writing to the Northshore School District. [Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.100 Use of funds.

A. Pursuant to this chapter, *impact fees* shall:

1. Be used for public improvements that will reasonably benefit the new development; and
2. Not be imposed to make up for deficiencies in *public facilities* serving existing developments; and
3. Not be used for maintenance or operation.

B. Transportation *impact fees* may be spent for public improvements, including, but not limited to, planning, land acquisition, right-of-way acquisition, site improvements, necessary off-site improvements, construction, engineering, architectural, permitting, financing, and administrative expenses, applicable *impact fees* or mitigation costs, and any other expenses which can be capitalized.

C. Park *impact fees* may be spent for public improvements, including, but not limited to, planning for *parks* that will reasonably benefit the new development, land acquisition, site improvements, necessary off-site improvements, construction, engineering, architectural, permitting, financing, and administrative expenses, applicable *impact fees* or mitigation costs, and capital equipment pertaining to park facilities.

D. School *impact fees* may be spent for public improvements, including, but not limited to, school planning, land acquisition, site improvements, necessary off-site improvements, construction, engineering, architectural, permitting, financing, and administrative expenses, relocatable facilities

(portables), capital equipment pertaining to educational facilities, and any other expenses which could be capitalized and which are consistent with the *school impact fee analysis*.

E. *Impact fees* may also be used to recoup public improvement costs previously incurred by the City or the Northshore School District to the extent that new growth and development will be served by the previously constructed improvements or incurred costs.

F. In the event that bonds or similar debt instruments are or have been issued for the advanced provision of public improvements for which *impact fees* may be expended, *impact fees* may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this section and are used to serve the new development. [Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.110 Review.

The *council* may review and adjust the fee rates set forth in Article II of this chapter as it deems necessary and appropriate in conjunction with the annual update of the *capital facilities plan* element of the City's comprehensive plan; provided, that the *city manager* may adjust transportation and park *impact fees* annually in accordance with a five-year rolling average of the Washington State Department of Transportation Construction Cost Index ("CCI"). [Ord. 19-0483 § 2 (Att. 1); Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

Article II. Rates

20.47.120 Transportation impact fee.

The transportation *impact fee* rates shall be determined by the formula for calculating *impact fees* set forth in the *transportation study*, which is incorporated herein by reference. Except as otherwise provided for *independent fee calculations* in KMC [20.47.140](#), exemptions in KMC [20.47.040](#), and credits in KMC [20.47.050](#), all new developments in the City will be charged the transportation *impact fee* in an amount applicable to the type of development, as established by the *council* by resolution. [Ord. 19-0483 § 2 (Att. 1); Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.130 Park impact fee.

The park *impact fee* rates shall be determined by the formula for calculating *impact fees* set forth in the *parks study* and the parks, recreation, and open space (**PROS**) plan, which are incorporated herein by reference. Except as otherwise provided for *independent fee calculations* in KMC [20.47.140](#), exemptions in KMC [20.47.040](#), and credits in KMC [20.47.050](#), all new *residential developments* in the City will be

charged the park *impact fee* in an amount applicable to the type of [housing type](#) development, as established by the *council* by resolution. [Ord. 19-0483 § 2 (Att. 1); Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.135 School impact fee.

School *impact fees* per housing type and per unit shall consider the school *impact fee analysis*, but shall be established by *council* resolution. Residential housing subject to school *impact fees* shall be charged the applicable school *impact fee*, except as otherwise provided for *independent fee calculations* in KMC [20.47.140](#), exemptions in KMC [20.47.040](#), and credits in KMC [20.47.050](#). [Ord. 18-0463 § 2 (Exh. 1).]

20.47.140 Independent fee calculations.

A. If, in the judgment of the *city manager*, none of the fee categories or fee amounts set forth in KMC [20.47.120](#), [20.47.130](#) or [20.47.135](#) accurately describe or capture the impacts of a new development on transportation, *parks* or schools, an *independent fee calculation* may be performed and the *city manager* may impose alternative fees on a specific development based on those calculations. In cases where a *feepayer* requests an *independent fee calculation* for school *impact fees*, the *city manager* shall receive input from the Northshore School District before making the decision. The alternative fees and the calculations shall be set forth in writing and shall be mailed to the *feepayer*.

B. If a *feepayer* opts not to have the *impact fees* determined according to KMC [20.47.120](#), [20.47.130](#) or [20.47.135](#), then the *feepayer* shall prepare and submit to the *city manager* an *independent fee calculation* for the *development activity* for which a *building permit* is sought. The documentation submitted shall show the basis upon which the *independent fee calculation* was made.

C. Any *feepayer* submitting an *independent fee calculation* will be required to pay the City a fee to cover the cost of reviewing the *independent fee calculation*, in the amount established by the *council* by resolution, unless otherwise established by the *city manager*, and the fee shall be paid by the *feepayer* prior to initiation of review.

D. There is a presumption that the calculations set forth in the *transportation study*, *parks study* and *school impact fee analysis* are valid. The *city manager* shall consider the documentation submitted by the *feepayer*, but is not required to accept such documentation or analysis which the *city manager* reasonably deems to be inaccurate or not reliable, and may, in the alternative, require the *feepayer* to

submit additional or different documentation for consideration. The *city manager* is authorized to adjust the *impact fees* on a case-by-case basis based on the *independent fee calculation*, the specific characteristics of the development, and/or principles of fairness. The fees or alternative fees and the calculations shall be set forth in writing and shall be mailed to the *feepayer*.

E. Determinations made by the *city manager* pursuant to this section may be appealed as set forth in KMC [20.47.070](#). [Ord. 19-0483 § 2 (Att. 1); Ord. 18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

Article III. Miscellaneous Provisions

20.47.150 Existing authority unimpaired.

Nothing in this chapter shall preclude the City from requiring the *feepayer* or the proponent of a *development activity* to mitigate adverse environmental impacts of a specific development pursuant to the State Environmental Policy Act, Chapter [43.21C](#) RCW, based on the environmental documents accompanying the underlying *development approval process*, and/or Chapter [58.17](#) RCW, governing plats and subdivisions; provided, that the exercise of this authority is consistent with the provisions of Chapters [43.21C](#) and [82.02](#) RCW. [18-0463 § 2 (Exh. 1); Ord. 16-0420 § 7 (Exh. 5).]

20.47.155 Park space in lieu of impact fee.

Repealed by Ord. 18-0463. [Ord. 16-0420 § 7 (Exh. 5).]

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 9/21/2026

Subject/Topic:	Proposed Council Action/Motion:
Draft Code Amendments – Zoning Regulations for Parcels Adjacent to Swamp Creek <i>Near SR522/80th Ave NE Where Interim Regulations Currently Apply</i> Department: Community Development Prepared by: Brittany Chue, Senior Planner Debbie Bent, Deputy City Manager Attachments: - Staff Memo: Code Amendments – Zoning Regulations for Parcels Adjacent to Swamp Creek near SR522/80th Ave NE Where Interim Regulations Currently Apply - Draft Code - PowerPoint Presentation (to be uploaded later)	☐ Information Only ☐ Receive and File ☒ Discuss ☒ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other: Discuss draft code amendments and provide direction for moving forward with a Public Hearing

Approvals:

Department Head DB, 9/10/26 City Attorney N/A Finance Director N/A City Manager TK, 9/11/26 Optional _____

Summary/Background:

Summary: At the 9/21/26 City Council meeting, staff are seeking City Council’s direction on scheduling a Public Hearing to consider draft code amendments for zoning regulations for thirteen parcels adjacent to Swamp Creek near SR522/80th Ave NE where interim regulations currently apply. The City Attorney will be reviewing the code draft for consistency in advance of the Public Hearing.

Next Steps: Staff will incorporate any additional City Council feedback on the draft code. A tentative schedule is a Public Hearing date 10/19/26 with consideration of Ordinance adoption 11/16/26. The interim regulations are currently in effect through 11/18/26.

Background: At the July 27, 2026, City Council meeting, City Council directed staff to pursue the following code amendments:

- Eliminate the TOD overlay:** The TOD overlay zone to be eliminated and parcels rezoned.
- Rezone Parcels:** Rezone all parcels east of Swamp Creek from R12, R18, and R24 to Urban Residential. Rezone one parcel west of Swamp Creek from R18/Urban Corridor East to Urban Residential.

3. **Retain Urban Corridor East Zone:** Retain the Urban Corridor East zone for remaining parcels west of Swamp Creek.
4. **Building Height Incentive for Buffer Restoration:** Lower the maximum height in the Urban Corridor East and Urban Residential zones from 85 feet to 65 feet. The maximum height of 65 feet may be increased up to 85 feet outside the shoreline buffer if the Swamp Creek buffer is restored or enhanced.
5. **Affordability:** Urban Corridor East and Urban Residential zones both require 25% affordable units, whereas the TOD zone only requires 10% of units to be affordable. The increased affordability requirements only apply to multi-family dwellings in these zones.

Future code amendments: transit-oriented development regulations from House Bill 1491 (City adoption by December 2029) and an updated Shoreline Master Program (City adoption by June 2029).

Previous Council Action(s):

2023 – 2026: Interim Zoning Regulations for Parcels Adjacent to Swamp Creek: In 2023, thirteen parcels adjacent to Swamp Creek retained their existing zoning, including the TOD overlay zone, pending completion of a Swamp Creek corridor study that would help inform future code amendments for this area.

- **2023 - 2026 Interim Regulations:** In March 2023, the City adopted a reduced TOD district overlay for properties (thirteen parcels) close to Swamp Creek. Interim regulations were extended and applied to those parcels (Ordinance 23-0575). Interim regulations have been extended at six-month intervals, currently through 11/18/26 (Ordinance Nos. 23-0586, 24-0606, 24-0612, 25-0625, 25-0629, 25-0638, 26-0640).
- **2024 Swamp Creek Study:** Osborn Consulting evaluated 155 properties along Swamp Creek and Little Swamp Creek looking for opportunities for stream protection and habitat restoration. The results were presented to City Council on 9/16/24.
- **2025 Zoning Approach:** On June 16, 2025, staff asked the City Council for direction on whether the current TOD regulations should be maintained or amended. The City Council provided direction on prioritizing ecological preservation while maintaining housing affordability requirements. (Agenda bill can be seen [here](#)). On July 28, 2025, staff presented policy options on shoreline restoration incentives, and the City Council provided direction on increasing density and maintaining housing affordability, while limiting height to 65 feet for ecological preservation. (Agenda bill can be seen [here](#).)

2023 New Zoning Regulations for Transit Oriented Development (TOD): Ordinance 23-0574 (3/13/23) adopted municipal code and zoning map amendments related to a Transit-Oriented Development regulatory framework. The TOD overlay was eliminated, and TOD regulations were incorporated into zoning regulations for properties along the SR522 corridor east of 73rd Ave NE, and a new zone, Urban Residential, was created. Density allowances, height, and affordable housing requirements were increased. Other code amendments were included, and a summary is provided on the City's webpage [Transit-Oriented Development | City of Kenmore Washington](#). Thirteen parcels adjacent to Swamp Creek were "carved out" and retain interim TOD regulations.

2015-2022 Transit Oriented District (TOD) Overlay: Applied to properties along the SR522 corridor east of 73rd Ave NE to approximately 83rd Ave NE. Property owners could develop based on zoning regulations or choose TOD regulations, which provided for a higher density allowance along with an affordable housing requirement.

- **2015** – City adopted a TOD district overlay zone (Ordinance 15-0406).
- **2021** – City adopted a 6-month moratorium on development or land use in the TOD zone to expire on February 16th, 2022 (Ordinance 21-0530).
- **2022** – City adopted the following interim regulations within the TOD district overlay (Ordinance 22-0543). These regulations were extended at six-month intervals (Ordinance nos. 22-0555 and 23-0569):
 - 1) In the R-12, R-18, R-24, UC East, and DC zones in the TOD district overlay area, the minimum density for residential development shall be no less than the base density for the underlying zone;
 - 2) Except in the R-1 zone, townhouse development shall be prohibited.
 - 3) At least 25% of the total number of units in the development shall be low- or very low-income affordable housing units subject to the standards in KMC Chapter 18.77.

Fiscal Consideration:

Staff time to complete the draft zoning regulations. City attorney review of draft regulations and ordinance.

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

Objective 7.3: Promote affordable housing and support services.

7.3.1 Prioritize, seek, and advocate for the development of mixed-used, accessible, affordable housing opportunities throughout Kenmore through partnerships with organizations that have a commitment to DEIA values.

City Council Priorities or Budget Objective Being Addressed:

City Council's 2026 Priority #2: Continue to implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.

City Council's 2026 Priority #4: Preserve and increase availability of all types of housing at all income levels, including the needs of people experiencing homelessness.

City Council's 2026 Priority #6: Enhance multimodal transportation, including pedestrian and bicycle safety.



Date: September 10, 2026

To: City Council

From: Brittany Chue, Senior Planner and Debbie Bent, Deputy City Manager

Regarding: Code Amendments - Zoning Regulations for Parcels Adjacent to Swamp Creek near SR522/80th Ave NE Where Interim Regulations Currently Apply

Summary and Recommendations

Staff recommends that the City Council give direction to schedule a Public Hearing to provide an opportunity for Public Comment on the following draft code amendments that would replace the interim Transit Oriented Development (TOD) regulations.

Council gave policy direction at the [7/27/26 City Council Meeting](#) for the following code amendments:

1. **Eliminate the TOD overlay:** The TOD overlay zone to be eliminated and parcels rezoned.
2. **Rezone Parcels:** Rezone all parcels east of Swamp Creek from R12, R18, and R24 to Urban Residential. Rezone one parcel west of Swamp Creek from R18/Urban Corridor East to Urban Residential.
3. **Retain Urban Corridor East Zone:** Retain the Urban Corridor East zone for remaining parcels west of Swamp Creek.
4. **Building Height Incentive for Buffer Restoration:** Lower the maximum height in the Urban Corridor East and Urban Residential zones from 85 feet to 65 feet. The maximum height of 65 feet may be increased up to 85 feet outside the shoreline buffer if the Swamp Creek buffer is restored or enhanced.
5. **Affordability:** Urban Corridor East and Urban Residential zones both require 25% affordable units, whereas the TOD zone only requires 10% of units to be affordable. The increased affordability requirements only apply to multi-family dwellings in these zones.

Several Council members asked questions about building shadows on the creek (Appendix C). Since the issue is city-wide, staff recommends considering potential code amendments in the 2029 Shoreline Master Program update.

Future code amendments: transit-oriented development regulations from House Bill 1491 (City adoption by December 2029) and an updated Shoreline Master Program (City adoption by June 2029). For more information on these future amendments, please refer to Appendix A.

Analysis

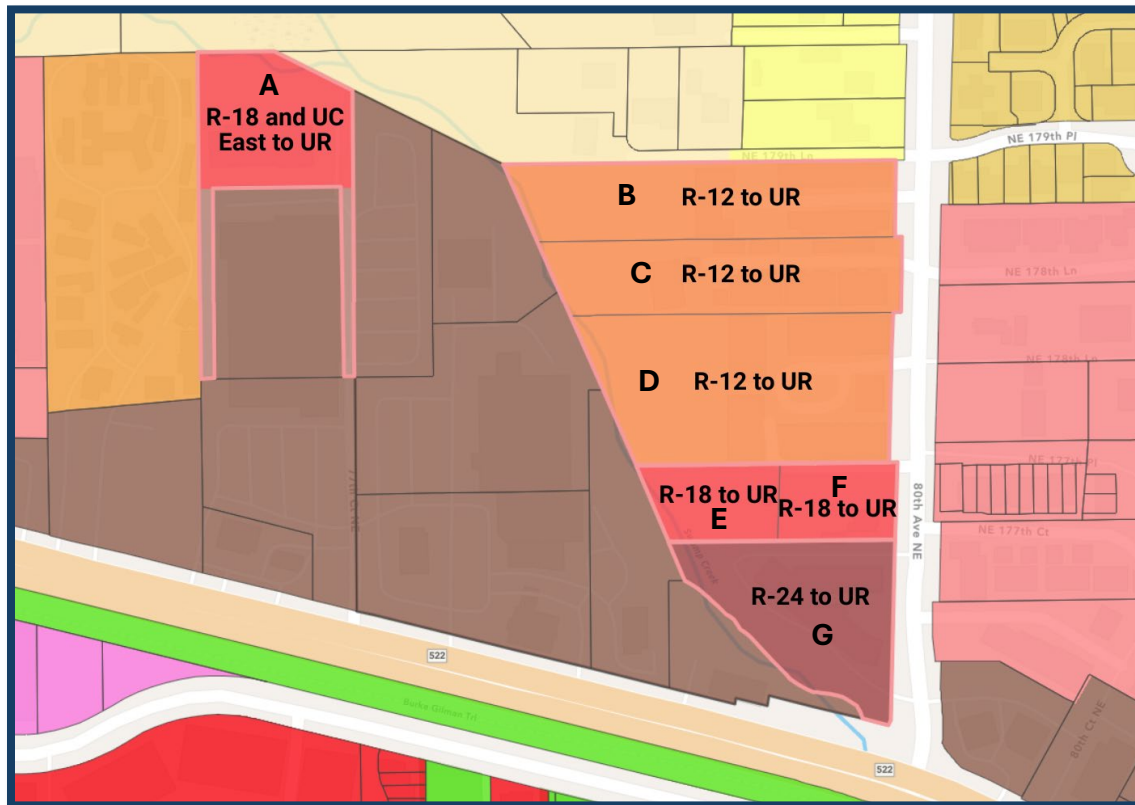
Remove TOD Overlay and Rezone TOD Residential Parcels

The TOD overlay zone will be replaced with the underlying zones: Urban Corridor East and R-12, R-18, and R-24. The residential (R-12, R-18, and R-24) parcels in the TOD zone will be rezoned to Urban Residential.

Figure 1 shows the existing TOD zones and proposed rezonings for seven residential parcels:

- a) Parcel 0114100889: R-18 and Urban Corridor East to Urban Residential
- b) Parcel 0866500000: R-12 to Urban Residential
- c) Parcel 6705400000: R-12 to Urban Residential
- d) Parcel 1822600000: R-12 to Urban Residential
- e) Parcel 0114100841: R-18 to Urban Residential
- f) Parcel 0114100843: R-18 to Urban Residential
- g) Parcel 0114100850: R-24 to Urban Residential

Figure 1. Proposed TOD rezonings



*UC East = Urban Corridor East

**UR = Urban Residential

Would any current uses become nonconforming with these changes?

A nonconforming use (i.e., being “grandfathered in”) means a use that was lawfully established prior to the effective date of these regulations, but which no longer conforms to the applicable regulations of the master program. Nonconforming uses can continue despite changes in zoning regulations. Property owners can increase building square footage, impervious surface, parking, or building height by 10% for nonconforming development ([KMC 18.100.070](#)).

Parcels A, E, and G are existing nonconforming uses and would remain nonconforming under Urban Residential zoning. Parcels B, C, and D would become nonconforming uses when parcels are rezoned to Urban Residential. Parcel F is conforming under TOD standards and would still conform with the Urban Residential zoning regulations.

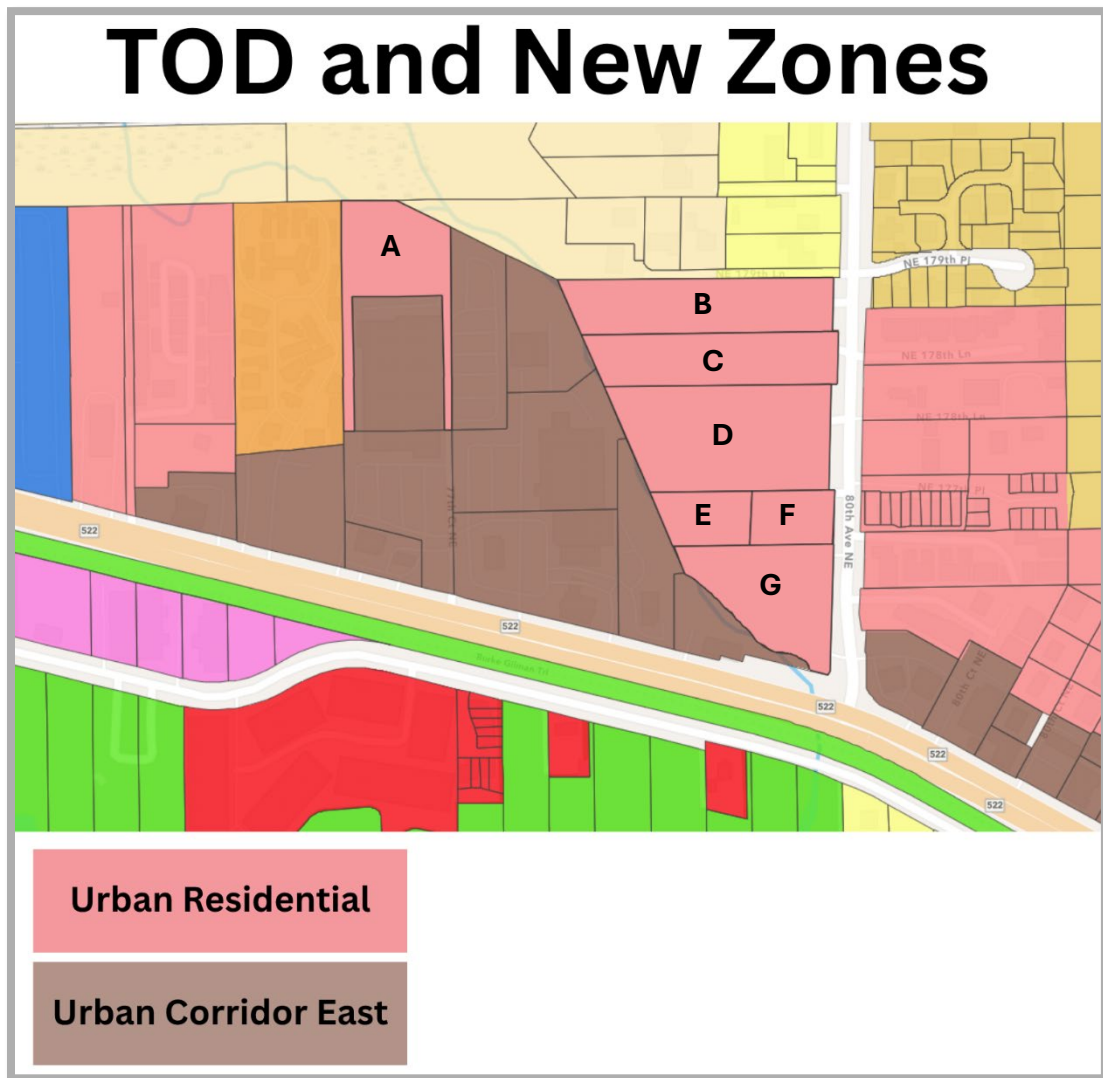
Table 1.

Parcel	Current Use	Nonconformance with Existing Zone	Nonconformance with Proposed Zone
A	Apartment Complex (16 units)	Yes – does not meet min. density for R-18	Yes – will not meet min. density for UR
B	Townhomes/Condos (19 units)	No – townhomes are permitted under multi-family dwelling and units meet density requirements	Yes – will not meet min. density standards
C	Townhomes & Flats/Condos (20 units)	No – townhomes are permitted under multi-family dwelling and units meet density requirements	Yes – will not meet min. density for UR
D	Townhomes/Condos (34 units)	No – townhomes are permitted under multi-family dwelling and units meet density requirements	Yes – will not meet min. density for UR
E	Single-family home	Yes – single detached dwelling unit is permitted, but min. density requirements are not met	Yes – single detached dwelling unit is not permitted in UR
F	Apartment Complex (53 units including 5 affordable units)	No – meets density requirements of TOD but not of R-18	No – will meet density requirements of UR
G	Apartment Complex (52 units)	Yes – exceeds max. density requirements of R-24	Yes – does not meet min. density requirements of UR

Figure 2 below shows how the underlying Urban Corridor East zoning is compatible with surrounding Urban Corridor East parcels on the west and east along SR-522. Rezoning residential parcels to Urban Residential is compatible with the surrounding zones with Urban Residential parcels on the east side along 80th Ave NE and on the west side along SR-522.

Parcels A and B will be adjacent to R-1 and R-4 parcels on the north. Portions of the parcel that are within 50 feet of the R-1 and R-4 zones will be limited to 35 feet in height to provide a transition in height to lower intensity uses, based on current Urban Residential zoning regulations ([KMC18.24A.40](#)).

Figure 2. TOD and New Zones



Building Height Incentive for Buffer Restoration

City Council direction was to lower the maximum height from 85 feet in Urban Corridor East and Urban Residential zones to 65 feet. The maximum building height may increase to 85 feet if the Swamp Creek buffer is restored or enhanced. If developers restore or enhance the Swamp Creek buffer, the building height could increase to a maximum of 85 feet, which means more housing units could be developed.

Staff would evaluate whether developers have restored or enhanced the Swamp Creek buffer based on the following:

- **Enhancement Standard** based on the Shoreline code ([KMC16](#)) and Critical Areas code ([KMC18.55](#)):
 - **Restoration:** means measures taken to restore an altered or damaged natural feature including:
 - A. Active steps taken to restore damaged wetlands, streams, protected habitat, or their buffers to the functioning condition that existed prior to an unauthorized alteration; and
 - B. Actions performed to reestablish structural and functional characteristics of the critical area that have been lost by alteration, past management activities, or catastrophic events.
 - **Enhancement:** actions taken to improve habitat or water quality function and/or wildlife use in an existing viable wetland, stream, or habitat area or established buffers, by planting native species, removing nonnative species, installing habitat structures, installing environmentally compatible erosion controls, and any other measures approved by the City. Enhancement also includes actions performed to improve the quality of an existing degraded wetland, stream, or habitat area or buffer.
- **Critical Area Report and Mitigation Plan:** the applicant will submit a critical area report and mitigation/restoration plan meeting the requirements of the Critical Areas and Shoreline codes
- **State Environmental Policy Act (SEPA) Review:** the applicant will submit a SEPA application to ensure no net ecological loss during the development review process

Staff recommends scheduling a Public Hearing to consider public input on proposed amendments. The amendments are summarized in Table 2 below:

Table 2. Code Sections and Amendments

Page #	Code Section	Amendments
1-4	Residential Zones KMC 18.21.040 Residential zones R-12, R-18, and R-24 – Use allowances.	Code correction: Removed single detached dwelling unit as a permitted use because minimum density requirements of 12 du/ac makes the use not feasible and non-conforming
9-10	Urban Residential KMC 18.24A.040 Zoning standards	Building Height: Adjusted maximum height to 65 feet for TOD parcels. The height can increase to 85 feet if developers enhance or restore the buffer. Added Diagram: Building Height and Distance from Swamp Creek diagram was added to explain the relationship between building height and distance from Swamp Creek.
11, 22	Urban Residential and Urban Corridor East New section KMC 18.24A.047 Standards for height increase – Swamp Creek shoreline buffer restoration or enhancement	Restoration Standards: Created new code section to address stream restoration or enhancement with building height bonus
18	Urban Corridor East KMC 18.25A.040 Use allowances – Urban corridor east subarea.	Code correction: changed recreational facility, indoor to recreational facility, outdoor to amend a typo where the same use appeared twice
21-22	Urban Corridor East KMC 18.25A.060 Zoning standards.	Code correction: amended typo for footnote 1 Building Height: Adjusted maximum height to 65 feet for TOD parcels. The height can increase to 85 feet if developers enhance or restore the buffer. Added Diagram: Building Height and Distance from Swamp Creek diagram was added to explain the relationship between building height and distance from Swamp Creek.
25-38	KMC 18.29 Transit Oriented Development (TOD) District Overlay	Remove TOD Overlay Zone: TOD parcels will be replaced with underlying zones (Urban Corridor East, R-12, R-18, and R-24). Residential parcels will be rezoned to Urban Residential. Urban Corridor East and Urban Residential are similar to the previous TOD zone with the same density

		requirements but higher affordability requirements of 25% affordable units.
38-39	Development Standards – Parking and Circulation KMC 18.40.035 Parking in the urban residential zone, downtown commercial zone east of 73 rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea. KMC 18.40.038 Exceedance of minimum parking – Downtown commercial zone, downtown residential zone, urban corridor zone, east subarea, and urban residential zone.	TOD Exception Language: removed TOD exception language for parking requirements. (For more information on Parking Standards and a zoning comparison, see Appendix D).
40-46	KMC 18.52 Design Standards	Design Standards: Removed TOD language and changed design standards map for TOD parcels to be Standard 1 design. (For more information on Design Standards, see Appendix B.)
49	Tree Management and Protection 18.57.065 Significant tree grove retention in the urban residential zone, downtown commercial zone east of 73 rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea.	Remove TOD exception language: Removed exception language for TOD under sub-section E. Significant Tree Grove Preservation Requirements
49-51	KMC 18.77 Affordable Housing	Affordable Housing: Removed TOD affordable housing requirements because parcels will have higher affordability requirements of 25% instead of 10% through the underlying zones Urban Corridor East and Urban Residential

References

Washington State Department of Commerce. (2026). *Draft TOD Guidebook*.

<https://deptofcommerce.app.box.com/s/arumz83zs8ijq5zj010gqd1sjbmq15lu>

Washington State Department of Ecology. (2026, September 2). *Shoreline Management Act rulemaking: Rule proposal phase (CR-102)*.

Washington State Legislature. (2025). *Chapter 267, Laws of 2025: Promoting community and transit-oriented housing development*.

<https://lawfilesexternal.wa.gov/biennium/2025-26/Pdf/Bills/Session%20Laws/House/1491-S3.SL.pdf>

Washington State Department of Fish and Wildlife. (2021). *Small overwater structures: A review of effects on Puget Sound habitat and salmon*. Washington State Department of Fish and Wildlife.

<https://wdfw.wa.gov/sites/default/files/publications/02289/wdfw02289.pdf>

Appendix A

Staff has analyzed how future code amendments may affect the TOD/Swamp Creek parcels. A summary of the bills is provided below.

House Bill (HB) 1491: Transit-Oriented Development (*Adoption by Dec. 2029*)

HB 1491 requires cities to do the following:

- Define the study area for TOD stations. For example, a high-intensity core TOD zone with greater building heights, higher density or floor area ratio, and a mix of commercial and residential uses, and a second residential TOD zone farther from the core that is more focused on residential development and neighborhood compatibility.
- Cities can adjust zoning or create TOD overlay zoning districts, including amending density and floor area ratio standards, affordable housing incentive programs, building height, reducing or removing parking requirements, expanding permitted residential or mixed-use development, and revising design standards to support walkability and transit access.
- Multi-family uses and mixed-use development must be allowed by right in TOD station areas.
- Cities must define floor area ratio in the station area zoning. (Floor area ratio is a different way to calculate density). Cities must allow new residential and mixed-use development to have an average floor area ratio of at least 2.5. If a city exempts up to 25% of its defined TOD station area, for example due to critical areas, then the bus station area must allow an average floor area ratio of at least 3.0. Additional floor area ratio must be provided if a developer includes additional affordable or workforce housing bonus units or mass timber in their development.

The full list of requirements is listed in the [bill](#) (Washington State Legislature, 2025).

Shoreline Master Program (*Adoption by June 2029*)

- Cities will have to define and update shoreline areas and can include 100-year floodplain areas within shorelines.
- There may be new and adjusted definitions for single-family residential development, state-owned aquatic lands, redevelopment, public participation plan, sea level rise, exemptions, and other terms.

The current draft may still be amended and is available on [Ecology's website](#). Regulations have not been finalized and may still change. The final version is expected to be approved in March 2027.

Appendix B

Design Standards

The TOD area currently has four possible design standard designations. Under the existing TOD overlay, 13 parcels follow Standard 1. Under the underlying zones (Urban Corridor East and Urban Residential), 2 parcels follow Standard 2, 6 parcels follow Standard 3, and 5 parcels do not follow any design standards (see Figure 3).

Staff recommends that TOD parcels follow Design Standard 1 for compatibility with surrounding parcels in the same zone (see Figure 4). Other Urban Residential and UC East parcels are Standard 1, so this will keep the design standards unified within the same zone.

The existing design map will be changed to a new design map in [Design Standards KMC 18.52.070](#), as seen below:

Figure 3. Existing Design Map.

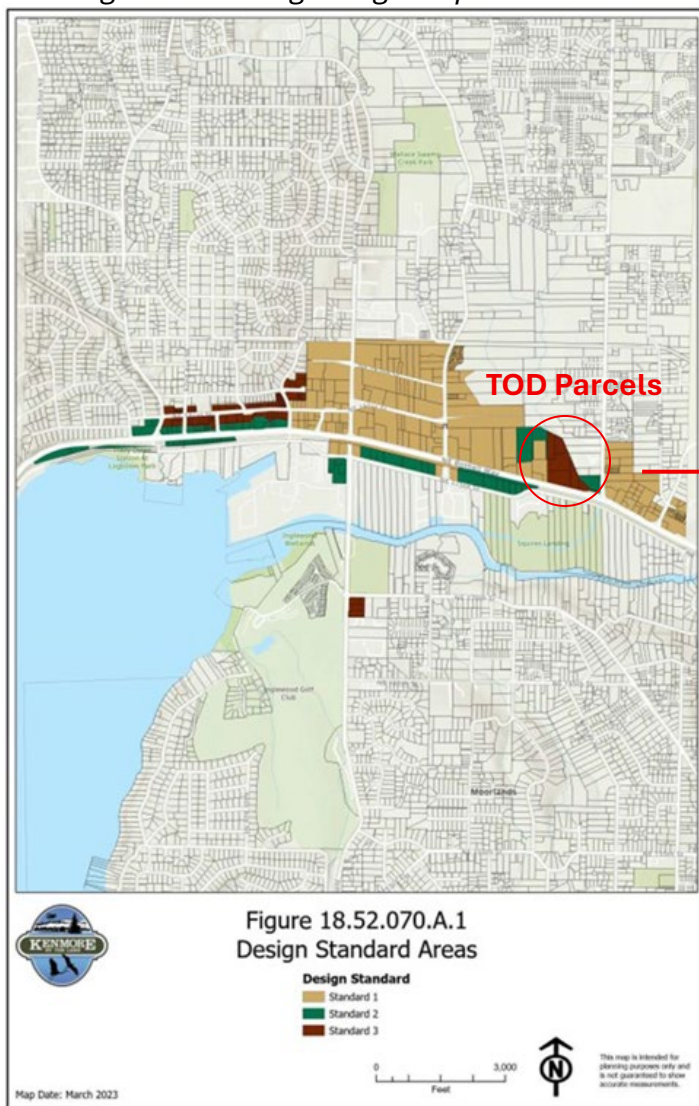
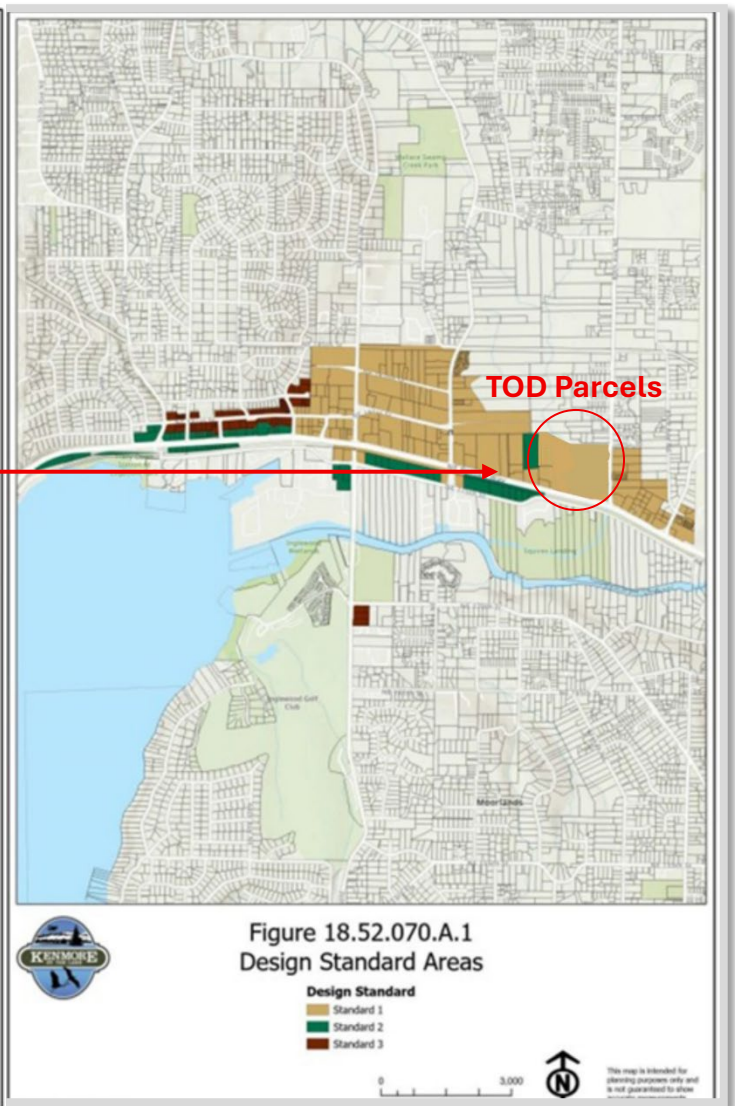


Figure 4. New Design Map.



[KMC 18.52.070 Applicability](#) lists the design standard features and the differences for Standards 1, 2, and 3.

Key differences:

Article II. Site Design – Standards for All Uses

- ***Northwest Quadrant circulation plan*** applies to Standard 1 but is not applicable to Standards 2 and 3
- ***Public spaces and plazas, furnishings, and Building setbacks (for residential/primarily residential uses)*** are required in Standards 1 and 3, but not 2

Article III. Building Design – Standards for All Uses

- ***Pedestrian bridges*** are required in Standards 1 and 2, but not 3

Article IV. Building Design – Standards for Commercial/Mixed Use Buildings

- ***Ground floor facades*** and ***Ground floor transparency and visibility*** are required in Standards 1 and 3, but not 2
- ***Weather protection*** is only required in Standard 1, but not 2 and 3

Design terms are defined below:

- **Northwest Quadrant circulation plan** ([KMC 18.52.110](#)):
 - Traffic access, streets, and sidewalks plan located in downtown area
- **Public spaces and plazas** ([KMC 18.52.120](#)):
 - Accessible areas with public space amenities (e.g., seating area, public art, drinking fountain, gazebo)
- **Furnishings** ([KMC 18.52.130](#)):
 - Site furnishings (e.g., plazas, walkways, seating area with landscaping, bike racks, drinking fountains, tables, public art, trash receptacles, container plants)
- **Building setbacks (for residential/primarily residential uses)** ([KMC 18.52.160](#)):
 - Building setbacks from sidewalks; garage setbacks
 - Modulation for street facing facades (e.g., recessed entries, landscaped gardens, plazas, and courtyards)
 - Front yard transitions (e.g., steps, low fences, trellises, site furnishings, low hedges and trees, rain gardens or bioretention facilities, patios)
 - Entrance elements (e.g., gates, archways, walkways, special paving, pedestrian lighting)
- **Pedestrian bridges** ([KMC 18.52.250](#)):
 - Pedestrian bridges shall be located in active, publicly accessible buildings or places, with a roof or canopy structure to protect the bridge
- **Ground floor facades** ([KMC 18.52.270](#)):

- Commercial building facades facing streets shall incorporate at least two elements from palette of window and façade treatments
 - Window treatments: Large storefront windows above kickplates, Clerestory windows, Recessed windows, Mullions
 - Façade treatments: Lighting or baskets supported by ornamental brackets, Medallions, Belt courses, Plinths for columns, Piers or pilasters, Projecting sills, Tilework, Stone or concrete masonry, Pedestrian-scaled signs, Planter boxes, Other architectural treatments which meet the intent of this standard
- **Ground floor transparency and visibility** ([KMC 18.52.280](#)):
 - Visibility into buildings and from the sidewalks
 - 50% of ground floor façade of commercial buildings shall be windows
- **Weather protection** ([KMC 18.52.290](#)):
 - Canopies, arcades, or awnings shall be provided on commercial building facades facing streets

Appendix C

Shadow Language

Additionally, several Council members asked questions about the potential impacts of an 85-foot building height, particularly related to shadowing effects on the creek.

Structures near creeks can cast shadows that reduce sunlight reaching the stream and riparian areas, potentially affecting vegetation growth, stream conditions, and habitat quality for fish and wildlife (Washington State Department of Fish and Wildlife, 2021). Impacts can be mitigated by maintaining vegetated buffers, increasing building setbacks, and locating structures to minimize shading and disturbance to sensitive areas.

Language on shadows could be added to protect creeks, similar to code language on protecting heron rookeries. See example below:

[KMC 18.25A.060 Zoning Standards for Urban Corridor](#) and [KMC 18.24A.040 Zoning Standards for Urban Residential](#)

Building heights and orientation for proposals within the great blue heron rookery buffer shall be carefully assessed through the required habitat management plan (see Chapter [18.55](#) KMC, Articles XIII through XV). In particular, potential impacts related to the fly-way and shadowing of nest trees shall be evaluated. The *city manager* may require adjustments to maximum building height and/or building orientation to protect the rookery.

This language is also mentioned in [KMC 18.25.040 Downtown Commercial Zone](#) and [KMC 18.27.040 Public and Semi-Public Zone](#).

Examples of code on Shadows from Other Jurisdictions:

- **Lake Forest Park, [§ 16.06.210 Shadows on open spaces](#).**
 - o Minimize or prevent light blockage and the creation of shadows on open spaces most used by the public.
 - o Mitigation measures include limiting the building height, bulk, redesigning the profile of the development, limiting or rearranging walls, fences or plant material, and relocating the project on the site.
- **City of Brier, [§ 19.08.220 Shadows on open spaces](#).**
 - o Same language as Lake Forest Park
- **City of Langley, [§ 18.22.265 Green building standards – Solar access](#).**
 - o To protect solar access for properties to the north, rooftop features on any building 30 feet in height shall be located at least 10 feet from the north edge of the roof, or shadow diagrams shall be provided to demonstrate that the proposed location of such rooftop features would shade property to the north on January 21st at noon no more than would a structure built to maximum permitted bulk.

- **Enumclaw, § 19.38.070(A)(8) Building design, materials, and colors.**
 - Building placement and design shall consider shadow impacts to adjacent properties and minimize these impacts to the extent reasonable and practicable. For example, where building features are nonfunctional or decorative (parapets, unused attic space) such features should be reduced in scale where shadowing of adjacent properties would occur.

Language on shadows is not mentioned in the current critical area or shoreline codes. Staff recommends reviewing this language in the next shoreline code update in 2029 to consider the implications of shadows on streams at a city-wide scale.

Appendix D

Analysis on Parking Changes

There are no parking amendments being proposed for any zone in the TOD code update (except deleting TOD parking regulations as part of eliminating the overlay zone). The analysis below describes parking changes for the 13 TOD parcels when the TOD overlay is removed, and residential parcels are rezoned to Urban Residential.

Developers must provide a minimum number of parking spaces based on land use, according to [KMC 18.40.055](#). Additionally, parking regulations can be based on zones and proximity to transit. The TOD chapter will be deleted from the code, including the parking section [§ 18.29.070 Parking](#). The analysis below compares parking regulations in the TOD zone to the Urban Corridor East and Urban Residential zones. The analysis also compares the Urban Residential zone to the R12, R18, and R24 zones.

Parking for Nonresidential Land Uses by Zone

The 13 TOD parcels under Urban Corridor East and Urban Residential will have the same 75% minimum parking reduction for nonresidential uses as they did under the TOD overlay zone. The R12, R18, and R24 zones do not have minimum parking reductions for nonresidential uses.

Maximum Parking:

The 13 TOD parcels will have lower maximum parking requirements under Urban Residential than R12, R18, and R24 for personal service, retail sales, and restaurants, so there may be fewer parking spaces for restaurants/eating and drinking places in the Urban Residential zone. *(Urban Residential permits restaurants/eating and drinking place and conditionally permits personal service and retail sales.)*

- The R12, R18, and R24 parcels in the TOD zone have a maximum parking ratio of 2 parking spots per 1,000 square feet for personal service, eating and drinking place, and retail sales based on [KMC 18.21.070](#).
- The TOD parcels will have the same maximum parking provisions under Urban Corridor East and Urban Residential as they did under the TOD zone – maximum parking shall not exceed minimum parking, unless a parking study is provided. The parking requirements for restaurants are 1 per 75 square feet and for retail are 1 per 300 square feet based on [KMC 18.40.055](#).
- Since the maximum parking requirement cannot exceed the minimum under Urban Residential and Urban Corridor East zones, there is a lower maximum

parking requirement for restaurants, retail, and personal service in the Urban Residential zone compared to R12, R18, and R24 parcels.

Thus, there may be fewer parking spaces provided for nonresidential uses in the Urban Residential zone compared to R12, R18, and R24 parcels.

Parking for Residential Land Uses by Zone

The 13 TOD parcels will have lower minimum parking requirements for housing units under Urban Residential and Urban Corridor East than they did under the TOD, R12, R18, and R24 zones. Additionally, the TOD zone has lower parking rates for the first 100 housing units; however, the minimum parking requirements are still lower in the Urban Corridor East and Urban Residential zones compared to the bonus units in the TOD zone.

The 13 TOD parcels will also have lower minimum parking requirements for multi-family dwelling units for senior citizens and people with disabilities under Urban Residential and Urban Corridor East than the TOD, R12, R18, and R24 zones.

Table 3 below compares parking regulations for residential and nonresidential uses by zone.

Table 3. *Parking Regulations Comparison by Zone.*

TOD	Urban Corridor East and Urban Residential zones	R12, R18, and R24
<u>Nonresidential uses</u> - 75% parking reduction from minimum parking required according to KMC 18.40.030 <u>Residential uses</u> - Based on KMC 18.40.055 - First 100 housing units may provide parking spaces at a rate of 0.6 parking spaces per dwelling unit (Beachwood II apartment buildings have used 53 of these bonus units. 47 bonus units are left.)	<u>Nonresidential uses</u> - 75% parking reduction from minimum parking required according to KMC 18.40.030 <u>Residential uses</u> - Based on KMC 18.40.055 - 0.5 parking space per dwelling unit - 0.5 additional parking space per every 5 dwelling units for guest parking - No minimum parking requirements for multi-	<u>Nonresidential uses</u> Personal service, eating and drinking place, and retail sales The maximum on-site parking ratios for establishments and sites shall be two per 1,000 square feet - All other nonresidential uses are based on KMC 18.40.030 <u>Residential uses</u> - Based on KMC 18.40.030

- 1 additional parking space per every five market rate dwelling units for guest parking - No minimum parking is required for single room occupancy housing developments within one-half mile walking distance of a major transit stop <u>Other provisions</u> - Parking in excess of minimum shall be in a structured parking garage or under building - Maximum parking shall not exceed minimum parking unless applicant provides a parking study	family for senior citizens or people with disabilities <u>Other provisions</u> - Parking in excess of minimum shall be in a structured parking garage or under building - Maximum parking shall not exceed minimum parking unless applicant provides a parking study	
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Overall, for nonresidential uses, the 13 TOD parcels will have:

- The same minimum parking requirements under Urban Corridor East and Urban Residential zones compared to TOD, but lower minimum parking requirements compared to R12, R18, and R24 zones.
- Lower maximum parking requirements under Urban Residential than R12, R18, and R24 zones.

For residential uses, the 13 TOD parcels will have:

- Lower minimum parking requirements under Urban Residential and Urban Corridor East than the TOD, R12, R18, and R24 zones.
- Lower minimum parking requirements for multi-family dwelling units for senior citizens and people with disabilities under Urban Residential and Urban Corridor East than the TOD, R12, R18, and R24 zones.

Thus, the minimum parking requirements are generally lower in the Urban Residential and Urban Corridor East zones compared to the TOD, R12, R18, and R24 zones.

1  = proposed amendments

2 CHAPTER 18.21

3 RESIDENTIAL ZONES

4 ***

6 § 18.21.040. Residential zones R-12, R-18 and R-24 – Use allowances.

7 The following uses listed in Table C are identified as permitted, conditionally
8 permitted, or prohibited uses in residential zones R-12, R-18 and R-24:

Table C. R-12, R-18, and R-24 Zones Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Air transportation service ¹	Ambulatory surgery center ²¹	Adult entertainment business
Arts, entertainment, indoor ^{2,3}	Arts, entertainment, outdoor ²⁴	Animal kennel/shelter
College/university ^{4,5}	Cemetery, columbarium or mausoleum ²⁵	Auction house
Community residential facility	Eating and drinking place ^{3,26}	Automotive sales and service, marine
Construction and trade ⁶	Hospital ⁵	Automotive sales and service, nonmarine
Day care ⁷	Personal service ²⁷	Business service, intensive
Educational service ⁸	Recreational facility, indoor ^{3,28,29}	Business service, standard
Family child-care home ⁹	Regional land use ³⁰	Cannabis business
Fire or police facility ^{10,11,12}	Retail sales ^{27,31}	Cannabis cooperative
Health care and social assistance ^{4,5,13}	Temporary lodging ³²	Funeral home/crematory
Manufactured housing community	Warehousing ³³	Laboratory
Multiple-family dwelling		Manufacturing, heavy
Office ¹⁴		Manufacturing, light
Park ¹⁵		Mobile food service
Recreational facility, outdoor ^{16,17}		Resource land use
Religious institution ¹⁸		Retail sales, bulk
		Secure facility
Single room occupancy		Transportation
Standalone parking ¹⁹		Vehicle or equipment rental
Supportive living facility		Vehicle refueling station
Utility facility ^{20,21,22}		Wholesale trade

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Notes:

1. One single-engine, noncommercial seaplane shall be permitted only on lots that abut a waterbody, provided there are (a) no aircraft sales, service, repair, charter, or rental; and (b) no storage of aviation fuel except that contained in the tank or tanks of the aircraft. A helistop at an emergency medical evacuation site in conjunction with a police, fire or health service facility is a conditional use. All other air transportation service uses are prohibited.
2. Museums and libraries permitted only as accessory to a park or in a building listed on the National Register as an historic site or designated as a City landmark subject to Chapter 18.50 KMC; otherwise, a conditional use permit is required. Artist studios permitted only as a re-use of a surplus nonresidential facility subject to Chapter 18.50 KMC or as a joint use of an existing public school facility; otherwise a conditional use permit is required. For all other arts, entertainment, indoor uses, a conditional use permit is required, except theater, which is prohibited.
3. Social card games are prohibited.
4. Permitted only as a re-use of a public school facility subject to Chapter 18.50 KMC.
5. Conditionally permitted only as a re-use of a surplus nonresidential facility subject to Chapter 18.50 KMC.
6. Permitted when:
 - a. Located in the R-24 zone; and
 - b. On a site in office or construction and trade office uses as of May 8, 2003; and
 - c. Part of a mixed use development; and
 - d. Limited to 15,000 square feet; and
 - e. No outdoor storage of equipment occurs. Otherwise, prohibited.
7. Day care II permitted only as a re-use of a public school facility subject to Chapter 18.50 KMC, or an accessory use to a school, religious institution, park, sports club or public housing administered by a public agency, and:
 - a. Outdoor play areas shall be completely enclosed by a solid wall or fence, with no openings except for gates and have a minimum height of six feet;
 - b. Outdoor play equipment shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;

- 1 c. Direct access to a developed arterial street shall be required in any
2 residential zone; and
- 3 d. Hours of operation may be restricted to assure compatibility with
4 surrounding development. Otherwise, day care II requires a
5 conditional use permit.

6 8. K-12 facilities only, except vocational school which is permitted only as a re-
7 use of a surplus nonresidential facility subject to Chapter 18.50 KMC unless
8 a conditional use permit is obtained. All other educational service uses
9 require a conditional use permit.

10 9. A family child-care home is subject to the requirements established by the
11 Washington State Department of Early Learning (DEL) in WAC Title 170. The
12 family child-care home shall meet the following requirements:

- 13 a. The family child-care provider shall be licensed by DEL to operate a
14 family child-care home;
- 15 b. A safe passenger loading area shall be provided;
- 16 c. The family child-care home shall comply with all applicable building,
17 fire, safety, and health codes enforced by the City;
- 18 d. The family child-care home shall comply with all applicable
19 development standards of the City, unless determined to be legally
20 nonconforming;
- 21 e. All signage shall conform to the applicable requirements of Chapter
22 18.42 KMC; and
- 23 f. The City has the authority to limit the hours of operation to facilitate
24 neighborhood compatibility.

25 10. Limited to "storefront" police offices. Such offices shall not have:

- 26 a. Holding cells;
- 27 b. Suspect interview rooms; or
- 28 c. Long-term storage of stolen properties.

29 All other police facilities require a conditional use permit.

30 11. Fire facilities require a conditional use permit, subject to the following:

- 31 a. All buildings and structures shall maintain a minimum distance of 20
32 feet from property lines adjoining residential zones;
- 33 b. Any buildings from which fire-fighting equipment emerges onto a
34 street shall maintain a distance of 35 feet from such street; and
- 35 c. No outdoor storage.

36 12. Fire or police training facilities such as shooting ranges, auto test tracks,

and fire suppression simulations are prohibited.

13. Veterinary clinics are prohibited.

14. Public agency or utility office is permitted only as a re-use of a public school facility or a surplus nonresidential facility subject to the provisions of Chapter 18.50 KMC. All other office uses require a conditional use permit.

15. The following conditions and limitations shall apply, where appropriate:

a. Lighting for structures and fields shall be directed away from residential areas;

b. Structures or service yards shall maintain a minimum distance of 50 feet from property lines adjoining residential zones, except for structures in on-site recreation areas provided under KMC § 18.30.130 or Chapter 20.47 KMC. Setback requirements for structures in these on-site required recreation areas shall be maintained in accordance with the zoning standards for the underlying residential zone.

16. Golf course facility only permitted. Clubhouses, maintenance buildings, equipment storage areas and driving range tees shall be at least 50 feet from residential property lines. Lighting for practice greens and driving range ball impact areas shall be directed away from adjoining residential zones. Applications shall comply with adopted best management practices for golf course development. All other outdoor recreational facility uses are conditional uses, except stable, RV park, and shooting range, which are prohibited.

17. Conditional uses are subject to the following conditions and limitations:

a. The bulk and scale shall be compatible with residential character of the area;

b. Use is limited to residents of a specified residential development or to sports clubs providing supervised instructional or athletic programs.

18. Permitted only as a re-use of a public school facility subject to Chapter 18.50 KMC. Other religious institutions require a conditional use permit.

19. Limited to commuter parking facilities for users of transit, carpools or ride-share programs, provided:

a. They are located on existing parking lots for religious institutions, schools, or other permitted nonresidential uses which have excess capacity available during commuting hours; and

b. The site is adjacent to a designated arterial that has been improved to a standard acceptable to the department. Otherwise a conditional use permit is required.

20. Bulk gas storage tanks which pipe to individual residences require a

conditional use permit. All other bulk gas storage tanks, including liquefied natural gas storage tanks, are prohibited.

21. Private stormwater management facilities permitted except when participating in an approved shared facility drainage plan. Private stormwater management facilities shall be located on the same lot that they are designed to serve except in subdivisions or short subdivisions that set aside a separate tract for such facilities. For shared facilities, such facilities which are not located on the lot they are designed to serve shall be located on a lot with the same or more intensive zoning designation.

22. Hydroelectric generation facilities are prohibited. A nonhydroelectric generation facility may be conditionally permitted as a cogeneration facility for on-site use only.

23. Conditionally permitted only as a re-use of a surplus nonresidential facility subject to Chapter 18.50 KMC.

24. Arboretum only.

25. Structures shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.

26. Excluding drinking places, and limited to a maximum of 5,000 square feet of gross floor area and subject to KMC § 18.21.070.

27. Limited to a maximum of 5,000 square feet of gross floor area and subject to the additional requirements in KMC § 18.21.070.

28. Conditional uses are subject to the following conditions and limitations:

a. The bulk and scale shall be compatible with residential character of the area;

b. For sports clubs, the gross floor area shall not exceed 10,000 square feet unless the building is on the same site or adjacent to a site where a public facility is located or unless the building is a nonprofit facility; and

c. Use is limited to residents of a specified residential development or to sports clubs providing supervised instructional or athletic programs.

29. Bowling center and shooting range are prohibited.

30. Amusement park, fairground, and stadium/arena are prohibited.

31. Auto supply stores and pet shops are prohibited.

32. Bed and breakfast guesthouse only, subject to the following conditions:

a. The guesthouse shall be owner-occupied;

b. Meals shall be served to paying guests only (no restaurant use

permitted);

- c. The number of guestrooms shall not be greater than that authorized by the International Building and Fire Codes;
- d. Parking shall be provided as required by this title; and
- e. The guesthouse shall be compatible with the neighborhood character as determined by the city manager, and shall not create significant adverse neighborhood effects that cannot be mitigated.

33. Self-service storage only permitted and only if accessory to an apartment development of at least 12 units, provided:

- a. The gross floor area in self-service storage shall not exceed the total gross floor area of the apartment dwellings on the site;
- b. All outdoor lights shall be deflected, shaded and focused away from all adjoining property;
- c. The use of the facility shall be limited to dead storage of household goods;
- d. No servicing or repair of motor vehicles, boats, trailers, lawn mowers or similar equipment;
- e. No outdoor storage or storage of flammable liquids, highly combustible or explosive materials or hazardous chemicals;
- f. No residential occupancy of the storage units;
- g. No business activity other than the rental of storage units; and
- h. A resident director shall be required on the site and shall be responsible for maintaining the operation of the facility in conformance with the conditions of approval.

(Ord. 11-0329 § 3 (Exh. 1); Ord. 14-0384 § 5; Ord. 16-0421 § 2 (Att. A); Ord. 16-0426 § 5 (Att. C); Ord. 17-0438 § 2 (Att. A); Ord. 18-0463 § 3 (Exh. 2); Ord. 19-0481 § 2 (Exh. A); Ord. 24-0607 § 2 (Exh. A(VI)); Ord. 25-0631 § 2 (Exh. A))

CHAPTER 18.24A

URBAN RESIDENTIAL ZONE

§ 18.24A.010. Intent.

The purpose of the urban residential zone is to reinforce the City's planned concentration of pedestrian-oriented mixed use residential development at intensities that support and are supported by multi-modal transportation options, including high capacity transit. The urban residential zone provides opportunities

for a mix of jobs and high-density residences, cultivates a respectful relationship among development within the area, the natural environment, and nearby traditional neighborhoods, and provides a framework for future infrastructure and service decisions. The urban residential zone provides public benefits in the form of affordable housing, increased pedestrian connectivity, quality design, and incentives to preserve significant tree groves where they exist.

(Ord. 23-0574, § 2 (Exh. A))

§ 18.24A.020. Use allowances.

The following uses listed in Table A are identified as permitted, conditionally permitted or prohibited uses in the urban residential zone:

Table A. Urban Residential Zone Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Day care</i>	<i>Arts, entertainment, indoor¹</i>	<i>Adult entertainment business</i>
<i>Eating and drinking place¹</i>	<i>Business service, standard¹</i>	<i>Air transportation service</i>
<i>Educational service¹</i>	<i>Health care and social assistance¹</i>	<i>Ambulatory surgery center</i>
<i>Mobile food service²</i>	<i>Manufacturing, light^{1,3}</i>	<i>Animal kennel/shelter</i>
<i>Multiple-family dwelling⁴</i>	<i>Park</i>	<i>Arts, entertainment, outdoor</i>
<i>Office¹</i>	<i>Personal service¹</i>	<i>Auction house</i>
<i>Single room occupancy⁴</i>	<i>Recreational facility, indoor¹</i>	<i>Automotive sales and service, marine</i>
	<i>Regional land use</i>	<i>Automotive sales and service, nonmarine</i>
	<i>Retail sales^{1,3}</i>	<i>Business service, intensive</i>
	<i>Temporary lodging¹</i>	<i>Cannabis business</i>
		<i>Cannabis cooperative</i>
		<i>Cemetery, columbarium or mausoleum</i>
		<i>College/university</i>
		<i>Community residential facility</i>
		<i>Construction and trade</i>

Table A. Urban Residential Zone Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
		<i>Family child-care home</i>
		<i>Fire or police facility</i>

		<i>Funeral home/crematory</i>
		<i>Hospital</i>
		<i>Laboratory</i>
		<i>Manufactured housing community</i>
		<i>Manufacturing, heavy</i>
		<i>Recreational facility, outdoor</i>
		<i>Religious institution</i>
		<i>Resource land use</i>
		<i>Retail sales, bulk</i>
		<i>Secure facility</i>
		<i>Single detached dwelling unit</i>
		<i>Standalone parking</i>
		<i>Supportive living facility</i>
		<i>Transportation</i>
		<i>Utility facility</i>
		<i>Vehicle or equipment rental</i>
		<i>Vehicle refueling station</i>
		<i>Warehousing</i>
		<i>Wholesale trade</i>

Notes:

1. Each use is limited to maximum 5,000 square feet per use and 15,000 square feet total contiguous nonresidential area within the development.
2. Mobile food service is permitted subject to the following requirements:
 - a. For a stand, location shall be on a sidewalk or near a storefront consistent with barrier-free regulations;
 - b. For a stand, location on the sidewalk or near a storefront shall provide for at least four feet of unobstructed sidewalk between the stand and the sidewalk edge for pedestrian movement;
 - c. No permanent fencing, walls, or other structures are installed which hinder removal of the structure from the site;
 - d. No required parking stall shall be blocked or rendered unusable as a result of the mobile food service;
 - e. Safe ingress and egress to the site shall be maintained. Visibility for transportation and pedestrian access shall be maintained;
 - f. The limited duration of the mobile food service shall be established as a condition of approval of any applicable permits; if accessory to a use, such operation is removed daily at the time of or prior to the

close of business hours;

g. A sign permit is required for exterior signage in accordance with the sign code, Chapter 18.42 KMC.

3. No outdoor storage of materials shall be permitted.

4. A standalone townhouse development is prohibited.

(Ord. 23-0574, § 2 (Exh. A); Ord. 24-0607, § 2 (Exh. A(XI)); Ord. 25-0631, § 2 (Exh. A))

§ 18.24A.030. Accessory uses.

Accessory uses, when consistent with the definition in Chapter 18.20 KMC, are allowed as determined by the city manager.

(Ord. 23-0574, § 2 (Exh. A))

§ 18.24A.040. Zoning standards.

The following development standards in Table B apply in the urban residential zone:

Table B. Urban Residential Zone Development Standards	
STANDARD	REQUIREMENT
Minimum Density: <i>Dwelling Units/Gross Acre</i> ¹	60
Maximum Density: <i>Dwelling Units/Gross Acre</i> ¹	150
Maximum Height	85' ^{2, 3, 6}
Minimum Lot Width	30' ⁴
Street Setback	Minimum 10' from SR-522 unless otherwise allowed through Chapter 18.52 KMC, Design Standards; other streets 0' Maximum 10' unless otherwise allowed through Chapter 18.52 KMC, Design Standards.
Minimum Side Setback ⁵	5'
Minimum Rear Setback ⁵	5'
Maximum Impervious Surface	90%

Notes:

1. Sleeping units are calculated as one sleeping unit equals one-fourth dwelling unit.
2. Portions of any property that are within 50 feet of an R-1, R-4, R-6, or MHC zoning district shall have a maximum height of 35 feet within that area to provide a transition in height to the lower intensity uses.
3. Building heights and orientation for proposals within the great blue heron rookery buffer shall be carefully assessed through the required habitat

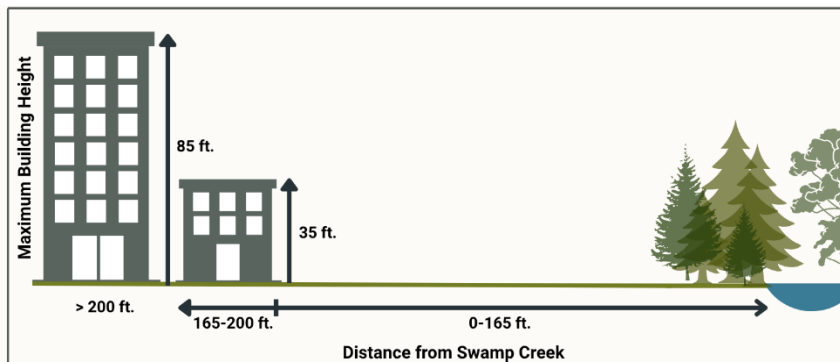
management plan (see Chapter 18.55 KMC, Articles XIII through XV). In particular, potential impacts related to the flyway and shadowing of nest trees shall be evaluated. The city manager may require adjustments to maximum building height and/or building orientation to protect the rookery.

4. Minimum lot width measurement is described in KMC § 18.30.110.
5. Any proposed development adjacent to an R-1, R-4, R-6, or MHC zoning district shall be required to provide a setback of 15 feet on the side of the property facing that zone. The setback shall be landscaped with Type II landscaping as described in KMC § 18.35.045 to provide a visual buffer.

6. Parcels in the diagram below are subject to a maximum height of 65 ft. If the Swamp Creek shoreline buffer is *restored* or *enhanced*, the maximum height of the parcels can increase to 85 ft. (outside of the shoreline jurisdiction), **subject to the standards in Section 18.24A.047.**



Building Height and Distance from Swamp Creek



(Ord. 23-0574, § 2 (Exh. A); Ord. 25-0631, § 2 (Exh. A))

§ 18.24A.047 Standards for height increase – Swamp Creek shoreline buffer restoration or enhancement

A. Applicability. This section establishes the standards which an applicant may qualify for the height increase from 65 feet to 85 feet authorized under Section 18.24.040(6) and Section 18.25.060(8) for parcels adjacent to Swamp Creek.

B. Enhancement standard. To qualify for the height increase, an applicant shall

1 restore or enhance the Swamp Creek shoreline buffer consistent with the
2 enhancement standards of Chapter 16.60 KMC, including a focus on restoring
3 ecological functions that are most critical and most diminished within the
4 Swamp Creek buffer. The city manager, or designee, may approve a substitute
5 enhancement that provides an equivalent or greater ecological benefit,
6 consistent with Chapter 16.60 KMC.

7 C. Critical area report and mitigation plan. The applicant shall submit a critical area
8 report and mitigation/restoration plan meeting the requirements of Chapter
9 18.55 KMC, including qualified professional preparation, monitoring, and
10 maintenance provisions. The plan shall specifically identify how it satisfies the
11 minimum area threshold in subsection B above.

12 D. Review and approval. The plan shall be reviewed and approved consistent with
13 the critical area review process of Chapter 18.55 KMC. The Community
14 Development Director, or designee, shall confirm the approved plan satisfies
15 subsection B before the height increase is reflected on the building permit.

16 E. Failure to complete or maintain. Noncompliance with an approved plan shall be
17 addressed consistent with the monitoring, maintenance, and enforcement
18 provisions of Chapter 18.55 KMC.

19 **§ 18.24A.050. Affordable housing requirements.**

20 Development containing residential units shall provide affordable housing as
21 described in Chapter 18.77 KMC.

22 (Ord. 23-0574, § 2 (Exh. A))

23 **§ 18.24A.060. Design requirements.**

24 Development within the urban residential zone shall comply with Standard 1
25 provisions of the design standards, as set forth in Chapter 18.52 KMC.

26 (Ord. 23-0574, § 2 (Exh. A))

27 **§ 18.24A.070. Connectivity requirements.**

28 Development in the urban residential zone should remove impediments to
29 pedestrian use of the district and the downtown area by fostering the creation of
30 an extensive network of sidewalks and pedestrian walkways. Development
31 proposals shall:

32 A. Provide any direct pedestrian connections between proposed development
33 and transit facilities, or arterials providing transit access, in order to
34 minimize walking distances to transit.

35 B. Comply with the design standards pertaining to pedestrian walkways, as set
36 forth in KMC § 18.52.100.

37 C. Properties abutting water bodies (i.e., wetlands or streams) shall provide a
38 public access trail paralleling the water body from one property line to the
39 next with setbacks that are consistent with the requirements of KMC Title
40 16 and Chapter 18.55 KMC. The public access trail shall connect to a public

1 right-of-way.

- 2 1. Where a development proposal abuts a property with a public access trail
3 segment, the public access segment on the subject property shall connect
4 to abutting property public access segment(s).
- 5 2. The public access easement for public access trails shall be documented
6 on the face of the plat or plan and recorded with the King County Department
7 of Records and Elections. Public access easements shall run with the land
8 in perpetuity.

9 (Ord. 23-0574, § 2 (Exh. A))

10 **§ 18.24A.080. Wireless communication facilities.**

11 Use allowances and development regulations for wireless communication facilities
12 in the urban residential zone shall be as specified in Chapter 18.60 KMC for the
13 underlying zoning district.

14 (Ord. 23-0574, § 2 (Exh. A))

15
16
17 **CHAPTER 18.25A**

18 **URBAN CORRIDOR ZONE**

19
20 **§ 18.25A.010. Intent.**

21 The intent of the urban corridor zone is to convert SR-522 from a commercial
22 strip, focused on the automobile, to a more pedestrian- and transit-friendly urban
23 corridor. In the west subarea, uses along the north side of the highway would
24 continue to be a mix of restaurant, retail and service uses, with additional
25 opportunities for office and mixed use multifamily development. Uses along the
26 south side of the highway would convert to office and multifamily development,
27 taking advantage of lake views and proximity to transit.

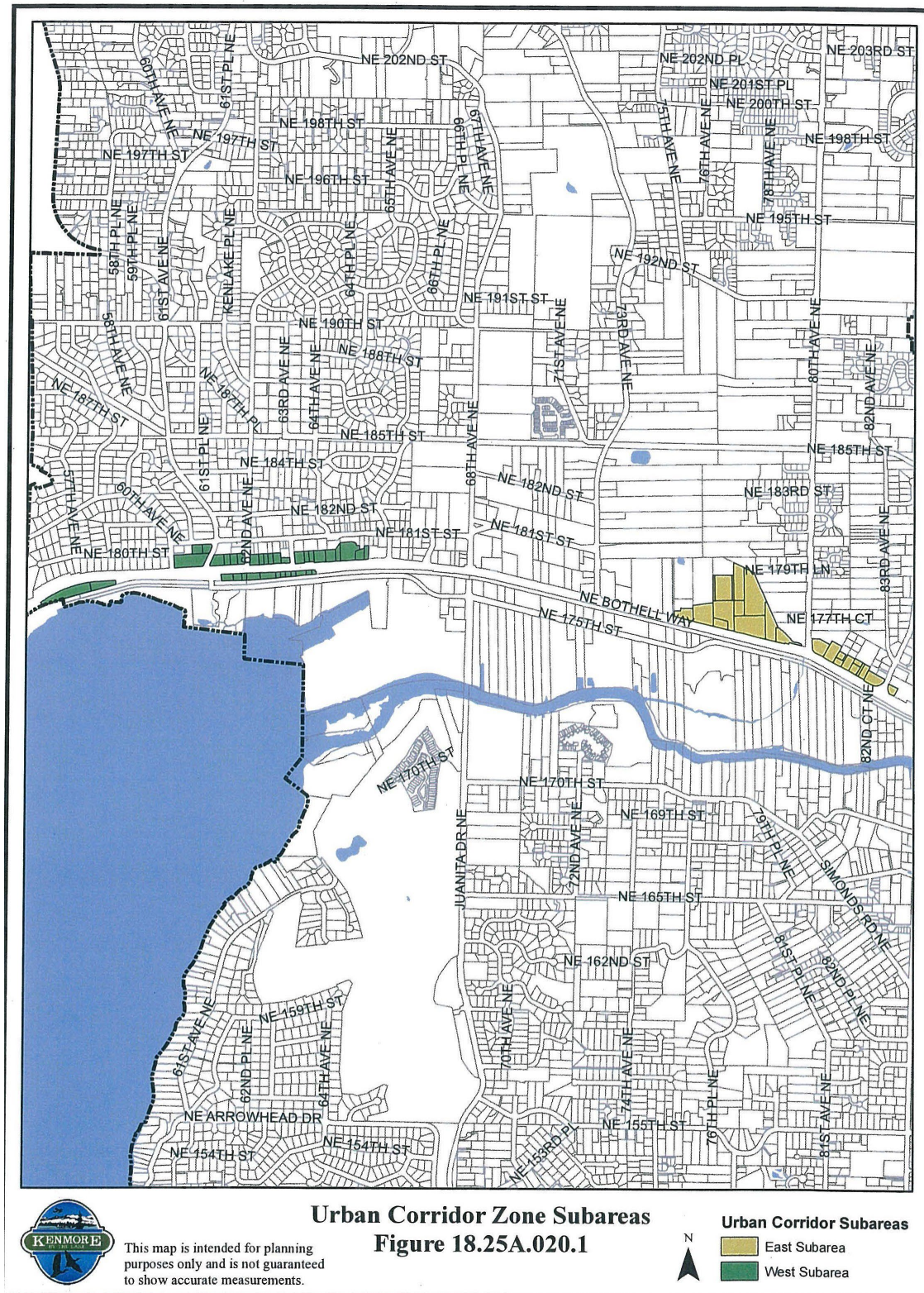
28
29 In the east subarea, the western portion of the district would be an “enterprise
30 zone,” allowing for a wide range of commercial uses, including bulk retail, as well
31 as standalone multifamily development. Farther to the east, near the city limits,
32 office and multifamily uses are envisioned.

33
34 New auto-oriented businesses are prohibited throughout the zone. (Ord. 14-0391,
35 § 2 (Exh. 1))

36
37 **§ 18.25A.020. Subareas.**

38 The urban corridor zone is divided into two subareas: urban corridor west and
39 urban corridor east as depicted in Figure 18.25A.020.1.
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(Ord. 14-0391 § 2 (Exh. 1))

§ 18.25A.030. Use allowances – Urban corridor west subarea.

The following uses listed in Table A are identified as permitted, conditionally permitted, or prohibited uses in the urban corridor west subarea:

Table A. Urban Corridor West Subarea Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Adult entertainment business¹</i>	<i>Arts, entertainment, outdoor¹¹</i>	<i>Air transportation service</i>
<i>Ambulatory surgery center</i>	<i>College/university</i>	<i>Auction house</i>
<i>Animal kennel/shelter²</i>	<i>Fire or police facility</i>	<i>Automotive sales and service, marine</i>
<i>Arts, entertainment, indoor</i>	<i>Laboratory⁵</i>	<i>Automotive sales and service, nonmarine</i>
<i>Business service, standard</i>	<i>Recreational facility, indoor⁸</i>	<i>Business service, intensive</i>
<i>Cannabis business</i>	<i>Recreational facility, outdoor¹³</i>	<i>Cannabis cooperative</i>
<i>Cemetery, columbarium or mausoleum³</i>		<i>Construction and trade</i>
<i>Community residential facility</i>		<i>Family child-care home</i>
<i>Day care</i>		<i>Hospital</i>
<i>Eating and drinking place⁴</i>		<i>Manufactured housing community</i>
<i>Educational service</i>		<i>Manufacturing, heavy</i>
<i>Funeral home/crematory</i>		<i>Recreational facility, outdoor¹³</i>
<i>Health care and social assistance</i>		<i>Regional land use</i>
<i>Laboratory⁵</i>		<i>Resource land use</i>
<i>Manufacturing, light</i>		<i>Retail sales, bulk</i>
<i>Mobile food service⁶</i>		<i>Secure facility</i>
<i>Multiple-family dwelling⁷</i>		<i>Single detached dwelling unit</i>
<i>Office</i>		<i>Transportation</i>
<i>Park</i>		<i>Utility facility</i>
<i>Personal service</i>		<i>Vehicle or equipment rental</i>
<i>Recreational facility, indoor⁸</i>		<i>Vehicle refueling station</i>
<i>Religious institution</i>		<i>Warehousing</i>
<i>Retail sales⁹</i>		<i>Wholesale trade</i>
<i>Single room occupancy⁷</i>		
<i>Standalone parking¹⁰</i>		
<i>Supportive living facility</i>		
<i>Temporary lodging</i>		

Notes:

1. It shall be unlawful for any person to establish an adult entertainment business or to relocate an adult entertainment business within 330 feet, measured from the property line of the parcel or parcels proposed to contain the adult entertainment business to the property line of the parcels containing the uses in this subsection, without regard to intervening structures or objects, of any:

- a. Residentially zoned property;
- b. Public or private school for general education of any grade K through 12;
- c. School bus stop;
- d. Licensed day care or licensed preschool facility;
- e. Public park;
- f. Publicly dedicated trail; provided, however, that the setback distance shall apply only on the south side of the Burke-Gilman Trail, and that there shall be no setback on the north side of that trail due to the separation provided by Highway 522;
- g. Sports fields or playgrounds;
- h. Recreation or community center;
- i. Religious institution;
- j. Public library.

It shall be unlawful for any person to establish an adult entertainment business or to relocate an adult entertainment business within 500 feet of another adult entertainment business, measured from the property line of the parcel or parcels containing the adult entertainment business and the proposed adult entertainment business.

2. Provided:

- a. No burning of refuse or dead animals is allowed;
- b. The portion of the building or structure in which animals are kept or treated shall be soundproofed. All run areas, excluding confinement areas for livestock, shall be surrounded by an eight-foot solid wall and surfaced with concrete or other impervious material;
- c. Outdoor runs shall be prohibited on properties adjacent to residential zones; and
- d. The provisions of Chapter 18.70 KMC relative to animal keeping shall be met.

3. Limited to indoor columbariums and mausoleums only.

4. Social card games, as defined by this title, are prohibited.

5. Laboratories that must comply with special containment procedures for large quantities of hazardous materials are subject to a conditional use permit.

6. Provided:

- a. No permanent fencing, walls, or other structures shall be installed which hinder removal of the structure from the site, unless the structure is permanently permitted.
- b. No required parking stall shall be blocked or rendered unusable as a result of the mobile vendor.
- c. Safe ingress and egress shall be maintained. Visibility for transportation and pedestrian access shall be maintained.
- d. The limited duration of the mobile vendor shall be established as a condition of approval of any applicable permits.
- e. A sign permit is required for exterior signage in accordance with the sign code, Chapter 18.42 KMC.

7. North of SR-522, allowed only as part of a mixed use development subject to the conditions of Chapter 18.50 KMC.

8. South of SR-522, indoor recreational facility is a conditional use.

9. South of SR-522, allowed only as part of a mixed use development subject to the conditions of Chapter 18.50 KMC.

10. Standalone surface parking and boat racks shall not be permitted.

11. Outdoor activities shall be at least 50 feet from adjoining residential zones and lighting shall be directed away from adjoining residential zones. Hours of operation may be restricted to ensure compatibility.

12. Reserved.

13. North of SR-522, outdoor recreational facility is a prohibited use. Campgrounds and RV parks shall not be permitted south of SR-522.

(Ord. 14-0391, § 2 (Exh. 1); Ord. 16-0421, § 2 (Att. A); Ord. 16-0426, § 5 (Att. C); Ord. 19-0481, § 2 (Exh. A); Ord. 24-0607, § 2 (Exh. A(XIII)); Ord. 25-0631, § 2 (Exh. A))

§ 18.25A.040. Use allowances – Urban corridor east subarea.

The following uses listed in Table B are identified as permitted, conditionally permitted, or prohibited uses in the urban corridor east subarea:

Table B. Urban Corridor East Subarea Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Adult entertainment business ¹	College/university	Air transportation service
Ambulatory surgery center	Fire or police facility	Arts, entertainment, outdoor ³
Animal kennel/shelter ²	Hospital ⁵	Auction house
Arts, entertainment, indoor	Laboratory ⁷	Automotive sales and service, marine

Arts, entertainment, outdoor ³	Regional land use ⁵	Automotive sales and service, nonmarine
Business service, standard	Retail sales, bulk ^{5,10}	Business service, intensive
Cannabis business		Cannabis cooperative
Cemetery, columbarium or mausoleum ⁴		Community residential facility ⁵
Community residential facility ⁵		Construction and trade
Day care		Family child-care home
Eating and drinking place ⁶		Hospital
Educational service		Manufactured housing community
Funeral home/crematory		Manufacturing, heavy

1

Table B. Urban Corridor East Subarea Use Allowances		
PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Health care and social assistance		Recreational facility, outdoor ³
Laboratory ⁷		Regional land use ⁵
Manufacturing, light		Resource land use
Mobile food service ⁸		Retail sales, bulk ⁵
Multiple-family dwelling ^{13,14}		Secure facility
Office		Single detached dwelling unit
Park		Standalone parking ¹¹
Personal service		Transportation
Recreational facility, indoor		Utility facility
Recreational facility, outdoor ^{3,9}		Vehicle or equipment rental
Religious institution		Vehicle refueling station ¹²
Retail sales		Warehousing
Retail sales, bulk ^{5,10}		Wholesale trade
Single room occupancy ^{13,14}		
Standalone parking ¹¹		
Supportive living facility		
Temporary lodging		
Vehicle refueling station ¹²		

2

3 Notes:

- 4 1. It shall be unlawful for any person to establish an adult entertainment business
5 or to relocate an adult entertainment business within 330 feet, measured from
6 the property line of the parcel or parcels proposed to contain the adult
7 entertainment business to the property line of the parcels containing the uses
8 in this subsection, without regard to intervening structures or objects, of any:

- a. Residentially zoned property;
- b. Public or private school for general education of any grade K through 12;
- c. School bus stop;
- d. Licensed day care or licensed preschool facility;
- e. Public park;
- f. Publicly dedicated trail; provided, however, that the setback distance shall apply only on the south side of the Burke-Gilman Trail, and that there shall be no setback on the north side of that trail due to the separation provided by Highway 522;
- g. Sports fields or playgrounds;
- h. Recreation or community center;
- i. Religious institution;
- j. Public library.

It shall be unlawful for any person to establish an adult entertainment business or to relocate an adult entertainment business within 500 feet of another adult entertainment business, measured from the property line of the parcel or parcels containing the adult entertainment business and the proposed adult entertainment business.

2. Provided:

- a. No burning of refuse or dead animals is allowed;
 - b. The portion of the building or structure in which animals are kept or treated shall be soundproofed. All run areas, excluding confinement areas for livestock, shall be surrounded by an eight-foot solid wall and surfaced with concrete or other impervious material;
 - c. Outdoor runs shall be prohibited on properties adjacent to residential zones; and
 - d. The provisions of Chapter 18.70 KMC relative to animal keeping shall be met.
3. Prohibited east of 80th Avenue NE. West of 80th Avenue NE, outdoor activities shall be at least 50 feet from adjoining residential zones and lighting shall be directed away from adjoining residential zones. Hours of operation may be restricted to ensure compatibility.
 4. East of 80th Avenue NE, limited to indoor columbariums and mausoleums only.
 5. Prohibited east of 80th Avenue NE.
 6. Social card games, as defined by this title, are prohibited.
 7. Laboratories that must comply with special containment procedures for large quantities of hazardous materials are subject to a conditional use permit.

1 8. Provided:

- 2 a. No permanent fencing, walls, or other structures shall be installed which
3 hinder removal of the structure from the site, unless the structure is
4 permanently permitted.
- 5 b. No required parking stall shall be blocked or rendered unusable as a result
6 of the mobile vendor.
- 7 c. Safe ingress and egress shall be maintained. Visibility for transportation
8 and pedestrian access shall be maintained.
- 9 d. The limited duration of the mobile vendor shall be established as a
10 condition of approval of any applicable permits.
- 11 e. A sign permit is required for exterior signage in accordance with the sign
12 code, Chapter 18.42 KMC.

13 9. Campgrounds and RV parks shall not be permitted.

14 10. A conditional use permit is required if the building footprint is greater than
15 65,000 sq. ft.

16 11. Prohibited east of 80th Avenue NE. Standalone surface parking lots for
17 vehicles, boats or boat racks shall not exceed 10,000 sq. ft. in size west of 80th
18 Avenue NE.

19 12. Permitted only within 250 feet of the intersection of 80th Avenue NE and SR-
20 522. Prohibited in other portions of the east subarea.

21 13. A standalone townhouse development is prohibited.

22 14. On street frontages, the following conditions apply:

- 23 a. A minimum of 80 percent of the structure's street front façade at street
24 level shall be occupied by nonresidential (e.g., retail, office or service)
25 uses.
- 26 b. The required nonresidential uses shall extend at least 30 feet in depth at
27 street level from the street front façade of the structure; provided, that the
28 minimum required depth may be averaged, with no depth less than 15
29 feet.

30 Exception: These requirements do not apply to multifamily structures containing 100
31 percent affordable housing units.

32 (Ord. 14-0391, § 2 (Exh. 1); Ord. 16-0421, § 2 (Att. A); Ord. 16-0426, § 5 (Att. C);
33 Ord. 19-0481, § 2 (Exh. A); Ord. 23-0574, § 2 (Exh. A); Ord. 24-0607, § 2 (Exh. A(XIV));
34 Ord. 25-0631, § 2 (Exh. A))
35

36 **§ 18.25A.050. Accessory uses.**

37 Accessory uses, when consistent with the definition in Chapter 18.20 KMC, are allowed
38 as determined by the city manager.

(Ord. 14-0391, § 2 (Exh. 1))

§ 18.25A.060. Zoning standards.

The following zone-specific development standards in Table C apply in the urban corridor zone:

Table C. Urban Corridor Zone Development Standards	
STANDARD	REQUIREMENT
Urban Corridor West Subarea Base Density: <i>Dwelling Units/Acre</i> ¹	48 du/ac
Urban Corridor West Subarea Maximum Density: <i>Dwelling Units/Acre</i> ¹	72 du/ac ²
Urban Corridor East Subarea Minimum Density: <i>Dwelling Units/Acre</i> ¹	60 du/ac
Urban Corridor East Subarea Maximum Density: <i>Dwelling Units/Acre</i> ¹	150 du/ac
Minimum <i>Street Setback</i>	10 ft. ³
Minimum <i>Interior Setback</i>	20 ft. ⁴
Maximum Height:	
Urban Corridor East Subarea	85 ft. ^{6, 7, 8}
Urban Corridor West Subarea	

Table C. Urban Corridor Zone Development Standards	
STANDARD	REQUIREMENT
• south of SR-522	35 ft.
• north of SR-522 west of 63rd Ave. NE	35 ft.
• north of SR-522 east of 63rd Ave. NE	35 ft. ⁵
Maximum <i>Impervious Surface</i> : Percentage	90%

Notes:

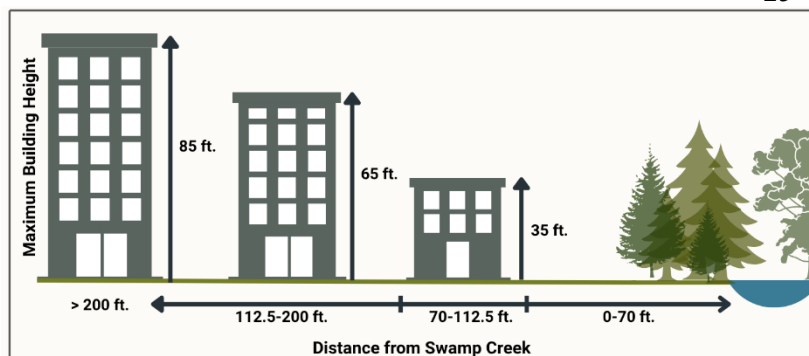
1. Sleeping units are **calculated** as one sleeping unit equals one-fourth dwelling unit.
2. This density may only be achieved through the application of residential density incentives or transfer of density credits in mixed use developments. See Chapter 18.80 KMC.
3. Gas station pump islands shall be placed no closer than 25 feet to street front lines.
4. Required on property lines adjoining residential zones.
5. The maximum height on a site north of SR-522 east of 63rd Avenue NE may be increased up to a maximum of 55 feet if (1) there is no intervening parcel between the site and the NE 181st Street right-of-way, and (2) if the applicant can demonstrate, based on ground elevation data, that a topographic change is adequate to protect views of Lake Washington from uphill lots. The measurement shall be taken as follows: a) determine average existing ground elevation along the centerline of the NE 181st Street right-of-way abutting the site; b) determine average existing ground elevation along an artificial east-west line 60 feet north of

and paralleling the SR-522 right-of-way abutting the site; c) subtract the elevation calculated in b) from the elevation calculated in a). If this difference is more than 35 feet, the maximum height for the site may be increased to that difference. In no case, however, shall the maximum allowable height exceed 55 feet.

6. Portions of any property that are within 50 feet of an R-1, R-4, R-6, or MHC zoning district shall have a maximum height of 35 feet within that area to provide a transition in height to the lower intensity uses.
7. Building heights and orientation for proposals within the great blue heron rookery buffer shall be carefully assessed through the required habitat management plan (see Chapter 18.55 KMC, Articles XIII through XV). In particular, potential impacts related to the fly-way and shadowing of nest trees shall be evaluated. The city manager may require adjustments to maximum building height and/or building orientation to protect the rookery.
8. Parcels in the diagram below are subject to a maximum height of 65 ft. If the Swamp Creek shoreline buffer is *restored or enhanced*, the maximum height of the parcels can increase to 85 ft. (outside of the shoreline jurisdiction), subject to the standards in Section 18.24A.047.



Building Height and Distance from Swamp Creek



(Ord. 14-0391, § 2 (Exh. 1); Ord. 16-0428, § 13 (Att. I); Ord. 23-0574, § 2 (Exh. A); Ord. 25-0631, § 2 (Exh. A))

§ 18.25A.070. Additional development standards.

- A. Where the urban corridor zone abuts a residential zone, the city manager may require additional landscaping pursuant to Chapter 18.35 KMC, blank wall treatments pursuant to Chapter 18.52 KMC, and/or measures to address building mass and bulk pursuant to KMC § 18.52.310 and/or 18.52.330 in order to mitigate impacts of new development on neighboring residential areas.

1 **B.** Drive-through service is not permitted in the urban corridor east subarea. In the urban
2 corridor west subarea, drive-through is permitted as an accessory use. Drive-through
3 service shall be oriented to the side and/or rear of the building, and integrated into
4 the exterior wall. Drive-through lanes shall not be located between the street and the
5 main pedestrian access to the buildings. Modifications to these requirements may
6 be reviewed through the site plan or building permit review process when meeting
7 the intent of pedestrian orientation pursuant to Chapter 18.52 KMC, Design
8 Standards.

9 **C.** Outdoor storage is prohibited in the urban corridor zone, west subarea, and in the
10 urban corridor zone, east subarea, east of 80th Avenue NE. In the urban corridor zone,
11 east subarea, west of 80th Avenue NE, accessory outdoor storage is limited to a
12 maximum of 50 percent of the site area.

13 (Ord. 14-0391, § 2 (Exh. 1); Ord. 16-0428, § 13 (Att. I); Ord. 23-0574, § 2 (Exh. A))

14
15 **§ 18.25A.075. View corridors in the urban corridor zone, west subarea.**

16 **A.** In the urban corridor west subarea, parcels on the south side of SR-522 shall provide
17 a public view corridor from SR-522 to Lake Washington. The intent of the corridor is
18 to provide an unobstructed view from SR-522 to the lake. A minimum view corridor
19 equivalent to 30 percent of the average east-west dimension of the development
20 proposal site shall be maintained. The location of the view corridor shall be designed
21 to meet the following standards and must be approved by the city manager:

- 22 1. The view corridor must be adjacent to one of the two side property lines,
23 whichever will result in the widest view corridor, considering the following in
24 order of priority:
 - 25 a. Locations of existing view corridors;
 - 26 b. Existing development or potential development on adjacent properties,
27 given the topography, access and likely location of future improvements;
 - 28 c. Locations of existing sight-obscuring structures, parking areas or
29 vegetation that are likely to remain in place in the foreseeable future.
- 30 2. The view corridor must be in one continuous piece.
- 31 3. For land divisions, the view corridor shall be established as part of the land
32 division and shall be located to create the largest view corridor on the subject
33 property.
- 34 4. The following shall be permitted within a view corridor:
 - 35 a. Areas provided for public access, such as public pedestrian walkways,
36 public use areas, or viewing platforms;
 - 37 b. Parking lots for passenger vehicles and subsurface parking structures;
38 provided, that the parking does not completely obstruct the view of the
39 lake from the public right-of-way;
 - 40 c. Structures, if the slope of the subject property permits full, unobstructed
41 views of the lake over the structures from the public right-of-way;
 - 42 d. Vegetation, including required vegetation screening, provided it is
43 designed and of a size that will not obscure the view from the public
44 right-of-way to the lake at the time of planting or upon future growth. Low
45 growing, native vegetation is encouraged. In the event of a conflict
46 between required landscaping and view preservation, view preservation
47 shall take precedence over landscaping requirements;
 - 48 e. Open fencing that is designed not to obscure the view from the public
49 right-of-way to the lake.
- 50 5. The applicant shall execute a covenant or similar legal agreement, in a form
51 acceptable to the city attorney, and record the agreement with the county

1 records and elections division to protect the view corridor. Land survey
2 information shall be provided by the applicant for this purpose in a format
3 approved by the city manager.
4 (Ord. 23-0574, § 2 (Exh. A))
5

6 **§ 18.25A.090. Connectivity requirements in the urban corridor zone, east subarea.**

7 The urban corridor zone, east subarea, should remove impediments to pedestrian use of
8 the district and the downtown area by fostering the creation of an extensive network of
9 sidewalks and pedestrian walkways.

10
11 Development proposals shall:

- 12 **A.** Provide any direct pedestrian connections between proposed development and
13 transit facilities, or arterials providing transit access in order to minimize walking
14 distances to transit.
15 **B.** Comply with the design standards pertaining to pedestrian walkways, as set forth in
16 KMC § 18.52.100.
17 **C.** Properties abutting water bodies (i.e., wet-lands or streams) shall provide a public
18 access trail paralleling the water body from one property line to the next with
19 setbacks that are consistent with the requirements of KMC Title 16 and Chapter
20 18.55 KMC. The public access trail shall connect to a public right-of-way.
21 **1.** Where a development proposal abuts a property with a public access trail
22 segment, the public access segment on the subject property shall connect to
23 abutting property public access segment(s).
24 **2.** The public access easement for public access trails shall be documented on
25 the face of the plat or plan and recorded with the King County department of
26 records and elections. Public access easements shall run with the land in
27 perpetuity.
28
29

30 **§ 18.25A.100. Affordable housing requirements in the urban corridor zone, east subarea.**

31 Development in the urban corridor zone, east subarea, containing residential units shall
32 provide affordable housing as described in Chapter 18.77 KMC.

33 (Ord. 23-0574, § 2 (Exh. A))
34

35 **§ 18.25A.105. Design requirements.**

36 Development within the urban corridor zone shall comply with the provisions of the design
37 standards, as set forth in Chapter 18.52 KMC. In the event of a conflict between Chapter
38 18.52 KMC, Design Standards, and urban corridor zone standards, the Kenmore design
39 standards shall prevail.

40 (Ord. 14-0391, § 2 (Exh. 1). Formerly 18.25A.080; Ord. 23-0574, § 2 (Exh. A))
41

42 **§ 18.25A.110. Wireless communication facilities.**

43 Use allowances and development regulations for wireless communication facilities are
44 located in Chapter 18.60 KMC.

45 (Ord. 16-0426, § 6 (Att. D). Formerly 18.25A.075; Ord. 23-0574, § 2 (Exh. A))
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CHAPTER 18.40

DEVELOPMENT STANDARDS – PARKING AND CIRCULATION

51
52 ***

§ 18.40.035. Parking in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea.

Parking in the urban residential zone, the downtown commercial zone east of 73rd Avenue NE, the public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea, should be sufficient to support local businesses and residential development, while at the same time promoting transit ridership, walkable streets, and efficient use of land. Proposed development shall provide parking as follows:

A. Minimum parking requirements for nonresidential uses may be reduced to 75 percent of the minimum requirement computed according to the provisions of KMC § 18.40.030.

B. Minimum residential parking shall be supplied at the following ratios:

1. One-half parking space per dwelling unit.

2. One-half additional parking space per every five dwelling units shall be provided and designated as guest parking for use by all guests.

3. There are no minimum parking requirements for multifamily residential developments specifically for housing senior citizens or people with disabilities. For residential developments specifically for housing senior citizens, an applicant shall prepare a parking demand analysis to determine parking requirements for staff and visitors. Parking requirements for senior citizen assisted living facilities are addressed in KMC § 18.40.030(A) and 18.40.050.

C. The following factors shall count towards minimum parking standards for residential and nonresidential development:

1. On-street parking immediately adjoining a property proposed for development or provided as part of the proposed development may be counted toward the minimum parking requirement.

2. Shared parking among uses is encouraged. Developments that propose shared parking arrangements shall submit a parking management plan that describes the terms and conditions of shared parking arrangements on site.

D. Maximum parking shall not exceed the minimum requirement calculated under the provisions of KMC § 18.40.030.

1. Applicants may be allowed to exceed the maximum parking if the applicant can produce a parking study that demonstrates probable on-site parking needs that are significantly higher than similar uses. This traffic study shall be subject to review by the city manager before approval for additional parking is granted. All parking granted in excess of the maximum shall be provided in a structured parking garage or under building and screened from the street frontage.

E. All other parking requirements shall be as provided in this chapter.

(Ord. 23-0574 § 2 (Exh. A))

§ 18.40.038. Exceedance of minimum parking – Downtown commercial zone, downtown residential zone, urban corridor zone, east subarea, and urban residential zone.

Provision of parking in excess of the minimum parking requirements shall require the excess parking be included in a structured parking garage, or under building and screened from the street frontage, unless the additional parking is associated with a phased, mixed use development and is interim in nature.

(Ord. 23-0574 § 2 (Exh. A))

CHAPTER 18.52

DESIGN STANDARDS

Article 1 Introduction and Applicability

§ 18.52.070. Applicability.

- A. Design standards shall apply as depicted in Figure 18.52.070.A.1.
- B. The components of the design standards shall apply as follows: (X = design component required under the specific standard)

Design Standard		Standard 1	Standard 2	Standard 3
Article II. Site Design – Standards for All Uses				
18.52.100	<i>Pedestrian walkways</i>	X	X	X
18.52.110	Northwest Quadrant circulation plan	X ¹		
18.52.120	<i>Public spaces</i> and plazas	X		X
18.52.130	Furnishings	X		X
18.52.140	<i>Site</i> lighting	X	X	X
18.52.150	<i>Building</i> location/ <i>setbacks</i> (for commercial/mixed use <i>buildings</i>)	X	X	X
18.52.160	Building <i>setbacks</i> (for residential/primarily residential <i>uses</i>)	X		X
18.52.170	Surface parking lot location	X	X	X
18.52.180	Parking lot screening	X	X	X
18.52.190	Location of driveways	X	X	X
18.52.200	Outdoor service and storage areas	X	X	X
Article III. <i>Building</i> Design – Standards for All Uses				
18.52.210	Corner features	X	X	X
18.52.220	Roof form	X	X	X
18.52.230	Structured parking	X	X	X
18.52.240	<i>Blank wall</i> and side wall screening	X	X ²	X

18.52.250	Pedestrian bridges	X	X	
Article IV. <i>Building Design – Standards for Commercial/Mixed Use Buildings</i>				
18.52.260	Visible building entrances	X	X	X
18.52.270	Ground floor facades	X		X
18.52.280	Ground floor transparency and visibility	X		X
18.52.290	Weather protection	X		
18.52.300	Building materials	X	X	X
18.52.310	Upper level setbacks, mass, and bulk	X	X	X

Notes:

¹ Applicable to the portion of the downtown identified in the Northwest Quadrant Circulation Plan.

² KMC § 18.52.240(B)(1), (B)(3) and (C) only.

C. In the event of conflict between the design standards and any other applicable code, the city manager shall determine the appropriate application of the conflicting codes, recognizing the need to protect public health, safety, and welfare, any specific interpretation criteria, as well as furtherance of the intent of the comprehensive plan and these design standards.

D. The following categories of improvements shall comply with applicable design standards:

1. New construction;
2. Exterior remodels of existing structures;
3. Parking reconfigurations;
4. Building expansions.

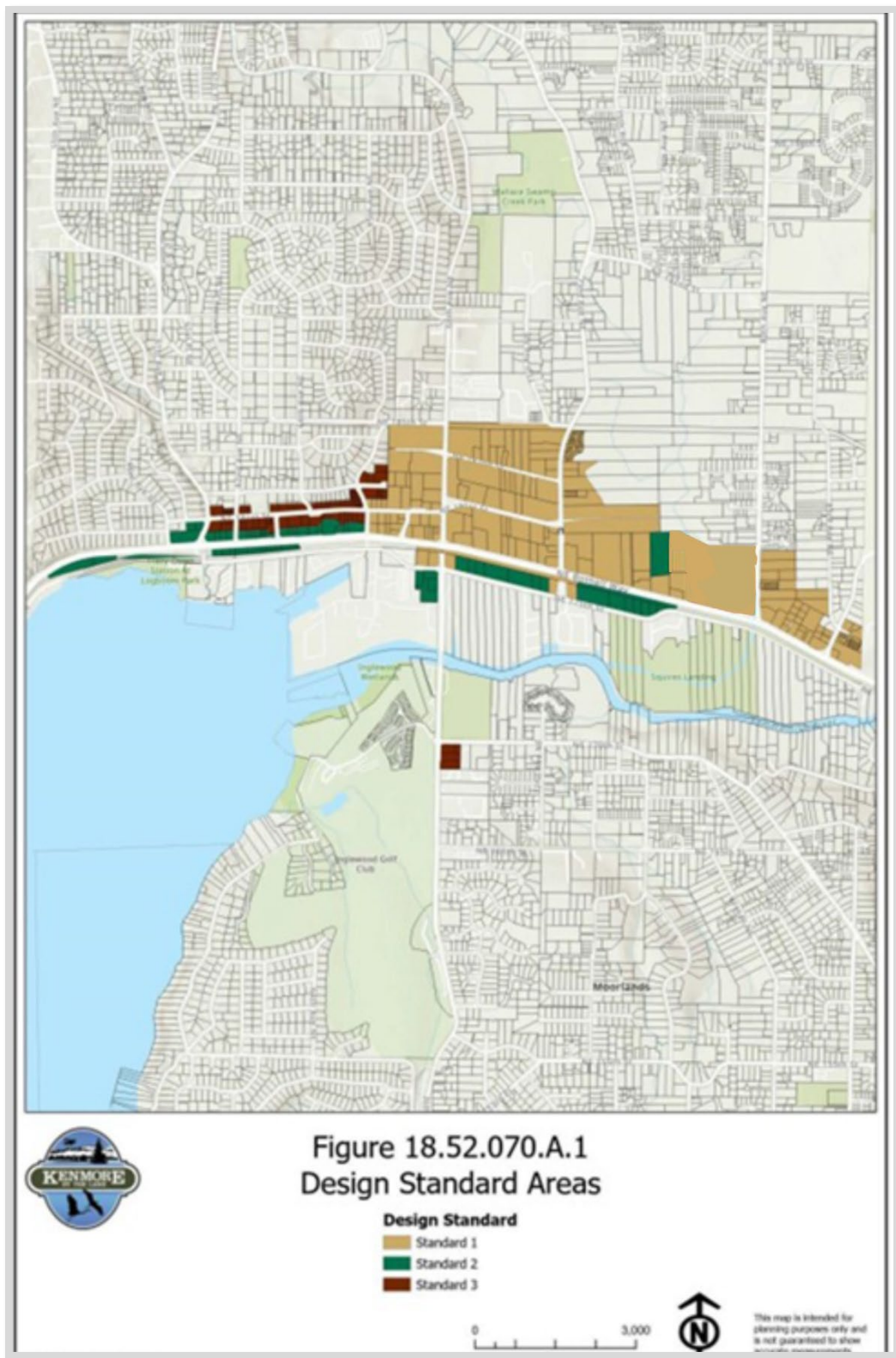
E. The following categories of improvements are exempt from applicable design standards:

1. Re-roofing that does not modify the roof structure;
2. Repainting;
3. Interior remodels;
4. Mechanical equipment replacement;
5. Parking lot pavement patching, or stall repainting that does not involve reconfiguration;
6. Normal maintenance or minor repair;
7. Any activity in which the total cost or fair market value (whichever is higher) of labor and materials combined does not exceed

1 \$15,000; provided, that the improvement does not involve priority
2 standards listed in subsection G of this section. This cost/fair
3 market value figure shall be adjusted upward by five percent
4 annually to address a cost of living increase; provided, that within
5 a three-year period, if the total \$15,000 amount is exceeded, future
6 improvements shall be subject to applicable design standards.

7 F. The degree to which each standard applies to a redevelopment project shall
8 be evaluated on a case-by-case basis in an effort to achieve an overall
9 design which meets the purpose and intent of the design standards. In
10 determining the degree of applicability, the city manager shall give priority
11 to design standards which address building placement, parking standards,
12 window/door treatments, and first floor facades.

13 G. For proposed existing structure exterior remodels, or existing structure
14 expansions, parking reconfigurations, or other activities subject to design
15 standards that are less than new construction, the city manager shall
16 determine the extent of compliance with the design standards as
17 appropriate to recognize current conditions and further the intent of the
18 design standards. The required design or development standards shall be
19 related to the improvement proposed. For example, if a parking
20 reconfiguration is proposed, the required design standards should address
21 pedestrian walkways between parking lots and building entrances or
22 parking lot screening; or if a building entrance is modified, visible building
23 entrance requirements should be applied.
24
25
26



(Ord. 11-0329 § 3 (Exh. 1); Ord. 14-0391 § 2 (Exh. 1); Ord. 15-0406 § 1 (Att. A);
 Ord. 18-0454 § 2 (Exh. 1); Ord. 23-0574 § 2 (Exh. A))

Article II Site Design – Standards for All Uses

§ 18.52.100. Pedestrian walkways.

A. Intent.

1. Pedestrian Network. To create on-site pedestrian networks from streets and drives to building entrances, through parking lots to connect buildings to the street (see surface parking location standards), and between sites.
2. Through Block Connections. To create through block connections between blocks of development, between streets, and connecting streets to public spaces.

B. Standards – Required.

1. Locations. Clear and visible pedestrian walkways shall be provided in the following locations:

a. Through Block Connections.

- 1) Northwest Quadrant. If the property abuts a proposed pedestrian route designated in the Northwest Quadrant circulation plan, see KMC § 18.52.110. In areas not identified on the circulation plan, one pedestrian walkway shall be provided for an average of every 300 feet or less of street frontages in the north-south and east-west directions to create a linked pedestrian walkway system around and through the Northwest Quadrant. Distances may vary from exactly 300 feet to accommodate linking adjacent development on a case-by-case basis.

- a) Public spaces shall be linked to adjacent streets and developments.

- b) Exact locations of pedestrian walkways shall be determined at the time of development to accommodate linkages between adjacent developments.

- 2) Northeast Quadrant, Urban Corridor Zone, East Subarea, Urban Residential Zone, and Public/Semi-Public Properties Abutting SR-522. In the northeast quadrant, urban corridor zone, east subarea, urban residential zone, and public/semi-public properties abutting SR-522, one pedestrian walkway shall be provided between the north and south end of the property, spaced an average of every 300 feet or less of street frontages. The walkway must connect with walkways located on other properties established in accordance with this condition. Distances may vary from exactly 300 feet to accommodate linking adjacent developments on a case-by-case basis. The comprehensive plan downtown circulation concept shall

1 be a general guide to priority pedestrian links.

2 a) Public spaces shall be linked to adjacent streets
3 and developments.

4 b) Exact locations of pedestrian walkways shall be
5 determined at the time of development to
6 accommodate linkages between adjacent
7 developments.

8 b. Street to Building Entrances. Between a public right-of-way and
9 building entrances where the building is set back from the street,
10 sidewalk, or parking area.

11 c. Parking Lots to Building Entrances. Between parking lots and
12 building entrances.

13 d. Building to Building. Between buildings where multiple structures
14 are a part of a single development project.

15 e. As identified on the Northwest Quadrant circulation plan, which is
16 located in KMC § 18.52.110.

17 2. Minimum/Average Width.

18 a. For buildings up to three stories in height, pedestrian walkways
19 shall be a minimum of four feet wide with a minimum average
20 width of six feet. The minimum/average walkway width does not
21 include additional areas which may be required for landscaping or
22 site furnishings.

23 b. For buildings greater than three stories in height, one of the
24 following shall be used:

25 1) A minimum of eight feet wide with a minimum average
26 width of 12 feet. The minimum/average walkway width
27 does not include additional areas which may be required
28 for landscaping or site furnishings.

29 2) Building walls above three stories in height shall be
30 stepped back from the first three stories by 10 feet. (See
31 building locations/setbacks, KMC § 18.52.150 and
32 18.52.160.)

33 3. Lines of Sight. Locate walkways with clear sight lines for safety.
34 Landscaping and site furnishings in the walkway shall not obstruct
35 visibility of the walkway or sight lines to building entrances.

36 4. Clearly Defined Walkways. Define all pedestrian walkways using a
37 combination of one or more of the following techniques:

38 a. Special Paving. Scored concrete, stained/colored concrete,
39 concrete pavers, paving inlays, mosaics, or other special paving
40 material. Not all portions of the pedestrian walkway are required
41 to be paved; however, a minimum of 60 percent of the pedestrian

walkway shall provide an all-weather walking surface;

b. Architectural Features. Trellises, railing, low seat walls, weather protection, bollards, or other architectural features. Chain link fences are not allowed;

c. Landscaped Edges. A continuous, landscaped area a minimum of three feet wide flanking at least one side of the pedestrian walkway. Landscaping shall meet the City's landscaping requirements. In the case of through block connections, this subsection (B)(4)(c) shall apply in all cases, in addition to either subsection (B)(4)(a) or (b) of this section.

5. Lighting. Pedestrian walkways shall include lighting such as pedestrian lights, bollards, and accent lighting to assist pedestrian navigation and promote a safe and comfortable walking space.

6. Pedestrian Walkways in Parking Lots. Where a walkway abuts or intersects a vehicular route (a driveway or driving aisle within a parking lot), landscaping shall be required consistent with subsection (B)(4)(c) of this section. If the walkway abuts a driveway or driving aisle on both sides, subsection (B)(4)(c) of this section shall apply to both sides.

C. Not Allowed. Narrow breezeways between buildings without architectural embellishments or site furnishings shall not be allowed.

(Ord. 11-0329 § 3 (Exh. 1); Ord. 15-0406 § 1 (Att. A); Ord. 16-0428 § 13 (Att. I); Ord. 23-0574 § 2 (Exh. A))

CHAPTER 18.57

TREE MANAGEMENT AND PROTECTION

§ 18.57.065. Significant tree grove retention in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea.

A. Definitions.

1. Significant Tree Grove Definition. A "significant tree grove" shall consist of two or more trees with a minimum of five and one-half tree units total. A qualifying tree has two tree units minimum. The maximum distance measured in feet between qualifying trees shall be equal to two times the critical root zone in order to be defined as a significant tree grove. For example a 24-inch d.b.h. tree must be within 24 feet of another tree in the grove to be included in the significant tree grove. A tree of any size that is

topped or considered a “hazard tree” as defined in KMC § 18.20.3084 may not qualify as part of a significant tree grove as herein defined. For purposes of this chapter, a significant tree grove may not contain trees that are located within a critical area or critical area buffer protected under Chapter 18.55 KMC. A significant tree grove is not the same as a “grove,” as defined in KMC § 18.20.1273.

2. Tree Units. See KMC § 18.57.060(A) for translation of diameter at breast height (d.b.h.) to tree units.

B. Applicability.

1. Development proposals in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea shall be eligible to benefit from providing less parking or more dwelling units or any combination of the two if the development retains one or more significant tree grove(s) as defined in this section in perpetuity. A development may be able to benefit from both reduced parking and additional dwelling units by preserving a significant tree grove so long as the same tree credits are not counted towards both reductions in parking and additional bonus dwellings. Trees or groves retained through other provisions of this chapter may count towards the significant tree grove retention if they meet the definitions found in subsection A of this section.
2. Tree on Property Line. In instances where one or more trees that would qualify as part of a significant tree grove is located on a property line such that the tree is on more than one property, and the properties are in separate ownerships, the tree shall qualify to be counted as part of a separate tree grove by each property owner.

C. Reduced Parking. In order to retain qualifying significant tree groves, required parking may be reduced at the maximum rate of one stall per each five and one-half tree units. Parking quantities may be reduced up to a maximum of 20 percent from the parking requirement after other reductions are applied, if any.

D. Residential Bonus Units. In order to retain qualifying significant tree groves, residential units are offered at the rate of one bonus unit per each 11 tree units preserved. Grove bonus units are not included in maximum unit density calculations. Grove bonus units are not subject to the affordability requirements of KMC § 18.27.020 and Chapter 18.77 KMC.

E. Significant Tree Grove Preservation Requirements.

1. Tree Protection Plan Required. A tree protection plan as identified in KMC § 18.57.050 shall be required for any development application proposing to protect one or more significant tree groves through this section.
2. Recorded on Title. The map of significant tree groves preserved

1 through this section, along with a covenant preventing removal,
2 shall be recorded and shown on the property title.

- 3 3. Subject to Tree Protection Measures of Chapter 18.57 KMC.
4 Significant tree groves protected under this section shall be subject
5 to the tree protection measures during construction found in KMC
6 § 18.57.090, the post-construction replacement, financial
7 guarantee, and maintenance requirements of KMC § 18.57.100, and
8 the penalties and enforcement of KMC § 18.57.110.

9 (Ord. 23-0574 § 2 (Exh. A); Ord. 23-0593 § 4 (Exh. B))

10 ***

11 **CHAPTER 18.77**

12 **AFFORDABLE HOUSING**

13 ***

14 **§ 18.77.028. Urban corridor zone, east subarea.**

15 Multifamily or mixed use development proposed within the urban corridor
16 zone, east subarea, shall provide affordable housing as follows:

17 Twenty-five percent of the total number of residential units in the
18 development shall be very low-income affordable housing units if renter-
19 occupied or low-income affordable housing units if owner-occupied.

20 ***

21
22 ***