



City of Kenmore - 18120 68th Avenue NE - P.O. Box 82607 - Kenmore, WA 98028
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City of Kenmore
City Council Special Meeting Agenda
6:00 p.m., Monday, May 14, 2018
Kenmore City Hall, Council Chambers
18120 68th Ave. NE, Kenmore, WA 98028

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

I. 6:00 p.m. CALL STUDY SESSION TO ORDER

- A. City of Kenmore Pavement Rating and Future Management Program Recommendations - Jeff Conder, Capital Asset & Pavement Services and Jennifer Gordon, Public Works Operation Manager
[Agenda Item](#)

II. 7:00 p.m. RESUME REGULAR MEETING

III. ROLL CALL

IV. FLAG SALUTE

V. AGENDA APPROVAL

VI. PROCLAMATION

- A. Proclamation for Kids to Parks Day on May 19, 2018
[Proclamation](#)

VII. CITIZEN COMMENTS

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

VIII. CONSENT AGENDA

- A. Total check #39704 through #39798 in the amount of \$492,233.34.
Total Payroll/Taxes/Flexible Spending and Health Savings Account Electronic Deposits Dated 4/27/18 in the amount of \$101,440.69.

Payroll Check #10090 in the amount of \$1,134.24.

[Check Vouchers](#)

- B. City Council Meeting Minutes of March 26, 2018, April 2, 2018 and April 16, 2018
[3-26-2018 Minutes](#)
[4-2-2018 Minutes](#)
[4-16-2018 Minutes](#)
- C. Authorize the City Manager to Accept a \$1.5 Million Public Works Trust Fund Loan for the NE 190th Street Culvert Replacement Project
[Agenda Item](#)
- D. Approve the 2017 Update to the Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan
[Agenda Items](#)
- E. Authorize the City Manager to Enter into a Memorandum of Understanding between the City and Adopt-A-Stream Foundation and the Sno-King Watershed Council (Contract 18-C1870) for the Recreation and Conservation Office (RCO) Grant 14-1333 at Squire's Landing Park - Maureen Colaizzi, Parks Project Manager and Debbie Bent, Community Development Director
[Agenda Item](#)

IX. PUBLIC HEARING

- A. School Impact Fees for the Northshore School District - Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner
[Agenda Item](#)

X. BUSINESS AGENDA

- A. Ordinance 18-0463 Amending the Kenmore Municipal Code to Adopt School Impact Fees for the Northshore School District - Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner
[Agenda Item](#)
- B. Authorize the City Manager to Sign an Interlocal Agreement, Contract 18-C1873, with the Northshore School District Related to School Impact Fees - Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner
[Agenda Item](#)
- C. Twin Springs Master Plan - Debbie Bent, Community Development Director and Guy Michaelson, Berger Partnership
[Agenda Item](#)
- D. Report on Tree Regulations - Samantha Loyuk, Associate Planner
[Agenda Item](#)

XI. COUNCILMEMBER REPORTS & COMMENTS & INITIATIVES

XII. STAFF REPORT

XIII. ADJOURNMENT

Upcoming Meetings:

- A. Monday, May 21, 2018 Special Budget City Council Meeting - 5:00 p.m.
- Tuesday, May 22, 2018 Special Budget City Council Meeting - 5:00 p.m.
- Tuesday, May 29, 2018 Regular City Council Meeting
- Monday, June 4, 2018 Special City Council Meeting
- Monday, June 11, 2018 Regular City Council Meeting

Subject/Topic:

For Council Meeting Agenda of: May 14, 2018

Prepared by: Brett Schock, PE
Jennifer Gordon

	<u>Initial & Date</u>
Approved by Department Head:	@ 5/1/18
Approved by City Attorney:	N/A
Approved by Finance Director: ✓	n/a
Approved by City Manager:	cyk

Attachment A – Pavement Management Executive Summary
Attachment B – Pavement Management Maps
Attachment C – Pavement Management Budget
Operations Report

In the fall of 2017, the City contracted with Capitol Asset & Pavement Services to update the City's pavement rating and recommend a 5-year maintenance program. As part of this update, the City and our consultant utilized a program called StreetSaver which allows for modeling and predicting the pavement condition index (PCI) after 5 years at selected funding levels. The report documenting the existing conditions and budget scenarios for future maintenance is included in Attachments A through C.

A visual inspection of all 60.26 centerline miles of public roadways in Kenmore was completed in the fall of 2017. A PCI rating on a 0-100 scale was assigned to each segment of roadway based on cracking, rutting and other damage and wear. The current PCI rating, city-wide, is 78. This places Kenmore in the “Good” category overall. Compared to the region, Kenmore’s pavement rating is in the upper 1/3 of all cities. In 2014, the City’s PCI rating was 80 and was performed by a different consultant. Some degradation in rating was expected between 2014 and 2017, primarily due to differences in rating methods by the consultants and the funding levels for pavement maintenance.

The City's consultant used the StreetSaver program to run four scenarios over the next 5-year period:

1. An unconstrained scenario with no budget limits
2. A “current funding” assuming a \$550,000 annual budget
3. A “maintain PCI” scenario, which estimates the required budget to keep the existing PCI of 78 at the end of the 5-year period
4. A zero-funding scenario, which estimates the degradation in the City’s PCI if no pavement maintenance budget is allocated.



City Council Business Agenda Item
City of Kenmore, WA

The results of that analysis are shown in the following table:

<i>Budget Scenario</i>	<i>1. Unconstrained</i>	<i>2. \$550,000/year</i>	<i>3. Maintain PCI</i>	<i>4. \$0/year</i>
<i>Yearly budget</i>	\$3,550,000	\$550,000	\$2,600,000	\$0
<i>Current PCI</i>		78		
<i>Forecast PCI</i>	82	73	78	70

The additional \$100,000 of funding above the current budgeted overlay funding would be used for seals (crack, slurry and chip). The StreetSaver software allows the City to identify roadway segments which have the best “return on investment” for these types of treatments. These seal treatments are intended to preserve and extend the life of pavement that is already in a good condition rather than to restore pavement that is already rapidly deteriorating. The City requested to not include chip sealing in the program of pavement management in Attachment A, however staff will review the applicability of chip sealing prior to finalizing future year pavement management plans.

Based on current revenue forecasts, City staff do not anticipate being able to increase the budget to the recommended level to maintain the current PCI of 78. An increase of \$100,000 to the annual pavement management budget is recommended to complete some high priority repairs, seals and overlays. The City will continue to pursue grant funding for overlays which could contribute to a higher rating than 73 by 2022. Grant funding has already been secured for overlay of Simonds Road between NE 162nd Court and NE 155th Street. This grant funding will be available in 2019. The City plans on applying for grant funds to overlay Simonds from NE 155th Street to the southeastern City limit in 2018. Any newly awarded grant funding would not be available until at least 2021, with construction most likely not occurring until 2022. The completion of that section of overlay work would be coordinated with grant fund availability.

FISCAL CONSIDERATION:

The current City annual budget (2017-18 and beyond) for overlays is \$450,000. Based on the results of the pavement management update, an increase of \$100,000 to the annual budget for 2018, and for each of the subsequent 5 years, to increase the amount of crack and slurry seals, is recommended, at a minimum. To maintain the current PCI of 78, the report (see Attachments A through C) recommends an annual budget of \$2,600,000 for overlays, crack and slurry seals.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

Street Fund budget objective: Management of annual overlay program



City Council Business Agenda Item
City of Kenmore, WA

Attachment A

Pavement Management Executive Summary

Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the City of Kenmore public works to perform visual inspections of all of the paved streets maintained by the City of Kenmore (City). All 60.26 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in September, 2017.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 60.26 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 78. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 78 places the City's street network in the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$17.77 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 82. Comparing this with the current funding level of \$2.75 million over the next five years shows that the average network PCI decreases by five points, to 73 by 2022. Scenarios were also run to determine the funding levels required to maintain the current overall network PCI of 78 as well as a scenario analyzing the effects of ceasing all funding for street maintenance. Scenario analyses show that at current funding levels, the overall street condition will likely decline. Table 1 summarizes the findings of the Scenarios.

Scenarios run for a longer time frame of ten years verifies the outcomes of the five year scenarios. Continuing current funding results in even more dire consequences, as the overall network PCI falls by fourteen points over ten years (an additional nine points beyond the five year scenario), and deferred maintenance backlog increases to \$20.8 million. The \$2.6 million per year funding level continues to maintain the PCI at the current value of 78. Table 2 summarizes the findings of continuing the scenario funding levels for ten years.

Scenarios assume that the City follows the recommended pavement management program, including the use of very cost-effective crack seal and surface seals (slurry or chip seals). The City has, to date, used mostly a worse-first pavement maintenance strategy, fixing streets with mainly overlays and rebuilding failed streets. This is a very expensive and inefficient way to maintain streets. Implementing an effective preventative maintenance program should be the City's first priority for treating the street network in the future.



City Council Business Agenda Item
City of Kenmore, WA

Attachment B

Pavement Management Maps

Current PCI Ratings

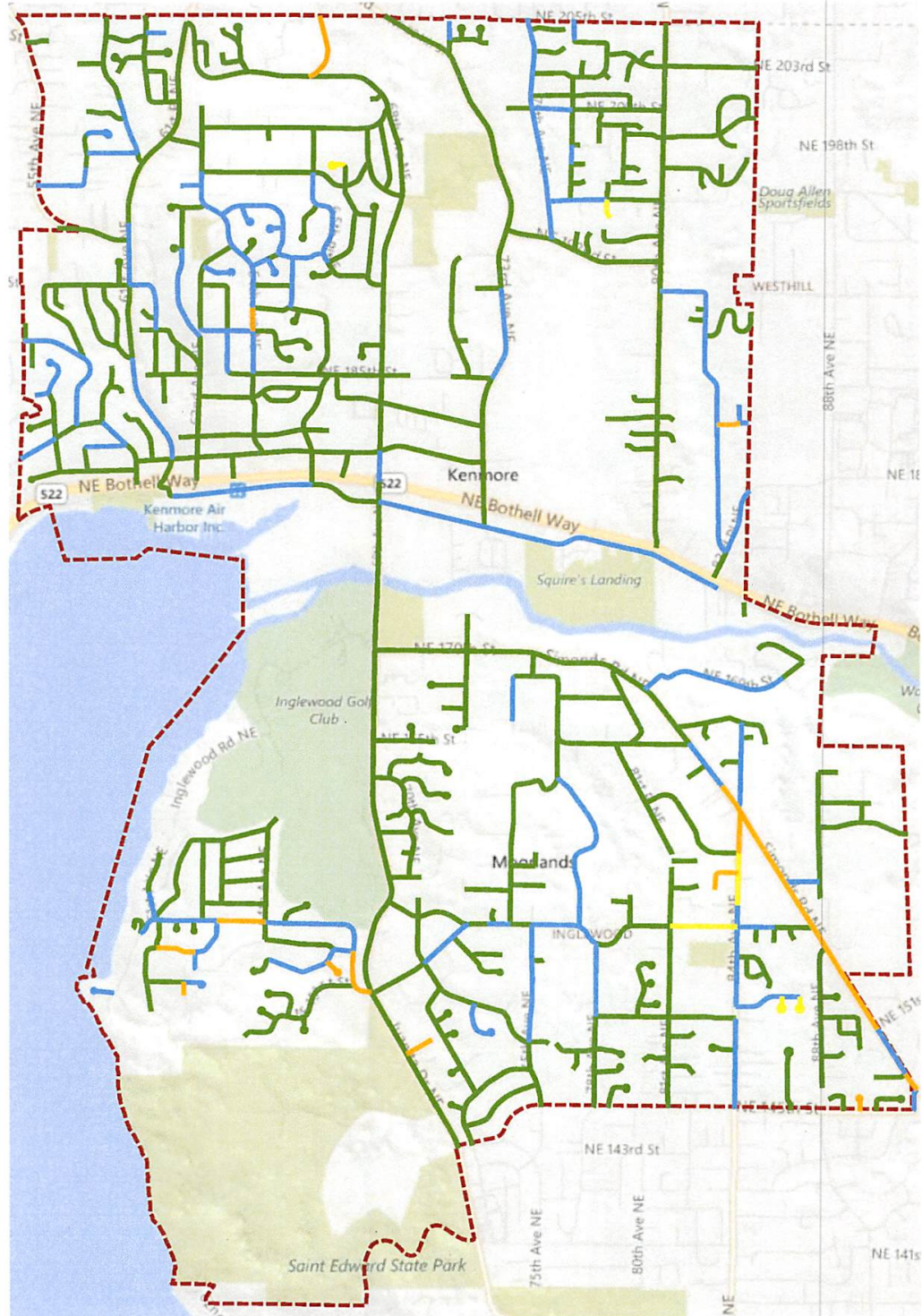
PCI Rating in 2017

Legend

	Category I Very Good (PCI 80+)
	Category II Good (non-Load) (PCI 70-80)
	Category III Good (Load) (PCI 70-80)
	Category IV Poor (PCI 60-70)

Notes:

- Data obtained 2017
- Category II roads show environmental wear of a lesser severity. Category III roads show greater impact/vehicle load wear/damage
- Category III and IV segments are entering a phase where they will quickly degrade without pavement preservation and/or maintenance



Scenario: Maintain Current Funding Level

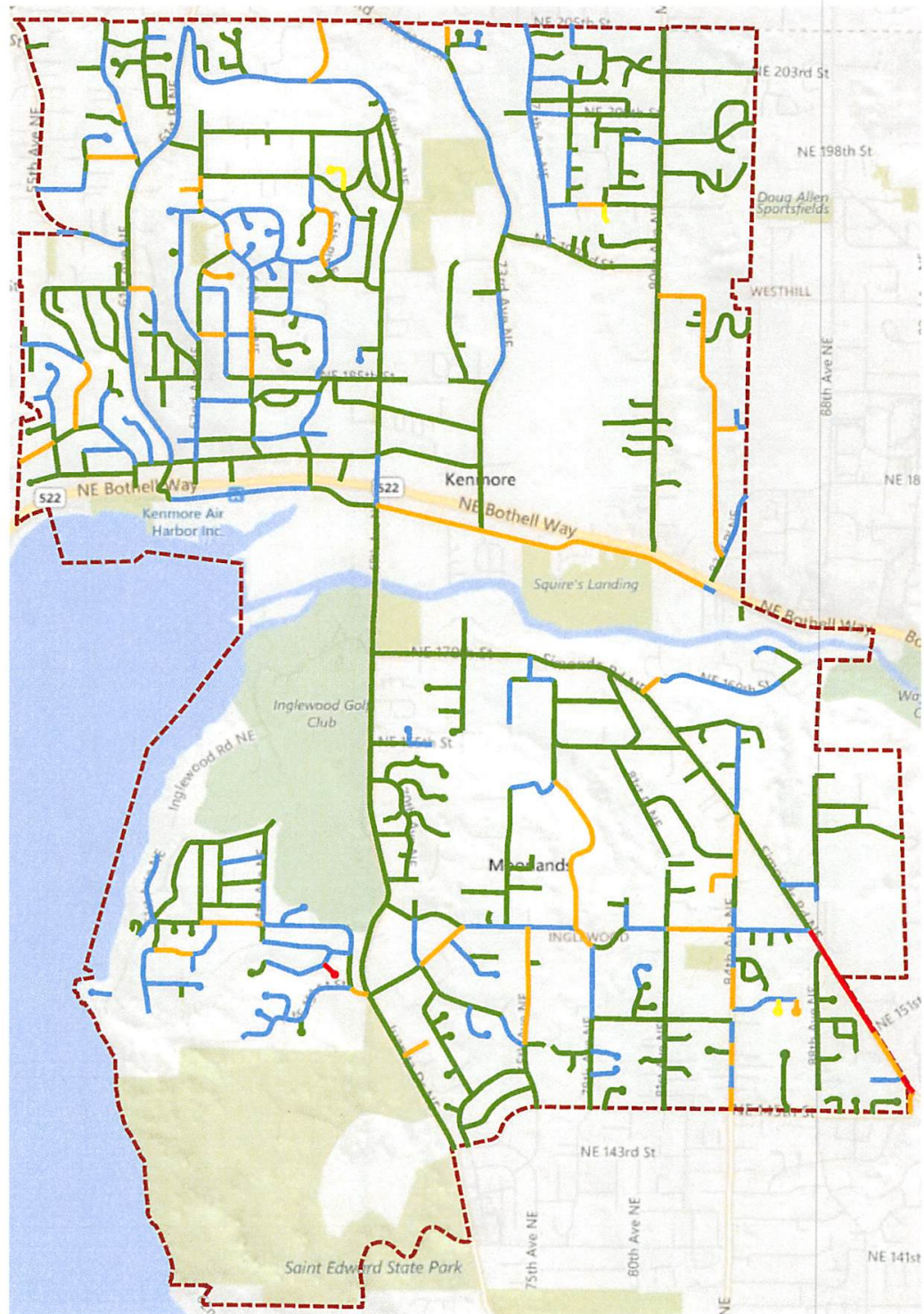
PCI Rating in 2022 (Projected)

Legend

	Category I Very Good (PCI 80+)
	Category II Good (non-Load) (PCI 70-80)
	Category III Good (Load) (PCI 70-80)
	Category IV Poor (PCI 60-70)
	Category V Very Poor (PCI <60)

Notes:

- 5 year program (2017-2022) with an objective of maintaining the current funding level, resulting in a network PCI of 73
- Category IV and V segments will deteriorate quickly
- Estimated cost of treatments to achieve this scenario by 2022: **\$2.75m**
- Includes grant-funded overlay of Simonds from 162nd to 155th



Scenario: Maintain Current PCI

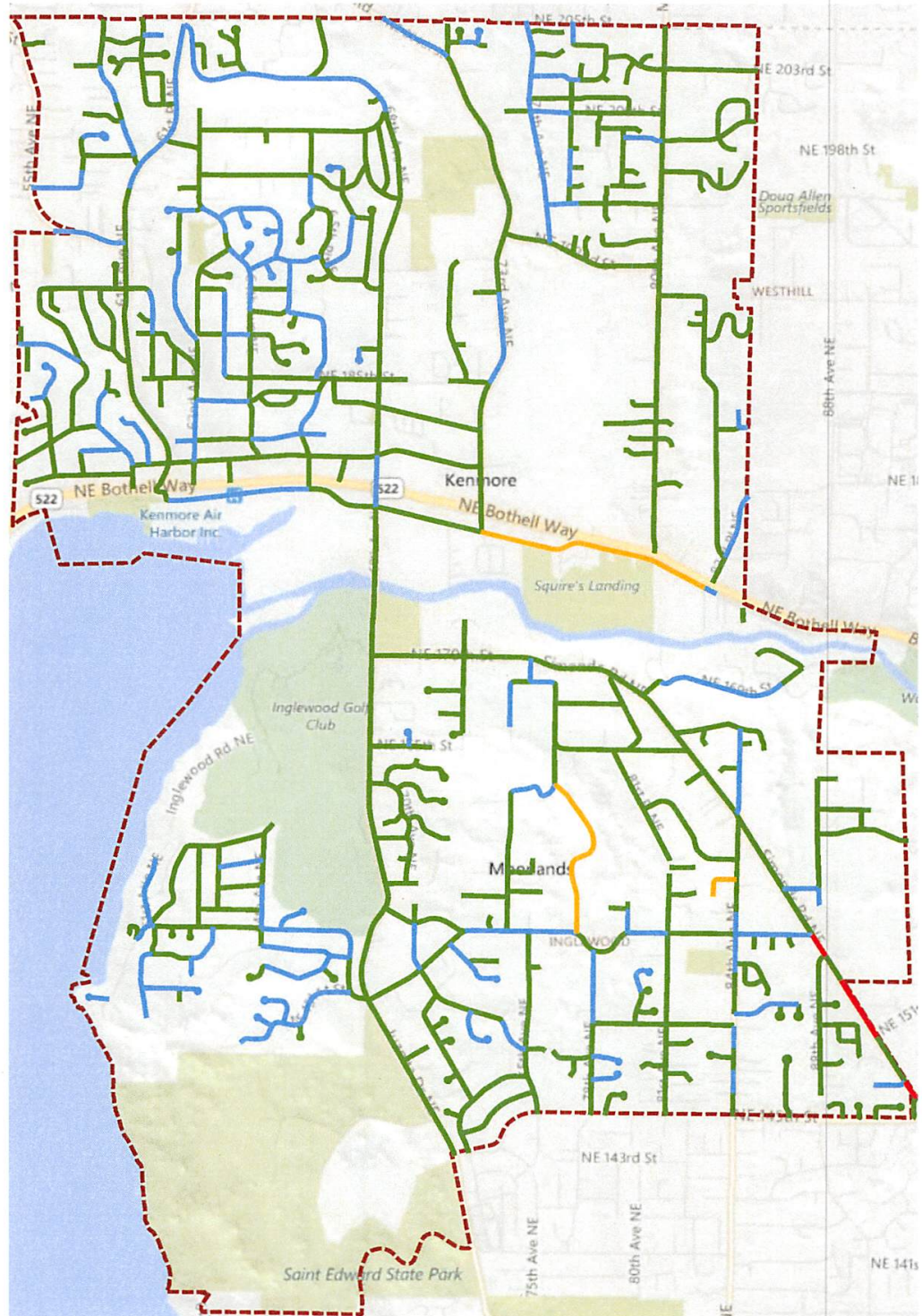
PCI Rating in 2022 (Projected)

Legend

	Category I Very Good (PCI 80+)
	Category II Good (non-Load) (PCI 70-80)
	Category III Good (Load) (PCI 70-80)
	Category IV Poor (PCI 60-70)
	Category V Very Poor (PCI <60)

Notes:

- 5 year program (2017-2022) with an objective of maintaining the current PCI of 78
- Category IV and V segments will deteriorate quickly
- Estimated cost of treatments to achieve this scenario by 2022: **\$13.00m**



Scenario: Unconstrained Needs

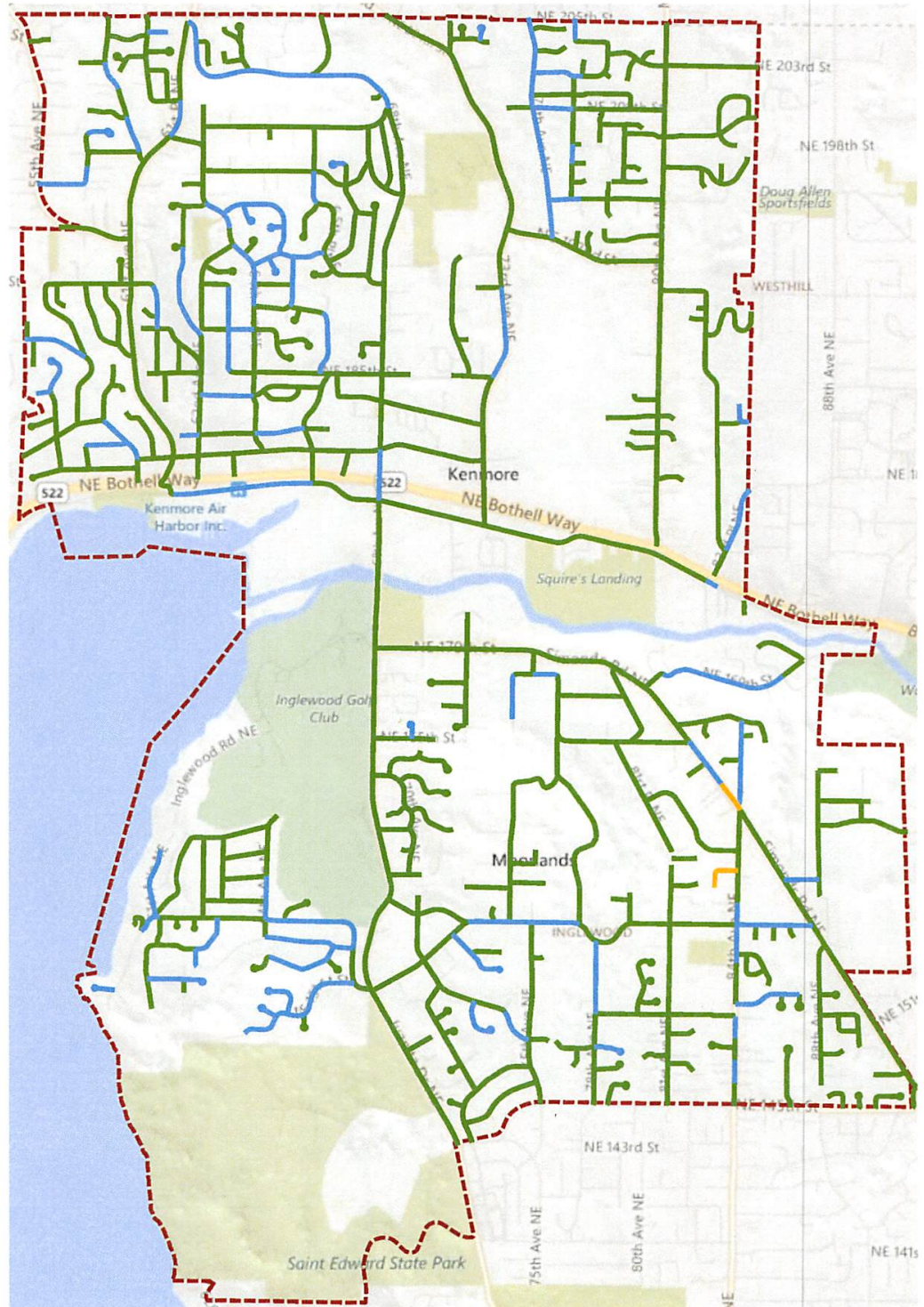
PCI Rating in 2022 (Projected)

Legend

	Category I Very Good (PCI 80+)
	Category II Good (non-Load) (PCI 70-80)
	Category IV Poor (PCI 60-70)

Notes:

- 5 year recommended program (2017-2022)
- Category IV segments will deteriorate quickly
- Estimated cost of treatments to achieve this scenario by 2022: \$17.75m



Scenario: Zero Maintenance Funding

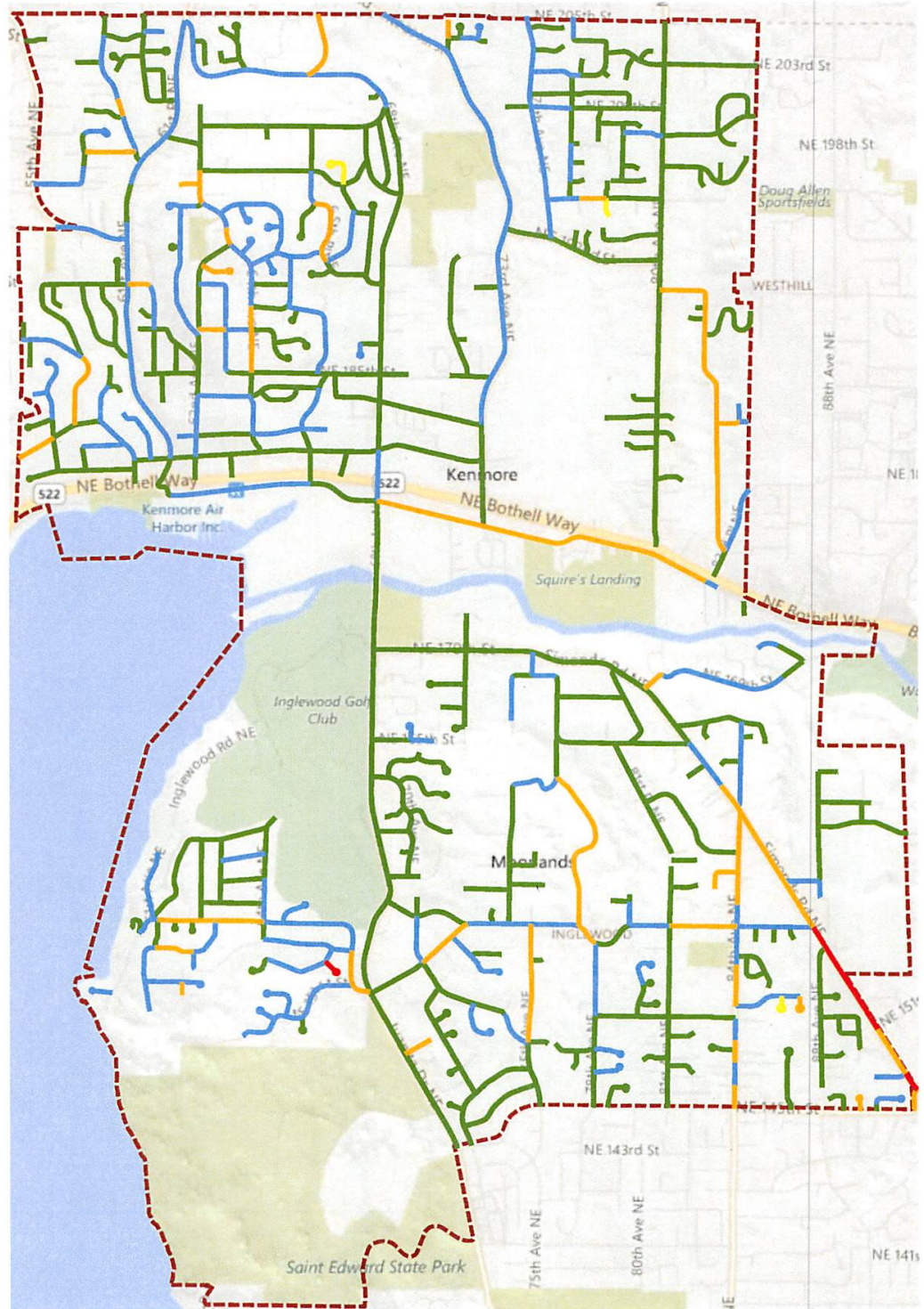
PCI Rating in 2022 (Projected)

Legend

	Category I Very Good (PCI 80+)
	Category II Good (non-Load) (PCI 70-80)
	Category III Good (Load) (PCI 70-80)
	Category IV Poor (PCI 60-70)
	Category V Very Poor (PCI <60)

Notes:

- 5 year program (2017-2022) with zero funding for pavement maintenance, resulting in a network PCI of 70
- Category IV and V segments will deteriorate quickly





City Council Business Agenda Item
City of Kenmore, WA

Attachment C

Pavement Management Budget Operations Report

Table of Contents

Executive Summary	1
Purpose	3
Pavement Management Strategy	4
Existing Pavement Condition	5
Present Cost to Repair the Street Network	6
Budget Needs	7
Budget Scenarios	9
<i>Scenario 1 — Unconstrained Needs Scenario</i>	10
<i>Scenario 2 — Current Investment Level</i>	11
<i>Scenario 3 — Maintain Current PCI</i>	12
<i>Scenario 4 — Zero Funding</i>	13
Observations and Treatment Recommendations	15
Recommendations	17
APPENDIX A	
<i>Definitions</i>	
APPENDIX B	
<i>Network Summary Statistics</i>	
<i>Network Replacement Cost</i>	
APPENDIX C	
<i>Decision Tree Report</i>	
<i>Budget Needs Report</i>	
APPENDIX D	
<i>Scenario Analysis Reports</i>	
APPENDIX E	
<i>Section Description PCI/RSL Report</i>	
<i>Map – Current PCI Condition</i>	
APPENDIX F	
<i>Scenarios 1-2 - Sections Selected for Treatment</i>	
<i>Maps – Scenarios Sections Selected (Scenarios 1-3)</i>	
<i>Maps – Scenario PCI Condition in Final Year (Scenarios 1-4)</i>	

Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the City of Kenmore public works to perform visual inspections of all of the paved streets maintained by the City of Kenmore (City). All 60.26 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in September, 2017.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 60.26 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 78. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 78 places the City's street network in the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$17.77 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 82. Comparing this with the current funding level of \$2.75 million over the next five years shows that the average network PCI decreases by five points, to 73 by 2022. Scenarios were also run to determine the funding levels required to maintain the current overall network PCI of 78 as well as a scenario analyzing the effects of ceasing all funding for street maintenance. Scenario analyses show that at current funding levels, the overall street condition will likely decline. Table 1 summarizes the findings of the Scenarios.

Scenarios run for a longer time frame of ten years verifies the outcomes of the five year scenarios. Continuing current funding results in even more dire consequences, as the overall network PCI falls by fourteen points over ten years (an additional nine points beyond the five year scenario), and deferred maintenance backlog increases to \$20.8 million. The \$2.6 million per year funding level continues to maintain the PCI at the current value of 78. Table 2 summarizes the findings of continuing the scenario funding levels for ten years.

Scenarios assume that the City follows the recommended pavement management program, including the use of very cost-effective crack seal and surface seals (slurry or chip seals). The City has, to date, used mostly a worse-first pavement maintenance strategy, fixing streets with mainly overlays and rebuilding failed streets. This is a very expensive and inefficient way to maintain streets. Implementing an effective preventative maintenance program should be the City's first priority for treating the street network in the future.

Table 1 – Summary of outcome of different funding levels (5 year Scenarios)

Average yearly budget	\$3.55 million (1-Unconstrained)	\$550,000 (2-Current Funding)	\$2.6 million (3-Maintain Current PCI)	\$0 (4-Zero Funding)
Total budget for 5 years	\$17.77 million	\$2.75 million	\$13.0 million	0
Current PCI	78	78	78	78
Current % in 'Good' condition	72.0%	72.0%	72.0%	72.0%
PCI after 5 years (change)	82 (+4)	73 (-5)	78 (0)	70 (-8)
Backlog after 5 years	\$0	\$12.9 million	\$4.5 million	\$19.2 million
% 'Good' in 5 years	81.5%	53.0%	73.9%	60.1%
% 'Fair' in 5 years	18.0%	26.8%	23.6%	28.3%
% 'Poor' in 5 years	0.4%	9.4%	1.9%	10.8%
% 'Very Poor' in 5 years	0.0%	0.8%	0.5%	0.8%

Table 2 – Summary of outcome of different funding levels (10 year Scenarios)

Average yearly budget	\$3.41 million (1-Unconstrained)	\$550,000 (2-Current Funding)	\$2.6 million (3-Maintain Current PCI)	\$0 (4-Zero Funding)
Total budget for 10 years	\$34.11 million	\$5.5 million	\$26.0 million	0
Current PCI	78	78	78	78
Current % in 'Good' condition	72.0%	72.0%	72.0%	72.0%
PCI after 10 years (change)	82 (+4)	64 (-14)	78 (0)	70 (-8)
Backlog after 10 years	\$0	\$20.8 million	\$7.0 million	\$24.7 million
% 'Good' in 10 years	91.8%	47.3%	74.7%	36.6%
% 'Fair' in 10 years	8.2%	31.2%	22.8%	39.8%
% 'Poor' in 10 years	0.0%	18.7%	1.8%	19.5%
% 'Very Poor' in 10 years	0.0%	2.8%	0.7%	4.2%

Purpose

This report is intended to assist the City of Kenmore with identifying street maintenance priorities specific to the City.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the City's street network over five years and at various funding levels.

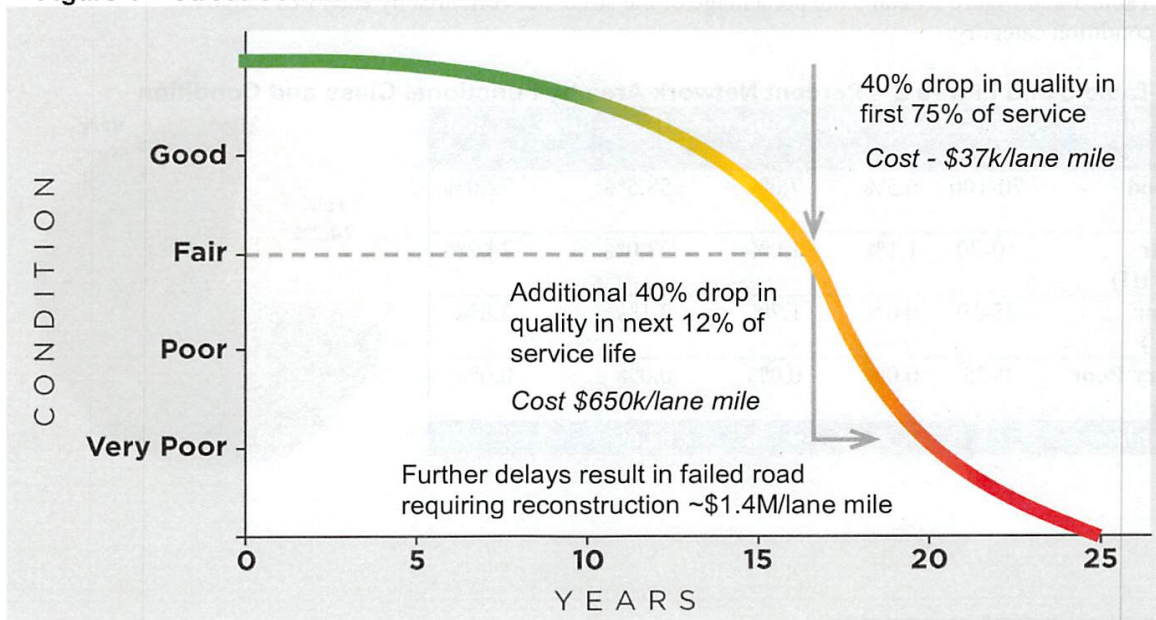
Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of asphalt concrete and Portland concrete pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a “worst-first” philosophy. Under this “worst-first” policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as overlays or reconstructions), are applied. This can also be called the “don’t fix if it isn’t broke” mentality.

Pavement management systems are designed with a more cost-effective, “best-first” approach. The reasoning behind this philosophy, is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as slurry seals, microsurfacing, and crack seals, and extend their life cycle before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life-cycle in fair to good condition, where the street shows little sign of deterioration and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, will soon reach a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

Figure 1 – Street Condition over time



Existing Pavement Condition

The City is responsible for the repair and maintenance of 60.26 centerline miles of paved streets. The City's street network replacement value is estimated at \$137.3 million.¹ This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City's street network is 78, which indicates that the street network is in 'Good' condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class.

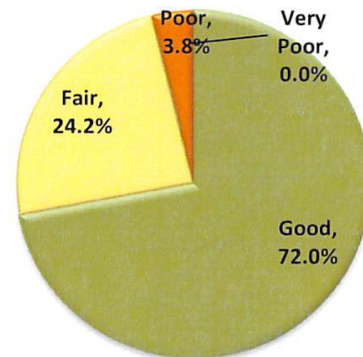
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	25	3.29	7.69	81
Collector	35	4.65	10.69	81
Residential	636	52.32	107.20	78
Totals	696	60.26	125.58	78

Table 3 and Figure 2 details the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition

Condition Class	PCI Range	Arterial	Collector	Residential	Total
Good (I)	70-100	6.5%	7.0%	58.5%	72.0%
Fair (II/III)	50-70	1.1%	1.0%	22.0%	24.2%
Poor (IV)	25-50	0.0%	1.7%	2.1%	3.8%
Very Poor (V)	0-25	0.0%	0.0%	0.0%	0.0%
Totals		7.6%	9.7%	82.6%	



¹ Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree. This does not include sidewalks or curb.

Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets will remain in the 'Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's pavement preservation and rehabilitation program of \$17.77 million² over the next five-year period (2018–2022) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$5.8 million is needed in the first year alone. The five-year cost of \$17.77 million exceeds the City's planned five-year funding level of \$2.75 million by approximately \$15.0 million.

As mentioned earlier, the average PCI for the City's streets is 78, which is in the 'Good' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

The cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (slurry seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$4.50 per square yard, or \$37,000 per lane mile³. 72.0% of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

24.2% of the City's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a 2" AC overlay, at a cost of \$80/sq yd, or \$657,000 per lane mile (depending on functional class).

3.8% of the City's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires a 2" overlay with localized digout patching, at a cost of \$90/sq yd, or \$740,000 per lane mile

0.0% of the City's street network falls into the 'Very Poor' condition category. Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface. Estimated costs to reconstruct the street surface are approximately \$125 per square yard (\$1.0M per

² Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 2018.

³ For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report
Capitol Asset & Pavement Services, Inc. -6- November, 2017

lane mile) for reconstruction of the Street surface for residential streets, to \$166 to \$176 per sq yard (\$1.4M per lane mile) for reconstruction of the entire street surface on arterial and collector streets.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the 'Poor' to 'Very Poor' range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Good' streets deteriorate into the 'Fair', 'Poor', and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in 'Good' condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Future Expenditures for Pavement Maintenance

Assuming projected funding is allocated for pavement maintenance; we anticipate that the City will spend \$2.75 million on pavement maintenance rehabilitation during the next five years (2018-2022) as detailed on Table 4. \$450k in 2019 and \$100k in 2020 is dedicated to the City's portion of the grant overlay of Simonds Rd from NE 162nd block to NE 155th St.

Table 4. Projected Pavement Budget for 2018 to 2022

2018	2019	2020	2021	2022	Total
\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$2.75 million

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80's, and then sustain it at that level. The average PCI for the City is 78, which is in the 'Good' condition category. Current funding strategies demonstrate there is a \$4.4 million deferred maintenance backlog⁴ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, cost-effective funding and street maintenance strategies must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance "needs" of the City's street network. Using the PMP budget needs module; street maintenance needs are estimated at \$17.77 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 82. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to

⁴ Definition of deferred maintenance backlog can be found in Appendix A

deteriorate, and the network PCI will drop to 70. The results of the budget needs analysis are summarized in Table 5.⁵

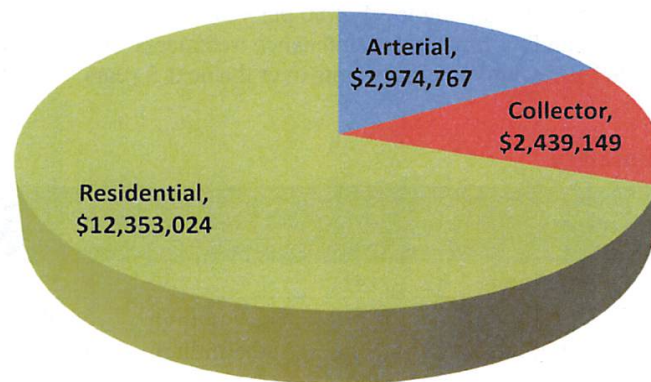
Table 5. Summary of Results from Needs Analysis

<i>Fiscal Years</i>	2018	2019	2020	2021	2022	Total
PCI with Treatment	82	81	81	80	82	---
PCI, no Treatment	77	75	73	72	70	---
Budget Needs Total	\$5,810,755	\$2,490,598	\$2,231,434	\$2,825,318	\$4,408,835	\$17,766,940
Rehabilitation Portion	\$3,673,660	\$2,241,497	\$1,864,290	\$2,805,591	\$4,028,621	\$14,613,659
Preventative Maintenance Portion	\$2,137,095	\$249,101	\$367,144	\$19,727	\$380,214	\$3,153,281

Table 5 shows the level of expenditure required to raise the City's pavement condition to an optimal network PCI of 82 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP.

Figure 4 is based on the budget needs predictive module. The pavement management program is recommending a funding level of \$17.77 million over a five-year period. Figure 4 illustrates the funding distribution by street functional classification.

Figure 4. Budget Needs Funding Distribution by Functional Classification



⁵ Actual program outputs are included in Appendixes B through F

Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City's street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct 'what-if' analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2018-2022). Scenarios #2 and #3 include \$450k in 2019 and \$100k in 2020 dedicated to the City's portion of the grant overlay of Simonds Rd from NE 162nd block to NE 155th St.

The results are summarized in Table 6.

1. *Unconstrained (zero "deferred maintenance")* — The annual amounts, as identified in the budget needs analysis totaling \$17.77 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An average annual budget of \$550,000 was evaluated over five years, for a total of \$2.75 million, to determine the effects of continuing pavement maintenance at the current budget level. The overall network PCI decreases by five points, to 73, under this funding level.
3. *Maintain Current PCI* — An annual funding level of \$2.6 million per year, for a five year total of \$13.0 million, was evaluated to determine the effects of increasing the annual funding level. The overall network PCI remains the same, at 78, through 2022.
4. *Zero Funding* — An annual funding level of \$0 per year was analyzed to determine the effects of ceasing all funding for street maintenance treatments. This would cause the overall network PCI to decline by eight points over the next 5 years.

Table 6. Scenario Summary

Scenario Name	5 Year Budget	2022 PCI (change)	2022 Deferred Maintenance	2022 % Good	2022 % Poor to Very Poor
1 – Unconstrained	\$17.77 million	82 (+4)	\$0	81.5%	0.4%
2 – Current Investment	\$2.75 million	73 (-5)	\$12.9 million	53.0%	10.2%
3 – Maintain Current PCI	\$13.00 million	78 (0)	\$4.5 million	73.9%	2.4%
4 – Zero Funding	0	70 (-8)	\$19.2 million	60.1%	11.6%

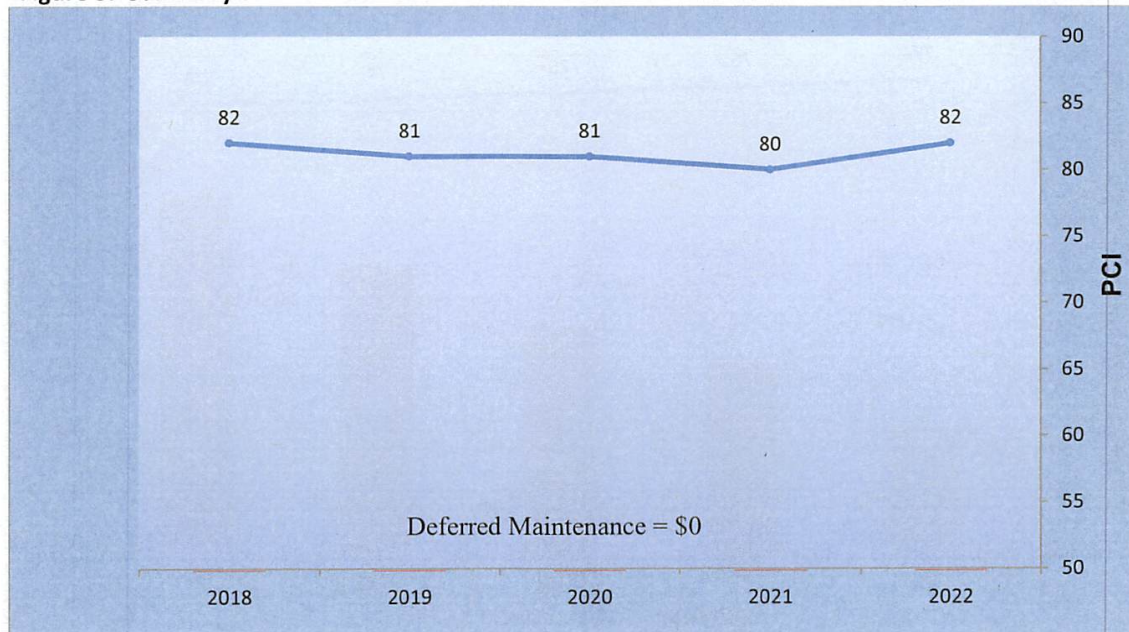
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 82. By 2022, 81.5% of the network improves into the 'Good' condition category, a significant increase from the current level of 72.0% in 'Good' condition. These results are shown in both Table 7 and Figure 5.

Table 7. Summary of Results from Scenario 1 — Unconstrained Needs

	2018	2019	2020	2021	2022	Total
Budget Total	\$5,810,755	\$2,490,598	\$2,231,434	\$2,825,318	\$4,408,835	\$17,766,940
Rehabilitation budget	\$3,673,660	\$2,241,497	\$1,864,290	\$2,805,591	\$4,028,621	\$14,613,659
Preventative Maintenance budget	\$2,137,095	\$249,101	\$367,144	\$19,727	\$380,214	\$3,153,281
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	---
PCI	82	81	81	80	82	

Figure 5. Summary of Results from Scenario 1 — Unconstrained Needs



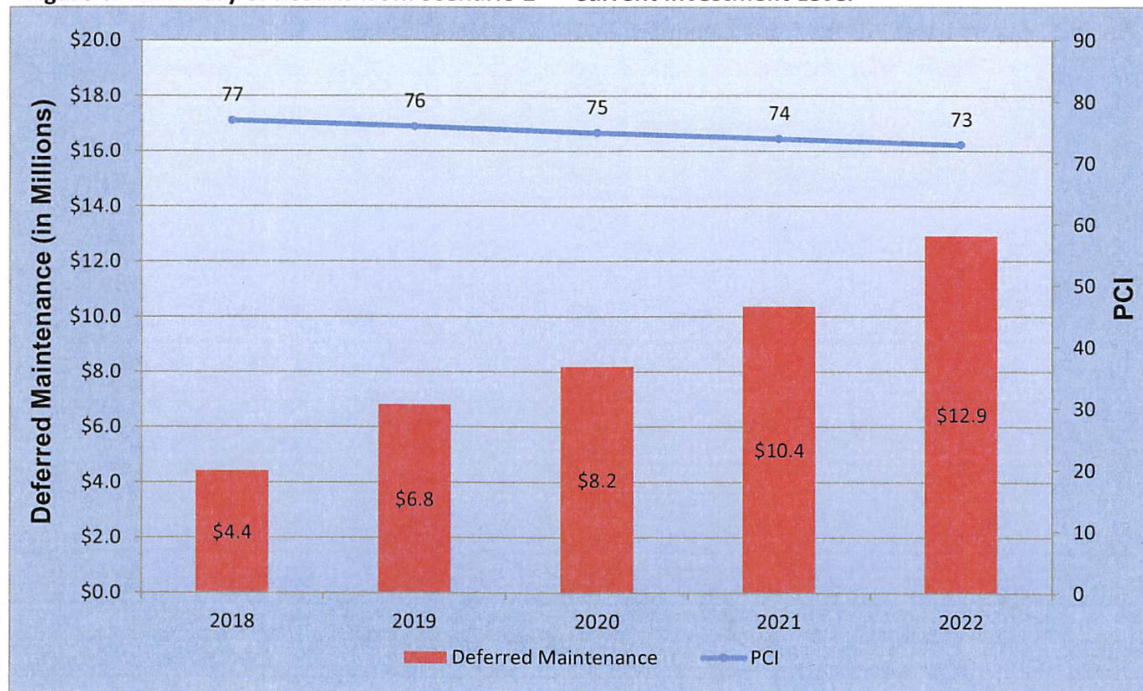
Scenario 2 — Current Investment Level

This scenario shows the effects of the City's current budget for street maintenance of \$2.75 million over five years. Under this scenario, the overall network PCI decreases by five points, from 78 currently, to 73 by 2022. Under this investment level, the deferred maintenance backlog increases from \$4.4 million in 2018, to \$12.9 million in 2022. The street network in 'Poor' to 'Very Poor' condition increases from 3.8% currently, to 10.2% in 2022. The percentage of the street network in 'Good' condition declines, from 72.0% currently, to 53.0% in 2022. Results are illustrated in Table 8 and Figure 6.

Table 8. Summary of Results from Scenario 2 — Current Investment Level

	2018	2019	2020	2021	2022	Total
Budget Total	\$550,000	\$550,000	\$550,000 ⁶	\$550,000	\$550,000	\$2,750,000
Rehabilitation budget	\$364,247	\$549,768	\$257,793	\$350,800	\$328,289	\$1,850,897
Preventative Maintenance budget	\$185,444	\$99,995	\$191,959	\$199,131	\$221,460	\$897,989
Deferred Maintenance	\$4,442,387	\$6,827,263	\$8,208,154	\$10,374,761	\$12,934,681	---
PCI	77	76	75	74	73	

Figure 6. Summary of Results from Scenario 2 — Current Investment Level



⁶ \$100k from 2020 is dedicated to the City's portion of the grant overlay of Simonds Rd.

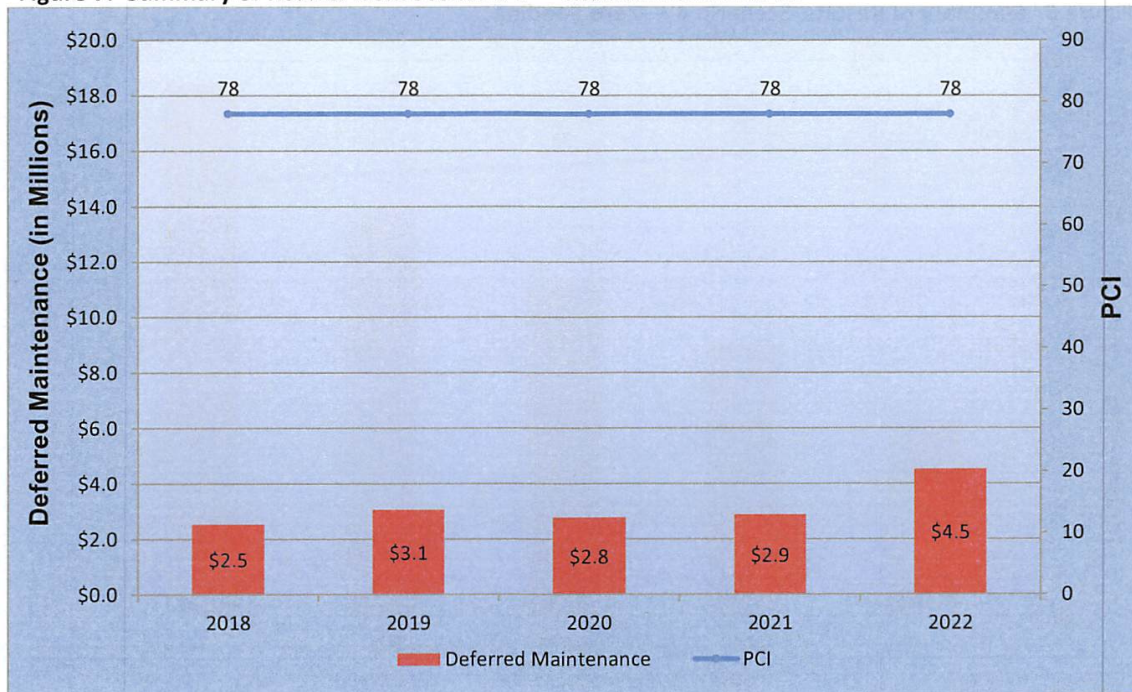
Scenario 3 — Maintain Current PCI

This scenario analyzes the funding level that would be required to maintain the current network PCI of 78 over the next five years. An annual investment level of \$2.6 million, for a total of \$13.0 million over five years, would be needed. Under this scenario, the PCI remains at the current level of 78 through 2022. Even though the PCI remains level, the deferred maintenance backlog increases from \$2.5 million in 2018, to \$4.5 million by 2022. The street network in 'Poor' to 'Very Poor' condition decreases from 3.8% currently, to 2.4% in 2022. The percentage of the street network in the 'Good' condition category increases to 73.9% in 2022, from the current level of 72.0%. These results are illustrated in Table 9 and Figure 7.

Table 9. Summary of Results, Scenario 3 — Maintain Current PCI

	2018	2019	2020	2021	2022	Total
Budget Total	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000	\$13,000,000
Rehabilitation budget	\$2,330,737	\$2,391,823	\$2,336,517	\$2,335,188	\$2,338,928	\$11,733,193
Preventative Maintenance budget	\$269,037	\$207,649	\$262,859	\$264,126	\$260,873	\$1,264,544
Deferred Maintenance	\$2,545,923	\$3,063,196	\$2,787,149	\$2,884,225	\$4,536,504	---
PCI	78	78	78	78	78	

Figure 7. Summary of Results from Scenario 3 — Maintain Current PCI



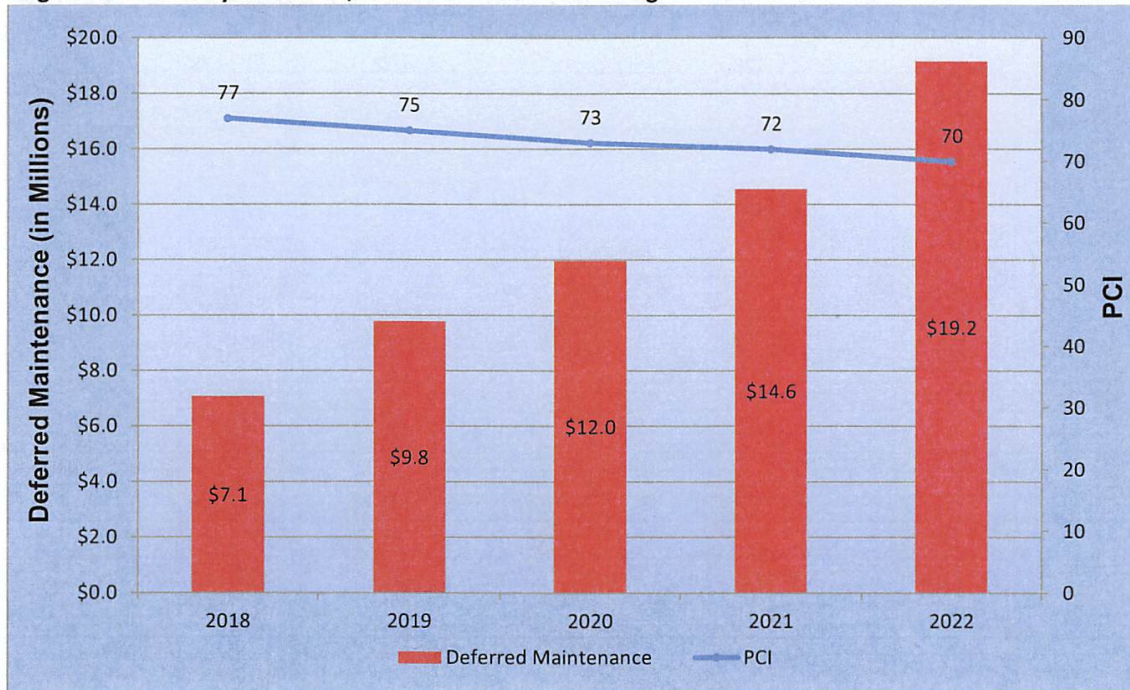
Scenario 4 — Zero Funding

This scenario analyzes the effects on the street network condition with zero funding over the next five years. Under this scenario the PCI decreases by eight points, from the current level of 78, to 70 in 2022. At this funding level the deferred maintenance backlog increases from \$7.1 million in 2018, to \$19.2 million in 2022. The percentage of the street network in the 'Good' condition category decreases to 60.1% in 2022, from the current level of 72.0%. The percentage of roads in 'Poor' to 'Very Poor' condition increases to 11.6% from the current level of 3.8%. This highlights the needs of maintaining a well-funded street maintenance budget. These results are illustrated in Table 10 and Figure 8.

Table 10. Summary of Results, Scenario 4 — Zero Funding

	2018	2019	2020	2021	2022	Total
Budget Total	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitation budget	\$0	\$0	\$0	\$0	\$0	\$0
Preventative Maintenance budget	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$7,097,578	\$9,795,093	\$11,992,425	\$14,568,453	\$19,170,003	---
PCI	77	75	73	72	70	

Figure 8. Summary of Results, Scenario 4 — Zero Funding



A comparison of the four scenarios is summarized in Figures 10 and 11. Figure 10 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 11 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

Figure 10 - Deferred Maintenance and PCI of Scenarios 1-4

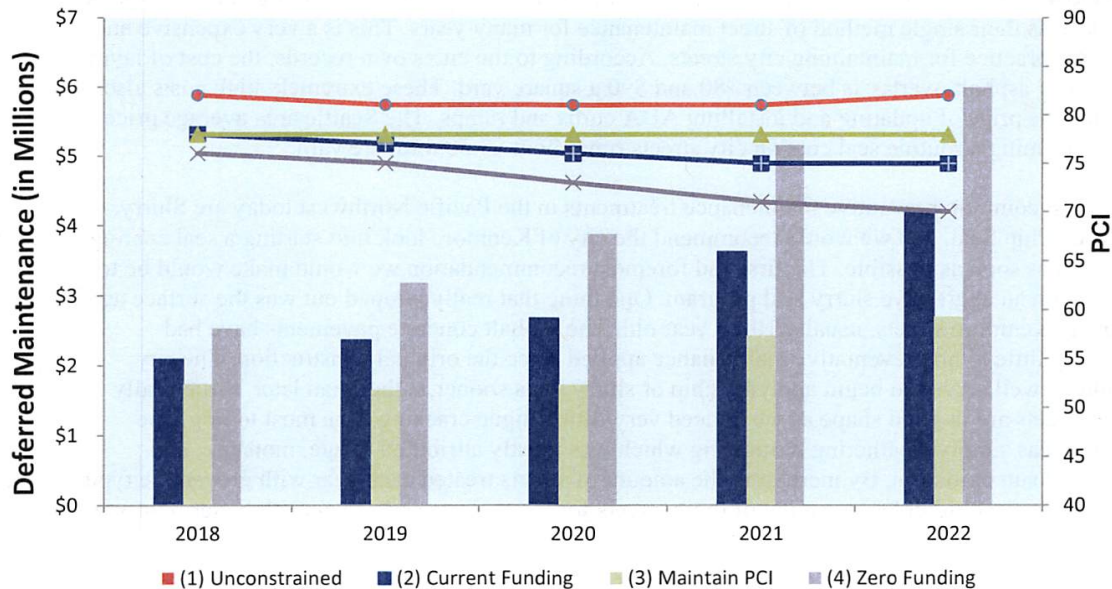
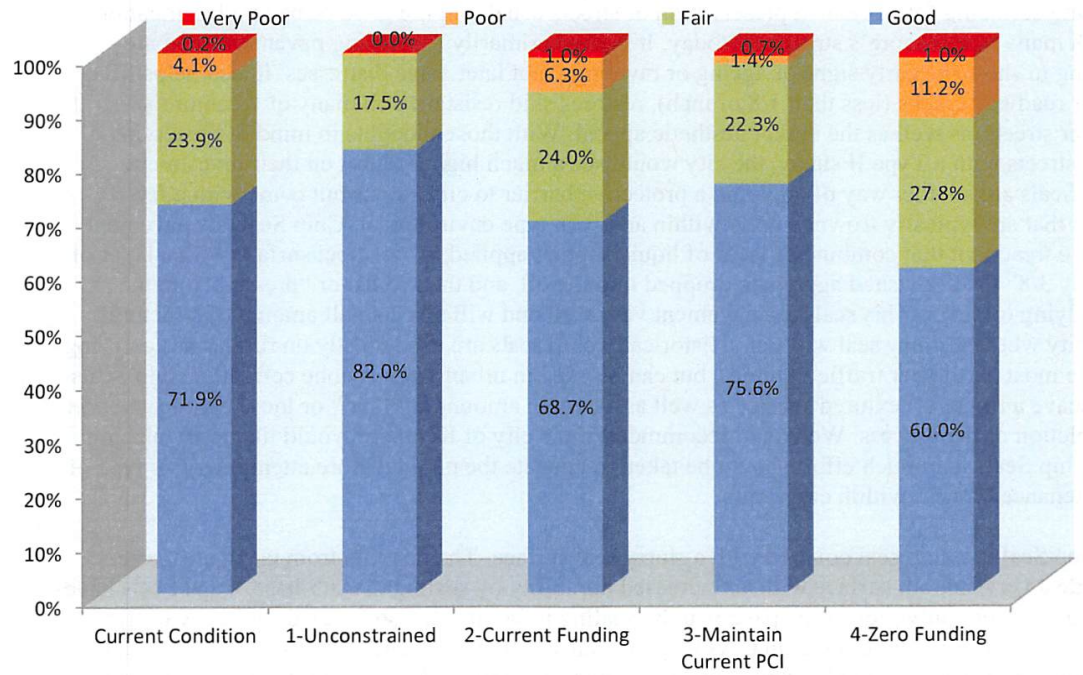


Figure 11 – Pavement Condition Category Percentages in 2022 – Scenarios 1-4



Observations and Treatment Recommendations

During the inspection process we observed a continuing trend of a lack of preventive maintenance applied to the street surfaces. It appears the city of Kenmore has just been applying hot mix asphalt overlays as their single method of street maintenance for many years. This is a very expensive and wasteful practice for maintaining city streets. According to the cities own records, the cost of laying down a 2" asphalt overlay is between \$80 and \$90 a square yard. These extremely high costs also include the price of updating and installing ADA curbs and ramps. The Seattle area average price for performing a routine seal coat on city streets runs about \$3.50 a square yard.

The most common preventive maintenance treatments in the Pacific Northwest today are Slurry, Cape or Chip Seal, and we would recommend the city of Kenmore look into starting a seal coating program as soon as possible. The first and foremost recommendation we would make would be to embark on an aggressive slurry seal program. One thing that really jumped out was the surface age of many Kenmore streets, usually 10-15 year old. The asphalt concrete pavements have had basically little to no preventative maintenance applied since the original construction. The city would be well served to begin applying chip or slurry seals sooner, rather than later. Structurally these streets are in good shape as we noticed very little fatigue cracking. The most telling type distress was simply weathering & raveling which was mostly attributed to age, moisture, and advanced sun oxidation. By increasing the amount of streets treated each year with preventive type seals, the city could defer re-paving of these streets for many years and see a much better return on their investments.

There are a number of effective preventative maintenance surface seals available. Type II Slurry seal is cold mixed asphalt that consists of graded aggregate binders, fines, and additives. It is a hard wearing surfacing for pavement preservation of streets usually in the good or better classification which many of Kenmore's streets are today. It is used primarily for sealing pavements that are starting to show the early signs of ageing or raveling – not later stage distresses. It also helps fill minor roadway cracks (less than 1/8 of inch), restores skid resistance on many of Kenmore's steeper streets, as well as the darker aesthetic appeal. With those thoughts in mind of preserving good streets with a Type II slurry, the city would see a much higher return on their investment. Chip Seals are another way of applying a protective barrier to city streets but come with a few issues that are typically frowned upon within an urban type environment. Chip Seal is a pavement surface treatment that combines a layer of liquid asphalt applied to the street surface with a layer of usually 3/8" to 1/2" crushed aggregate dropped into the oil, and then rolled or "pressed" into the underlying oil layer. This seals the pavement very well and will add a small amount of structural capacity where a slurry seal will not. Historically chip seals are used mostly on rural roads carrying for the most part lower traffic volumes, but can be used in urban areas if done correctly. Chip Seals will leave a rough or textured surface as well as a certain amount of "float" or loose aggregate upon completion of the process. We would recommend if the city of Kenmore would like to try placing any Chip Seals that much effort should be taken to educate the public before attempting this type of maintenance process within city limits.

A Cape Seal is a chip seal covered with a slurry seal surface. The benefits from using a cape seal include a very smooth surface with an increased durability by sealing the sub-base. Cape Seals have been used to not only protect the pavement by sealing it, but it can also be used for heavy traffic areas and to address minor cracking. As with any surface treatment large cracks and potholes must be addressed prior to its application. Any streets that are showing large amounts of minor to major

cracks, including low severity alligator cracks, can be addressed with the use of a polymer modified or a hot asphalt rubber modified chip seal and not with a Cape Seal. With the addition of the top treatment of a slurry seal over a chip seal, it thus creates the process known as a Cape Seal. The streets ends up with a smooth surface that binds any of the loose aggregate, reducing aggregate loss and becoming much more user-friendly to the walking/biking users. According to the Federal Highway Administration, Cape Seals can extend the life of a pavement 10 to 12 years. With a Cape Seal the city will be required to install all the ADA required facilities where there is currently sidewalk. This can increase the cost significantly from the under \$5.00 per square yard to as much as five (5) times that much. Cape seals should, therefore, be only used on streets where there are little to no ADA issues to correct.

One last option the City may want to consider is a Bonded Wearing Course (BWC). It is a gap graded, ultra thin hot mix asphalt mixture applied over a thick polymer modified asphalt emulsion membrane. The high binder content seals the underlying street thereby protecting it from water intrusion and slows the aging process. The gap-graded hot mix overlay layer above of the thick binder layer provides an open surface texture to allow water to flow through the surface. Because the top layer is more permeable, it allows the water to quickly flow away from the surface of the street, which is important to reducing hyrdo-planning in rainy climates such as the Kenmore area. Bonded Wearing Courses have been placed on numerous city streets throughout the Seattle Metro area over the past 5 or so years with great success. The great things about the BWC's is that they preserve the under-lying pavement structure and provide a great wearing surface for vehicles to travel on safely. They also slow the aging process significantly. The downside of this type treatment is that it would also trigger the ADA requirements.

In summation, the city of Kenmore has been extremely lax in applying low-cost preventive maintenance over the recent years to their streets, but now has the knowledge and the right staff on-board to reverse this direction. To simply just keep overlaying streets as they deteriorate is a tremendous waste of the tax payer's money as it appears past administrations have done. Implementing an annual preventive maintenance program would be a positive step in improving the overall health of the city's street network, as well as being a good steward of the tax payer's funds.

Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1, with a five-year expenditure total of \$17.77 million. Not only does this surface management plan improve the network to an optimal level of 82, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$5.8 million, may make this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

Under current five-year funding level (\$2.75 million over five years) the current network PCI of 78 will decline by five point over the course of five years. The deferred maintenance price tag will increase, from \$4.4 million in 2018, to \$12.9 million in 2022. By following this strategy through 2022, 53.0% of the City's street will be in the 'Good' condition category, a decrease from the current level of 72.0% in 'Good' condition. The percentage of the street network in 'Poor' to 'Very Poor' condition increases from 3.8% currently, to 10.2% in 2022. At the City's current funding level, the street network condition will decline over the foreseeable future.

Scenario and Needs analyses assume that the City will follow a good pavement management philosophy of prioritizing preventative maintenance over rehabilitation. By first ensuring that Good streets stay Good, through the use of a cost-effective slurry and crack seal program, the City will save money in the long run. The use thin to medium AC overlays to rehabilitate streets in Poor condition should be the second priority. Failed streets should be the lowest priority, as the reconstruction that would be required to rehabilitate them are very expensive, and the money is better used on more cost-effective treatments to maintain and rehabilitate better streets.

The PMP Budget Needs Module is recommending \$11.64 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 65.5% of the planned costs, as estimated by the PMP. This places the city in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant ten year shortfall projection. Currently, 3.8% of the street network is in 'Poor' to 'Very Poor' condition. However, this is likely to increase to 10.2% in five years if current funding levels continue. This conclusion is noteworthy to the City Council. Unless funding is allocated to support an increase in the City's street rehabilitation program, the City may lose the opportunity to utilize lower cost preventative maintenance and light overlay treatment options. The City should seek to increase funding for street maintenance.

As demonstrated in the different scenarios, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as crack sealing and thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces.

-
- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
 - Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
 - Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.
 - Prepare a recommended five-year maintenance program. The program should include the amount of revenues available for pavement repair, a list of streets to be repaired, and the type of repair to be completed (listed in order of year of scheduled treatment), as well as any requests for specific budgetary actions.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the City runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

The City has completed the foundation work necessary to execute a successful pavement management plan. At the current investment level, the overall street condition will likely decline, and the deferred maintenance backlog will likely increase as more streets fall into 'Poor' and 'Very Poor' condition. To reduce the deferred maintenance backlog, additional revenues and support from various decision-making bodies are required.

As more 'Fair' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$137.3 million.

Appendix A

Definitions

The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

Network is defined as a complete inventory of all streets and other pavement facilities in which the City has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

Urban Arterial street system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

Urban Collector Street provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

Urban Local Street system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

Preventive Maintenance refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$3.00/sq. yd.

Deferred Maintenance refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in “good” condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

Stop Gap refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed or reconstructed. In contrast AC/AC (in reports marked as O – AC/AC) is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal). Portland Concrete Cement streets (PCC) are a mix of Portland cement, coarse aggregate, and sand.

'Good' Condition Category – Streets in 'Good' condition have no to little distresses found on them. These streets may have some minor surface weathering or light cracking, but can generally be maintained with cost-effective preventative maintenance treatments (surface seals and crack seals).

'Fair' Condition Category – Streets in 'Fair' condition show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. The MTC Streetsaver program separates these into two condition categories for the purposes of the analysis. Category II – 'non-load' and Category III – 'load-related', based on whether a majority of the distresses found had load or environmental related causes

'Poor' Condition Category – Streets in 'Poor' condition are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive alligator cracking, and/or pavement depressions.

'Very Poor' Condition Category - Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base

Load related distress - . Load related distresses, such as alligator cracking, rutting, and depressions are usually a sign of a sub-base issue, caused by repeated traffic loads.

Non-load related distress - Non-load (or environmental), distresses typically have environmental causes related to the pavement becoming older and less elastic (brittle). Typical non-load distresses are longitudinal or transverse cracking, block cracking, and surface weathering and raveling.

Appendix B

Network Summary Statistics

Network Replacement Cost

City of Kenmore

Network Summary Statistics

Printed: 11/30/2017

	Total Sections	Total Center Miles	Total Lane Miles	PCI
Arterial	25	3.29	7.69	81
Collector	2	0.30	0.60	73
Residential/Local	636	52.32	107.20	78
Major Collector (5)	1	0.11	0.22	94
Minor Collector (6)	32	4.24	9.87	81
Total	696	60.26	125.58	
Overall Network PCI as of 11/30/2017 12:05:00 PM:				78

Criteria:

1
SS1013

MTC StreetSaver

City of Kenmore

Network Replacement Cost

Printed: 11/30/2017

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	4.7	\$19.53	404,904	\$7,909
	AC/AC	3.0	\$19.53	300,599	\$5,872
Collector	AC	0.1	\$18.53	7,828	\$145
	AC/AC	0.5	\$18.53	41,640	\$772
Major Collector (5)	AC/AC	0.2	\$18.53	20,448	\$379
Minor Collector (6)	AC	3.7	\$18.53	278,668	\$5,165
	AC/AC	6.1	\$18.53	559,702	\$10,373
Residential/Local	AC	99.6	\$13.89	7,085,164	\$98,404
	AC/AC	7.6	\$13.89	593,040	\$8,237
Grand Total:		125.6		9,291,993	\$137,255

Criteria:

1
SS1012

MTC StreetSaver

Appendix C

Needs Analysis Reports

Decision Tree Report

City of Kenmore

Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 % Printed: 11/30/2017

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2018	82	77	\$2,137,095	\$3,673,660	\$5,810,755
2019	81	75	\$249,101	\$2,241,497	\$2,490,598
2020	81	73	\$367,144	\$1,864,290	\$2,231,434
2021	80	72	\$19,727	\$2,805,591	\$2,825,318
2022	82	70	\$380,214	\$4,028,621	\$4,408,835
			% PM	PM Total Cost	Rehab Total Cost
			17.75%	\$3,153,281	\$14,613,659
					Total Cost
					\$17,766,940

Criteria:

1

MTC StreetSaver

SS1008

City of Kenmore

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 11/30/2017

Treatment	Year	Area Treated		Cost
SEAL CRACKS	2018	998.73	ft.	\$14,799
	2019	66.66	ft.	\$1,018
	2020	230.57	ft.	\$3,627
	2021	466.59	ft.	\$7,553
	2022	11,273.56	ft.	\$187,993
	Total	13,036.11		\$214,990
SLURRY & CRACK SEAL	2018	471,617.22	sq.yd.	\$2,122,296
	2019	53,519.78	sq.yd.	\$248,083
	2020	76,140	sq.yd.	\$363,517
	2021	2,475.67	sq.yd.	\$12,174
	2022	37,951.22	sq.yd.	\$192,221
	Total	641,703.89		\$2,938,291
Total Quantity		654,740		\$3,153,281

Criteria:

1
SS1007

MTC StreetSaver

City of Kenmore

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 11/30/2017

Treatment	Year	Area Treated	Cost
AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	2018	28,795.11 sq.yd.	\$2,591,560
	2019	8,026 sq.yd.	\$744,012
	2020	13,426.44 sq.yd.	\$1,281,974
	2021	19,445.78 sq.yd.	\$1,912,408
	2022	39,770.78 sq.yd.	\$4,028,621
	Total	109,464.11 sq.yd.	\$10,558,575
AC OVERLAY (2.0 INCHES)	2018	13,526.22 sq.yd.	\$1,082,100
	2019	18,173.33 sq.yd.	\$1,497,485
	2020	4,659.56 sq.yd.	\$395,467
	Total	36,359.11 sq.yd.	\$2,975,052
RECONSTRUCT STRUCTURE (AC)	2020	1,055.89 sq.yd.	\$186,849
	2021	4,363.33 sq.yd.	\$795,292
	Total	5,419.22 sq.yd.	\$982,141
RECONSTRUCT SURFACE (AC)	2021	716.67 sq.yd.	\$97,891
	Total	716.67 sq.yd.	\$97,891
Total Cost			\$14,613,659

Criteria:

1
SS1010

MTC StreetSaver

City of Kenmore

Decision Tree

Printed: 11/30/2017

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	3		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50			
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			
		II - Good, Non-Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			2
		III - Good, Load Related		AC OVERLAY (2.0 INCHES) & CRACK SEAL	\$80.00			
	AC/AC	IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$175.80			
		I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	3		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50			
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			
		II - Good, Non-Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			6
		III - Good, Load Related		AC OVERLAY (2.0 INCHES) & CRACK SEAL	\$80.00			
		IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$175.80			
		I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	3		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50			
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			
				AC OVERLAY (2.0 INCHES)	\$80.00			
				AC OVERLAY (2.0 INCHES) & CRACK SEAL	\$80.00			
	AC/PCC	IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$175.80			
		I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	3		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50			
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			
		II - Good, Non-Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			6
		III - Good, Load Related		AC OVERLAY (2.0 INCHES) & CRACK SEAL	\$80.00			
		IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$175.80			

Functional Class and Surface combination not used

Criteria:

1

MTC StreetSaver

City of Kenmore

Decision Tree

Printed: 11/30/2017

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	4		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50		7	
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00		7	
		III - Good, Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			
		IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$166.80			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	4		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50		7	
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00		7	
		III - Good, Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			
		IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$166.80			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	4		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50		7	
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			3
		II - Good, Non-Load Related		SLURRY & CRACK SEAL	\$4.50			
		III - Good, Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			
		IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$166.80			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$1.11			
		III - Good, Load Related		DO NOTHING	\$1.51			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92			
		V - Very Poor		THIN AC OVERLAY(1.5 INCHES)	\$7.47			

Functional Class and Surface combination not used

Criteria:

3

MTC StreetSaver

City of Kenmore

Decision Tree

Printed: 11/30/2017

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	4		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50		8	
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00		8	
		III - Good, Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			
		IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$125.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	4		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50		8	
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00		8	
		III - Good, Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			
		IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$125.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$14.80	4		
			Surface Treatment	SLURRY & CRACK SEAL	\$4.50		8	
			Restoration Treatment	AC OVERLAY (2.0 INCHES)	\$80.00			3
		II - Good, Non-Load Related		SLURRY & CRACK SEAL	\$4.50		8	
		III - Good, Load Related		AC OVERLAY (2.0 INCHES)	\$80.00			
		IV - Poor		AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS	\$90.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$125.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$1.11			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27			

Functional Class and Surface combination not used

Criteria:

5

MTC StreetSaver

Appendix D
Scenario Analysis Reports

City of Kenmore

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$5,810,755	0%	2020	\$2,231,434	0%	2022	\$4,408,835	0%
2019	\$2,490,598	0%	2021	\$2,825,318	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	77	82	35.02	73.15
2019	75	81	4.71	9.82
2020	73	81	6.87	14.07
2021	72	80	3.59	7.93
2022	70	82	35.50	73.68

Percent Network Area by Functional Class and Condition Category**Condition in base year 2018, prior to applying treatments.**

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	7.0%	58.5%	0.0%	72.0%
II / III	1.1%	1.0%	22.0%	0.0%	24.2%
IV	0.0%	1.7%	2.1%	0.0%	3.8%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.6%	7.9%	60.6%	0.0%	76.1%
II / III	0.0%	1.0%	21.8%	0.0%	22.8%
IV	0.0%	0.8%	0.2%	0.0%	1.0%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.6%	8.6%	65.3%	0.0%	81.5%
II / III	0.0%	0.9%	17.2%	0.0%	18.0%
IV	0.0%	0.3%	0.2%	0.0%	0.4%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Scenarios Criteria:

1

MTC StreetSaver

SS1035

City of Kenmore

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2018	0%	\$5,810,755	II	\$919,894	Non-Project	\$2,137,095	\$0	\$0	Funded	\$0
			III	\$162,206						
			IV	\$2,591,560	Project	\$0			Unmet	\$0
			V	\$0						
			Total	\$3,673,660						
			Project	\$0						
2019	0%	\$2,490,598	II	\$1,438,211	Non-Project	\$249,101	\$0	\$0	Funded	\$0
			III	\$59,274						
			IV	\$744,012	Project	\$0			Unmet	\$0
			V	\$0						
			Total	\$2,241,497						
			Project	\$0						
2020	0%	\$2,231,434	II	\$395,467	Non-Project	\$367,144	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$1,281,974	Project	\$0			Unmet	\$0
			V	\$186,849						
			Total	\$1,864,290						
			Project	\$0						
2021	0%	\$2,825,318	II	\$0	Non-Project	\$19,727	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$1,912,408	Project	\$0			Unmet	\$0
			V	\$893,183						
			Total	\$2,805,591						
			Project	\$0						
2022	0%	\$4,408,835	II	\$0	Non-Project	\$380,214	\$0	\$0	Funded	\$0
			III	\$0						
			IV	\$4,028,621	Project	\$0			Unmet	\$0
			V	\$0						
			Total	\$4,028,621						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$2,753,572	\$221,195	\$0	\$0
Collector	\$2,186,586	\$252,563	\$0	\$0
Residential/Local	\$9,673,501	\$2,679,523	\$0	\$0
Grand Total:	\$14,613,659	\$3,153,281	\$0	\$0

Scenarios Criteria:

1
SS1034

MTC StreetSaver

City of Kenmore

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$550,000	\$100,000	2020	\$450,000	\$100,000	2022	\$550,000	\$100,000
2019	\$650,000	\$100,000	2021	\$550,000	\$100,000			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	77	77	6.22	12.58
2019	75	76	2.28	4.66
2020	73	75	3.85	7.70
2021	72	74	3.52	9.01
2022	70	73	5.21	10.55

Percent Network Area by Functional Class and Condition Category**Condition in base year 2018, prior to applying treatments.**

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	7.0%	58.5%	0.0%	72.0%
II / III	1.1%	1.0%	22.0%	0.0%	24.2%
IV	0.0%	1.7%	2.1%	0.0%	3.8%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.7%	7.0%	58.7%	0.0%	72.4%
II / III	0.9%	1.0%	22.0%	0.0%	23.9%
IV	0.0%	1.7%	1.9%	0.0%	3.6%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.3%	7.9%	49.8%	0.0%	63.0%
II / III	2.3%	0.8%	23.7%	0.0%	26.8%
IV	0.0%	0.3%	9.0%	0.0%	9.4%
V	0.0%	0.7%	0.1%	0.0%	0.8%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Scenarios Criteria:

1
SS1035

MTC StreetSaver

City of Kenmore

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2018	\$100,000	\$550,000	II	\$187,307	Non-Project	\$85,554	\$0	\$4,442,387	Funded	\$0
			III	\$0	Project	\$99,890			Unmet	\$5,342
			IV	\$176,940						
			V	\$0						
			Total	\$364,247						
Project	\$0									
2019	\$100,000	\$650,000	II	\$0	Non-Project	\$0	\$36	\$6,827,263	Funded	\$0
			III	\$0	Project	\$99,995			Unmet	\$4,087
			IV	\$0						
			V	\$0						
			Total	\$0						
Project	\$549,768									
2020	\$100,000	\$450,000	II	\$129,911	Non-Project	\$92,007	\$0	\$8,208,154	Funded	\$0
			III	\$0	Project	\$99,952			Unmet	\$4,154
			IV	\$127,882						
			V	\$0						
			Total	\$257,793						
Project	\$0									
2021	\$100,000	\$550,000	II	\$273,522	Non-Project	\$99,310	\$0	\$10,374,761	Funded	\$0
			III	\$0	Project	\$99,821			Unmet	\$8,580
			IV	\$77,278						
			V	\$0						
			Total	\$350,800						
Project	\$0									
2022	\$100,000	\$550,000	II	\$255,896	Non-Project	\$122,391	\$0	\$12,934,681	Funded	\$0
			III	\$0	Project	\$99,069			Unmet	\$8,952
			IV	\$72,393						
			V	\$0						
			Total	\$328,289						
Project	\$0									

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$846,636	\$221,612	\$0	\$3,959
Collector	\$549,768	\$98,492	\$0	\$5,791
Residential/Local	\$454,493	\$577,885	\$0	\$21,364
Grand Total:	\$1,850,897	\$897,989	\$0	\$31,115

Scenarios Criteria:

1
SS1034

MTC StreetSaver

City of Kenmore

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 11/30/2017

Scenario: (3) Maintain Current PCI

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$2,600,000	10%	2020	\$2,600,000	10%	2022	\$2,600,000	10%
2019	\$2,600,000	10%	2021	\$2,600,000	10%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	77	78	8.46	17.38
2019	75	78	4.77	11.49
2020	73	78	5.92	11.90
2021	72	78	6.16	13.03
2022	70	78	9.17	18.78

Percent Network Area by Functional Class and Condition Category**Condition in base year 2018, prior to applying treatments.**

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	7.0%	58.5%	0.0%	72.0%
II / III	1.1%	1.0%	22.0%	0.0%	24.2%
IV	0.0%	1.7%	2.1%	0.0%	3.8%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.6%	7.2%	59.8%	0.0%	74.7%
II / III	0.0%	1.0%	22.0%	0.0%	23.0%
IV	0.0%	1.5%	0.8%	0.0%	2.4%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.6%	8.5%	57.9%	0.0%	73.9%
II / III	0.0%	0.8%	22.8%	0.0%	23.6%
IV	0.0%	0.0%	1.9%	0.0%	1.9%
V	0.0%	0.5%	0.0%	0.0%	0.5%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Scenarios Criteria:

1
SS1035

MTC StreetSaver

City of Kenmore

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (3) Maintain Current PCI

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2018	10%	\$2,600,000	II	\$919,894	Non-Project	\$269,037	\$0	\$2,545,923	Funded Unmet	\$0 \$1,438
			III	\$48,303						
			IV	\$1,362,540	Project	\$0				
			V	\$0						
			Total	\$2,330,737						
			Project	\$0						
2019	10%	\$2,600,000	II	\$1,438,211	Non-Project	\$207,649	\$0	\$3,063,196	Funded Unmet	\$0 \$1,750
			III	\$0						
			IV	\$403,844	Project	\$0				
			V	\$0						
			Total	\$1,842,055						
			Project	\$549,768						
2020	10%	\$2,600,000	II	\$395,467	Non-Project	\$262,859	\$0	\$2,787,149	Funded Unmet	\$0 \$1,517
			III	\$0						
			IV	\$1,941,050	Project	\$0				
			V	\$0						
			Total	\$2,336,517						
			Project	\$0						
2021	10%	\$2,600,000	II	\$0	Non-Project	\$264,126	\$0	\$2,884,225	Funded Unmet	\$0 \$4,330
			III	\$124,465						
			IV	\$2,210,723	Project	\$0				
			V	\$0						
			Total	\$2,335,188						
			Project	\$0						
2022	10%	\$2,600,000	II	\$0	Non-Project	\$260,873	\$0	\$4,536,504	Funded Unmet	\$0 \$4,123
			III	\$64,770						
			IV	\$2,173,331	Project	\$0				
			V	\$100,827						
			Total	\$2,338,928						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$2,753,572	\$222,886	\$0	\$0
Collector	\$1,089,173	\$110,791	\$0	\$4,593
Residential/Local	\$7,890,448	\$930,867	\$0	\$8,565
Grand Total:	\$11,733,193	\$1,264,544	\$0	\$13,158

Scenarios Criteria:

1
SS1034

MTC StreetSaver

City of Kenmore

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 11/30/2017

Scenario: (4) Zero Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$0	0%	2020	\$0	0%	2022	\$0	0%
2019	\$0	0%	2021	\$0	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	77	77	0	0
2019	75	75	0	0
2020	73	73	0	0
2021	72	72	0	0
2022	70	70	0	0

Percent Network Area by Functional Class and Condition Category**Condition in base year 2018, prior to applying treatments.**

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	7.0%	58.5%	0.0%	72.0%
II / III	1.1%	1.0%	22.0%	0.0%	24.2%
IV	0.0%	1.7%	2.1%	0.0%	3.8%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.5%	7.0%	58.5%	0.0%	72.0%
II / III	1.1%	1.0%	22.0%	0.0%	24.2%
IV	0.0%	1.7%	2.1%	0.0%	3.8%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.2%	6.9%	49.0%	0.0%	60.1%
II / III	3.4%	0.9%	24.0%	0.0%	28.3%
IV	0.0%	1.3%	9.5%	0.0%	10.8%
V	0.0%	0.7%	0.1%	0.0%	0.8%
Total	7.6%	9.8%	82.6%	0.0%	100.0%

Scenarios Criteria:

1
SS1035

MTC StreetSaver

City of Kenmore

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (4) Zero Funding

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap
2018	0%	\$0	II	\$0	Non-Project	\$0	\$0
			III	\$0	Project	\$0	\$7,097,578
			IV	\$0			Funded
			V	\$0			Unmet
			Total	\$0			\$8,120
			Project	\$0			
2019	0%	\$0	II	\$0	Non-Project	\$0	\$0
			III	\$0	Project	\$0	\$9,795,093
			IV	\$0			Funded
			V	\$0			Unmet
			Total	\$0			\$4,087
			Project	\$0			
2020	0%	\$0	II	\$0	Non-Project	\$0	\$0
			III	\$0	Project	\$0	\$11,992,425
			IV	\$0			Funded
			V	\$0			Unmet
			Total	\$0			\$2,949
			Project	\$0			
2021	0%	\$0	II	\$0	Non-Project	\$0	\$0
			III	\$0	Project	\$0	\$14,568,453
			IV	\$0			Funded
			V	\$0			Unmet
			Total	\$0			\$6,362
			Project	\$0			
2022	0%	\$0	II	\$0	Non-Project	\$0	\$0
			III	\$0	Project	\$0	\$19,170,003
			IV	\$0			Funded
			V	\$0			Unmet
			Total	\$0			\$9,006
			Project	\$0			

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$4,711
Collector	\$0	\$0	\$0	\$4,539
Residential/Local	\$0	\$0	\$0	\$21,275
Grand Total:	\$0	\$0	\$0	\$30,524

Scenarios Criteria:

1
SS1034

MTC StreetSaver

Appendix E

Section PCI/RSL Listing

Map – Current PCI Condition

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
550	135	55th Ave NE	South Dead End	NE 187th St	390	30	11,700	R - Residential/Local	O - AC/AC	91	50.43
550	145	55th Ave NE	NE 187th St	North Dead End	289	30	8,670	R - Residential/Local	O - AC/AC	91	50.43
18	010	56th Ave NE	NE 190th St	NE 187th St	1,230	24	29,520	R - Residential/Local	O - AC/AC	91	47.26
570	20	57th Ave NE	CULDESAC (S)	NE 190th St	374	28	10,472	R - Residential/Local	A - AC	87	38.79
570	30	57th Ave NE	EOR N	184th St	550	30	16,500	R - Residential/Local	A - AC	67	18.74
570	40	57th Ave NE	NE 184th St	NE 183rd St	356	36	12,816	R - Residential/Local	A - AC	76	26.58
570	50	57th Ave NE	NE 183rd St	NE 182nd St	278	36	10,008	R - Residential/Local	A - AC	81	26.56
570	60	57th Ave NE	NE 182nd St	NE 180th St	489	36	17,604	R - Residential/Local	A - AC	81	26.56
580	10	58th Ave NE	NE 198th Pl	NE 197th St	287	30	8,610	R - Residential/Local	A - AC	77	27.62
580	20	58th Ave NE	NE 197th St	NE 196th St	266	22	5,852	R - Residential/Local	A - AC	77	27.62
580	30	58th Ave NE	NE 196th St	NE 195th Pl	109	18	1,962	R - Residential/Local	A - AC	67	18.74
580	40	58th Ave NE	NE 195th St	NE 195th Pl	79	28	2,212	R - Residential/Local	A - AC	66	18
580	70	58th Ave NE	NE 190th St	60th Ave NE	1,080	26	28,080	R - Residential/Local	A - AC	88	30.86
580	80	58th Ave NE	NE 187th Ave	NE 182nd Ave	1,108	40	44,320	R - Residential/Local	A - AC	59	13.43
580	90	58th Ave NE	NE 181st St	NE 180th St	317	28	8,876	R - Residential/Local	A - AC	77	27.62
17	10	59th Pl NE	NE Arrowhead Dr	Private Drive	384	14	5,376	R - Residential/Local	O - AC/AC	87	43.87
600	10	60th Ave NE	NE 204th St	City Limits	387	20	7,740	R - Residential/Local	A - AC	78	28.71
600	100	60th Ave NE	EOR N	60th Pl NE	317	35	11,095	R - Residential/Local	A - AC	77	27.62
600	110	60th Ave NE	60th Pl NE	NE 182nd St	537	35	18,795	R - Residential/Local	A - AC	77	20.75
600	120	60th Ave NE	NE 182nd St	NE 181st St	507	40	20,280	R - Residential/Local	A - AC	70	19.71
600	130	60th Ave NE	NE 181st St (S INT)	NE 181st St (N INT)	262	40	10,480	R - Residential/Local	A - AC	72	20.91
600	140	60th Ave NE	NE 181st St	NE 180th St	196	40	7,840	R - Residential/Local	A - AC	89	38.68
600	150	60th Ave NE	NE 180th St	NE Bothell Way	163	58	9,454	R - Residential/Local	A - AC	80	24.04
600	20	60th Ave NE	NE 202nd Ln	NE 204th St	215	27	5,805	R - Residential/Local	A - AC	76	26.59
600	30	60th Ave NE	NE 201st St	NE 202nd Ln	327	27	8,829	R - Residential/Local	A - AC	71	21.93
600	40	60th Ave NE	NE 200th CT	NE 201st ST	150	27	4,050	R - Residential/Local	A - AC	74	24.62
600	50	60th Ave NE	NE 199th St	NE 200th Ct	180	27	4,860	R - Residential/Local	A - AC	58	12.85
600	60	60th Ave NE	NE 198th St	NE 199th St	115	27	3,105	R - Residential/Local	A - AC	68	19.5
600	70	60th Ave NE	NE 197th St	NE 198th St	491	27	13,257	R - Residential/Local	A - AC	66	18.01
600	80	60th Ave NE	61st Pl NE	NE 197th St	85	30	2,550	R - Residential/Local	A - AC	82	27.2
600	90	60th Ave NE	NE 190th St	58th Ave NE	916	26	23,816	R - Residential/Local	A - AC	86	37
600	95	60th Ave NE	58th Ave NE	61st Ave NE	308	24	7,392	R - Residential/Local	A - AC	91	32.49
605	10	60th Pl NE	NE 203rd St	EOR S	161	28	4,508	R - Residential/Local	A - AC	83	27.83

Criteria:

1
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
605	20	60th Pl NE	60th Ave NE	CULDESAC (S)	226	30	6,780	R - Residential/Local	A - AC	80	30.85
605	30	60th Pl NE	NE 181st St	CULDESAC (N)	864	24	20,736	R - Residential/Local	A - AC	75	25.58
605	40	60th Pl NE	NE 190th St	CULDESAC (N)	406	24	9,744	R - Residential/Local	A - AC	85	35.32
610	10	61st Ave NE	NE 204th St (S INT)	City Limits	378	24	9,072	R - Residential/Local	A - AC	85	36.29
610	100	61st Ave NE	NE 194th Pl	NE 195th Pl	277	24	6,648	R - Residential/Local	A - AC	78	26.92
610	110	61st Ave NE	NE 193rd Pl	NE 194th Pl	169	48	8,112	R - Residential/Local	A - AC	77	25.83
610	120	61st Ave NE	NE 190th St	NE 193rd Pl	439	48	21,072	A - Arterial	A - AC	63	12.07
610	130	61st Ave NE	60th Ave NE	NE 190th St	959	48	46,032	A - Arterial	A - AC	72	16.42
610	140	61st Ave NE	NE 181st St	60th Ave NE	1,717	48	82,416	A - Arterial	A - AC	69	14.53
610	150	61st Ave NE	NE Bothell Way	NE 181st St	327	48	15,696	A - Arterial	A - AC	92	24.56
610	160	61st Ave NE	NE 175th St	NE Bothell Way	206	38	7,828	C - Collector	A - AC	95	24.39
610	20	61st Ave NE	NE 203rd St (S INT)	NE 204th St (S INT)	275	24	6,600	R - Residential/Local	A - AC	84	28.47
610	30	61st Ave NE	NE 202nd St	NE 203rd St (S INT)	220	20	4,400	R - Residential/Local	A - AC	91	32.38
610	40	61st Ave NE	NE 200th St	NE 202nd St	380	20	7,600	R - Residential/Local	A - AC	91	32.38
610	60	61st Ave NE	NE Arrowhead Dr	62nd Ave NE	99	33	3,267	R - Residential/Local	A - AC	81	26.56
610	70	61st Ave NE	62nd Ave NE	61st Ln NE	526	25	13,150	R - Residential/Local	A - AC	65	17.3
610	80	61st Ave NE	61st Ln NE	CULDESAC (N)	600	30	18,000	R - Residential/Local	A - AC	73	23.69
610	90	61st Ave NE	NE 195th Pl	60th Ave NE	795	24	19,080	R - Residential/Local	A - AC	75	23.77
16	15	61st Ct NE	NE 202nd St	NE 200th St	429	27	11,583	R - Residential/Local	O - AC/AC	86	37.64
615	10	61st Pl NE	NE 187th St	NE 190th St	600	28	16,800	R - Residential/Local	A - AC	70	21.09
615	20	61st Pl NE	NE 185th St	NE 187th St	626	24	15,024	R - Residential/Local	A - AC	77	27.62
615	25	61st Pl NE	Dead End South	NE 185th St	427	21	8,967	R - Residential/Local	O - AC/AC	84	32.21
615	30	61st Pl NE	NE 200th St	62nd Ave NE	1,158	30	34,740	R - Residential/Local	A - AC	76	24.78
615	40	61st Pl NE	NE 197th St	NE 200th St	531	24	12,744	R - Residential/Local	A - AC	71	20.14
615	50	61st Pl NE	60th Ave NE	NE 197th St	589	33	19,437	R - Residential/Local	A - AC	75	23.77
615	55	61st Pl NE	NE 154th St	NE Arrowhead Dr	405	25	10,125	R - Residential/Local	O - AC/AC	80	36.07
615	65	61st Pl NE	South Cul-de-Sac	NE 154th St	1,036	30	31,080	R - Residential/Local	O - AC/AC	76	26.58
620	10	62nd Ave NE	NE 198th St	EOR N	292	33	9,636	R - Residential/Local	A - AC	82	27.2
620	100	62nd Ave NE	NE 185th St	NE 187th Pl	160	24	3,840	R - Residential/Local	A - AC	95	33.83
620	110	62nd Ave NE	NE 184th St	NE 185th St	307	27	8,289	R - Residential/Local	A - AC	82	30.85
620	120	62nd Ave NE	NE 182nd St	NE 184th St	568	24	13,632	R - Residential/Local	A - AC	76	23.76
620	130	62nd Ave NE	NE 181st St	NE 182nd St	317	24	7,608	R - Residential/Local	A - AC	75	22.76
620	140	62nd Ave NE	NE Bothell Way	NE 181st St	317	27	8,559	R - Residential/Local	A - AC	95	33.83

Criteria:

2

SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
620	150	62nd Ave NE	61st Ave NE	NE 159th St	1,176	27	31,752	R - Residential/Local	A - AC	79	29.84
620	160	62nd Ave NE	CULDESAC (S)	NE Arrowhead Dr	118	24	2,832	R - Residential/Local	A - AC	78	28.71
620	170	62nd Ave NE	CULDESAC (S)	NE 152nd St	296	24	7,104	R - Residential/Local	A - AC	47	7.8
620	180	62nd Ave NE	NE 152nd St	EOR N	270	20	5,400	R - Residential/Local	A - AC	83	27.84
620	190	62nd Ave NE	NE 202nd St	61st PI NE	918	28	25,704	R - Residential/Local	A - AC	73	21.88
620	20	62nd Ave NE	NE 197th St	NE 198th St	217	26	5,642	R - Residential/Local	A - AC	82	33.16
620	30	62nd Ave NE	NE 196th St	NE 197th St	426	27	11,502	R - Residential/Local	A - AC	80	30.62
620	40	62nd Ave NE	NE 195th Ct	NE 196th St	200	36	7,200	R - Residential/Local	A - AC	60	13.64
620	50	62nd Ave NE	NE 195th St	NE 195th Ct	150	33	4,950	R - Residential/Local	A - AC	53	10.34
620	60	62nd Ave NE	NE 195th St	NE 194th PI	200	33	6,600	R - Residential/Local	A - AC	60	14.03
620	70	62nd Ave NE	NE 190th St	NE 191st St	400	60	24,000	R - Residential/Local	O - AC/AC	95	38.29
620	80	62nd Ave NE	NE 187th St	NE 190th St	620	22	13,640	R - Residential/Local	O - AC/AC	95	38.29
620	90	62nd Ave NE	Kenlake PI NE	NE 187th PI	251	24	6,024	R - Residential/Local	O - AC/AC	96	38.29
625	10	62nd PI NE	NE 156th St	NE 159th St	932	28	26,096	R - Residential/Local	A - AC	78	28.71
625	20	62nd PI NE	NE Arrowhead Dr	NE 156th St	260	27	7,020	R - Residential/Local	A - AC	81	26.56
625	30	62nd PI NE	CULDESAC (S)	NE Arrowhead Dr	105	30	3,150	R - Residential/Local	A - AC	78	28.71
625	40	62nd PI NE	NE 153rd St	NE 154th St	290	28	8,120	R - Residential/Local	A - AC	69	20.29
625	45	62nd PI NE	NE 203th PL	North Cul-de-Sac	212	25	5,300	R - Residential/Local	O - AC/AC	88	44.43
15	10	62nd Way NE	62nd Ave NE	South Cul-de-Sac	514	22	11,308	R - Residential/Local	A - AC	93	33.27
630	10	63rd Ave NE	NE 194th St	NE 194th PI	265	38	10,070	R - Residential/Local	A - AC	62	15.28
630	100	63rd Ave NE	NE 204th St	NE 203rd St	317	28	8,876	R - Residential/Local	A - AC	82	31.85
630	110	63rd Ave NE	NE 203rd PI	NE 202nd St	188	28	5,264	R - Residential/Local	A - AC	84	34.73
630	120	63rd Ave NE	NE 158th St	NE 159th St	283	27	7,641	R - Residential/Local	A - AC	84	28.47
630	130	63rd Ave NE	NE 157th St	NE 158th St	299	27	8,073	R - Residential/Local	A - AC	78	28.71
630	140	63rd Ave NE	NE 156th St	NE 157th St	334	27	9,018	R - Residential/Local	A - AC	81	26.56
630	150	63rd Ave NE	NE 154th St	NE Arrowhead Dr	567	30	17,010	R - Residential/Local	A - AC	66	18.01
630	20	63rd Ave NE	NE 193rd Ct	NE 194th St	277	33	9,141	R - Residential/Local	A - AC	65	17.29
630	30	63rd Ave NE	NE 193rd St	NE 193rd Ct	230	33	7,590	R - Residential/Local	A - AC	60	14.03
630	40	63rd Ave NE	NE 192nd Ct	NE 193rd St	125	33	4,125	R - Residential/Local	A - AC	63	15.93
630	50	63rd Ave NE	NE 192nd PI	NE 192nd Ct	298	33	9,834	R - Residential/Local	A - AC	63	15.93
630	60	63rd Ave NE	NE 190th St	NE 187th St	626	22	13,772	R - Residential/Local	A - AC	72	22.61
630	70	63rd Ave NE	NE 185th St	NE 187th St	308	34	10,472	R - Residential/Local	A - AC	61	14.48
630	80	63rd Ave NE	NE Bothell Way	NE 181st St	308	34	10,472	R - Residential/Local	A - AC	89	31.4

Criteria:

3
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
630	90	63rd Ave NE	EOR N	NE 204th St	137	28	3,836	R - Residential/Local	A - AC	84	34.73
635	10	63rd PI NE	CULDESAC (S)	NE 194th St	271	30	8,130	R - Residential/Local	A - AC	70	19.71
640	10	64th Ave NE	NE 190th St	NE 192nd PI	200	50	10,000	R - Residential/Local	A - AC	62	15.28
640	100	64th Ave NE	NE 181st St	NE 182nd St	293	24	7,032	R - Residential/Local	A - AC	84	29.45
640	110	64th Ave NE	NE 158th St	NE 159th St	409	28	11,452	R - Residential/Local	A - AC	77	27.63
640	120	64th Ave NE	NE 157th St	NE 158th St	351	28	9,828	R - Residential/Local	A - AC	77	27.63
640	130	64th Ave NE	NE 156th St	NE 157th St	358	27	9,666	R - Residential/Local	A - AC	73	23.69
640	140	64th Ave NE	NE Arrowhead Dr	NE 156th St	276	28	7,728	R - Residential/Local	A - AC	73	23.69
640	150	64th Ave NE	NE 154th St	NE Arrowhead Dr	251	30	7,530	R - Residential/Local	A - AC	77	27.63
640	20	64th Ave NE	NE 190th St	NE 188th St	324	24	7,776	R - Residential/Local	A - AC	68	19.31
640	30	64th Ave NE	NE 187th St	NE 188th St	309	24	7,416	R - Residential/Local	A - AC	48	8.12
640	40	64th Ave NE	NE 185th St	NE 187th St	658	24	15,792	R - Residential/Local	A - AC	59	13.27
640	60	64th Ave NE	NE 198th St	EOR S	331	28	9,268	R - Residential/Local	A - AC	84	28.46
640	80	64th Ave NE	NE 184th St	NE 185th St	317	36	11,412	R - Residential/Local	A - AC	85	31.04
640	90	64th Ave NE	NE 182nd St	NE 184th St	542	24	13,008	R - Residential/Local	A - AC	79	22.88
648	10	64th Ct NE	CULDESAC (S)	NE 192nd PI	279	28	7,812	R - Residential/Local	A - AC	64	15.31
648	20	64th Ct NE	CULDESAC (W)	NE 151st St	281	28	7,868	R - Residential/Local	A - AC	73	23.69
645	10	64th PI NE	NE 194th St	NE 193rd PI	308	30	9,240	R - Residential/Local	A - AC	68	19.5
645	20	64th PI NE	NE 192nd PI	NE 193rd PI	317	28	8,876	R - Residential/Local	A - AC	68	19.5
645	50	64th PI NE	NE 186th St	NE 187th St	184	30	5,520	R - Residential/Local	A - AC	95	33.93
645	60	64th PI NE	CULDESAC (S)	NE 186th St	245	30	7,350	R - Residential/Local	A - AC	92	33.17
645	70	64th PI NE	CULDESAC (W)	NE 153rd St	276	26	7,176	R - Residential/Local	A - AC	95	33.93
650	10	65th Ave NE	CULDESAC (S)	65th PI NE	613	24	14,712	R - Residential/Local	A - AC	89	37.28
650	20	65th Ave NE	65th PI NE	NE 196th St	431	24	10,344	R - Residential/Local	A - AC	61	14.65
650	30	65th Ave NE	NE 196th St	NE 198th St	633	28	17,724	R - Residential/Local	A - AC	81	31.86
650	40	65th Ave NE	NE 190th St	NE 192nd St	508	33	16,764	R - Residential/Local	A - AC	66	17.82
650	50	65th Ave NE	NE 188th St	NE 190th St	286	35	10,010	R - Residential/Local	A - AC	68	19.31
650	70	65th Ave NE	NE 175th St	NE Bothell Way	114	40	4,560	R - Residential/Local	A - AC	84	28.46
650	80	65th Ave NE	CULDESAC (W)	NE 151st St	672	28	18,816	R - Residential/Local	A - AC	71	21.93
650	90	65th Ave NE	NE Bothell Way	NE 181st St	304	36	10,944	R - Residential/Local	A - AC	85	29.09
655	10	65th PI NE	NE 192nd PI	65th Ave NE	876	24	21,024	R - Residential/Local	A - AC	59	13.43
655	20	65th PI NE	NE 192nd St	NE 192nd PI	304	35	10,640	R - Residential/Local	A - AC	58	12.85
655	30	65th PI NE	NE 192nd PI	NE 191st St	174	35	6,090	R - Residential/Local	A - AC	78	28.71

Criteria:

4

SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
655	40	65th Pl NE	CULDESAC (S)	NE 188th St	167	24	4,008	R - Residential/Local	A - AC	81	26.56
655	50	65th Pl NE	NE Arrowhead Dr	CULDESAC (NE)	345	26	8,970	R - Residential/Local	A - AC	74	24.62
660	10	66th Ave NE	NE 202nd St	City Limit	926	30	27,780	R - Residential/Local	A - AC	46	7.6
660	20	66th Ave NE	NE 196th St	NE 196th Pl	249	26	6,474	R - Residential/Local	A - AC	72	22.36
660	30	66th Ave NE	NE 196th St	NE 194th St	439	28	12,292	R - Residential/Local	A - AC	83	27.83
660	50	66th Ave NE	NE 185th St	NE 188th St	908	27	24,516	R - Residential/Local	A - AC	71	21.74
660	60	66th Ave NE	NE 184th St	NE 185th St	199	36	7,164	R - Residential/Local	A - AC	82	27.2
660	70	66th Ave NE	NE 182nd St	NE 184th St	642	36	23,112	R - Residential/Local	A - AC	75	25.58
660	80	66th Ave NE	NE 181st St	NE 182nd St	340	36	12,240	R - Residential/Local	A - AC	86	29.69
14	10	66th Ct NE	NE 151st St	East Cul-de-Sac	233	27	6,291	R - Residential/Local	A - AC	80	26.03
665	10	66th Pl NE	NE 198th St	NE 196th St	601	28	16,828	R - Residential/Local	A - AC	80	30.62
665	20	66th Pl NE	NE 196th St	67th Ave NE	374	27	10,098	R - Residential/Local	A - AC	82	27.2
665	30	66th Pl NE	67th Ave NE	68th Ave NE	227	28	6,356	R - Residential/Local	A - AC	82	27.2
665	60	66th Pl NE	NE 194th St	NE 192nd St	567	28	15,876	R - Residential/Local	A - AC	74	24.62
670	10	67th Ave NE	NE 198th St	NE 195th St/NE 66TH PL	915	28	25,620	R - Residential/Local	A - AC	84	28.46
670	20	67th Ave NE	NE 194th St	CULDESAC (N)	108	36	3,888	R - Residential/Local	A - AC	83	27.83
670	30	67th Ave NE	NE 191st St	NE 194th St	852	30	25,560	R - Residential/Local	A - AC	81	31.86
670	40	67th Ave NE	NE 191st St	NE 190TH ST (HOUSE #6639)	106	24	2,544	R - Residential/Local	A - AC	82	27.2
670	50	67th Ave NE	NE 182nd St	NE 185th St	426	24	10,224	R - Residential/Local	A - AC	82	27.2
670	60	67th Ave NE	NE Bothell Way	NE 181st St	311	36	11,196	R - Residential/Local	A - AC	84	28.46
675	10	67th Pl NE	NE 187th St	EOR S	245	26	6,370	R - Residential/Local	A - AC	74	24.62
680	100	68th Ave NE	NE Bothell Way	NE 175th St	210	72	15,120	MiC - Minor Collector (6)	A - AC	73	13.8
680	110	68th Ave NE	NE 175th St	NE 170th St	2,085	50	104,250	MiC - Minor Collector (6)	A - AC	84	17.09
680	20	68th Ave NE	NE 195th St	NE 198th St	1,192	28	33,376	MiC - Minor Collector (6)	O - AC/AC	94	39.75
680	30	68th Ave NE	NE 191st St	NE 195th St	1,236	24	29,664	MiC - Minor Collector (6)	O - AC/AC	94	39.75
680	40	68th Ave NE	NE 190th St	NE 191st St	120	30	3,600	MiC - Minor Collector (6)	O - AC/AC	94	39.75
680	50	68th Ave NE	NE 187th St	NE 190th St	884	35	30,940	MiC - Minor Collector (6)	O - AC/AC	94	39.75
680	60	68th Ave NE	NE 185th St	NE 187th St	464	34	15,776	MiC - Minor Collector (6)	O - AC/AC	94	39.75

Criteria:

5
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
680	70	68th Ave NE	NE 182nd St	NE 185th St	466	45	20,970	MiC - Minor Collector (6)	O - AC/AC	91	32.79
680	80	68th Ave NE	NE 181st St	NE 182nd St	620	45	27,900	MiC - Minor Collector (6)	A - AC	95	23.01
680	90	68th Ave NE	NE 181st St	NE Bothell Way	322	45	14,490	MiC - Minor Collector (6)	A - AC	66	11.01
690	10	69th Ave NE	NE 164th Ave	NE 163rd Ave	213	28	5,964	R - Residential/Local	A - AC	95	33.94
695	10	69th Pl NE	EOR N	NE 165th St	212	27	5,724	R - Residential/Local	A - AC	73	23.7
700	10	70th Ave NE	EOR N	NE 164th St	104	26	2,704	R - Residential/Local	A - AC	95	33.93
700	20	70th Ave NE	NE 163rd St	NE 161st St	527	28	14,756	R - Residential/Local	A - AC	95	33.94
700	30	70th Ave NE	NE 161st St	NE 160th St	311	28	8,708	R - Residential/Local	A - AC	95	33.84
700	40	70th Ave NE	NE 160th St	NE 159th St	267	24	6,408	R - Residential/Local	A - AC	87	30.29
700	50	70th Ave NE	NE 159th St	NE 158th St	350	26	9,100	R - Residential/Local	A - AC	88	30.86
700	60	70th Ave NE	NE 155th St	EOR N	225	20	4,500	R - Residential/Local	A - AC	91	32.38
700	70	70th Ave NE	NE 153rd St	NE 155th St	650	30	19,500	R - Residential/Local	A - AC	74	23.9
700	80	70th Ave NE	NE 152nd Ct	NE 153rd St	289	24	6,936	R - Residential/Local	A - AC	80	31.01
700	90	70th Ave NE	NE 152nd Ct	72nd Pl NE	109	24	2,616	R - Residential/Local	A - AC	80	31.01
710	10	71st Ave NE	EOR N	NE 188th St	820	25	20,500	R - Residential/Local	A - AC	85	29.09
710	20	71st Ave NE	NE 188th St	NE 187th St	342	28	9,576	R - Residential/Local	A - AC	83	27.84
710	30	71st Ave NE	NE 187th St	NE 185th St	704	28	19,712	R - Residential/Local	A - AC	83	27.84
720	20	72nd Ave NE	EOR N	NE 170th St	490	27	13,230	R - Residential/Local	A - AC	82	28.69
720	30	72nd Ave NE	NE 170th St	NE 168th St	484	30	14,520	R - Residential/Local	A - AC	89	31.41
720	40	72nd Ave NE	NE 168th St	NE 167th St	217	30	6,510	R - Residential/Local	A - AC	89	31.41
720	50	72nd Ave NE	NE 167th St	NE 165th Pl	350	27	9,450	R - Residential/Local	A - AC	89	31.41
720	70	72nd Ave NE	NE 153rd St	NE 153rd Pl	347	20	6,940	R - Residential/Local	A - AC	72	20.53
720	80	72nd Ave NE	NE 152nd Pl	NE 153rd St	389	20	7,780	R - Residential/Local	A - AC	74	22.34
725	10	72nd Pl NE	NE 150th St	NE 149th Ct	397	24	9,528	R - Residential/Local	A - AC	91	32.81
725	20	72nd Pl NE	NE 149th Pl	NE 149th Ct	314	24	7,536	R - Residential/Local	A - AC	91	32.38
725	30	72nd Pl NE	NE 148th Pl	NE 149th Pl	324	24	7,776	R - Residential/Local	A - AC	91	32.38
725	40	72nd Pl NE	NE 147th Pl	NE 148th Pl	307	24	7,368	R - Residential/Local	A - AC	91	32.81
725	50	72nd Pl NE	NE 147th St	NE 147th Pl	161	24	3,864	R - Residential/Local	A - AC	92	33.17
725	60	72nd Pl NE	NE 146th St	NE 147th St	225	30	6,750	R - Residential/Local	A - AC	92	33.17
730	10	73rd Ave NE	NE 145th St	NE 146th St	314	30	9,420	R - Residential/Local	A - AC	91	32.38
730	100	73rd Ave NE	NE 185th St	NE 182nd St	704	40	28,160	A - Arterial	A - AC	76	17.24

Criteria:

6
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
730	110	73rd Ave NE	NE 182nd St	NE 181st St	576	40	23,040	A - Arterial	A - AC	90	23.93
730	120	73rd Ave NE	NE Bothell Way	NE 181st St	455	48	21,840	A - Arterial	A - AC	88	23.2
730	130	73rd Ave NE	NE 175th St	NE Bothell Way	455	60	27,300	A - Arterial	A - AC	84	21.01
730	20	73rd Ave NE	NE 145th Pl	NE 145th St	226	30	6,780	R - Residential/Local	A - AC	92	33.17
730	30	73rd Ave NE	NE 143rd St	NE 145th St	352	30	10,560	R - Residential/Local	A - AC	89	31.4
730	40	73rd Ave NE	CULDESAC (SE)	NE 150th St	520	20	10,400	R - Residential/Local	A - AC	66	18.01
730	50	73rd Ave NE	NE 202nd Pl	NE 204th St	427	34	14,518	A - Arterial	A - AC	80	19.13
730	53	73rd Ave NE	NE 204th St	NE 204th Pl	212	34	7,208	R - Residential/Local	A - AC	83	33.8
730	56	73rd Ave NE	NE 204th Pl	North Dead End	287	16	4,592	R - Residential/Local	A - AC	58	14.13
730	60	73rd Ave NE	NE 192nd St	NE 202nd Pl	2,514	34	85,476	A - Arterial	A - AC	73	18.5
730	70	73rd Ave NE	NE 192nd St	NE 190th Ct	609	42	25,578	A - Arterial	A - AC	72	17.8
730	80	73rd Ave NE	NE 190th Ct	NE 190th St	328	42	13,776	A - Arterial	A - AC	74	16.78
730	90	73rd Ave NE	NE 190th St	NE 185th St	1,212	45	54,540	R - Residential/Local	A - AC	68	19.48
13	10	73rd Ct NE	North Cul-de-Sac	NE 204th Pl (South Cul-de-Sac)	402	27	10,854	R - Residential/Local	A - AC	73	24.2
738	10	73rd Pl NE	NE 155th St	CULDESAC (N)	348	28	9,744	R - Residential/Local	A - AC	89	31.4
738	20	73rd Pl NE	EOR N	NE 204th Pl	198	28	5,544	R - Residential/Local	A - AC	79	29.84
740	10	74th Ave NE	NE 169th St	END OF PAVEMENT/#16506	650	22	14,300	R - Residential/Local	A - AC	68	19.51
740	20	74th Ave NE	NE 163rd St	NE 162nd St	170	24	4,080	R - Residential/Local	A - AC	81	28.18
740	30	74th Ave NE	NE 162nd St	NE 160th St	501	24	12,024	R - Residential/Local	A - AC	85	34.01
740	40	74th Ave NE	NE 160th St	NE 158th St	534	24	12,816	R - Residential/Local	A - AC	85	34.01
740	50	74th Ave NE	NE 158th St	NE 156th St (N INT)	266	24	6,384	R - Residential/Local	A - AC	85	34.01
740	60	74th Ave NE	NE 156th St (S INT)	NE 156th St (N INT)	77	25	1,925	R - Residential/Local	A - AC	85	34.01
740	70	74th Ave NE	NE 156th St (S INT)	NE 155th St	483	26	12,558	R - Residential/Local	A - AC	85	34.01
745	10	74th Pl NE	74th Pl NE	75th Ave NE	239	33	7,887	R - Residential/Local	A - AC	72	23.53
750	10	75th Ave NE	NE 205th St	NE 202nd Pl	829	28	23,212	R - Residential/Local	A - AC	68	19.51
750	100	75th Ave NE	NE 145th St	NE 145th Pl	324	30	9,720	R - Residential/Local	A - AC	80	31.01
750	20	75th Ave NE	NE 202nd Pl	NE 200th St	514	28	14,392	R - Residential/Local	A - AC	63	15.94
750	30	75th Ave NE	NE 200th St	NE 195th St	1,408	32	45,056	R - Residential/Local	A - AC	65	17.3
750	40	75th Ave NE	NE 195th St	NE 192nd St	475	45	21,375	R - Residential/Local	A - AC	63	15.94
750	50	75th Ave NE	NE 170th St	NE 169th St	278	24	6,672	R - Residential/Local	A - AC	75	22.18
750	60	75th Ave NE	EOR N	NE 158th St	174	23	4,002	R - Residential/Local	A - AC	88	30.86
750	70	75th Ave NE	NE 148th St	NE 155th St	1,758	24	42,192	R - Residential/Local	A - AC	58	12.85

Criteria:

7
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
750	80	75th Ave NE	NE 146th St	NE 148th St	354	30	10,620	R - Residential/Local	A - AC	78	28.71
750	90	75th Ave NE	NE 145th Pl	NE 146th St	251	30	7,530	R - Residential/Local	A - AC	82	27.2
760	10	76th Ave NE	NE 205th St	NE 204th Pl	340	24	8,160	R - Residential/Local	A - AC	69	20.29
760	100	76th Ave NE	NE 165th St	NE 163rd St	520	22	11,440	R - Residential/Local	A - AC	84	32.42
760	110	76th Ave NE	NE 192nd St	EOR N	275	20	5,500	R - Residential/Local	A - AC	92	33.17
760	20	76th Ave NE	NE 202nd Pl	NE 201st Pl	216	28	6,048	R - Residential/Local	A - AC	83	27.84
760	30	76th Ave NE	NE 201st Pl	NE 200th St	312	24	7,488	R - Residential/Local	A - AC	91	32.39
760	40	76th Ave NE	NE 200th St	NE 198th St	325	21	6,825	R - Residential/Local	A - AC	91	32.39
760	50	76th Ave NE	NE 198th Pl	NE 197th Ct	200	20	4,000	R - Residential/Local	A - AC	70	21.1
760	60	76th Ave NE	NE 197th Ct	NE 196th Ct	148	20	2,960	R - Residential/Local	A - AC	74	24.63
760	70	76th Ave NE	NE 196th Ct	NE 195th St	236	30	7,080	R - Residential/Local	A - AC	80	31.02
760	80	76th Ave NE	NE 169th St	NE 167th St	377	24	9,048	R - Residential/Local	A - AC	81	28.9
760	90	76th Ave NE	NE 167th St	NE 165th St	590	28	16,520	R - Residential/Local	A - AC	82	30.23
765	10	76th Pl NE	EOR N	NE 202nd Pl	200	28	5,600	R - Residential/Local	A - AC	78	28.72
765	20	76th Pl NE	NE 163rd St	NE 155th St	2,467	20	49,340	R - Residential/Local	A - AC	60	14.04
765	30	76th Pl NE	NE 192nd St	EOR N	363	20	7,260	R - Residential/Local	A - AC	89	31.41
770	05	77th Ave NE	NE 195th St	NE 196th St	247	22	5,434	R - Residential/Local	A - AC	91	32.49
770	10	77th Ave NE	NE 199th St	EOR S	250	25	6,250	R - Residential/Local	A - AC	93	33.47
770	20	77th Ave NE	NE 200th St	NE 199th St	201	25	5,025	R - Residential/Local	A - AC	89	31.41
770	30	77th Ave NE	NE 204th Pl	NE 203rd St	124	28	3,472	R - Residential/Local	A - AC	79	29.84
770	40	77th Ave NE	NE 203rd St	NE 202nd Pl	315	28	8,820	R - Residential/Local	A - AC	77	27.63
775	10	77th Pl NE	NE 148th Pl	CULDESAC (S)	263	22	5,786	R - Residential/Local	A - AC	91	32.39
775	20	77th Pl NE	NE 195th St	EOR S	286	28	8,008	R - Residential/Local	A - AC	67	19.27
780	10	78th Ave NE	NE 150th St	NE 155th St	1,108	30	33,240	R - Residential/Local	A - AC	69	20.29
780	20	78th Ave NE	NE 148th St	NE 150th St	290	30	8,700	R - Residential/Local	A - AC	80	30.04
780	30	78th Ave NE	NE 148th Pl	NE 148th St	50	30	1,500	R - Residential/Local	A - AC	81	31.3
780	40	78th Ave NE	NE 145th St	NE 148th Pl	944	28	26,432	R - Residential/Local	A - AC	78	27.7
780	50	78th Ave NE	NE 198th St	NE 196th St	867	24	20,808	R - Residential/Local	A - AC	82	27.21
780	60	78th Ave NE	NE 199th St	NE 198th St	117	25	2,925	R - Residential/Local	A - AC	89	31.41
785	10	78th Pl NE	NE 203rd St	EOR S	335	24	8,040	R - Residential/Local	A - AC	82	27.21
785	30	78th Pl NE	NE 146th St	NE 145th St	228	30	6,840	R - Residential/Local	A - AC	84	30.61
790	10	79th Ave NE	NE 203rd St	EOR E	210	26	5,460	R - Residential/Local	A - AC	80	31.02
790	20	79th Ave NE	EOR N	NE 156th St	96	20	1,920	R - Residential/Local	A - AC	91	32.39

Criteria:

8
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
790	30	79th Ave NE	NE 156th St	NE 155th St	359	20	7,180	R - Residential/Local	A - AC	75	25.59
790	40	79th Ave NE	NE 201st St	NE 200th St	319	25	7,975	R - Residential/Local	A - AC	92	33.17
795	10	79th Pl NE	NE 170th St	NE 167th St	409	24	9,816	R - Residential/Local	A - AC	85	34.73
795	20	79th Pl NE	NE 167th St	NE 165th St	672	26	17,472	R - Residential/Local	A - AC	85	34.73
800	10	80th Ave NE	NE 150th St	NE 151st Ct	225	24	5,400	R - Residential/Local	A - AC	83	27.84
800	100	80th Ave NE	NE 192nd St	NE 195th St	925	38	35,150	R - Residential/Local	O - AC/AC	94	50.07
800	110	80th Ave NE	NE 195th St	NE 198th St	1,000	38	38,000	R - Residential/Local	O - AC/AC	94	50.07
800	120	80th Ave NE	NE 198th St	NE 200th St	250	38	9,500	R - Residential/Local	O - AC/AC	95	55.33
800	134	80th Ave NE	NE 200th St	NE 203rd St	676	32	21,632	A - Arterial	O - AC/AC	91	28.32
800	140	80th Ave NE	NE 203rd St	NE 205th St	682	38	25,916	R - Residential/Local	O - AC/AC	93	45.6
800	20	80th Ave NE	NE 151st Ct	NE 152nd Ct	247	24	5,928	R - Residential/Local	A - AC	83	27.84
800	30	80th Ave NE	NE 152nd Ct	CULDESAC (N)	473	24	11,352	R - Residential/Local	A - AC	74	24.63
800	40	80th Ave NE	NE Bothell Way	NE 177th Ct	413	44	18,172	MiC - Minor Collector (6)	A - AC	87	18.94
800	50	80th Ave NE	NE 177th Ct	NE 179th Pl	998	40	39,920	MiC - Minor Collector (6)	O - AC/AC	92	34.92
800	60	80th Ave NE	NE 179th Pl	NE 183rd St	998	40	39,920	MiC - Minor Collector (6)	O - AC/AC	94	29.82
800	70	80th Ave NE	NE 183rd St	NE 185th St	460	36	16,560	MiC - Minor Collector (6)	O - AC/AC	94	29.82
800	80	80th Ave NE	NE 185th St	NE 190th St	1,300	36	46,800	MiC - Minor Collector (6)	O - AC/AC	94	29.82
800	90	80th Ave NE	NE 190th St	NE 192nd St	425	36	15,300	MiC - Minor Collector (6)	O - AC/AC	94	39.76
810	10	81st Ave NE	NE 158th St	NE 157th St	188	22	4,136	R - Residential/Local	A - AC	95	33.83
810	100	81st Ave NE	NE 146th Pl	NE 145th St	239	33	7,887	R - Residential/Local	A - AC	84	31.59
810	110	81st Ave NE	NE 145th Pl	NE 145th St	175	33	5,775	R - Residential/Local	A - AC	84	28.47
810	20	81st Ave NE	NE 157th St	NE 156th Pl	171	33	5,643	R - Residential/Local	A - AC	95	33.83
810	30	81st Ave NE	NE 156th Pl	NE 155th St	450	24	10,800	R - Residential/Local	A - AC	95	33.83
810	40	81st Ave NE	NE 155th St	NE 153rd Pl	577	33	19,041	R - Residential/Local	A - AC	84	31.59
810	50	81st Ave NE	NE 153rd Pl	NE 150th St	864	33	28,512	R - Residential/Local	A - AC	84	31.59
810	60	81st Ave NE	NE 150th St	NE 149th St	260	33	8,580	R - Residential/Local	A - AC	84	31.59
810	70	81st Ave NE	NE 149th St	NE 147th Pl	321	33	10,593	R - Residential/Local	A - AC	84	31.59
810	80	81st Ave NE	NE 147th Pl	NE 147th St	102	33	3,366	R - Residential/Local	A - AC	84	31.59
810	90	81st Ave NE	NE 147th St	NE 146th Pl	232	33	7,656	R - Residential/Local	A - AC	84	31.59

Criteria:

9

SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
815	05	81st PI NE	NE 196th St	South Cul-de-Sac	290	27	7,830	R - Residential/Local	A - AC	94	33.79
815	30	81st PI NE	NE 165th St	NE 161st PI	953	28	26,684	R - Residential/Local	A - AC	84	33.14
815	40	81st PI NE	NE 161st PI	NE 158th St	1,073	28	30,044	R - Residential/Local	A - AC	95	33.83
820	10	82nd Ave NE	NE 190th St	NE 185th St	1,372	30	41,160	R - Residential/Local	A - AC	53	10.17
825	10	82nd PI NE	NE 161st St	NE 159th St	990	24	23,760	R - Residential/Local	A - AC	82	27.2
825	20	82nd PI NE	NE 166th St	EOR S	268	20	5,360	R - Residential/Local	A - AC	91	32.39
825	30	82nd PI NE	83rd PI NE	NE 198th St	749	24	17,976	R - Residential/Local	A - AC	87	30.29
825	40	82nd PI NE	NE 198th St	EOR S	230	24	5,520	R - Residential/Local	A - AC	85	29.09
825	45	82nd PI NE	NE 196th St	North Cul-de-Sac	295	27	7,965	R - Residential/Local	A - AC	95	33.93
830	20	83rd Ave NE	NE 185th St	NE 183rd St	602	24	14,448	R - Residential/Local	A - AC	55	11.2
830	30	83rd Ave NE	NE 183rd St	83rd PI NE	1,819	24	43,656	R - Residential/Local	A - AC	55	11.2
830	40	83rd Ave NE	NE 158th St	CULDESAC (S)	219	26	5,694	R - Residential/Local	A - AC	40	5.54
835	10	83rd PI NE	NE 198th St	82nd PI NE	312	24	7,488	R - Residential/Local	A - AC	87	30.29
835	20	83rd PI NE	EOR N	NE 183rd St	200	26	5,200	R - Residential/Local	A - AC	65	17.3
835	30	83rd PI NE	NE 83rd Ave	NE 180th St	1,120	35	39,200	R - Residential/Local	A - AC	69	20.29
835	40	83rd PI NE	NE Bothell Way	83rd Ave	381	36	13,716	R - Residential/Local	A - AC	78	28.72
840	10	84th Ave NE	Simonds Rd NE	NE 166th St	500	20	10,000	R - Residential/Local	A - AC	66	17.32
840	100	84th Ave NE	NE 147th PI	NE 147th St	209	24	5,016	R - Residential/Local	A - AC	63	15.91
840	110	84th Ave NE	NE 147th St	NE 146th St	136	24	3,264	R - Residential/Local	A - AC	64	16.58
840	120	84th Ave NE	NE 146th St	NE 145th St	307	26	7,982	R - Residential/Local	A - AC	60	14.01
840	125	84th Ave NE	NE 175th St	End of Pavement South	237	20	4,740	R - Residential/Local	A - AC	94	33.79
840	20	84th Ave NE	Simonds Rd NE	NE 159th St	577	26	15,002	R - Residential/Local	A - AC	46	7.34
840	30	84th Ave NE	NE 159th St	NE 158th St	280	26	7,280	R - Residential/Local	A - AC	59	13.42
840	40	84th Ave NE	NE 158th St	NE 156th St	272	26	7,072	R - Residential/Local	A - AC	50	9.16
840	50	84th Ave NE	NE 156th St	NE 155th St	529	26	13,754	R - Residential/Local	A - AC	69	20.27
840	60	84th Ave NE	NE 155th St	NE 153rd St	500	30	15,000	R - Residential/Local	A - AC	62	15.26
840	70	84th Ave NE	NE 153rd St	NE 150th PI	563	26	14,638	R - Residential/Local	A - AC	58	12.83
840	80	84th Ave NE	NE 150th St	NE 148th PI	325	24	7,800	R - Residential/Local	A - AC	67	18.72
840	90	84th Ave NE	NE 148th PI	NE 147th PI	327	24	7,848	R - Residential/Local	A - AC	50	9.16
845	50	84th PI NE	NE 153rd St	NE 152nd St	220	22	4,840	R - Residential/Local	A - AC	84	28.47
850	10	85th Ave NE	CULDESAC (S)	NE 155th St	215	24	5,160	R - Residential/Local	A - AC	86	37.52
850	20	85th Ave NE	CULDESAC (S)	NE 153rd St	408	22	8,976	R - Residential/Local	A - AC	84	28.47
12	10	85th PI NE	NE 166th PI	SE Cul-de-Sac	445	21	9,345	R - Residential/Local	A - AC	93	33.27

Criteria:

10
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
860	10	86th Ave NE	CULDESAC (S)	NE 155th St	226	24	5,424	R - Residential/Local	A - AC	88	30.86
860	20	86th Ave NE	CULDESAC (S)	NE 150th Pl	209	26	5,434	R - Residential/Local	A - AC	63	16.3
865	10	86th Pl NE	CULDESAC (N)	NE 145th St	849	26	22,074	R - Residential/Local	A - AC	86	29.7
870	10	87th Ave NE	CULDESAC (S)	NE 150th Pl	228	26	5,928	R - Residential/Local	A - AC	57	12.29
11	10	87th Pl NE	NE 155th St	S Cul-de-Sac	203	21	4,263	R - Residential/Local	A - AC	89	37.55
880	10	88th Ave NE	NE 161st Pl	NE 163rd St	441	24	10,584	R - Residential/Local	A - AC	82	27.2
880	20	88th Ave NE	NE 160th Pl	NE 161st Pl	463	28	12,964	R - Residential/Local	A - AC	85	29.09
880	30	88th Ave NE	NE 157th St	NE 160th Pl	712	28	19,936	R - Residential/Local	A - AC	80	31.01
880	40	88th Ave NE	EOR S	NE 157th St	255	28	7,140	R - Residential/Local	A - AC	75	24.87
880	50	88th Ave NE	Simonds Rd NE	NE 152nd St	835	24	20,040	R - Residential/Local	A - AC	88	38.66
880	60	88th Ave NE	NE 152nd St	NE 150th St	291	33	9,603	R - Residential/Local	A - AC	88	38.66
880	70	88th Ave NE	NE 150th St	NE 147th St	848	20	16,960	R - Residential/Local	A - AC	82	28.68
880	80	88th Ave NE	NE 147th St	EOR (S)	166	20	3,320	R - Residential/Local	A - AC	84	31.59
885	10	88th Pl NE	NE 150th St	NE 149th Pl	233	32	7,456	R - Residential/Local	A - AC	85	33.18
885	15	88th Pl NE	NE 145th St	SW Cul-de-Sac	435	20	8,700	R - Residential/Local	A - AC	93	33.27
895	10	89th Pl NE	NE 150th St	NE 149th Pl	235	24	5,640	R - Residential/Local	A - AC	84	28.47
895	20	89th Pl NE	NE 149th Pl	NE 148th Pl	144	20	2,880	R - Residential/Local	A - AC	84	28.47
895	30	89th Pl NE	NE 145th St	EOR N	185	30	5,550	R - Residential/Local	A - AC	44	6.51
900	20	90th Ave NE	NE 160th Pl	NE 161st Pl	394	28	11,032	R - Residential/Local	A - AC	82	27.2
905	10	90th Pl NE	NE 145th St	NE 145th Pl	158	28	4,424	R - Residential/Local	A - AC	80	31.01
920	10	92nd Ave NE	NE 145th St	Simonds Rd NE	390	22	8,580	R - Residential/Local	A - AC	52	9.67
Arrowhead	10	Arrowhead Dr NE	CULDESAC (W)	58th Ln NE	128	33	4,224	R - Residential/Local	A - AC	69	20.29
Arrowhead	100	Arrowhead Dr NE	NE 151st St	Juanita Dr NE	262	36	9,432	R - Residential/Local	A - AC	46	7.36
Arrowhead	30	Arrowhead Dr NE	59th Pl NE	61st Ave NE	1,007	24	24,168	R - Residential/Local	A - AC	62	15.28
Arrowhead	40	Arrowhead Dr NE	61st Ave NE	61st Pl NE	123	28	3,444	R - Residential/Local	A - AC	67	18.74
Arrowhead	50	Arrowhead Dr NE	61st Pl NE	62nd Pl NE	268	24	6,432	R - Residential/Local	A - AC	54	10.67
Arrowhead	60	Arrowhead Dr NE	62nd Pl NE	63rd Ave NE	207	24	4,968	R - Residential/Local	A - AC	54	10.67
Arrowhead	70	Arrowhead Dr NE	63rd Ave NE	64th Ave NE	667	24	16,008	R - Residential/Local	A - AC	48	8.25
Arrowhead	80	Arrowhead Dr NE	64th Ave NE	65th Ave NE	284	24	6,816	R - Residential/Local	A - AC	61	14.65
Arrowhead	90	Arrowhead Dr NE	NE 151st St	NE 154th St	506	24	12,144	R - Residential/Local	A - AC	43	6.1
Arrowhead	95	Arrowhead Dr NE	NE 154th St	NE 65th Pl	1,388	30	41,640	C - Collector	O - AC/AC	69	16.4
Juanita	10	Juanita Dr NE	NE 166th Ct	NE 170th St	743	48	35,664	A - Arterial	O - AC/AC	88	28.22
Juanita	100	Juanita Dr NE	NE 149th St	NE 148th Pl	131	26	3,406	A - Arterial	O - AC/AC	89	29.66

Criteria:

11
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
Juanita	110	Juanita Dr NE	NE 145th St	NE 148th PI	457	28	12,796	A - Arterial	O - AC/AC	89	29.66
Juanita	120	Juanita Dr NE	NE 143rd St	NE 145th St	285	26	7,410	A - Arterial	O - AC/AC	88	28.22
Juanita	20	Juanita Dr NE	NE 165th St	NE 166th Ct	650	34	22,100	A - Arterial	O - AC/AC	89	29.66
Juanita	30	Juanita Dr NE	NE 163rd St	NE 165th St	444	34	15,096	A - Arterial	O - AC/AC	89	29.66
Juanita	40	Juanita Dr NE	NE 160th St	NE 163rd St	849	50	42,450	A - Arterial	O - AC/AC	89	29.66
Juanita	50	Juanita Dr NE	NE 158th St	NE 160th St	679	50	33,950	A - Arterial	O - AC/AC	88	28.22
Juanita	60	Juanita Dr NE	NE 155th PI	NE 158th St	367	24	8,808	A - Arterial	O - AC/AC	88	28.22
Juanita	70	Juanita Dr NE	NE 154th Ct	NE 155th PI	645	36	23,220	A - Arterial	O - AC/AC	89	29.66
Juanita	80	Juanita Dr NE	NE 153rd PI	NE 154th Ct	651	39	25,389	A - Arterial	O - AC/AC	89	29.66
Juanita	90	Juanita Dr NE	NE 149th St	NE 153rd PI	1,281	38	48,678	A - Arterial	O - AC/AC	88	28.22
Kenlake	10	Kenlake PI NE	NE 192nd St	NE 194th PI	597	28	16,716	R - Residential/Local	A - AC	76	26.41
Kenlake	20	Kenlake PI NE	NE 192nd St	62nd Ave NE	1,399	28	39,172	R - Residential/Local	A - AC	69	20.1
Kenlake	30	Kenlake PI NE	NE 187th PI	NE 185th St	377	24	9,048	R - Residential/Local	A - AC	83	33.99
10	10	NE 145th PI	73RD Ave NE	75TH Ave NE	1,242	30	37,260	R - Residential/Local	O - AC/AC	86	33.58
10	20	NE 145th PI	90th PI NE	East Cul-de-Sac	384	30	11,520	R - Residential/Local	A - AC	75	26.31
1450	15	NE 145th St	73rd Ave NE	West Cul-de-Sac	233	30	6,990	R - Residential/Local	O - AC/AC	83	31.52
1460	10	NE 146th St	72nd PI NE	75th Ave NE	886	30	26,580	R - Residential/Local	A - AC	91	32.38
1460	20	NE 146th St	78th PI NE	CULDESAC (E)	229	26	5,954	R - Residential/Local	A - AC	84	28.47
1472	10	NE 147th Ln	81st Ave NE	CULDESAC (W)	392	20	7,840	R - Residential/Local	A - AC	91	32.39
1475	10	NE 147th PI	72nd PI NE	CULDESAC (W)	150	33	4,950	R - Residential/Local	A - AC	85	29.09
1470	20	NE 147th St	81st Ave NE	CULDESAC (E)	356	24	8,544	R - Residential/Local	A - AC	80	31.01
1470	80	NE 147th St	CULDESAC (W)	Simonds Rd NE	440	28	12,320	R - Residential/Local	A - AC	74	24.63
1470	90	NE 147th St	78th Ave NE	CULDESAC (E)	643	22	14,146	R - Residential/Local	A - AC	75	25.59
1480	10	NE 148th PI	89th PI NE	CULDESAC (E)	196	24	4,704	R - Residential/Local	A - AC	80	31.01
1485	10	NE 148th PI	88th Ave NE	CULDESAC (E)	394	24	9,456	R - Residential/Local	A - AC	85	29.09
1485	20	NE 148th PI	78th Ave NE	CULDESAC (E)	688	20	13,760	R - Residential/Local	A - AC	71	21.93
1485	30	NE 148th PI	72nd PI NE	CULDESAC (E)	200	24	4,800	R - Residential/Local	A - AC	87	30.29
1485	50	NE 148th PI	84th Ave NE	CULDESAC (W)	256	33	8,448	R - Residential/Local	A - AC	84	28.47
1480	30	NE 148th St	CULDESAC (W)	78th Ave NE	524	24	12,576	R - Residential/Local	A - AC	91	32.39
1490	10	NE 149th PI	88th PI NE	89th PI NE	257	32	8,224	R - Residential/Local	A - AC	85	29.09
1495	10	NE 149th PI	72nd PI NE	CULDESAC (E)	255	24	6,120	R - Residential/Local	A - AC	87	30.29
1490	20	NE 149th St	81st Ave NE	CULDESAC (E)	571	20	11,420	R - Residential/Local	A - AC	89	31.41
1490	30	NE 149th St	Juanita Dr NE	EOR E	285	30	8,550	R - Residential/Local	A - AC	49	8.71

Criteria:

12
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1505	10	NE 150th Pl	NE 84th Ave	87th Ave NE	926	22	20,372	R - Residential/Local	A - AC	62	15.29
1500	10	NE 150th St	72nd Pl NE	73rd Ave NE	630	24	15,120	R - Residential/Local	A - AC	90	31.91
1500	20	NE 150th St	73rd Ave NE	74th Pl NE	345	30	10,350	R - Residential/Local	A - AC	91	32.81
1500	30	NE 150th St	78th Ave NE	80th Ave NE	510	33	16,830	R - Residential/Local	A - AC	81	27.36
1500	40	NE 150th St	80th Ave NE	81st Ave NE	530	33	17,490	R - Residential/Local	A - AC	81	26.57
1500	60	NE 150th St	88th Ave NE	88th Pl NE	260	32	8,320	R - Residential/Local	A - AC	84	28.47
1500	70	NE 150th St	88th Pl NE	89th Pl NE	255	30	7,650	R - Residential/Local	A - AC	84	28.47
1500	80	NE 150th St	81st Ave NE	84th Ave NE	1,000	25	25,000	R - Residential/Local	A - AC	80	31.01
1518	10	NE 151st Ct	80th Ave NE	CULDESAC (E)	196	20	3,920	R - Residential/Local	A - AC	84	28.47
1510	10	NE 151st St	CULDESAC (W)	64th Ct NE	589	36	21,204	R - Residential/Local	A - AC	71	22.3
1510	20	NE 151st St	64th Ct NE	65th Ave NE	186	36	6,696	R - Residential/Local	A - AC	73	23.69
1510	30	NE 151st St	65th Ave NE	66th Ct NE	226	36	8,136	R - Residential/Local	A - AC	71	21.93
1510	40	NE 151st St	66th Ct NE	NE Arrowhead Dr	853	30	25,590	R - Residential/Local	A - AC	71	21.93
1528	10	NE 152nd Ct	80th Ave NE	CULDESAC (E)	136	24	3,264	R - Residential/Local	A - AC	84	28.47
1525	10	NE 152nd Pl	72nd Ave NE	CULDESAC (E)	159	20	3,180	R - Residential/Local	A - AC	74	22.34
1520	10	NE 152nd St	61st Pl NE	62nd Ave NE	669	27	18,063	R - Residential/Local	A - AC	73	23.69
1520	20	NE 152nd St	62nd Ave NE	CULDESAC (E)	285	26	7,410	R - Residential/Local	A - AC	63	16.29
1520	30	NE 152nd St	88th Ave NE	EOR E	228	28	6,384	R - Residential/Local	A - AC	85	33.18
1520	60	NE 152nd St	84th Pl NE	85th Ave NE	220	28	6,160	R - Residential/Local	A - AC	84	28.47
1535	10	NE 153rd Pl	NE 153rd St	CULDESAC (E)	215	30	6,450	R - Residential/Local	A - AC	35	3.61
1535	20	NE 153rd Pl	75th Ave NE	CULDESAC (E)	333	25	8,325	R - Residential/Local	A - AC	84	28.47
1535	40	NE 153rd Pl	Juanita Dr NE	70th Ave NE	437	33	14,421	R - Residential/Local	A - AC	95	33.83
1535	50	NE 153rd Pl	70th Ave NE	71st Pl NE	326	30	9,780	R - Residential/Local	A - AC	56	11.72
1535	60	NE 153rd Pl	71st Pl NE	72nd Ave NE	238	30	7,140	R - Residential/Local	A - AC	54	11.18
1535	70	NE 153rd Pl	72nd Ave NE	NE 155th Pl	287	30	8,610	R - Residential/Local	A - AC	51	9.65
1530	20	NE 153rd St	64th Pl NE	NE 153rd Pl	780	32	24,960	R - Residential/Local	A - AC	61	14.65
1530	30	NE 153rd St	NE 153rd Pl	NE 154th St	186	32	5,952	R - Residential/Local	A - AC	66	18.01
1530	35	NE 153rd St	72nd Ave NE	East Cul-de-sac	465	25	11,625	R - Residential/Local	O - AC/AC	88	34.87
1530	40	NE 153rd St	84th Ave NE	85th Ave NE	454	33	14,982	R - Residential/Local	A - AC	84	28.47
1540	20	NE 154th St	61st Pl NE	62nd Pl NE	544	27	14,688	R - Residential/Local	A - AC	49	8.71
1540	25	NE 154th St	NE 153rd St	64th Ave NE	919	30	27,570	R - Residential/Local	O - AC/AC	81	36.26
1540	30	NE 154th St	64th Ave NE	NE 153rd Pl	734	28	20,552	R - Residential/Local	A - AC	71	21.93
1540	40	NE 154th St	NE 153rd St	NE Arrowhead Dr	301	33	9,933	R - Residential/Local	A - AC	66	18.01

Criteria:

13
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1555	10	NE 155th PI	Juanita Dr NE	70th Ave NE	437	33	14,421	R - Residential/Local	A - AC	77	27.61
1555	20	NE 155th PI	70th Ave NE	NE 153rd PI	734	28	20,552	R - Residential/Local	A - AC	82	28.65
1550	10	NE 155th St	NE 155th PI	73rd PI NE	236	28	6,608	R - Residential/Local	A - AC	71	19.66
1550	100	NE 155th St	85th Ave NE	86th Ave NE	261	24	6,264	R - Residential/Local	A - AC	63	13.94
1550	110	NE 155th St	86th Ave NE	Simonds Rd NE	552	24	13,248	R - Residential/Local	A - AC	72	20.54
1550	20	NE 155th St	73rd PI NE	74th Ave NE	457	24	10,968	R - Residential/Local	A - AC	67	16.58
1550	30	NE 155th St	74th Ave NE	75th Ave NE	292	24	7,008	R - Residential/Local	A - AC	72	20.51
1550	40	NE 155th St	75th Ave NE	76th PI NE	669	24	16,056	R - Residential/Local	A - AC	67	16.58
1550	50	NE 155th St	76th PI NE	78th Ave NE	463	24	11,112	R - Residential/Local	A - AC	58	13.13
1550	60	NE 155th St	78th Ave NE	79th Ave NE	502	24	12,048	R - Residential/Local	A - AC	78	26.42
1550	70	NE 155th St	79th Ave NE	81st Ave NE	594	24	14,256	R - Residential/Local	A - AC	77	25.32
1550	80	NE 155th St	81st Ave NE	84th Ave NE	959	24	23,016	R - Residential/Local	A - AC	54	11.17
1550	90	NE 155th St	84th Ave NE	85th Ave NE	247	24	5,928	R - Residential/Local	A - AC	70	18.87
1560	20	NE 156th St	62nd PI NE	63rd Ave NE	268	28	7,504	R - Residential/Local	A - AC	81	26.56
1560	30	NE 156th St	63rd Ave NE	64th Ave NE	607	27	16,389	R - Residential/Local	A - AC	78	28.71
1560	40	NE 156th St	72nd Ave NE	74th Ave NE	583	26	15,158	R - Residential/Local	A - AC	83	34
1560	50	NE 156th St	74th Ave NE	EOR E	425	26	11,050	R - Residential/Local	A - AC	87	30.29
1560	60	NE 156th St	CULDESAC (W)	79th Ave NE	246	20	4,920	R - Residential/Local	A - AC	78	28.71
1570	10	NE 157th St	63rd Ave NE	64th Ave NE	608	28	17,024	R - Residential/Local	A - AC	78	28.71
1570	20	NE 157th St	81st PI NE	CULDESAC (E)	346	20	6,920	R - Residential/Local	A - AC	77	27.63
1570	30	NE 157th St	Simonds Rd NE	88th Ave NE	500	28	14,000	R - Residential/Local	A - AC	70	20.38
1585	10	NE 158th PI	81st PI NE	CULDESAC (E)	329	26	8,554	R - Residential/Local	A - AC	78	28.71
1580	10	NE 158th St	63rd Ave NE	64th Ave NE	628	28	17,584	R - Residential/Local	A - AC	75	25.59
1580	20	NE 158th St	Juanita Dr NE	70th Ave NE	229	30	6,870	R - Residential/Local	A - AC	82	27.21
1580	30	NE 158th St	70th Ave NE	71st Ave NE	400	30	12,000	R - Residential/Local	A - AC	84	28.47
1580	40	NE 158th St	EOR W	74th Ave NE	549	22	12,078	R - Residential/Local	A - AC	89	31.41
1580	50	NE 158th St	74th Ave NE	75th Ave NE	549	22	12,078	R - Residential/Local	A - AC	89	31.41
1580	60	NE 158th St	83rd Ave NE	84th Ave NE	352	26	9,152	R - Residential/Local	A - AC	41	5.94
1590	10	NE 159th St	62nd Ave NE	62nd PI NE	262	28	7,336	R - Residential/Local	A - AC	78	28.71
1590	20	NE 159th St	62nd PI NE	63rd Ave NE	276	27	7,452	R - Residential/Local	A - AC	80	31.01
1590	30	NE 159th St	63rd PI NE	64th Ave NE	680	27	18,360	R - Residential/Local	A - AC	78	28.71
1590	40	NE 159th St	64th Ave NE	CULDESAC (E)	263	27	7,101	R - Residential/Local	A - AC	77	27.63
1590	50	NE 159th St	EOR W	70th Ave NE	151	24	3,624	R - Residential/Local	A - AC	88	30.86

Criteria:

14

SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1590	70	NE 159th St	82nd PI NE	84th Ave NE	511	24	12,264	R - Residential/Local	A - AC	84	33.14
1605	10	NE 160th PI	88th Ave NE	90th Ave NE	606	25	15,150	R - Residential/Local	A - AC	80	31.02
1605	15	NE 160th PI	90th Ave NE	BEGIN LOOP	367	26	9,542	R - Residential/Local	A - AC	82	27.21
1600	10	NE 160th St	Juanita Dr NE	70th Ave NE	466	25	11,650	R - Residential/Local	A - AC	80	30.05
1615	10	NE 161st PI	88th Ave NE	90th Ave NE	601	28	16,828	R - Residential/Local	A - AC	81	27.36
1610	10	NE 161st St	81st PI NE	82nd PI NE	367	26	9,542	R - Residential/Local	A - AC	84	33.14
1610	20	NE 161st St	90th Ave NE	PRIVATE DRIVE (E)	357	15	5,355	R - Residential/Local	A - AC	88	30.86
1610	25	NE 161st St	70th Ave NE	West Cul-de-Sac	334	21	7,014	R - Residential/Local	A - AC	80	26.02
1610	30	NE 161st St	70th Ave NE	EOR E	822	28	23,016	R - Residential/Local	A - AC	93	33.47
9	10	NE 163rd PI	Simonds Rd NE	Cul-de-Sac South	456	21	9,576	R - Residential/Local	A - AC	93	33.27
1630	10	NE 163rd St	84th Ave NE	EOR W	314	33	10,362	R - Residential/Local	A - AC	81	26.57
1630	20	NE 163rd St	Juanita Dr NE	69th Ave NE	228	28	6,384	R - Residential/Local	A - AC	88	30.86
1630	30	NE 163rd St	69th Ave NE	70th Ave NE	217	28	6,076	R - Residential/Local	A - AC	95	33.93
1630	40	NE 163rd St	70th Ave NE	EOR E	1,036	28	29,008	R - Residential/Local	A - AC	91	32.39
1630	50	NE 163rd St	74th Ave NE	76th Ave NE	585	22	12,870	R - Residential/Local	A - AC	77	23.51
1630	60	NE 163rd St	88th Ave NE	EOR E	290	24	6,960	R - Residential/Local	A - AC	87	30.29
1640	10	NE 164th St	69th Ave NE	EOR E	414	28	11,592	R - Residential/Local	A - AC	95	33.91
1640	20	NE 164th St	70th Ave NE	EOR E	614	28	17,192	R - Residential/Local	A - AC	95	33.94
1655	10	NE 165th PI	EOR W	72nd Ave NE	369	27	9,963	R - Residential/Local	A - AC	81	26.57
1650	10	NE 165th St	Juanita Dr NE	69th PI NE	441	36	15,876	R - Residential/Local	A - AC	80	26.11
1650	20	NE 165th St	69th Ave NE	EOR E	338	24	8,112	R - Residential/Local	A - AC	76	26.59
1650	30	NE 165th St	76th Ave NE	76th Ct NE	261	24	6,264	R - Residential/Local	A - AC	84	33.14
1650	40	NE 165th St	76th Ct NE	78th PI NE	335	24	8,040	R - Residential/Local	A - AC	84	33.14
1650	50	NE 165th St	78th PI NE	81st PI NE	209	24	5,016	R - Residential/Local	A - AC	84	28.47
1650	60	NE 165th St	81st PI NE	79th PI NE	356	26	9,256	R - Residential/Local	A - AC	84	28.47
1650	70	NE 165th St	79th PI NE	Simonds Rd NE	730	26	18,980	R - Residential/Local	A - AC	82	30.24
1650	80	NE 165th St	84th Ave NE	EOR E	289	20	5,780	R - Residential/Local	A - AC	91	32.39
1660	10	NE 166th St	Simonds Rd NE	84th Ave NE	725	20	14,500	R - Residential/Local	A - AC	82	27.21
1660	15	NE 166th St	84th Ave NE	85th PI NE	254	22	5,588	R - Residential/Local	A - AC	84	33.91
1670	10	NE 167th St	EOR W	72nd Ave NE	499	20	9,980	R - Residential/Local	A - AC	78	28.72
1670	20	NE 167th St	76th Ave NE	79th PI NE	907	24	21,768	R - Residential/Local	A - AC	84	33.14
1680	10	NE 168th St	EOR W	72nd Ave NE	558	30	16,740	R - Residential/Local	A - AC	89	40.78
1692	10	NE 169th Ln	76th Ave NE	EOR E	139	21	2,919	R - Residential/Local	A - AC	89	31.41

Criteria:

15
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1695	10	NE 169th PI	NE 170th St	NE 169th St	484	28	13,552	R - Residential/Local	A - AC	78	28.72
1690	20	NE 169th St	74th Ave NE	75th Ave NE	296	22	6,512	R - Residential/Local	A - AC	83	27.84
1690	30	NE 169th St	75th Ave NE	76th Ave NE	300	24	7,200	R - Residential/Local	A - AC	72	19.46
1690	40	NE 169th St	Simonds Rd NE	80th PI NE	203	26	5,278	R - Residential/Local	A - AC	55	11.2
1690	50	NE 169th St	80th PI NE	81st Ave NE	254	24	6,096	R - Residential/Local	A - AC	62	15.4
1690	55	NE 169th St	81ST Ave NE	NE 169th PI	1,674	24	40,176	R - Residential/Local	O - AC/AC	62	18.36
1700	15	NE 170th St	NE 169th PI (#8401)	NE 169th PI	743	22	16,346	R - Residential/Local	O - AC/AC	77	32.03
1700	20	NE 170th St	NE 169th PI	EOR E	308	27	8,316	R - Residential/Local	A - AC	76	26.59
1700	30	NE 170th St	Juanita Dr NE	70th Ave NE	742	42	31,164	MiC - Minor Collector (6)	O - AC/AC	94	37.26
1700	40	NE 170th St	70th Ave NE	72nd Ave NE	568	36	20,448	MaC - Major Collector (5)	O - AC/AC	94	29.81
1700	50	NE 170th St	72nd Ave NE	75th Ave NE	1,016	36	36,576	MiC - Minor Collector (6)	O - AC/AC	94	29.81
1750	10	NE 175th St	61st Ave NE	65th Ave NE	1,984	32	63,488	R - Residential/Local	A - AC	66	18.01
1750	20	NE 175th St	65th Ave NE	68th Ave NE	1,075	38	40,850	R - Residential/Local	A - AC	86	32.75
1750	30	NE 175th St	73rd Ave NE	82nd Ct NE	3,300	35	115,500	R - Residential/Local	A - AC	60	14.04
1750	40	NE 175th St	82nd Ct NE	83rd Ct NE	391	15	5,865	R - Residential/Local	A - AC	70	21.1
1750	50	NE 175th St	68th Ave NE	73rd Ave NE	1,507	40	60,280	R - Residential/Local	A - AC	57	12.29
1795	10	NE 179th PI	80th Ave NE	EOR E	637	24	15,288	R - Residential/Local	A - AC	89	31.41
1800	10	NE 180th St	EOR W	57th Ave NE	393	36	14,148	R - Residential/Local	A - AC	78	28.71
1800	20	NE 180th St	57th Ave NE	58th Ave NE	394	36	14,184	R - Residential/Local	A - AC	80	31.01
1800	30	NE 180th St	58th Ave NE	60th Ave NE	594	36	21,384	R - Residential/Local	A - AC	79	29.83
8	10	NE 181st PI	80th Ave NE	Cul-de-Sac West	384	22	8,448	R - Residential/Local	A - AC	88	30.96
1810	10	NE 181st St	58th Ave NE	60th Ave NE	602	40	24,080	R - Residential/Local	A - AC	67	18.74
1810	100	NE 181st St	68th Ave NE	73rd Ave NE	1,600	40	64,000	R - Residential/Local	A - AC	90	39.63
1810	20	NE 181st St	60th Ave NE	60th PI NE	267	36	9,612	R - Residential/Local	A - AC	87	30.29
1810	30	NE 181st St	60th PI NE	61st Ave NE	191	40	7,640	R - Residential/Local	A - AC	86	32.74
1810	40	NE 181st St	61st Ave NE	62nd Ave NE	428	30	12,840	R - Residential/Local	A - AC	87	30.29
1810	50	NE 181st St	62nd Ave NE	63rd Ave NE	492	24	11,808	R - Residential/Local	A - AC	86	31.34
1810	60	NE 181st St	63rd Ave NE	64th Ave NE	417	24	10,008	R - Residential/Local	A - AC	85	29.65
1810	70	NE 181st St	64th Ave NE	65th Ave NE	709	24	17,016	R - Residential/Local	A - AC	85	29.65
1810	80	NE 181st St	65th Ave NE	67th Ave NE	462	21	9,702	R - Residential/Local	A - AC	85	29.65
1810	90	NE 181st St	67th Ave NE	68th Ave NE	525	32	16,800	R - Residential/Local	A - AC	84	28.46

Criteria:

16
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1825	10	NE 182nd Pl	EOR W	80th Ave NE	593	24	14,232	R - Residential/Local	A - AC	82	27.21
1825	20	NE 182nd Pl	80th Ave NE	EOR E	214	24	5,136	R - Residential/Local	A - AC	89	31.41
1820	10	NE 182nd St	67th Ave NE	68th Ave NE	531	36	19,116	R - Residential/Local	A - AC	94	33.68
1820	100	NE 182nd St	66th Ave NE	EOR E	636	28	17,808	R - Residential/Local	A - AC	75	25.58
1820	20	NE 182nd St	68th Ave NE	70th Ln NE	696	30	20,880	R - Residential/Local	O - AC/AC	95	40.9
1820	30	NE 182nd St	70th Ln NE	73rd Ave NE	774	35	27,090	R - Residential/Local	O - AC/AC	96	49.2
1820	40	NE 182nd St	City Limit	57th Ave NE	610	30	18,300	R - Residential/Local	A - AC	58	12.85
1820	50	NE 182nd St	57th Ave	58th Ave	340	40	13,600	R - Residential/Local	A - AC	88	36.54
1820	60	NE 182nd St	58th Ave NE	60th Ave NE	413	40	16,520	R - Residential/Local	A - AC	88	36.54
1820	70	NE 182nd St	EOR W	62nd Ave NE	191	21	4,011	R - Residential/Local	A - AC	72	22.79
1820	80	NE 182nd St	62nd Ave NE	64th Ave NE	791	27	21,357	R - Residential/Local	A - AC	84	29.45
1820	90	NE 182nd St	64th Ave NE	66th Ave NE	678	27	18,306	R - Residential/Local	A - AC	74	22.13
1830	10	NE 183rd St	80th Ave NE	EOR E	430	22	9,460	R - Residential/Local	A - AC	89	31.41
1830	20	NE 183rd St	EOR W	80th Ave NE	792	20	15,840	R - Residential/Local	A - AC	82	27.21
1830	30	NE 183rd St	83rd Ave NE	83rd Pl NE	346	26	8,996	R - Residential/Local	A - AC	47	7.8
1830	40	NE 183rd St	83rd Pl NE	EOR E	184	26	4,784	R - Residential/Local	A - AC	63	15.94
1830	50	NE 183rd St	NE 184th St (W INT)	NE 184th St (E INT)	580	24	13,920	R - Residential/Local	A - AC	85	29.08
1830	55	NE 183rd St	57TH Ave NE	West Cul-de-sac	391	30	11,730	R - Residential/Local	O - AC/AC	90	36.05
1840	10	NE 184th St	EOR W	57th Ave NE	128	28	3,584	R - Residential/Local	A - AC	67	18.74
1840	20	NE 184th St	62nd Ave NE	64th Ave NE	758	24	18,192	R - Residential/Local	A - AC	72	22.79
1840	30	NE 184th St	64th Ave NE	NE 183rd St (W INT)	186	34	6,324	R - Residential/Local	A - AC	93	33.46
1840	40	NE 184th St	NE 183rd St (W INT)	NE 183rd St (E INT)	498	34	16,932	R - Residential/Local	A - AC	86	29.69
1840	50	NE 184th St	NE 183rd St (E INT)	66th Ave NE	327	34	11,118	R - Residential/Local	A - AC	83	27.83
1840	60	NE 184th St	80th Ave NE	EOR	586	24	14,064	R - Residential/Local	A - AC	88	30.86
1850	10	NE 185th St	63rd Ave NE	64th Ave NE	351	24	8,424	R - Residential/Local	A - AC	88	30.86
1850	100	NE 185th St	61st Pl NE (E INT)	Kenlake Pl NE	235	24	5,640	R - Residential/Local	A - AC	87	30.29
1850	110	NE 185th St	Kenlake Pl NE	62nd Ave NE	317	24	7,608	R - Residential/Local	A - AC	88	30.86
1850	20	NE 185th St	64th Ave NE	66th Ave NE	1,010	30	30,300	R - Residential/Local	A - AC	89	38.68
1850	30	NE 185th St	66th Ave NE	67th Ave NE	150	40	6,000	R - Residential/Local	A - AC	88	36.54
1850	40	NE 185th St	67th Ave NE	68th Ave NE	516	40	20,640	R - Residential/Local	A - AC	88	36.54
1850	50	NE 185th St	68th Ave NE	EOR E	300	20	6,000	R - Residential/Local	A - AC	89	31.4
1850	60	NE 185th St	EOR W	71st Ave NE	194	33	6,402	R - Residential/Local	A - AC	85	29.09
1850	70	NE 185th St	71st Ave NE	72nd Ave NE	175	40	7,000	R - Residential/Local	A - AC	83	27.84

Criteria:

17
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1850	80	NE 185th St	72nd Ave NE	73rd Ave NE	127	40	5,080	R - Residential/Local	A - AC	83	27.84
1850	90	NE 185th St	61st PI NE (W INT)	61st PI NE (E INT)	107	21	2,247	R - Residential/Local	A - AC	89	31.4
1850	95	NE 185th St	West Dead End	61st PI NE (W INT)	132	22	2,904	R - Residential/Local	O - AC/AC	88	34.87
1860	10	NE 186th St	64th PI NE	65th Ct NE	414	30	12,420	R - Residential/Local	A - AC	95	33.93
1860	20	NE 186th St	65th Ct NE	CULDESAC (SE)	147	30	4,410	R - Residential/Local	A - AC	95	33.93
1875	10	NE 187th PI	82nd Ave NE	EOR W	258	22	5,676	R - Residential/Local	A - AC	88	30.86
1870	10	NE 187th St	61st PI NE	Kenlake PI NE	301	26	7,826	R - Residential/Local	A - AC	89	31.4
1870	100	NE 187th St	67th PI NE	68th Ave NE	215	26	5,590	R - Residential/Local	A - AC	78	28.71
1870	110	NE 187th St	71st Ave NE	EOR E	485	22	10,670	R - Residential/Local	A - AC	84	28.47
1870	20	NE 187th St	Kenlake PI NE	62nd Ave NE	335	26	8,710	R - Residential/Local	A - AC	89	31.4
1870	30	NE 187th St	City Limit	55th Ave NE (E INT)	155	36	5,580	R - Residential/Local	A - AC	66	18.01
1870	40	NE 187th St	55th Ave NE (E INT)	56th Ave NE	819	36	29,484	R - Residential/Local	A - AC	66	18.01
1870	50	NE 187th St	EOR W	61st PI NE	150	21	3,150	R - Residential/Local	A - AC	89	31.4
1870	60	NE 187th St	61st PI NE	NE 187th St	168	26	4,368	R - Residential/Local	A - AC	92	33.17
1870	70	NE 187th St	62nd Ave NE	63rd Ave NE	309	22	6,798	R - Residential/Local	A - AC	60	13.86
1870	80	NE 187th St	63rd Ave NE	64th Ave NE	358	22	7,876	R - Residential/Local	A - AC	67	18.74
1870	90	NE 187th St	64th Ave NE	64th PI NE	321	30	9,630	R - Residential/Local	A - AC	95	33.93
7	10	NE 187th Way	80th Ave NE	Cul-de-Sac North	1,203	27	32,481	R - Residential/Local	A - AC	87	30.39
1885	011	NE 188th PI	61st PI NE	Cul-de-Sac NW	292	30	8,760	R - Residential/Local	O - AC/AC	86	41.73
1880	12	NE 188th St	64TH Ave NE	65th Ave NE	534	34	18,156	R - Residential/Local	O - AC/AC	78	32.01
1880	13	NE 188th St	65th Ave NE	66th Ave NE	515	30	15,450	R - Residential/Local	O - AC/AC	74	27.17
1895	10	NE 189th PI	EOR W	82nd Ave NE	525	28	14,700	R - Residential/Local	A - AC	91	32.39
1900	100	NE 190th St	62nd Ave NE	63rd Ave NE	372	27	10,044	R - Residential/Local	A - AC	76	26.41
1900	110	NE 190th St	64th Ave NE	65th Ave NE	691	36	24,876	R - Residential/Local	O - AC/AC	96	38.29
1900	120	NE 190th St	NE 190TH ST (HOUSE #6639)	68th Ave NE	165	33	5,445	R - Residential/Local	A - AC	82	33.16
1900	160	NE 190th St	80th Ave NE	82nd Ave NE	584	30	17,520	R - Residential/Local	A - AC	56	11.74
1900	20	NE 190th St	56th Ave NE	56th Ln NE	61	24	1,464	R - Residential/Local	A - AC	84	33.74
1900	30	NE 190th St	56th Ln NE	57th Ave NE	84	24	2,016	R - Residential/Local	A - AC	84	33.74
1900	40	NE 190th St	57th Ave NE	57th PI NE	248	24	5,952	R - Residential/Local	A - AC	85	35.32
1900	50	NE 190th St	57th PI NE	58th Ave NE	152	24	3,648	R - Residential/Local	A - AC	84	33.74
1900	60	NE 190th St	58th Ave NE	60th Ave NE	301	26	7,826	R - Residential/Local	A - AC	84	33.74
1900	70	NE 190th St	60th Ave NE	60th PI NE	94	35	3,290	R - Residential/Local	A - AC	85	35.32
1900	80	NE 190th St	60th PI NE	61st Ave NE	254	35	8,890	R - Residential/Local	A - AC	85	35.32

Criteria:

18
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1900	90	NE 190th St	61st Ave NE	61st PI NE	409	36	14,724	R - Residential/Local	A - AC	54	10.53
1908	10	NE 190th St	EOR W	73rd Ave NE	377	20	7,540	R - Residential/Local	A - AC	87	38.8
1910	10	NE 191st St	62nd Ave NE	CULDESAC (E)	447	28	12,516	R - Residential/Local	A - AC	61	13.43
1910	20	NE 191st St	CULDESAC (W)	65th PI NE	258	26	6,708	R - Residential/Local	A - AC	78	29.03
1910	30	NE 191st St	65th PI NE	67th Ave NE	454	35	15,890	R - Residential/Local	A - AC	82	27.2
1928	10	NE 192nd Ct	63rd Ave NE	EOR N	192	30	5,760	R - Residential/Local	A - AC	75	24.18
1925	10	NE 192nd PI	64th Ct NE	64th PI NE	209	35	7,315	R - Residential/Local	A - AC	71	21.93
1925	20	NE 192nd PI	64th Ave NE	64th Ct NE	200	33	6,600	R - Residential/Local	A - AC	64	16.6
1925	30	NE 192nd PI	64th PI NE	65th Ave NE	152	60	9,120	R - Residential/Local	A - AC	63	15.93
1925	40	NE 192nd PI	65th Ave NE	65th PI NE	350	30	10,500	R - Residential/Local	A - AC	63	15.93
1920	10	NE 192nd St	65th PI NE	66th PI NE	390	28	10,920	R - Residential/Local	A - AC	74	24.44
1920	20	NE 192nd St	CULDESAC (W)	Kenlake PI NE	148	30	4,440	R - Residential/Local	A - AC	80	30.04
1920	30	NE 192nd St	80th Ave NE	75th Ave NE	1,637	30	49,110	R - Residential/Local	A - AC	82	27.21
1920	40	NE 192nd St	75th Ave NE	73rd Ave NE	626	36	22,536	R - Residential/Local	A - AC	82	27.21
1935	10	NE 193rd PI	CULDESAC (W)	64th PI NE	252	28	7,056	R - Residential/Local	A - AC	67	17.4
1935	15	NE 193rd PI	80th Ave NE	NW Cul-de-Sac	955	22	21,010	R - Residential/Local	A - AC	93	33.27
1930	10	NE 193rd St	62nd Ave NE	63rd Ave NE	533	28	14,924	R - Residential/Local	O - AC/AC	95	38.29
1930	20	NE 193rd St	55th Ave NE	58th Ave NE	150	32	4,800	R - Residential/Local	A - AC	76	25.19
1930	30	NE 193rd St	58th Ave NE	58th PI NE	67	32	2,144	R - Residential/Local	A - AC	76	25.19
1930	40	NE 193rd St	58th PI NE	59th PI NE	216	32	6,912	R - Residential/Local	A - AC	76	25.19
1930	50	NE 193rd St	59th PI NE	61st Ave NE	480	38	18,240	R - Residential/Local	A - AC	76	25.19
1940	10	NE 194th PI	CULDESAC (W)	Kenlake PI NE	185	28	5,180	R - Residential/Local	A - AC	75	25.58
1940	20	NE 194th PI	Kenlake PI NE	GATED (E)	222	28	6,216	R - Residential/Local	A - AC	74	24.62
1940	25	NE 194th PI	GATED (W)	62nd Ave NE	222	28	6,216	R - Residential/Local	A - AC	82	33.16
1940	30	NE 194th St	63rd Ave NE	63rd PI NE	400	30	12,000	R - Residential/Local	A - AC	67	18.74
1940	40	NE 194th St	63rd PI NE	64th PI NE	627	30	18,810	R - Residential/Local	A - AC	67	18.74
1940	50	NE 194th St	66th PI NE	67th Ave NE	274	27	7,398	R - Residential/Local	A - AC	83	27.83
4	14	NE 195th Ct	62nd Ave NE	West Cul-de-Sac	321	22	7,062	R - Residential/Local	O - AC/AC	57	14.11
1950	10	NE 195th St	55th Ave NE	58th Ave NE	667	24	16,008	R - Residential/Local	A - AC	65	15.98
1950	30	NE 195th St	75th Ave NE	76th Ct NE	419	28	11,732	R - Residential/Local	A - AC	69	20.29
1950	40	NE 195th St	76th Ct NE	77th PI NE	300	32	9,600	R - Residential/Local	A - AC	50	9.19
1950	50	NE 195th St	77th PI NE	80th Ave NE	895	32	28,640	R - Residential/Local	A - AC	89	31.41
1968	10	NE 196th Ct	76th Ave NE	EOR E	189	20	3,780	R - Residential/Local	A - AC	82	27.21

Criteria:

19

MTC StreetSaver

SS1030

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
1968	20	NE 196th Ct	78th Ave NE	EOR E	436	24	10,464	R - Residential/Local	A - AC	88	30.86
1965	20	NE 196th Pl	66th Ave NE	West Cul-de-Sac	232	24	5,568	R - Residential/Local	O - AC/AC	64	19.92
1960	10	NE 196th St	EOR W	78th Ave NE	158	24	3,792	R - Residential/Local	A - AC	91	32.39
1960	30	NE 196th St	62nd Ave NE	62nd Ct NE	289	30	8,670	R - Residential/Local	A - AC	80	30.62
1960	40	NE 196th St	62nd Ct NE	63rd Pl NE	368	30	11,040	R - Residential/Local	A - AC	81	31.87
1960	50	NE 196th St	63rd Pl NE	64th Ave NE	200	24	4,800	R - Residential/Local	A - AC	83	27.84
1960	60	NE 196th St	64th Ave NE	65th Ave NE	500	26	13,000	R - Residential/Local	A - AC	83	27.84
1960	70	NE 196th St	65th Ave NE	66th Ave NE	505	30	15,150	R - Residential/Local	A - AC	78	28.3
1960	80	NE 196th St	66th Ave NE	66th Pl NE	400	28	11,200	R - Residential/Local	A - AC	81	26.56
1960	85	NE 196th St	80th Ave NE	Dead End North	1,805	27	48,735	R - Residential/Local	A - AC	93	44.79
1965	10	NE 196th St	CULDESAC (W)	66th Ave NE	178	27	4,806	R - Residential/Local	A - AC	67	18.55
1978	10	NE 197th Ct	76th Ave NE	EOR E	199	20	3,980	R - Residential/Local	A - AC	78	28.72
1975	10	NE 197th Pl	EOR E	78th Ave NE	339	24	8,136	R - Residential/Local	A - AC	89	31.41
1970	20	NE 197th St	58th Ave NE	60th Ave NE	704	28	19,712	R - Residential/Local	A - AC	60	12.84
1970	30	NE 197th St	61st Pl NE	62nd Ave NE	464	26	12,064	R - Residential/Local	A - AC	83	27.84
1985	20	NE 198th Pl	58th Ave NE	EOR E	211	30	6,330	R - Residential/Local	A - AC	65	17.29
1980	10	NE 198th St	62nd Ave NE	62nd Ct NE	305	26	7,930	R - Residential/Local	A - AC	84	28.46
1980	100	NE 198th St	76th Ave NE	EOR E	118	20	2,360	R - Residential/Local	A - AC	95	33.84
1980	110	NE 198th St	78th Ave NE	80th Ave NE	580	30	17,400	R - Residential/Local	A - AC	75	25.59
1980	120	NE 198th St	80th Ave NE	82nd Pl NE	450	28	12,600	R - Residential/Local	A - AC	85	29.09
1980	130	NE 198th St	82nd Pl NE	EOR E	537	24	12,888	R - Residential/Local	A - AC	83	27.84
1980	20	NE 198th St	62nd Ct NE	63rd Ln NE	354	26	9,204	R - Residential/Local	A - AC	81	31.86
1980	30	NE 198th St	63rd Ln NE	64th Ave NE	187	33	6,171	R - Residential/Local	A - AC	82	33.16
1980	40	NE 198th St	64th Ave NE	64th Pl NE	370	26	9,620	R - Residential/Local	A - AC	82	33.16
1980	50	NE 198th St	64th Pl NE	65th Ave NE	300	26	7,800	R - Residential/Local	A - AC	82	33.16
1980	60	NE 198th St	65th Ave NE	66th Pl NE	730	25	18,250	R - Residential/Local	A - AC	84	28.46
1980	70	NE 198th St	66th Pl NE	67th Ave NE	178	26	4,628	R - Residential/Local	A - AC	80	30.62
1980	80	NE 198th St	67th Ave NE	68th Ave NE	189	33	6,237	R - Residential/Local	A - AC	82	27.2
1990	10	NE 199th St	77th Ave NE	78th Ave NE	319	25	7,975	R - Residential/Local	A - AC	91	32.39
1990	20	NE 199th St	78th Ave NE	EOR E	398	25	9,950	R - Residential/Local	A - AC	91	32.39
1990	30	NE 199th St	EOR W	60th Ave NE	439	24	10,536	R - Residential/Local	A - AC	89	31.4
2000	10	NE 200th St	61st Ave NE	61st Ct NE	271	22	5,962	R - Residential/Local	A - AC	85	29.09
2000	20	NE 200th St	61st Ct NE	61st Pl NE	166	28	4,648	R - Residential/Local	A - AC	85	31.04

Criteria:

20
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
2000	30	NE 200th St	75th Ave NE	76th Ave NE	614	22	13,508	R - Residential/Local	A - AC	63	15.94
2000	40	NE 200th St	76th Ave NE	77th Ave NE	345	30	10,350	R - Residential/Local	A - AC	92	33.17
2000	50	NE 200th St	77th Ave NE	79th Ave NE	638	30	19,140	R - Residential/Local	A - AC	92	33.17
2000	60	NE 200th St	EOR W	75th Ave NE	665	20	13,300	R - Residential/Local	A - AC	92	33.17
2000	70	NE 200th St	79th Ave NE	80th Ave NE	291	30	8,730	R - Residential/Local	A - AC	89	31.41
2	10	NE 201st Pl	NE 202nd St / 68th Ave NE	Cul-de-Sac West	207	27	5,589	R - Residential/Local	A - AC	91	32.49
2	20	NE 201st Pl	75th Ave NE	76th Ave NE	599	20	11,980	R - Residential/Local	A - AC	81	29.68
2	30	NE 201st Pl	76th Ave NE	79th Ave NE	807	22	17,754	R - Residential/Local	A - AC	88	30.96
2022	10	NE 202nd Ln	EOR W	60th Ave NE	439	20	8,780	R - Residential/Local	A - AC	81	26.56
2025	20	NE 202nd Pl	75th Ave NE	76th Ave NE	637	28	17,836	R - Residential/Local	A - AC	73	23.7
2025	30	NE 202nd Pl	76th Ave NE	76th Pl NE	115	28	3,220	R - Residential/Local	A - AC	71	21.94
2025	40	NE 202nd Pl	76th Pl NE	77th Ave NE	324	28	9,072	R - Residential/Local	A - AC	78	28.72
2025	50	NE 202nd Pl	77th Ave NE	EOR E	176	28	4,928	R - Residential/Local	A - AC	79	29.84
2020	05	NE 202nd St	61ST Ave NE	61ST Ct NE	263	27	7,101	R - Residential/Local	O - AC/AC	91	50.43
2020	10	NE 202nd St	62nd Ave NE	63rd Ave NE	507	30	15,210	R - Residential/Local	A - AC	74	22.8
2020	20	NE 202nd St	63rd Ave NE	66th Ave NE	1,049	30	31,470	R - Residential/Local	A - AC	71	20.13
2020	30	NE 202nd St	66th Ave NE	NE 198th St	1,369	30	41,070	R - Residential/Local	A - AC	70	19.73
1	10	NE 203rd Pl	63rd Ave NE	62nd Pl NE	239	25	5,975	R - Residential/Local	O - AC/AC	88	44.43
2030	10	NE 203rd St	EOR W	60th Pl NE	136	28	3,808	R - Residential/Local	A - AC	84	28.46
2030	20	NE 203rd St	60th Pl NE	61st Ave NE	289	28	8,092	R - Residential/Local	A - AC	83	27.83
2030	30	NE 203rd St	61st Ave NE	EOR E	245	30	7,350	R - Residential/Local	A - AC	80	30.62
2030	40	NE 203rd St	75th Ave NE	EOR E	396	24	9,504	R - Residential/Local	A - AC	87	30.29
2030	50	NE 203rd St	77th Ave NE	78th Pl NE	425	27	11,475	R - Residential/Local	A - AC	83	27.84
2030	60	NE 203rd St	78th Pl NE	79th Ave NE	102	30	3,060	R - Residential/Local	A - AC	81	26.57
2030	70	NE 203rd St	79th Ave NE	80th Ave NE	358	27	9,666	R - Residential/Local	A - AC	84	28.47
2030	80	NE 203rd St	80th Ave NE	City Limits	1,035	24	24,840	R - Residential/Local	A - AC	83	27.84
2045	05	NE 204th Pl	55th Ave NE	57th Ave NE	298	27	8,046	R - Residential/Local	O - AC/AC	91	47.26
2045	20	NE 204th Pl	75th Ave NE	EOR E	638	24	15,312	R - Residential/Local	A - AC	87	30.29
2045	30	NE 204th Pl	63rd Ave NE	EOR N	328	28	9,184	R - Residential/Local	A - AC	82	33.16
2045	40	NE 204th Pl	76th Ave NE	77th Ave NE	453	30	13,590	R - Residential/Local	A - AC	80	31.02
2045	50	NE 204th Pl	73rd Ave NE	73rd Pl NE	249	28	6,972	R - Residential/Local	A - AC	78	28.71
2045	60	NE 204th Pl	73rd Pl NE	73rd Ct NE	244	28	6,832	R - Residential/Local	A - AC	75	25.59
2045	70	NE 204th Pl	73rd Ct NE	EOR E	96	28	2,688	R - Residential/Local	A - AC	89	31.41

Criteria:

21
SS1030

MTC StreetSaver

City of Kenmore

Section PCI/RSL Listing

Printed: 11/30/2017

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
2040	30	NE 204th St	60th Ave NE	61st Ave NE	587	30	17,610	R - Residential/Local	A - AC	88	36.53
2040	40	NE 204th St	61st Ave NE	EOR E	296	28	8,288	R - Residential/Local	A - AC	69	19.84
2040	50	NE 204th St	73rd Ave NE	City Limits	2,003	30	60,090	R - Residential/Local	A - AC	74	24.63
Simonds	10	Simonds Rd NE	75th Ave NE	79th PI NE	1,213	39	47,307	MiC - Minor Collector (6)	O - AC/AC	94	29.81
Simonds	100	Simonds Rd NE	88th Ave NE	NE 155th St	220	33	7,260	MiC - Minor Collector (6)	A - AC	41	3.06
Simonds	110	Simonds Rd NE	NE 152nd St	88th Ave NE	571	32	18,272	MiC - Minor Collector (6)	A - AC	43	3.52
Simonds	120	Simonds Rd NE	NE 151st St	NE 152nd St	970	33	32,010	MiC - Minor Collector (6)	A - AC	42	3.29
Simonds	130	Simonds Rd NE	NE 147th St	NE 151st St	737	43	31,691	MiC - Minor Collector (6)	A - AC	62	9.14
Simonds	140	Simonds Rd NE	92nd Ave NE	NE 147th St	221	43	9,503	MiC - Minor Collector (6)	A - AC	35	1.95
Simonds	20	Simonds Rd NE	79th PI NE	NE 169th St	539	34	18,326	MiC - Minor Collector (6)	O - AC/AC	94	29.81
Simonds	30	Simonds Rd NE	NE 166th St	NE 169th St	729	33	24,057	MiC - Minor Collector (6)	O - AC/AC	94	29.81
Simonds	40	Simonds Rd NE	NE 165th St	NE 166th St	257	34	8,738	MiC - Minor Collector (6)	O - AC/AC	94	29.81
Simonds	50	Simonds Rd NE	NE 162nd PI	NE 165th St	229	34	7,786	MiC - Minor Collector (6)	O - AC/AC	68	15.93
Simonds	60	Simonds Rd NE	NE 162nd Ct	NE 162nd PI	73	34	2,482	MiC - Minor Collector (6)	O - AC/AC	41	4.79
Simonds	70	Simonds Rd NE	84th Ave NE (S INT)	NE 162nd Ct	704	34	23,936	MiC - Minor Collector (6)	O - AC/AC	41	4.79
Simonds	80	Simonds Rd NE	NE 157th St	84th Ave NE (S INT)	1,203	34	40,902	MiC - Minor Collector (6)	O - AC/AC	49	7.68
Simonds	90	Simonds Rd NE	NE 155th St	NE 157th St	753	34	25,602	MiC - Minor Collector (6)	O - AC/AC	47	6.92
Total Section Length:										318,171	
Total Section Area:										9,291,993	

Criteria:

22
SS1030

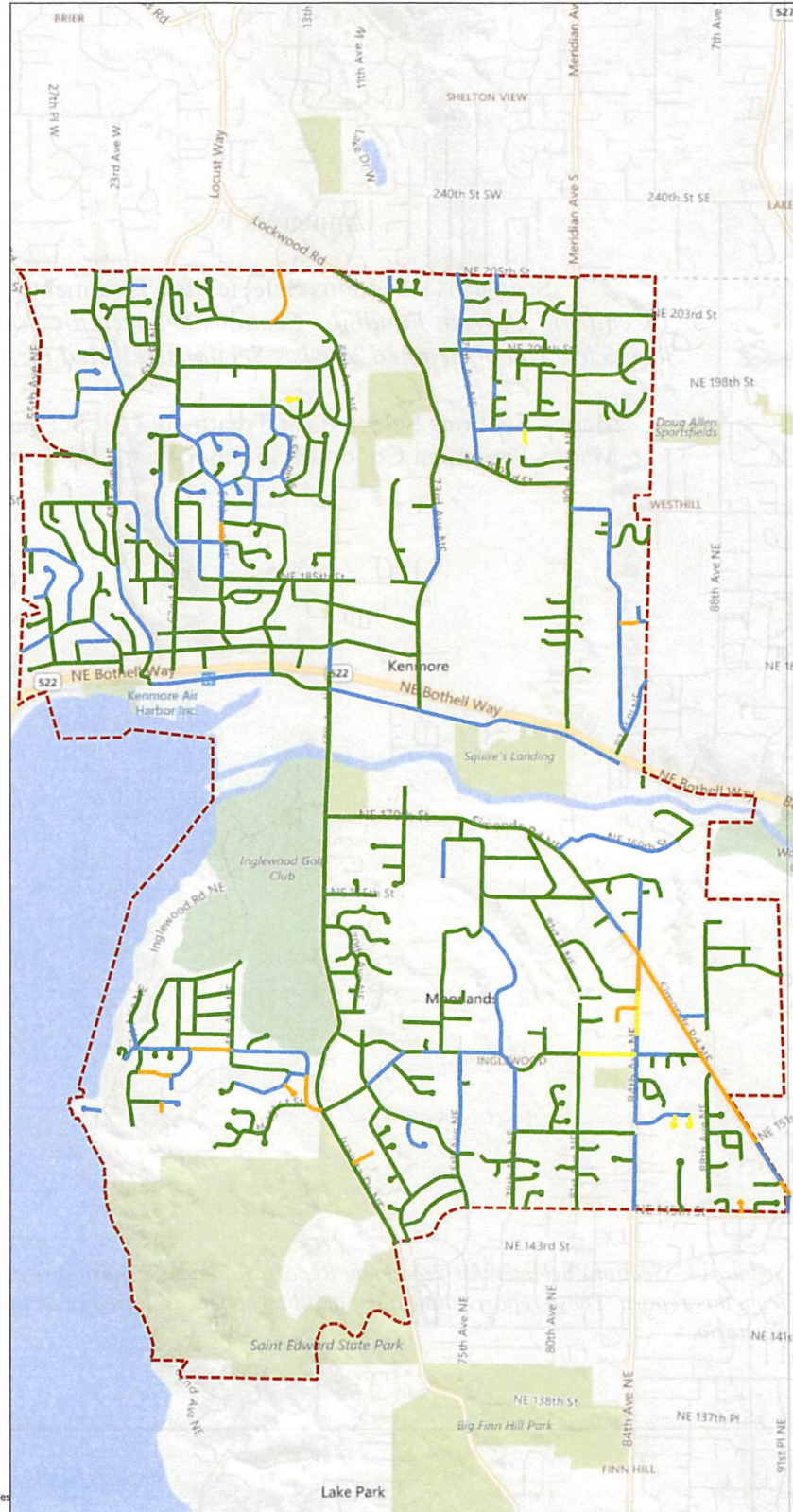
MTC StreetSaver



City of Kenmore

Current PCI Condition

Printed: 11/30/2017



Appendix F

Scenarios - Sections Selected for Treatment

Scenario - Current Funding - Sections Selected for Treatment

Scenario - Unconstrained Needs - Sections Selected for Treatment

Maps - Sections Selected for Treatment (All Scenarios)

Maps - Pavement Condition in Final Year (All Scenarios)

Scenarios - Sections Selected for Treatment Reports for each Scenario are available separate from this report. These reports show a list of all treatments selected in any given year for each Scenario.

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

	Year	Budget	PM	Year	Budget	PM	Year	Budget	PM						
	2018	\$550,000	\$100,000	2020	\$450,000	\$100,000	2022	\$550,000	\$100,000						
	2019	\$650,000	\$100,000	2021	\$550,000	\$100,000									
Year: 2018															
	Treatment														
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
89th PI NE	NE 145th St	EOR N	895	30	185	30	5,550	R	AC	44	42	100	\$55,500	5,067	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Arrowhead Dr NE	NE 151st St	NE 154th St	Arrowhead	90	506	24	12,144	R	AC	43	41	100	\$121,440	5,091	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Treatment Total													\$176,940		
61st Ave NE	NE 190th St	NE 193rd PI	610	120	439	48	21,072	A	AC	63	62	100	\$187,307	7,612	AC OVERLAY (2.0 INCHES)
Treatment Total													\$187,307		
**NE 147th St	81st Ave NE	CULDESAC (E)	1470	20	356	24	8,544	R	AC	79	79	86	\$4,272	35,721	SLURRY & CRACK SEAL
**NE 148th PI	89th PI NE	CULDESAC (E)	1480	10	196	24	4,704	R	AC	79	79	86	\$2,352	35,721	SLURRY & CRACK SEAL
**NE 150th St	81st Ave NE	84th Ave NE	1500	80	1,000	25	25,000	R	AC	79	79	86	\$12,500	35,721	SLURRY & CRACK SEAL
NE 156th St	CULDESAC (W)	79th Ave NE	1560	60	246	20	4,920	R	AC	77	76	85	\$2,460	33,629	SLURRY & CRACK SEAL
**NE 160th PI	88th Ave NE	90th Ave NE	1605	10	606	25	15,150	R	AC	79	79	86	\$7,575	35,723	SLURRY & CRACK SEAL
NE 167th St	EOR W	72nd Ave NE	1670	10	499	20	9,980	R	AC	77	76	85	\$4,990	33,633	SLURRY & CRACK SEAL
NE 169th PI	NE 170th St	NE 169th St	1695	10	484	28	13,552	R	AC	77	76	85	\$6,776	33,633	SLURRY & CRACK SEAL
NE 170th St	NE 169th PI (#8401)	NE 169th PI	1700	15	743	22	16,346	R	AC/AC	76	76	84	\$8,173	34,391	SLURRY & CRACK SEAL
NE 180th St	58th Ave NE	60th Ave NE	1800	30	594	36	21,384	R	AC	78	77	85	\$10,692	34,675	SLURRY & CRACK SEAL
**NE 190th St	NE 190TH ST (HOUSE #6639)	68th Ave NE	1900	120	165	33	5,445	R	AC	81	81	88	\$2,723	36,123	SLURRY & CRACK SEAL
**NE 194th PI	GATED (W)	62nd Ave NE	1940	25	222	28	6,216	R	AC	81	81	88	\$3,108	36,123	SLURRY & CRACK SEAL
NE 196th St	62nd Ave NE	62nd Ct NE	1960	30	289	30	8,670	R	AC	79	79	86	\$4,335	34,092	SLURRY & CRACK SEAL
NE 197th Ct	76th Ave NE	EOR E	1978	10	199	20	3,980	R	AC	77	76	85	\$1,990	33,633	SLURRY & CRACK SEAL
**NE 198th St	63rd Ln NE	64th Ave NE	1980	30	187	33	6,171	R	AC	81	81	88	\$3,086	36,123	SLURRY & CRACK SEAL
**NE 198th St	64th Ave NE	64th PI NE	1980	40	370	26	9,620	R	AC	81	81	88	\$4,810	36,123	SLURRY & CRACK SEAL
**NE 198th St	64th PI NE	65th Ave NE	1980	50	300	26	7,800	R	AC	81	81	88	\$3,900	36,123	SLURRY & CRACK SEAL
NE 198th St	66th PI NE	67th Ave NE	1980	70	178	26	4,628	R	AC	79	79	86	\$2,314	34,090	SLURRY & CRACK SEAL
NE 202nd PI	76th PI NE	77th Ave NE	2025	40	324	28	9,072	R	AC	77	76	85	\$4,536	33,633	SLURRY & CRACK SEAL
NE 203rd St	61st Ave NE	EOR E	2030	30	245	30	7,350	R	AC	79	79	86	\$3,675	34,087	SLURRY & CRACK SEAL
**NE 204th PI	63rd Ave NE	EOR N	2045	30	328	28	9,184	R	AC	81	81	88	\$4,592	36,120	SLURRY & CRACK SEAL

** - Treatment from Project Selection

1

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
**NE 204th PI	76th Ave NE	77th Ave NE	2045	40	453	30	13,590	R	AC	79	79	86	\$6,795	35,723	SLURRY & CRACK SEAL
**61st PI NE	NE 154th St	NE Arrowhead Dr	615	55	405	25	10,125	R	AC/AC	79	79	87	\$5,063	37,305	SLURRY & CRACK SEAL
62nd Ave NE	61st Ave NE	NE 159th St	620	150	1,176	27	31,752	R	AC	78	77	85	\$15,876	34,678	SLURRY & CRACK SEAL
**62nd Ave NE	NE 197th St	NE 198th St	620	20	217	26	5,642	R	AC	81	81	88	\$2,821	36,123	SLURRY & CRACK SEAL
62nd Ave NE	NE 196th St	NE 197th St	620	30	426	27	11,502	R	AC	79	79	86	\$5,751	34,090	SLURRY & CRACK SEAL
66th PI NE	NE 198th St	NE 196th St	665	10	601	28	16,828	R	AC	79	79	86	\$8,414	34,087	SLURRY & CRACK SEAL
**70th Ave NE	NE 152nd Ct	72nd PI NE	700	90	109	24	2,616	R	AC	79	79	86	\$1,308	35,719	SLURRY & CRACK SEAL
73rd PI NE	EOR N	NE 204th PI	738	20	198	28	5,544	R	AC	78	77	85	\$2,772	34,681	SLURRY & CRACK SEAL
**76th Ave NE	NE 196th Ct	NE 195th St	760	70	236	30	7,080	R	AC	79	79	86	\$3,540	35,723	SLURRY & CRACK SEAL
76th PI NE	EOR N	NE 202nd PI	765	10	200	28	5,600	R	AC	77	76	85	\$2,800	33,633	SLURRY & CRACK SEAL
**77th Ave NE	NE 204th PI	NE 203rd St	770	30	124	28	3,472	R	AC	78	77	85	\$1,736	34,684	SLURRY & CRACK SEAL
**79th Ave NE	NE 203rd St	EOR E	790	10	210	26	5,460	R	AC	79	79	86	\$2,730	35,723	SLURRY & CRACK SEAL
**88th Ave NE	NE 157th St	NE 160th PI	880	30	712	28	19,936	R	AC	79	79	86	\$9,968	35,721	SLURRY & CRACK SEAL
**90th PI NE	NE 145th St	NE 145th PI	905	10	158	28	4,424	R	AC	79	79	86	\$2,212	35,721	SLURRY & CRACK SEAL
Treatment Total												\$170,645			
**87th PI NE	NE 155th St	S Cul-de-Sac	11	10	203	21	4,263	R	AC	88	88	89	\$106	71,344	SEAL CRACKS
**NE 175th St	65th Ave NE	68th Ave NE	1750	20	1,075	38	40,850	R	AC	85	84	86	\$1,350	66,402	SEAL CRACKS
**NE 181st St	68th Ave NE	73rd Ave NE	1810	100	1,600	40	64,000	R	AC	89	89	89	\$1,440	74,008	SEAL CRACKS
**NE 181st St	60th PI NE	61st Ave NE	1810	30	191	40	7,640	R	AC	85	84	86	\$253	66,374	SEAL CRACKS
**NE 181st St	62nd Ave NE	63rd Ave NE	1810	50	492	24	11,808	R	AC	85	84	86	\$395	60,592	SEAL CRACKS
**NE 181st St	63rd Ave NE	64th Ave NE	1810	60	417	24	10,008	R	AC	84	83	85	\$364	57,279	SEAL CRACKS
**NE 181st St	64th Ave NE	65th Ave NE	1810	70	709	24	17,016	R	AC	84	83	85	\$619	57,279	SEAL CRACKS
**NE 181st St	65th Ave NE	67th Ave NE	1810	80	462	21	9,702	R	AC	84	83	85	\$353	57,279	SEAL CRACKS
**NE 182nd St	57th Ave	58th Ave	1820	50	340	40	13,600	R	AC	87	87	88	\$374	73,973	SEAL CRACKS
**NE 182nd St	58th Ave NE	60th Ave NE	1820	60	413	40	16,520	R	AC	87	87	88	\$454	73,973	SEAL CRACKS
**NE 182nd St	62nd Ave NE	64th Ave NE	1820	80	791	27	21,357	R	AC	83	82	84	\$832	59,611	SEAL CRACKS
**NE 185th St	64th Ave NE	66th Ave NE	1850	20	1,010	30	30,300	R	AC	88	88	89	\$752	77,331	SEAL CRACKS
**NE 185th St	66th Ave NE	67th Ave NE	1850	30	150	40	6,000	R	AC	87	87	88	\$165	73,973	SEAL CRACKS
**NE 185th St	67th Ave NE	68th Ave NE	1850	40	516	40	20,640	R	AC	87	87	88	\$567	73,973	SEAL CRACKS
**NE 200th St	61st Ct NE	61st PI NE	2000	20	166	28	4,648	R	AC	84	83	85	\$168	62,947	SEAL CRACKS
**NE 204th St	60th Ave NE	61st Ave NE	2040	30	587	30	17,610	R	AC	87	87	88	\$484	73,959	SEAL CRACKS
**60th Ave NE	60th PI NE	NE 182nd St	600	110	537	35	18,795	R	AC	76	75	77	\$1,120	41,253	SEAL CRACKS

** - Treatment from Project Selection

2

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2018

Year: 2018										Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
**60th Ave NE	NE 181st St	NE 180th St	600	140	196	40	7,840	R	AC	88	88	89	\$195	77,331	SEAL CRACKS
**60th Ave NE	NE 180th St	NE Bothell Way	600	150	163	58	9,454	R	AC	79	78	80	\$482	48,091	SEAL CRACKS
**64th Ave NE	NE 181st St	NE 182nd St	640	100	293	24	7,032	R	AC	83	82	84	\$274	59,611	SEAL CRACKS
**64th Ave NE	NE 184th St	NE 185th St	640	80	317	36	11,412	R	AC	84	83	85	\$411	62,934	SEAL CRACKS
**64th Ave NE	NE 182nd St	NE 184th St	640	90	542	24	13,008	R	AC	78	77	79	\$701	45,670	SEAL CRACKS
**65th Ave NE	CULDESAC (S)	65th PI NE	650	10	613	24	14,712	R	AC	88	88	88	\$369	70,686	SEAL CRACKS
**Juanita Dr NE	NE 166th Ct	NE 170th St	Juanita	10	743	48	35,664	A	AC/AC	87	86	87	\$459	241,469	SEAL CRACKS
**Juanita Dr NE	NE 149th St	NE 148th PI	Juanita	100	131	26	3,406	A	AC/AC	88	87	88	\$20	517,668	SEAL CRACKS
**Juanita Dr NE	NE 145th St	NE 148th PI	Juanita	110	457	28	12,796	A	AC/AC	88	87	88	\$75	517,668	SEAL CRACKS
**Juanita Dr NE	NE 143rd St	NE 145th St	Juanita	120	285	26	7,410	A	AC/AC	87	86	87	\$96	241,469	SEAL CRACKS
**Juanita Dr NE	NE 165th St	NE 166th Ct	Juanita	20	650	34	22,100	A	AC/AC	88	87	88	\$128	517,668	SEAL CRACKS
**Juanita Dr NE	NE 163rd St	NE 165th St	Juanita	30	444	34	15,096	A	AC/AC	88	87	88	\$88	517,668	SEAL CRACKS
**Juanita Dr NE	NE 160th St	NE 163rd St	Juanita	40	849	50	42,450	A	AC/AC	88	87	88	\$246	517,668	SEAL CRACKS
**Juanita Dr NE	NE 158th St	NE 160th St	Juanita	50	679	50	33,950	A	AC/AC	87	86	87	\$437	241,469	SEAL CRACKS
**Juanita Dr NE	NE 155th PI	NE 158th St	Juanita	60	367	24	8,808	A	AC/AC	87	86	87	\$114	241,469	SEAL CRACKS
**Juanita Dr NE	NE 154th Ct	NE 155th PI	Juanita	70	645	36	23,220	A	AC/AC	88	87	88	\$135	517,668	SEAL CRACKS
**Juanita Dr NE	NE 153rd PI	NE 154th Ct	Juanita	80	651	39	25,389	A	AC/AC	88	87	88	\$147	517,668	SEAL CRACKS
**Juanita Dr NE	NE 149th St	NE 153rd PI	Juanita	90	1,281	38	48,678	A	AC/AC	87	86	87	\$626	241,469	SEAL CRACKS
Treatment Total													\$14,799		
Year 2018 Area Total							1,037,235		Year 2018 Total			\$549,691			

Year: 2019

Year: 2019											Treatment				
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
**NE 154th St	NE 153rd St	64th Ave NE	1540	25	919	30	27,570	R	AC/AC	80	79	87	\$14,199	33,777	SLURRY & CRACK SEAL
**NE 156th St	72nd Ave NE	74th Ave NE	1560	40	583	26	15,158	R	AC	82	81	88	\$7,807	34,109	SLURRY & CRACK SEAL
**NE 159th St	62nd PI NE	63rd Ave NE	1590	20	276	27	7,452	R	AC	79	78	85	\$3,838	34,435	SLURRY & CRACK SEAL
**NE 180th St	57th Ave NE	58th Ave NE	1800	20	394	36	14,184	R	AC	79	78	85	\$7,305	34,432	SLURRY & CRACK SEAL
**NE 191st St	CULDESAC (W)	65th PI NE	1910	20	258	26	6,708	R	AC	77	75	84	\$3,455	33,684	SLURRY & CRACK SEAL
**NE 196th St	62nd Ct NE	63rd PI NE	1960	40	368	30	11,040	R	AC	80	79	86	\$5,686	34,009	SLURRY & CRACK SEAL
**NE 198th St	62nd Ct NE	63rd Ln NE	1980	20	354	26	9,204	R	AC	80	79	86	\$4,741	34,006	SLURRY & CRACK SEAL
**60th PI NE	60th Ave NE	CULDESAC (S) 605	20	226	30	6,780	R	AC	79	78	86	\$3,492	33,812	SLURRY & CRACK SEAL	

** - Treatment from Project Selection

3

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2019

Year: 2019										Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
**61st Ave NE	NE 204th St (S INT)	City Limits	610	10	378	24	9,072	R	AC	84	83	90	\$4,673	33,699	SLURRY & CRACK SEAL
**65th Ave NE	NE 196th St	NE 198th St	650	30	633	28	17,724	R	AC	80	79	86	\$9,128	34,006	SLURRY & CRACK SEAL
**67th Ave NE	NE 191st St	NE 194th St	670	30	852	30	25,560	R	AC	80	79	86	\$13,164	34,006	SLURRY & CRACK SEAL
**70th Ave NE	NE 152nd Ct	NE 153rd St	700	80	289	24	6,936	R	AC	79	78	85	\$3,573	34,435	SLURRY & CRACK SEAL
**73rd Ave NE	NE 202nd Pl	NE 204th St	730	50	427	34	14,518	A	AC	79	75	84	\$7,477	33,630	SLURRY & CRACK SEAL
**75th Ave NE	NE 145th St	NE 145th Pl	750	100	324	30	9,720	R	AC	79	78	85	\$5,006	34,435	SLURRY & CRACK SEAL
**78th Ave NE	NE 148th Pl	NE 148th St	780	30	50	30	1,500	R	AC	80	79	86	\$773	32,099	SLURRY & CRACK SEAL
**Kenlake Pl NE	NE 187th Pl	NE 185th St	Kenlake	30	377	24	9,048	R	AC	82	81	88	\$4,660	34,104	SLURRY & CRACK SEAL
Treatment Total													\$98,977		
**Simonds Rd NE	NE 162nd Pl	NE 165th St	Simonds	50	229	34	7,786	MIC	AC/AC	67	64	100	\$42,504	8,069	AC OVERLAY
**Simonds Rd NE	NE 162nd Ct	NE 162nd Pl	Simonds	60	73	34	2,482	MIC	AC/AC	41	36	100	\$13,550	10,911	AC OVERLAY
**Simonds Rd NE	84th Ave NE (S INT)	NE 162nd Ct	Simonds	70	704	34	23,936	MIC	AC/AC	41	36	100	\$130,667	10,911	AC OVERLAY
**Simonds Rd NE	NE 157th St	84th Ave NE (S INT)	Simonds	80	1,203	34	40,902	MIC	AC/AC	49	45	100	\$223,285	10,473	AC OVERLAY
**Simonds Rd NE	NE 155th St	NE 157th St	Simonds	90	753	34	25,602	MIC	AC/AC	47	42	100	\$139,762	10,609	AC OVERLAY
Treatment Total													\$549,768		
**62nd Way NE	62nd Ave NE	South Cul-de-Sac	15	10	514	22	11,308	R	AC	92	89	89	\$264	40,780	SEAL CRACKS
**NE 193rd Pl	80th Ave NE	NW Cul-de-Sac	1935	15	955	22	21,010	R	AC	92	89	89	\$490	40,780	SEAL CRACKS
**68th Ave NE	NE 182nd St	NE 185th St	680	70	466	45	20,970	MIC	AC/AC	90	88	89	\$41	1,035,592	SEAL CRACKS
**NE 163rd Pl	Simonds Rd NE	Cul-de-Sac South	9	10	456	21	9,576	R	AC	92	89	89	\$223	40,774	SEAL CRACKS
Treatment Total													\$1,018		
Year 2019 Area Total							355,746	Year 2019 Total				\$649,763			

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
62nd Ave NE	CULDESAC (S)	NE 152nd St	620	170	296	24	7,104	R	AC	47	40	100	\$75,367	4,819	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS

** - Treatment from Project Selection

4

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
62nd Ave NE	NE 195th St	NE 195th Ct	620	50	150	33	4,950	R	AC	53	47	100	\$52,515	4,648	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Treatment Total													\$127,882		
73rd Ave NE	NE 190th Ct	NE 190th St	730	80	328	42	13,776	A	AC	74	68	100	\$129,911	6,384	AC OVERLAY (2.0 INCHES)
Treatment Total													\$129,911		
NE 156th St	63rd Ave NE	64th Ave NE	1560	30	607	27	16,389	R	AC	77	74	83	\$8,694	30,958	SLURRY & CRACK SEAL
NE 157th St	63rd Ave NE	64th Ave NE	1570	10	608	28	17,024	R	AC	77	74	83	\$9,031	30,958	SLURRY & CRACK SEAL
NE 158th PI	81st PI NE	CULDESAC (E)	1585	10	329	26	8,554	R	AC	77	74	83	\$4,538	30,961	SLURRY & CRACK SEAL
NE 159th St	62nd Ave NE	62nd PI NE	1590	10	262	28	7,336	R	AC	77	74	83	\$3,892	30,958	SLURRY & CRACK SEAL
NE 159th St	63rd PI NE	64th Ave NE	1590	30	680	27	18,360	R	AC	77	74	83	\$9,740	30,958	SLURRY & CRACK SEAL
NE 187th St	67th PI NE	68th Ave NE	1870	100	215	26	5,590	R	AC	77	74	83	\$2,966	30,955	SLURRY & CRACK SEAL
**NE 190th St	56th Ave NE	56th Ln NE	1900	20	61	24	1,464	R	AC	83	81	88	\$777	29,681	SLURRY & CRACK SEAL
NE 204th PI	73rd Ave NE	73rd PI NE	2045	50	249	28	6,972	R	AC	77	74	83	\$3,699	30,961	SLURRY & CRACK SEAL
60th Ave NE	NE 204th St	City Limits	600	10	387	20	7,740	R	AC	77	74	83	\$4,106	30,958	SLURRY & CRACK SEAL
60th Ave NE	NE 190th St	58th Ave NE	600	90	916	26	23,816	R	AC	85	83	90	\$12,634	31,518	SLURRY & CRACK SEAL
62nd PI NE	NE 156th St	NE 159th St	625	10	932	28	26,096	R	AC	77	74	83	\$13,843	30,958	SLURRY & CRACK SEAL
62nd PI NE	CULDESAC (S)	NE Arrowhead Dr	625	30	105	30	3,150	R	AC	77	74	83	\$1,671	30,958	SLURRY & CRACK SEAL
63rd Ave NE	NE 157th St	NE 158th St	630	130	299	27	8,073	R	AC	77	74	83	\$4,283	30,958	SLURRY & CRACK SEAL
75th Ave NE	NE 146th St	NE 148th St	750	80	354	30	10,620	R	AC	77	74	83	\$5,634	30,958	SLURRY & CRACK SEAL
83rd PI NE	NE Bothell Way	83rd Ave	835	40	381	36	13,716	R	AC	77	74	83	\$7,276	30,964	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 166th Ct	NE 170th St	Juanita	10	743	48	35,664	A	AC/AC	87	84	91	\$18,918	35,628	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 149th St	NE 148th PI	Juanita	100	131	26	3,406	A	AC/AC	88	86	92	\$1,807	36,601	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 145th St	NE 148th PI	Juanita	110	457	28	12,796	A	AC/AC	88	86	92	\$6,788	36,601	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 165th St	NE 166th Ct	Juanita	20	650	34	22,100	A	AC/AC	88	86	92	\$11,723	36,601	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 163rd St	NE 165th St	Juanita	30	444	34	15,096	A	AC/AC	88	86	92	\$8,008	36,601	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 160th St	NE 163rd St	Juanita	40	849	50	42,450	A	AC/AC	88	86	92	\$22,518	36,601	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 154th Ct	NE 155th PI	Juanita	70	645	36	23,220	A	AC/AC	88	86	92	\$12,318	36,601	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 153rd PI	NE 154th Ct	Juanita	80	651	39	25,389	A	AC/AC	88	86	92	\$13,468	36,601	SLURRY & CRACK SEAL
Treatment Total													\$188,332		
**NE 170th St	70th Ave NE	72nd Ave NE	1700	40	568	36	20,448	MaC	AC/AC	93	86	87	\$258	136,256	SEAL CRACKS
**NE 170th St	72nd Ave NE	75th Ave NE	1700	50	1,016	36	36,576	MIC	AC/AC	93	86	87	\$462	136,256	SEAL CRACKS

** - Treatment from Project Selection

5

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
**80th Ave NE	NE 177th Ct	NE 179th PI	800	50	998	40	39,920	MIC	AC/AC	91	88	89	\$37	2,468,480	SEAL CRACKS
**80th Ave NE	NE 179th PI	NE 183rd St	800	60	998	40	39,920	MIC	AC/AC	93	86	87	\$501	136,686	SEAL CRACKS
**80th Ave NE	NE 183rd St	NE 185th St	800	70	460	36	16,560	MIC	AC/AC	93	86	87	\$208	136,686	SEAL CRACKS
**80th Ave NE	NE 185th St	NE 190th St	800	80	1,300	36	46,800	MIC	AC/AC	93	86	87	\$588	136,686	SEAL CRACKS
**82nd PI NE	NE 196th St	North Cul-de-Sac	825	45	295	27	7,965	R	AC	95	88	89	\$204	42,279	SEAL CRACKS
**84th Ave NE	NE 175th St	End of Pavement South	840	125	237	20	4,740	R	AC	94	88	89	\$125	43,482	SEAL CRACKS
**Simonds Rd NE	75th Ave NE	79th PI NE	Simonds	10	1,213	39	47,307	MIC	AC/AC	93	86	87	\$597	136,256	SEAL CRACKS
**Simonds Rd NE	79th PI NE	NE 169th St	Simonds	20	539	34	18,326	MIC	AC/AC	93	86	87	\$232	136,256	SEAL CRACKS
**Simonds Rd NE	NE 166th St	NE 169th St	Simonds	30	729	33	24,057	MIC	AC/AC	93	86	87	\$304	136,256	SEAL CRACKS
**Simonds Rd NE	NE 165th St	NE 166th St	Simonds	40	257	34	8,738	MIC	AC/AC	93	86	87	\$111	136,256	SEAL CRACKS
Treatment Total													\$3,627		

Year 2020 Area Total**692,208****Year 2020 Total****\$449,752****Year: 2021**

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
84th Ave NE	NE 158th St	NE 156th St	840	40	272	26	7,072	R	AC	50	40	100	\$77,278	4,661	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Treatment Total													\$77,278		
73rd Ave NE	NE 185th St	NE 182nd St	730	100	704	40	28,160	A	AC	75	66	100	\$273,522	6,368	AC OVERLAY (2.0 INCHES)
Treatment Total													\$273,522		
NE 203rd PI	63rd Ave NE	62nd PI NE	1	10	239	25	5,975	R	AC/AC	87	84	91	\$3,265	29,363	SLURRY & CRACK SEAL
NE 145th PI	90th PI NE	East Cul-de-Sac	10	20	384	30	11,520	R	AC	74	70	79	\$6,295	29,004	SLURRY & CRACK SEAL
NE 160th St	Juanita Dr NE	70th Ave NE	1600	10	466	25	11,650	R	AC	79	75	83	\$6,366	28,955	SLURRY & CRACK SEAL
NE 166th St	84th Ave NE	85th PI NE	1660	15	254	22	5,588	R	AC	83	80	87	\$3,054	29,145	SLURRY & CRACK SEAL
NE 168th St	EOR W	72nd Ave NE	1680	10	558	30	16,740	R	AC	88	85	92	\$9,147	29,496	SLURRY & CRACK SEAL
**59th PI NE	NE Arrowhead Dr	Private Drive	17	10	384	14	5,376	R	AC/AC	86	83	90	\$2,938	31,290	SLURRY & CRACK SEAL
NE 180th St	EOR W	57th Ave NE	1800	10	393	36	14,148	R	AC	77	73	82	\$7,730	29,598	SLURRY & CRACK SEAL

** - Treatment from Project Selection

6

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 188th St	64TH Ave NE	65th Ave NE	1880	12	534	34	18,156	R	AC/AC	77	73	82	\$9,920	28,957	SLURRY & CRACK SEAL
NE 190th St	56th Ln NE	57th Ave NE	1900	30	84	24	2,016	R	AC	83	79	87	\$1,102	29,055	SLURRY & CRACK SEAL
NE 190th St	57th Ave NE	57th Pl NE	1900	40	248	24	5,952	R	AC	84	81	88	\$3,252	30,044	SLURRY & CRACK SEAL
NE 190th St	57th Pl NE	58th Ave NE	1900	50	152	24	3,648	R	AC	83	79	87	\$1,994	29,055	SLURRY & CRACK SEAL
NE 190th St	58th Ave NE	60th Ave NE	1900	60	301	26	7,826	R	AC	83	79	87	\$4,276	29,055	SLURRY & CRACK SEAL
NE 190th St	60th Pl NE	61st Ave NE	1900	80	254	35	8,890	R	AC	84	81	88	\$4,858	30,044	SLURRY & CRACK SEAL
**NE 190th St	EOR W	73rd Ave NE	1908	10	377	20	7,540	R	AC	86	83	90	\$4,120	32,065	SLURRY & CRACK SEAL
NE 192nd St	CULDESAC (W)	Kenlake Pl NE	1920	20	148	30	4,440	R	AC	79	75	83	\$2,426	28,945	SLURRY & CRACK SEAL
NE 193rd St	58th Ave NE	58th Pl NE	1930	30	67	32	2,144	R	AC	75	70	79	\$1,172	24,572	SLURRY & CRACK SEAL
**NE 202nd Pl	77th Ave NE	EOR E	2025	50	176	28	4,928	R	AC	78	74	83	\$2,693	30,658	SLURRY & CRACK SEAL
**57th Ave NE	CULDESAC (S)	NE 190th St	570	20	374	28	10,472	R	AC	86	83	90	\$5,722	32,059	SLURRY & CRACK SEAL
60th Pl NE	NE 190th St	CULDESAC (N)	605	40	406	24	9,744	R	AC	84	81	88	\$5,324	30,044	SLURRY & CRACK SEAL
**62nd Ave NE	CULDESAC (S)	NE Arrowhead Dr	620	160	118	24	2,832	R	AC	77	73	82	\$1,548	29,601	SLURRY & CRACK SEAL
62nd Pl NE	NE 203th Pl	North Cul-de-Sac	625	45	212	25	5,300	R	AC/AC	87	84	91	\$2,896	29,363	SLURRY & CRACK SEAL
63rd Ave NE	NE 204th St	NE 203rd St	630	100	317	28	8,876	R	AC	81	77	85	\$4,850	29,183	SLURRY & CRACK SEAL
**63rd Ave NE	NE 203rd Pl	NE 202nd St	630	110	188	28	5,264	R	AC	83	80	87	\$2,877	31,278	SLURRY & CRACK SEAL
**63rd Ave NE	EOR N	NE 204th St	630	90	137	28	3,836	R	AC	83	80	87	\$2,096	31,278	SLURRY & CRACK SEAL
65th Pl NE	NE 192nd Pl	NE 191st St	655	30	174	35	6,090	R	AC	77	73	82	\$3,328	29,598	SLURRY & CRACK SEAL
73rd Ave NE	NE Bothell Way	NE 181st St	730	120	455	48	21,840	A	AC	88	80	87	\$11,933	29,865	SLURRY & CRACK SEAL
**73rd Ave NE	NE 175th St	NE Bothell Way	730	130	455	60	27,300	A	AC	83	75	83	\$14,916	31,730	SLURRY & CRACK SEAL
**73rd Ave NE	NE 204th St	NE 204th Pl	730	53	212	34	7,208	R	AC	82	79	87	\$3,939	31,329	SLURRY & CRACK SEAL
74th Ave NE	NE 156th St (S INT)	NE 156th St (N INT)	740	60	77	25	1,925	R	AC	84	80	88	\$1,052	27,465	SLURRY & CRACK SEAL
78th Ave NE	NE 148th St	NE 150th St	780	20	290	30	8,700	R	AC	79	75	83	\$4,754	28,949	SLURRY & CRACK SEAL
**85th Ave NE	CULDESAC (S)	NE 155th St	850	10	215	24	5,160	R	AC	85	82	89	\$2,820	32,294	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 143rd St	NE 145th St	Juanita	120	285	26	7,410	A	AC/AC	87	83	90	\$4,049	37,919	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 158th St	NE 160th St	Juanita	50	679	50	33,950	A	AC/AC	87	83	90	\$18,550	37,919	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 155th Pl	NE 158th St	Juanita	60	367	24	8,808	A	AC/AC	87	83	90	\$4,813	37,919	SLURRY & CRACK SEAL
**Juanita Dr NE	NE 149th St	NE 153rd Pl	Juanita	90	1,281	38	48,678	A	AC/AC	87	83	90	\$26,596	37,919	SLURRY & CRACK SEAL
Treatment Total													\$196,671		
**NE 182nd St	68th Ave NE	70th Ln NE	1820	20	696	30	20,880	R	AC/AC	95	88	89	\$48	577,703	SEAL CRACKS

** - Treatment from Project Selection

7

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2021

Year: 2021										Treatment							
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment		
**NE 190th St	64th Ave NE	65th Ave NE	1900	110	691	36	24,876	R	AC/AC	95	87	88	\$218	153,877	SEAL CRACKS		
**NE 193rd St	62nd Ave NE	63rd Ave NE	1930	10	533	28	14,924	R	AC/AC	95	87	88	\$132	153,384	SEAL CRACKS		
**NE 196th St	80th Ave NE	Dead End North	1960	85	1,805	27	48,735	R	AC	92	89	90	\$1,147	74,353	SEAL CRACKS		
61st Ave NE	NE 190th St	NE 193rd PI	610	120	439	48	21,072	A	AC	63	86	87	\$316	172,357	SEAL CRACKS		
**61st Ave NE	NE 175th St	NE Bothell Way	610	160	206	38	7,828	C	AC	94	88	89	\$205	67,746	SEAL CRACKS		
**62nd Ave NE	NE 190th St	NE 191st St	620	70	400	60	24,000	R	AC/AC	95	87	88	\$211	153,384	SEAL CRACKS		
**62nd Ave NE	NE 187th St	NE 190th St	620	80	620	22	13,640	R	AC/AC	95	87	88	\$120	153,384	SEAL CRACKS		
**62nd Ave NE	Kenlake PI NE	NE 187th PI	620	90	251	24	6,024	R	AC/AC	95	87	88	\$53	153,877	SEAL CRACKS		
**80th Ave NE	NE 203rd St	NE 205th St	800	140	682	38	25,916	R	AC/AC	92	88	89	\$10	4,468,810	SEAL CRACKS		
												Treatment Total		\$2,460			
Year 2021 Area Total							603,057			Year 2021 Total			\$549,931				

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
Arrowhead Dr NE	61st PI NE	62nd PI NE	Arrowhead	50	268	24	6,432	R	AC	53	41	100	\$72,393	4,501	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Treatment Total													\$72,393		
73rd Ave NE	NE 192nd St	NE 190th Ct	730	70	609	42	25,578	A	AC	71	62	100	\$255,896	6,438	AC OVERLAY (2.0 INCHES)
Treatment Total													\$255,896		
NE 157th St	81st PI NE	CULDESAC (E) 1570		20	346	20	6,920	R	AC	76	70	79	\$3,895	27,280	SLURRY & CRACK SEAL
NE 159th St	64th Ave NE	CULDESAC (E) 1590		40	263	27	7,101	R	AC	76	70	79	\$3,997	27,276	SLURRY & CRACK SEAL
**NE 188th PI	61st PI NE	Cul-de-Sac NW 1885		011	292	30	8,760	R	AC/AC	85	81	89	\$4,930	30,027	SLURRY & CRACK SEAL
**NE 190th St	60th Ave NE	60th PI NE	1900	70	94	35	3,290	R	AC	84	80	87	\$1,852	29,348	SLURRY & CRACK SEAL
NE 202nd St	61ST Ave NE	61ST Ct NE	2020	05	263	27	7,101	R	AC/AC	90	87	93	\$3,997	28,400	SLURRY & CRACK SEAL
55th Ave NE	South Dead End	NE 187th St	550	135	390	30	11,700	R	AC/AC	90	87	93	\$6,585	28,400	SLURRY & CRACK SEAL
55th Ave NE	NE 187th St	North Dead End	550	145	289	30	8,670	R	AC/AC	90	87	93	\$4,880	28,400	SLURRY & CRACK SEAL
58th Ave NE	NE 197th St	NE 196th St	580	20	266	22	5,852	R	AC	76	70	79	\$3,294	27,270	SLURRY & CRACK SEAL
61st Ave NE	NE Bothell Way	NE 181st St	610	150	327	48	15,696	A	AC	92	80	88	\$8,833	28,469	SLURRY & CRACK SEAL
64th Ave NE	NE 158th St	NE 159th St	640	110	409	28	11,452	R	AC	76	70	79	\$6,445	27,276	SLURRY & CRACK SEAL

** - Treatment from Project Selection

8

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
**68th Ave NE	NE 195th St	NE 198th St	680	20	1,192	28	33,376	MiC	AC/AC	93	89	95	\$18,783	31,358	SLURRY & CRACK SEAL
**68th Ave NE	NE 191st St	NE 195th St	680	30	1,236	24	29,664	MiC	AC/AC	93	89	95	\$16,694	31,358	SLURRY & CRACK SEAL
**68th Ave NE	NE 190th St	NE 191st St	680	40	120	30	3,600	MiC	AC/AC	93	89	95	\$2,026	31,358	SLURRY & CRACK SEAL
**68th Ave NE	NE 187th St	NE 190th St	680	50	884	35	30,940	MiC	AC/AC	93	89	95	\$17,412	31,358	SLURRY & CRACK SEAL
**68th Ave NE	NE 185th St	NE 187th St	680	60	464	34	15,776	MiC	AC/AC	93	89	95	\$8,879	31,358	SLURRY & CRACK SEAL
73rd Ave NE	NE 182nd St	NE 181st St	730	110	576	40	23,040	A	AC	90	79	87	\$12,966	29,438	SLURRY & CRACK SEAL
77th Ave NE	NE 203rd St	NE 202nd Pl	770	40	315	28	8,820	R	AC	76	70	79	\$4,964	27,283	SLURRY & CRACK SEAL
79th Pl NE	NE 170th St	NE 167th St	795	10	409	24	9,816	R	AC	84	79	87	\$5,524	28,201	SLURRY & CRACK SEAL
79th Pl NE	NE 167th St	NE 165th St	795	20	672	26	17,472	R	AC	84	79	87	\$9,833	28,201	SLURRY & CRACK SEAL
**80th Ave NE	NE 200th St	NE 203rd St	800	134	676	32	21,632	A	AC/AC	90	82	89	\$12,174	32,940	SLURRY & CRACK SEAL
80th Ave NE	NE 177th Ct	NE 179th Pl	800	50	998	40	39,920	MiC	AC/AC	91	87	93	\$22,466	27,730	SLURRY & CRACK SEAL
**80th Ave NE	NE 190th St	NE 192nd St	800	90	425	36	15,300	MiC	AC/AC	93	89	95	\$8,611	31,358	SLURRY & CRACK SEAL
88th Ave NE	Simonds Rd NE	NE 152nd St	880	50	835	24	20,040	R	AC	87	83	90	\$11,278	28,529	SLURRY & CRACK SEAL
88th Ave NE	NE 152nd St	NE 150th St	880	60	291	33	9,603	R	AC	87	83	90	\$5,405	28,529	SLURRY & CRACK SEAL
Treatment Total												\$205,723			
**NE 147th St	81st Ave NE	CULDESAC (E)	1470	20	356	24	8,544	R	AC	79	83	84	\$359	81,645	SEAL CRACKS
**NE 148th Pl	89th Pl NE	CULDESAC (E)	1480	10	196	24	4,704	R	AC	79	83	84	\$198	81,645	SEAL CRACKS
**NE 150th St	81st Ave NE	84th Ave NE	1500	80	1,000	25	25,000	R	AC	79	83	84	\$1,051	81,645	SEAL CRACKS
NE 156th St	CULDESAC (W)	79th Ave NE	1560	60	246	20	4,920	R	AC	77	81	82	\$241	74,201	SEAL CRACKS
**NE 160th Pl	88th Ave NE	90th Ave NE	1605	10	606	25	15,150	R	AC	79	83	84	\$637	81,660	SEAL CRACKS
NE 167th St	EOR W	72nd Ave NE	1670	10	499	20	9,980	R	AC	77	81	82	\$487	74,206	SEAL CRACKS
NE 169th Pl	NE 170th St	NE 169th St	1695	10	484	28	13,552	R	AC	77	81	82	\$662	74,206	SEAL CRACKS
NE 170th St	NE 169th Pl (#8401)	NE 169th Pl	1700	15	743	22	16,346	R	AC/AC	76	80	82	\$781	78,516	SEAL CRACKS
**NE 170th St	Juanita Dr NE	70th Ave NE	1700	30	742	42	31,164	MiC	AC/AC	93	88	89	\$77	1,040,147	SEAL CRACKS
NE 180th St	58th Ave NE	60th Ave NE	1800	30	594	36	21,384	R	AC	78	82	83	\$971	77,384	SEAL CRACKS
**NE 190th St	NE 190TH ST (HOUSE #6639)	68th Ave NE	1900	120	165	33	5,445	R	AC	81	85	86	\$196	84,545	SEAL CRACKS
**NE 194th Pl	GATED (W)	62nd Ave NE	1940	25	222	28	6,216	R	AC	81	85	86	\$224	84,545	SEAL CRACKS
NE 196th St	62nd Ave NE	62nd Ct NE	1960	30	289	30	8,670	R	AC	79	83	84	\$368	77,295	SEAL CRACKS
NE 197th Ct	76th Ave NE	EOR E	1978	10	199	20	3,980	R	AC	77	81	82	\$195	74,206	SEAL CRACKS
**NE 198th St	63rd Ln NE	64th Ave NE	1980	30	187	33	6,171	R	AC	81	85	86	\$222	84,545	SEAL CRACKS

** - Treatment from Project Selection

9

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (2) Current Funding

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
**NE 198th St	64th Ave NE	64th PI NE	1980	40	370	26	9,620	R	AC	81	85	86	\$346	84,545	SEAL CRACKS
**NE 198th St	64th PI NE	65th Ave NE	1980	50	300	26	7,800	R	AC	81	85	86	\$281	84,545	SEAL CRACKS
NE 198th St	66th PI NE	67th Ave NE	1980	70	178	26	4,628	R	AC	79	83	84	\$197	77,290	SEAL CRACKS
NE 202nd PI	76th PI NE	77th Ave NE	2025	40	324	28	9,072	R	AC	77	81	82	\$443	74,206	SEAL CRACKS
NE 203rd St	61st Ave NE	EOR E	2030	30	245	30	7,350	R	AC	79	83	84	\$312	77,285	SEAL CRACKS
**NE 204th PI	63rd Ave NE	EOR N	2045	30	328	28	9,184	R	AC	81	85	86	\$331	84,540	SEAL CRACKS
**NE 204th PI	76th Ave NE	77th Ave NE	2045	40	453	30	13,590	R	AC	79	83	84	\$571	81,660	SEAL CRACKS
**61st PI NE	NE 154th St	NE Arrowhead Dr	615	55	405	25	10,125	R	AC/AC	79	84	85	\$322	108,153	SEAL CRACKS
62nd Ave NE	61st Ave NE	NE 159th St	620	150	1,176	27	31,752	R	AC	78	82	83	\$1,442	77,398	SEAL CRACKS
**62nd Ave NE	NE 197th St	NE 198th St	620	20	217	26	5,642	R	AC	81	85	86	\$203	84,545	SEAL CRACKS
62nd Ave NE	NE 196th St	NE 197th St	620	30	426	27	11,502	R	AC	79	83	84	\$488	77,290	SEAL CRACKS
66th PI NE	NE 198th St	NE 196th St	665	10	601	28	16,828	R	AC	79	83	84	\$715	77,285	SEAL CRACKS
**70th Ave NE	NE 152nd Ct	72nd PI NE	700	90	109	24	2,616	R	AC	79	83	84	\$110	81,630	SEAL CRACKS
**73rd Ave NE	NE 202nd PI	NE 204th St	730	50	427	34	14,518	A	AC	79	77	79	\$870	70,530	SEAL CRACKS
73rd PI NE	EOR N	NE 204th PI	738	20	198	28	5,544	R	AC	78	82	83	\$252	77,412	SEAL CRACKS
**76th Ave NE	NE 196th Ct	NE 195th St	760	70	236	30	7,080	R	AC	79	83	84	\$298	81,660	SEAL CRACKS
76th PI NE	EOR N	NE 202nd PI	765	10	200	28	5,600	R	AC	77	81	82	\$274	74,206	SEAL CRACKS
**77th Ave NE	NE 204th PI	NE 203rd St	770	30	124	28	3,472	R	AC	78	82	83	\$158	77,427	SEAL CRACKS
**79th Ave NE	NE 203rd St	EOR E	790	10	210	26	5,460	R	AC	79	83	84	\$230	81,660	SEAL CRACKS
**88th Ave NE	NE 157th St	NE 160th PI	880	30	712	28	19,936	R	AC	79	83	84	\$838	81,645	SEAL CRACKS
89th PI NE	NE 145th St	EOR N	895	30	185	30	5,550	R	AC	44	87	88	\$63	124,131	SEAL CRACKS
**90th PI NE	NE 145th St	NE 145th PI	905	10	158	28	4,424	R	AC	79	83	84	\$186	81,645	SEAL CRACKS
Arrowhead Dr NE	NE 151st St	NE 154th St	Arrowhead	90	506	24	12,144	R	AC	43	87	88	\$138	124,131	SEAL CRACKS
Treatment Total												\$15,737			
Year 2022 Area Total							802,214			Year 2022 Total			\$549,749		
Total Section Area:							3,490,460			Grand Total			\$2,748,886		

** - Treatment from Project Selection

Scenarios Criteria:

10
SS1026

MTC StreetSaver

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

	Year	Budget	PM	Year	Budget	PM	Year	Budget	PM						
	2018	\$5,810,755	0%	2020	\$2,231,434	0%	2022	\$4,408,835	0%						
	2019	\$2,490,598	0%	2021	\$2,825,318	0%									
Year: 2018										Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
NE 149th St	Juanita Dr NE	EOR E	1490	30	285	30	8,550	R	AC	49	47	100	\$85,500	4,917	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 153rd PI	72nd Ave NE	NE 155th PI	1535	70	287	30	8,610	R	AC	51	49	100	\$86,100	4,840	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 154th St	61st PI NE	62nd PI NE	1540	20	544	27	14,688	R	AC	49	47	100	\$146,880	4,917	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 183rd St	83rd Ave NE	83rd PI NE	1830	30	346	26	8,996	R	AC	47	45	100	\$89,960	4,984	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 195th St	76th Ct NE	77th PI NE	1950	40	300	32	9,600	R	AC	50	48	100	\$96,000	4,877	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
62nd Ave NE	CULDESAC (S)	NE 152nd St	620	170	296	24	7,104	R	AC	47	45	100	\$71,040	4,984	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
64th Ave NE	NE 187th St	NE 188th St	640	30	309	24	7,416	R	AC	48	46	100	\$74,160	4,943	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
66th Ave NE	NE 202nd St	City Limit	660	10	926	30	27,780	R	AC	45	44	100	\$277,800	5,003	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
84th Ave NE	Simonds Rd NE	NE 159th St	840	20	577	26	15,002	R	AC	46	44	100	\$150,020	5,014	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
84th Ave NE	NE 158th St	NE 156th St	840	40	272	26	7,072	R	AC	50	48	100	\$70,720	4,879	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
84th Ave NE	NE 148th PI	NE 147th PI	840	90	327	24	7,848	R	AC	50	48	100	\$78,480	4,879	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
89th PI NE	NE 145th St	EOR N	895	30	185	30	5,550	R	AC	44	42	100	\$55,500	5,067	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
92nd Ave NE	NE 145th St	Simonds Rd NE	920	10	390	22	8,580	R	AC	51	49	100	\$85,800	4,839	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Arrowhead Dr NE	NE 151st St	Juanita Dr NE	Arrowhead	100	262	36	9,432	R	AC	46	44	100	\$94,320	5,013	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Arrowhead Dr NE	63rd Ave NE	64th Ave NE	Arrowhead	70	667	24	16,008	R	AC	48	46	100	\$160,080	4,950	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Arrowhead Dr NE	NE 151st St	NE 154th St	Arrowhead	90	506	24	12,144	R	AC	43	41	100	\$121,440	5,091	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Simonds Rd NE	NE 152nd St	88th Ave NE	Simonds	110	571	32	18,272	MiC	AC	43	40	100	\$182,720	5,935	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS

** - Treatment from Project Selection

Scenarios Criteria:

1
SS1025

MTC StreetSaver

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
Simonds Rd NE	NE 157th St	84th Ave NE (S Simonds INT)	Simonds	80	1,203	34	40,902	MIC	AC/AC	49	47	100	\$409,020	5,605	AC OVERLAY (2.0 IN) WLOCALIZED REPAIRS
Simonds Rd NE	NE 155th St	NE 157th St	Simonds	90	753	34	25,602	MIC	AC/AC	47	45	100	\$256,020	5,690	AC OVERLAY (2.0 IN) WLOCALIZED REPAIRS
Treatment Total													\$2,591,560		
NE 196th St	CULDESAC (W)	66th Ave NE	1965	10	178	27	4,806	R	AC	66	65	100	\$42,720	4,286	AC OVERLAY (2.0 INCHES)
61st Ave NE	NE 190th St	NE 193rd PI	610	120	439	48	21,072	A	AC	63	62	100	\$187,307	7,612	AC OVERLAY (2.0 INCHES)
61st Ave NE	NE 181st St	60th Ave NE	610	140	1,717	48	82,416	A	AC	68	67	100	\$732,587	6,845	AC OVERLAY (2.0 INCHES)
77th PI NE	NE 195th St	EOR S	775	20	286	28	8,008	R	AC	66	65	100	\$71,183	4,224	AC OVERLAY (2.0 INCHES)
86th Ave NE	CULDESAC (S)	NE 150th PI	860	20	209	26	5,434	R	AC	62	61	100	\$48,303	4,666	AC OVERLAY (2.0 INCHES)
Treatment Total													\$1,082,100		
NE 203rd PI	63rd Ave NE	62nd PI NE	1	10	239	25	5,975	R	AC/AC	87	87	93	\$2,988	28,439	SLURRY & CRACK SEAL
NE 145th PI	73RD Ave NE	75TH Ave NE	10	10	1,242	30	37,260	R	AC/AC	85	84	91	\$18,630	18,525	SLURRY & CRACK SEAL
NE 145th PI	90th PI NE	East Cul-de-Sac	10	20	384	30	11,520	R	AC	74	74	82	\$5,760	33,582	SLURRY & CRACK SEAL
66th Ct NE	NE 151st St	East Cul-de-Sac	14	10	233	27	6,291	R	AC	79	78	86	\$3,146	22,565	SLURRY & CRACK SEAL
NE 145th St	73rd Ave NE	West Cul-de-Sac	1450	15	233	30	6,990	R	AC/AC	82	82	89	\$3,495	21,775	SLURRY & CRACK SEAL
NE 146th St	72nd PI NE	75th Ave NE	1460	10	886	30	26,580	R	AC	90	89	94	\$13,290	11,014	SLURRY & CRACK SEAL
NE 146th St	78th PI NE	CULDESAC (E)	1460	20	229	26	5,954	R	AC	83	82	89	\$2,977	20,172	SLURRY & CRACK SEAL
NE 147th St	81st Ave NE	CULDESAC (E)	1470	20	356	24	8,544	R	AC	79	79	86	\$4,272	35,721	SLURRY & CRACK SEAL
NE 147th St	CULDESAC (W)	Simonds Rd NE	1470	80	440	28	12,320	R	AC	73	72	81	\$6,160	29,851	SLURRY & CRACK SEAL
NE 147th St	78th Ave NE	CULDESAC (E)	1470	90	643	22	14,146	R	AC	74	73	82	\$7,073	30,746	SLURRY & CRACK SEAL
NE 147th Ln	81st Ave NE	CULDESAC (W)	1472	10	392	20	7,840	R	AC	90	89	94	\$3,920	11,003	SLURRY & CRACK SEAL
NE 147th PI	72nd PI NE	CULDESAC (W)	1475	10	150	33	4,950	R	AC	84	83	90	\$2,475	19,235	SLURRY & CRACK SEAL
NE 148th PI	89th PI NE	CULDESAC (E)	1480	10	196	24	4,704	R	AC	79	79	86	\$2,352	35,721	SLURRY & CRACK SEAL
NE 148th St	CULDESAC (W)	78th Ave NE	1480	30	524	24	12,576	R	AC	90	89	94	\$6,288	11,003	SLURRY & CRACK SEAL
NE 148th PI	88th Ave NE	CULDESAC (E)	1485	10	394	24	9,456	R	AC	84	83	90	\$4,728	19,232	SLURRY & CRACK SEAL
NE 148th PI	72nd PI NE	CULDESAC (E)	1485	30	200	24	4,800	R	AC	86	85	92	\$2,400	16,509	SLURRY & CRACK SEAL
NE 148th PI	84th Ave NE	CULDESAC (W)	1485	50	256	33	8,448	R	AC	83	82	89	\$4,224	20,172	SLURRY & CRACK SEAL

** - Treatment from Project Selection

2

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 149th Pl	88th Pl NE	89th Pl NE	1490	10	257	32	8,224	R	AC	84	83	90	\$4,112	19,232	SLURRY & CRACK SEAL
NE 149th St	81st Ave NE	CULDESAC (E)	1490	20	571	20	11,420	R	AC	88	87	93	\$5,710	14,086	SLURRY & CRACK SEAL
NE 149th Pl	72nd Pl NE	CULDESAC (E)	1495	10	255	24	6,120	R	AC	86	85	92	\$3,060	16,509	SLURRY & CRACK SEAL
NE 150th St	72nd Pl NE	73rd Ave NE	1500	10	630	24	15,120	R	AC	89	88	93	\$7,560	12,578	SLURRY & CRACK SEAL
NE 150th St	73rd Ave NE	74th Pl NE	1500	20	345	30	10,350	R	AC	91	89	95	\$5,175	9,517	SLURRY & CRACK SEAL
NE 150th St	78th Ave NE	80th Ave NE	1500	30	510	33	16,830	R	AC	80	79	87	\$8,415	23,564	SLURRY & CRACK SEAL
NE 150th St	80th Ave NE	81st Ave NE	1500	40	530	33	17,490	R	AC	80	79	87	\$8,745	22,294	SLURRY & CRACK SEAL
NE 150th St	88th Ave NE	88th Pl NE	1500	60	260	32	8,320	R	AC	83	82	89	\$4,160	20,172	SLURRY & CRACK SEAL
NE 150th St	88th Pl NE	89th Pl NE	1500	70	255	30	7,650	R	AC	83	82	89	\$3,825	20,172	SLURRY & CRACK SEAL
NE 150th St	81st Ave NE	84th Ave NE	1500	80	1,000	25	25,000	R	AC	79	79	86	\$12,500	35,721	SLURRY & CRACK SEAL
NE 151st Ct	80th Ave NE	CULDESAC (E)	1518	10	196	20	3,920	R	AC	83	82	89	\$1,960	20,172	SLURRY & CRACK SEAL
NE 152nd St	88th Ave NE	EOR E	1520	30	228	28	6,384	R	AC	84	84	90	\$3,192	26,028	SLURRY & CRACK SEAL
NE 152nd St	84th Pl NE	85th Ave NE	1520	60	220	28	6,160	R	AC	83	82	89	\$3,080	20,172	SLURRY & CRACK SEAL
NE 152nd Ct	80th Ave NE	CULDESAC (E)	1528	10	136	24	3,264	R	AC	83	82	89	\$1,632	20,172	SLURRY & CRACK SEAL
NE 153rd St	72nd Ave NE	East Cul-de-sac	1530	35	465	25	11,625	R	AC/AC	87	86	93	\$5,813	15,660	SLURRY & CRACK SEAL
NE 153rd St	84th Ave NE	85th Ave NE	1530	40	454	33	14,982	R	AC	83	82	89	\$7,491	20,172	SLURRY & CRACK SEAL
NE 153rd Pl	75th Ave NE	CULDESAC (E)	1535	20	333	25	8,325	R	AC	83	82	89	\$4,163	20,176	SLURRY & CRACK SEAL
NE 154th St	NE 153rd St	64th Ave NE	1540	25	919	30	27,570	R	AC/AC	80	80	87	\$13,785	34,664	SLURRY & CRACK SEAL
NE 155th St	78th Ave NE	79th Ave NE	1550	60	502	24	12,048	R	AC	77	76	85	\$6,024	27,008	SLURRY & CRACK SEAL
NE 155th St	79th Ave NE	81st Ave NE	1550	70	594	24	14,256	R	AC	76	75	84	\$7,128	26,258	SLURRY & CRACK SEAL
NE 155th Pl	Juanita Dr NE	70th Ave NE	1555	10	437	33	14,421	R	AC	76	75	84	\$7,211	32,616	SLURRY & CRACK SEAL
NE 155th Pl	70th Ave NE	NE 153rd Pl	1555	20	734	28	20,552	R	AC	81	80	88	\$10,276	24,204	SLURRY & CRACK SEAL
NE 156th St	62nd Pl NE	63rd Ave NE	1560	20	268	28	7,504	R	AC	80	79	87	\$3,752	22,297	SLURRY & CRACK SEAL
NE 156th St	63rd Ave NE	64th Ave NE	1560	30	607	27	16,389	R	AC	77	76	85	\$8,195	33,625	SLURRY & CRACK SEAL
NE 156th St	72nd Ave NE	74th Ave NE	1560	40	583	26	15,158	R	AC	82	82	89	\$7,579	34,920	SLURRY & CRACK SEAL
NE 156th St	74th Ave NE	EOR E	1560	50	425	26	11,050	R	AC	86	85	92	\$5,525	16,503	SLURRY & CRACK SEAL
NE 156th St	CULDESAC (W)	79th Ave NE	1560	60	246	20	4,920	R	AC	77	76	85	\$2,460	33,629	SLURRY & CRACK SEAL
NE 157th St	63rd Ave NE	64th Ave NE	1570	10	608	28	17,024	R	AC	77	76	85	\$8,512	33,625	SLURRY & CRACK SEAL
NE 157th St	81st Pl NE	CULDESAC (E)	1570	20	346	20	6,920	R	AC	76	75	84	\$3,460	32,638	SLURRY & CRACK SEAL
NE 158th St	63rd Ave NE	64th Ave NE	1580	10	628	28	17,584	R	AC	74	73	82	\$8,792	30,742	SLURRY & CRACK SEAL
NE 158th St	Juanita Dr NE	70th Ave NE	1580	20	229	30	6,870	R	AC	81	80	88	\$3,435	21,693	SLURRY & CRACK SEAL
NE 158th St	70th Ave NE	71st Ave NE	1580	30	400	30	12,000	R	AC	83	82	89	\$6,000	20,169	SLURRY & CRACK SEAL

**- Treatment from Project Selection

3

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 158th St	EOR W	74th Ave NE	1580	40	549	22	12,078	R	AC	88	87	93	\$6,039	13,614	SLURRY & CRACK SEAL
NE 158th St	74th Ave NE	75th Ave NE	1580	50	549	22	12,078	R	AC	88	87	93	\$6,039	14,086	SLURRY & CRACK SEAL
NE 158th Pl	81st Pl NE	CULDESAC (E)	1585	10	329	26	8,554	R	AC	77	76	85	\$4,277	33,629	SLURRY & CRACK SEAL
NE 159th St	62nd Ave NE	62nd Pl NE	1590	10	262	28	7,336	R	AC	77	76	85	\$3,668	33,625	SLURRY & CRACK SEAL
NE 159th St	62nd Pl NE	63rd Ave NE	1590	20	276	27	7,452	R	AC	79	79	86	\$3,726	35,719	SLURRY & CRACK SEAL
NE 159th St	63rd Pl NE	64th Ave NE	1590	30	680	27	18,360	R	AC	77	76	85	\$9,180	33,625	SLURRY & CRACK SEAL
NE 159th St	64th Ave NE	CULDESAC (E)	1590	40	263	27	7,101	R	AC	76	75	84	\$3,551	32,635	SLURRY & CRACK SEAL
NE 159th St	EOR W	70th Ave NE	1590	50	151	24	3,624	R	AC	87	86	92	\$1,812	15,107	SLURRY & CRACK SEAL
NE 159th St	82nd Pl NE	84th Ave NE	1590	70	511	24	12,264	R	AC	83	83	90	\$6,132	28,834	SLURRY & CRACK SEAL
61st Ct NE	NE 202nd St	NE 200th St	16	15	429	27	11,583	R	AC/AC	85	85	91	\$5,792	23,891	SLURRY & CRACK SEAL
NE 160th St	Juanita Dr NE	70th Ave NE	1600	10	466	25	11,650	R	AC	79	79	86	\$5,825	32,048	SLURRY & CRACK SEAL
NE 160th Pl	88th Ave NE	90th Ave NE	1605	10	606	25	15,150	R	AC	79	79	86	\$7,575	35,723	SLURRY & CRACK SEAL
NE 160th Pl	90th Ave NE	BEGIN LOOP	1605	15	367	26	9,542	R	AC	81	80	88	\$4,771	21,693	SLURRY & CRACK SEAL
NE 161st St	81st Pl NE	82nd Pl NE	1610	10	367	26	9,542	R	AC	83	83	90	\$4,771	28,834	SLURRY & CRACK SEAL
NE 161st St	90th Ave NE	PRIVATE DRIVE (E)	1610	20	357	15	5,355	R	AC	87	86	92	\$2,678	15,553	SLURRY & CRACK SEAL
NE 161st St	70th Ave NE	West Cul-de-Sac	1610	25	334	21	7,014	R	AC	79	78	86	\$3,507	22,564	SLURRY & CRACK SEAL
NE 161st Pl	88th Ave NE	90th Ave NE	1615	10	601	28	16,828	R	AC	80	79	87	\$8,414	23,564	SLURRY & CRACK SEAL
NE 163rd St	84th Ave NE	EOR W	1630	10	314	33	10,362	R	AC	80	79	87	\$5,181	22,293	SLURRY & CRACK SEAL
NE 163rd St	Juanita Dr NE	69th Ave NE	1630	20	228	28	6,384	R	AC	87	86	92	\$3,192	15,545	SLURRY & CRACK SEAL
NE 163rd St	70th Ave NE	EOR E	1630	40	1,036	28	29,008	R	AC	90	89	94	\$14,504	10,417	SLURRY & CRACK SEAL
NE 163rd St	74th Ave NE	76th Ave NE	1630	50	585	22	12,870	R	AC	76	75	83	\$6,435	22,545	SLURRY & CRACK SEAL
NE 163rd St	88th Ave NE	EOR E	1630	60	290	24	6,960	R	AC	86	85	92	\$3,480	16,505	SLURRY & CRACK SEAL
NE 165th St	Juanita Dr NE	69th Pl NE	1650	10	441	36	15,876	R	AC	79	78	86	\$7,938	22,956	SLURRY & CRACK SEAL
NE 165th St	69th Ave NE	EOR E	1650	20	338	24	8,112	R	AC	75	74	83	\$4,056	31,681	SLURRY & CRACK SEAL
NE 165th St	76th Ave NE	76th Ct NE	1650	30	261	24	6,264	R	AC	83	83	90	\$3,132	28,836	SLURRY & CRACK SEAL
NE 165th St	76th Ct NE	78th Pl NE	1650	40	335	24	8,040	R	AC	83	83	90	\$4,020	28,836	SLURRY & CRACK SEAL
NE 165th St	78th Pl NE	81st Pl NE	1650	50	209	24	5,016	R	AC	83	82	89	\$2,508	20,169	SLURRY & CRACK SEAL
NE 165th St	81st Pl NE	79th Pl NE	1650	60	356	26	9,256	R	AC	83	82	89	\$4,628	20,169	SLURRY & CRACK SEAL
NE 165th St	79th Pl NE	Simonds Rd NE	1650	70	730	26	18,980	R	AC	81	81	88	\$9,490	27,402	SLURRY & CRACK SEAL
NE 165th St	84th Ave NE	EOR E	1650	80	289	20	5,780	R	AC	90	89	94	\$2,890	10,993	SLURRY & CRACK SEAL
NE 165th Pl	EOR W	72nd Ave NE	1655	10	369	27	9,963	R	AC	80	79	87	\$4,982	22,293	SLURRY & CRACK SEAL

** - Treatment from Project Selection

4

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 166th St	Simonds Rd NE	84th Ave NE	1660	10	725	20	14,500	R	AC	81	80	88	\$7,250	21,693	SLURRY & CRACK SEAL
NE 166th St	84th Ave NE	85th Pl NE	1660	15	254	22	5,588	R	AC	83	83	90	\$2,794	30,489	SLURRY & CRACK SEAL
NE 167th St	EOR W	72nd Ave NE	1670	10	499	20	9,980	R	AC	77	76	85	\$4,990	33,633	SLURRY & CRACK SEAL
NE 167th St	76th Ave NE	79th Pl NE	1670	20	907	24	21,768	R	AC	83	83	90	\$10,884	28,836	SLURRY & CRACK SEAL
NE 168th St	EOR W	72nd Ave NE	1680	10	558	30	16,740	R	AC	88	88	94	\$8,370	28,096	SLURRY & CRACK SEAL
NE 169th St	74th Ave NE	75th Ave NE	1690	20	296	22	6,512	R	AC	82	81	88	\$3,256	21,039	SLURRY & CRACK SEAL
NE 169th Ln	76th Ave NE	EOR E	1692	10	139	21	2,919	R	AC	88	87	93	\$1,460	14,081	SLURRY & CRACK SEAL
NE 169th Pl	NE 170th St	NE 169th St	1695	10	484	28	13,552	R	AC	77	76	85	\$6,776	33,633	SLURRY & CRACK SEAL
59th Pl NE	NE Arrowhead Dr	Private Drive	17	10	384	14	5,376	R	AC/AC	86	86	92	\$2,688	31,416	SLURRY & CRACK SEAL
NE 170th St	NE 169th Pl (#8401)	NE 169th Pl	1700	15	743	22	16,346	R	AC/AC	76	76	84	\$8,173	34,391	SLURRY & CRACK SEAL
NE 170th St	NE 169th Pl	EOR E	1700	20	308	27	8,316	R	AC	75	74	83	\$4,158	31,681	SLURRY & CRACK SEAL
NE 179th Pl	80th Ave NE	EOR E	1795	10	637	24	15,288	R	AC	88	87	93	\$7,644	14,081	SLURRY & CRACK SEAL
NE 180th St	EOR W	57th Ave NE	1800	10	393	36	14,148	R	AC	77	76	85	\$7,074	33,622	SLURRY & CRACK SEAL
NE 180th St	57th Ave NE	58th Ave NE	1800	20	394	36	14,184	R	AC	79	79	86	\$7,092	35,716	SLURRY & CRACK SEAL
NE 180th St	58th Ave NE	60th Ave NE	1800	30	594	36	21,384	R	AC	78	77	85	\$10,692	34,675	SLURRY & CRACK SEAL
NE 181st St	60th Ave NE	60th Pl NE	1810	20	267	36	9,612	R	AC	86	85	91	\$4,806	16,879	SLURRY & CRACK SEAL
NE 181st St	61st Ave NE	62nd Ave NE	1810	40	428	30	12,840	R	AC	86	85	91	\$6,420	16,879	SLURRY & CRACK SEAL
NE 181st St	67th Ave NE	68th Ave NE	1810	90	525	32	16,800	R	AC	83	82	89	\$8,400	20,180	SLURRY & CRACK SEAL
NE 182nd St	66th Ave NE	EOR E	1820	100	636	28	17,808	R	AC	74	73	82	\$8,904	30,739	SLURRY & CRACK SEAL
NE 182nd Pl	EOR W	80th Ave NE	1825	10	593	24	14,232	R	AC	81	80	88	\$7,116	21,693	SLURRY & CRACK SEAL
NE 182nd Pl	80th Ave NE	EOR E	1825	20	214	24	5,136	R	AC	88	87	93	\$2,568	14,081	SLURRY & CRACK SEAL
NE 183rd St	80th Ave NE	EOR E	1830	10	430	22	9,460	R	AC	88	87	93	\$4,730	14,081	SLURRY & CRACK SEAL
NE 183rd St	EOR W	80th Ave NE	1830	20	792	20	15,840	R	AC	81	80	88	\$7,920	21,693	SLURRY & CRACK SEAL
NE 183rd St	NE 184th St (W INT)	NE 184th St (E INT)	1830	50	580	24	13,920	R	AC	84	83	90	\$6,960	19,240	SLURRY & CRACK SEAL
NE 183rd St	57TH Ave NE	West Cul-de-sac	1830	55	391	30	11,730	R	AC/AC	89	88	94	\$5,865	12,340	SLURRY & CRACK SEAL
NE 184th St	NE 183rd St (W INT)	NE 183rd St (E INT)	1840	40	498	34	16,932	R	AC	85	84	91	\$8,466	18,161	SLURRY & CRACK SEAL
NE 184th St	NE 183rd St (E INT)	66th Ave NE	1840	50	327	34	11,118	R	AC	82	81	88	\$5,559	21,045	SLURRY & CRACK SEAL
NE 184th St	80th Ave NE	EOR	1840	60	586	24	14,064	R	AC	87	86	92	\$7,032	15,545	SLURRY & CRACK SEAL
NE 185th St	63rd Ave NE	64th Ave NE	1850	10	351	24	8,424	R	AC	87	86	92	\$4,212	15,128	SLURRY & CRACK SEAL

** - Treatment from Project Selection

5

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 185th St	61st PI NE (E INT)	Kenlake PI NE	1850	100	235	24	5,640	R	AC	86	85	92	\$2,820	16,514	SLURRY & CRACK SEAL
NE 185th St	Kenlake PI NE	62nd Ave NE	1850	110	317	24	7,608	R	AC	87	86	92	\$3,804	15,566	SLURRY & CRACK SEAL
NE 185th St	68th Ave NE	EOR E	1850	50	300	20	6,000	R	AC	88	87	93	\$3,000	14,103	SLURRY & CRACK SEAL
NE 185th St	EOR W	71st Ave NE	1850	60	194	33	6,402	R	AC	84	83	90	\$3,201	19,227	SLURRY & CRACK SEAL
NE 185th St	71st Ave NE	72nd Ave NE	1850	70	175	40	7,000	R	AC	82	81	88	\$3,500	21,035	SLURRY & CRACK SEAL
NE 185th St	72nd Ave NE	73rd Ave NE	1850	80	127	40	5,080	R	AC	82	81	88	\$2,540	21,035	SLURRY & CRACK SEAL
NE 185th St	61st PI NE (W INT)	61st PI NE (E INT)	1850	90	107	21	2,247	R	AC	88	87	93	\$1,124	14,103	SLURRY & CRACK SEAL
NE 185th St	West Dead End	61st PI NE (W INT)	1850	95	132	22	2,904	R	AC/AC	87	86	93	\$1,452	15,663	SLURRY & CRACK SEAL
NE 187th St	61st PI NE	Kenlake PI NE	1870	10	301	26	7,826	R	AC	88	87	93	\$3,913	14,103	SLURRY & CRACK SEAL
NE 187th St	67th PI NE	68th Ave NE	1870	100	215	26	5,590	R	AC	77	76	85	\$2,795	33,622	SLURRY & CRACK SEAL
NE 187th St	71st Ave NE	EOR E	1870	110	485	22	10,670	R	AC	83	82	89	\$5,335	20,169	SLURRY & CRACK SEAL
NE 187th St	Kenlake PI NE	62nd Ave NE	1870	20	335	26	8,710	R	AC	88	87	93	\$4,355	14,103	SLURRY & CRACK SEAL
NE 187th St	EOR W	61st PI NE	1870	50	150	21	3,150	R	AC	88	87	93	\$1,575	14,103	SLURRY & CRACK SEAL
NE 187th PI	82nd Ave NE	EOR W	1875	10	258	22	5,676	R	AC	87	86	92	\$2,838	15,545	SLURRY & CRACK SEAL
NE 188th St	64TH Ave NE	65th Ave NE	1880	12	534	34	18,156	R	AC/AC	77	77	85	\$9,078	32,040	SLURRY & CRACK SEAL
NE 188th St	65th Ave NE	66th Ave NE	1880	13	515	30	15,450	R	AC/AC	73	73	81	\$7,725	28,805	SLURRY & CRACK SEAL
NE 188th PI	61st PI NE	Cul-de-Sac NW	1885	011	292	30	8,760	R	AC/AC	85	85	91	\$4,380	30,881	SLURRY & CRACK SEAL
NE 189th PI	EOR W	82nd Ave NE	1895	10	525	28	14,700	R	AC	90	89	94	\$7,350	10,993	SLURRY & CRACK SEAL
NE 190th St	62nd Ave NE	63rd Ave NE	1900	100	372	27	10,044	R	AC	75	75	83	\$5,022	31,092	SLURRY & CRACK SEAL
NE 190th St	NE 190TH ST (HOUSE #6639)	68th Ave NE	1900	120	165	33	5,445	R	AC	81	81	88	\$2,723	36,123	SLURRY & CRACK SEAL
NE 190th St	56th Ave NE	56th Ln NE	1900	20	61	24	1,464	R	AC	83	83	90	\$732	30,407	SLURRY & CRACK SEAL
NE 190th St	56th Ln NE	57th Ave NE	1900	30	84	24	2,016	R	AC	83	83	90	\$1,008	30,407	SLURRY & CRACK SEAL
NE 190th St	57th Ave NE	57th PI NE	1900	40	248	24	5,952	R	AC	84	84	91	\$2,976	31,152	SLURRY & CRACK SEAL
NE 190th St	57th PI NE	58th Ave NE	1900	50	152	24	3,648	R	AC	83	83	90	\$1,824	30,407	SLURRY & CRACK SEAL
NE 190th St	58th Ave NE	60th Ave NE	1900	60	301	26	7,826	R	AC	83	83	90	\$3,913	30,407	SLURRY & CRACK SEAL
NE 190th St	60th Ave NE	60th PI NE	1900	70	94	35	3,290	R	AC	84	84	91	\$1,645	31,152	SLURRY & CRACK SEAL
NE 190th St	60th PI NE	61st Ave NE	1900	80	254	35	8,890	R	AC	84	84	91	\$4,445	31,152	SLURRY & CRACK SEAL
NE 190th St	EOR W	73rd Ave NE	1908	10	377	20	7,540	R	AC	86	86	92	\$3,770	32,619	SLURRY & CRACK SEAL
NE 191st St	CULDESAC (W)	65th PI NE	1910	20	258	26	6,708	R	AC	77	76	85	\$3,354	35,131	SLURRY & CRACK SEAL
NE 191st St	65th PI NE	67th Ave NE	1910	30	454	35	15,890	R	AC	81	80	88	\$7,945	21,700	SLURRY & CRACK SEAL

** - Treatment from Project Selection

6

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 192nd St	65th PI NE	66th PI NE	1920	10	390	28	10,920	R	AC	73	72	81	\$5,460	29,317	SLURRY & CRACK SEAL
NE 192nd St	CULDESAC (W)	Kenlake PI NE	1920	20	148	30	4,440	R	AC	79	79	86	\$2,220	32,040	SLURRY & CRACK SEAL
NE 192nd St	80th Ave NE	75th Ave NE	1920	30	1,637	30	49,110	R	AC	81	80	88	\$24,555	21,693	SLURRY & CRACK SEAL
NE 192nd St	75th Ave NE	73rd Ave NE	1920	40	626	36	22,536	R	AC	81	80	88	\$11,268	21,693	SLURRY & CRACK SEAL
NE 192nd Ct	63rd Ave NE	EOR N	1928	10	192	30	5,760	R	AC	74	73	82	\$2,880	26,800	SLURRY & CRACK SEAL
NE 193rd St	55th Ave NE	58th Ave NE	1930	20	150	32	4,800	R	AC	75	74	83	\$2,400	27,582	SLURRY & CRACK SEAL
NE 193rd St	58th Ave NE	58th PI NE	1930	30	67	32	2,144	R	AC	75	74	83	\$1,072	27,582	SLURRY & CRACK SEAL
NE 193rd St	58th PI NE	59th PI NE	1930	40	216	32	6,912	R	AC	75	74	83	\$3,456	27,582	SLURRY & CRACK SEAL
NE 193rd St	59th PI NE	61st Ave NE	1930	50	480	38	18,240	R	AC	75	74	83	\$9,120	27,582	SLURRY & CRACK SEAL
NE 194th PI	CULDESAC (W)	Kenlake PI NE	1940	10	185	28	5,180	R	AC	74	73	82	\$2,590	30,739	SLURRY & CRACK SEAL
NE 194th PI	Kenlake PI NE	GATED (E)	1940	20	222	28	6,216	R	AC	73	72	81	\$3,108	29,843	SLURRY & CRACK SEAL
NE 194th PI	GATED (W)	62nd Ave NE	1940	25	222	28	6,216	R	AC	81	81	88	\$3,108	36,123	SLURRY & CRACK SEAL
NE 194th St	66th PI NE	67th Ave NE	1940	50	274	27	7,398	R	AC	82	81	89	\$3,699	20,827	SLURRY & CRACK SEAL
NE 195th St	77th PI NE	80th Ave NE	1950	50	895	32	28,640	R	AC	88	87	93	\$14,320	14,081	SLURRY & CRACK SEAL
NE 196th St	EOR W	78th Ave NE	1960	10	158	24	3,792	R	AC	90	89	94	\$1,896	10,993	SLURRY & CRACK SEAL
NE 196th St	62nd Ave NE	62nd Ct NE	1960	30	289	30	8,670	R	AC	79	79	86	\$4,335	34,092	SLURRY & CRACK SEAL
NE 196th St	62nd Ct NE	63rd PI NE	1960	40	368	30	11,040	R	AC	80	80	87	\$5,520	35,101	SLURRY & CRACK SEAL
NE 196th St	63rd PI NE	64th Ave NE	1960	50	200	24	4,800	R	AC	82	81	89	\$2,400	20,823	SLURRY & CRACK SEAL
NE 196th St	64th Ave NE	65th Ave NE	1960	60	500	26	13,000	R	AC	82	81	89	\$6,500	20,823	SLURRY & CRACK SEAL
NE 196th St	65th Ave NE	66th Ave NE	1960	70	505	30	15,150	R	AC	77	77	85	\$7,575	32,128	SLURRY & CRACK SEAL
NE 196th St	66th Ave NE	66th PI NE	1960	80	400	28	11,200	R	AC	80	79	87	\$5,600	22,297	SLURRY & CRACK SEAL
NE 196th Ct	76th Ave NE	EOR E	1968	10	189	20	3,780	R	AC	81	80	88	\$1,890	21,693	SLURRY & CRACK SEAL
NE 196th Ct	78th Ave NE	EOR E	1968	20	436	24	10,464	R	AC	87	86	92	\$5,232	15,545	SLURRY & CRACK SEAL
NE 197th St	61st PI NE	62nd Ave NE	1970	30	464	26	12,064	R	AC	82	81	89	\$6,032	20,823	SLURRY & CRACK SEAL
NE 197th PI	EOR E	78th Ave NE	1975	10	339	24	8,136	R	AC	88	87	93	\$4,068	14,081	SLURRY & CRACK SEAL
NE 197th Ct	76th Ave NE	EOR E	1978	10	199	20	3,980	R	AC	77	76	85	\$1,990	33,633	SLURRY & CRACK SEAL
NE 198th St	62nd Ave NE	62nd Ct NE	1980	10	305	26	7,930	R	AC	83	82	89	\$3,965	20,180	SLURRY & CRACK SEAL
NE 198th St	78th Ave NE	80th Ave NE	1980	110	580	30	17,400	R	AC	74	73	82	\$8,700	30,749	SLURRY & CRACK SEAL
NE 198th St	80th Ave NE	82nd PI NE	1980	120	450	28	12,600	R	AC	84	83	90	\$6,300	19,227	SLURRY & CRACK SEAL
NE 198th St	82nd PI NE	EOR E	1980	130	537	24	12,888	R	AC	82	81	88	\$6,444	21,035	SLURRY & CRACK SEAL
NE 198th St	62nd Ct NE	63rd Ln NE	1980	20	354	26	9,204	R	AC	80	80	87	\$4,602	35,098	SLURRY & CRACK SEAL
NE 198th St	63rd Ln NE	64th Ave NE	1980	30	187	33	6,171	R	AC	81	81	88	\$3,086	36,123	SLURRY & CRACK SEAL
NE 198th St	64th Ave NE	64th PI NE	1980	40	370	26	9,620	R	AC	81	81	88	\$4,810	36,123	SLURRY & CRACK SEAL

** - Treatment from Project Selection

7

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 198th St	64th PI NE	65th Ave NE	1980	50	300	26	7,800	R	AC	81	81	88	\$3,900	36,123	SLURRY & CRACK SEAL
NE 198th St	65th Ave NE	66th PI NE	1980	60	730	25	18,250	R	AC	83	82	89	\$9,125	19,954	SLURRY & CRACK SEAL
NE 198th St	66th PI NE	67th Ave NE	1980	70	178	26	4,628	R	AC	79	79	86	\$2,314	34,090	SLURRY & CRACK SEAL
NE 198th St	67th Ave NE	68th Ave NE	1980	80	189	33	6,237	R	AC	81	80	88	\$3,119	21,700	SLURRY & CRACK SEAL
NE 199th St	77th Ave NE	78th Ave NE	1990	10	319	25	7,975	R	AC	90	89	94	\$3,988	10,993	SLURRY & CRACK SEAL
NE 199th St	78th Ave NE	EOR E	1990	20	398	25	9,950	R	AC	90	89	94	\$4,975	10,993	SLURRY & CRACK SEAL
NE 199th St	EOR W	60th Ave NE	1990	30	439	24	10,536	R	AC	88	87	93	\$5,268	14,109	SLURRY & CRACK SEAL
NE 201st PI	NE 202nd St / 68th Ave NE	Cul-de-Sac West	2	10	207	27	5,589	R	AC	90	89	94	\$2,795	10,075	SLURRY & CRACK SEAL
NE 201st PI	75th Ave NE	76th Ave NE	2	20	599	20	11,980	R	AC	80	80	87	\$5,990	28,208	SLURRY & CRACK SEAL
NE 201st PI	76th Ave NE	79th Ave NE	2	30	807	22	17,754	R	AC	87	86	92	\$8,877	14,851	SLURRY & CRACK SEAL
NE 200th St	61st Ave NE	61st Ct NE	2000	10	271	22	5,962	R	AC	84	83	90	\$2,981	19,235	SLURRY & CRACK SEAL
NE 200th St	79th Ave NE	80th Ave NE	2000	70	291	30	8,730	R	AC	88	87	93	\$4,365	14,081	SLURRY & CRACK SEAL
NE 202nd Ln	EOR W	60th Ave NE	2022	10	439	20	8,780	R	AC	80	79	87	\$4,390	22,297	SLURRY & CRACK SEAL
NE 202nd PI	76th PI NE	77th Ave NE	2025	40	324	28	9,072	R	AC	77	76	85	\$4,536	33,633	SLURRY & CRACK SEAL
NE 202nd PI	77th Ave NE	EOR E	2025	50	176	28	4,928	R	AC	78	77	85	\$2,464	34,684	SLURRY & CRACK SEAL
NE 203rd St	EOR W	60th PI NE	2030	10	136	28	3,808	R	AC	83	82	89	\$1,904	19,955	SLURRY & CRACK SEAL
NE 203rd St	60th PI NE	61st Ave NE	2030	20	289	28	8,092	R	AC	82	81	89	\$4,046	20,830	SLURRY & CRACK SEAL
NE 203rd St	61st Ave NE	EOR E	2030	30	245	30	7,350	R	AC	79	79	86	\$3,675	34,087	SLURRY & CRACK SEAL
NE 203rd St	75th Ave NE	EOR E	2030	40	396	24	9,504	R	AC	86	85	91	\$4,752	16,861	SLURRY & CRACK SEAL
NE 203rd St	77th Ave NE	78th PI NE	2030	50	425	27	11,475	R	AC	82	81	88	\$5,738	21,035	SLURRY & CRACK SEAL
NE 203rd St	78th PI NE	79th Ave NE	2030	60	102	30	3,060	R	AC	80	79	87	\$1,530	22,293	SLURRY & CRACK SEAL
NE 203rd St	79th Ave NE	80th Ave NE	2030	70	358	27	9,666	R	AC	83	82	89	\$4,833	20,169	SLURRY & CRACK SEAL
NE 203rd St	80th Ave NE	City Limits	2030	80	1,035	24	24,840	R	AC	82	81	88	\$12,420	21,035	SLURRY & CRACK SEAL
NE 204th St	73rd Ave NE	City Limits	2040	50	2,003	30	60,090	R	AC	73	72	81	\$30,045	29,851	SLURRY & CRACK SEAL
NE 204th PI	75th Ave NE	EOR E	2045	20	638	24	15,312	R	AC	86	85	91	\$7,656	16,861	SLURRY & CRACK SEAL
NE 204th PI	63rd Ave NE	EOR N	2045	30	328	28	9,184	R	AC	81	81	88	\$4,592	36,120	SLURRY & CRACK SEAL
NE 204th PI	76th Ave NE	77th Ave NE	2045	40	453	30	13,590	R	AC	79	79	86	\$6,795	35,723	SLURRY & CRACK SEAL
NE 204th PI	73rd Ave NE	73rd PI NE	2045	50	249	28	6,972	R	AC	77	76	85	\$3,486	33,629	SLURRY & CRACK SEAL
NE 204th PI	73rd PI NE	73rd Ct NE	2045	60	244	28	6,832	R	AC	74	73	82	\$3,416	30,746	SLURRY & CRACK SEAL
NE 204th PI	73rd Ct NE	EOR E	2045	70	96	28	2,688	R	AC	88	87	93	\$1,344	14,086	SLURRY & CRACK SEAL
57th Ave NE	CULDESAC (S)	NE 190th St	570	20	374	28	10,472	R	AC	86	86	92	\$5,236	32,617	SLURRY & CRACK SEAL
57th Ave NE	NE 184th St	NE 183rd St	570	40	356	36	12,816	R	AC	75	74	83	\$6,408	31,671	SLURRY & CRACK SEAL

** - Treatment from Project Selection

8

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
57th Ave NE	NE 183rd St	NE 182nd St	570	50	278	36	10,008	R	AC	80	79	87	\$5,004	22,299	SLURRY & CRACK SEAL
57th Ave NE	NE 182nd St	NE 180th St	570	60	489	36	17,604	R	AC	80	79	87	\$8,802	22,299	SLURRY & CRACK SEAL
58th Ave NE	NE 198th PI	NE 197th St	580	10	287	30	8,610	R	AC	76	75	84	\$4,305	32,629	SLURRY & CRACK SEAL
58th Ave NE	NE 197th St	NE 196th St	580	20	266	22	5,852	R	AC	76	75	84	\$2,926	32,629	SLURRY & CRACK SEAL
58th Ave NE	NE 190th St	60th Ave NE	580	70	1,080	26	28,080	R	AC	87	86	92	\$14,040	15,128	SLURRY & CRACK SEAL
58th Ave NE	NE 181st St	NE 180th St	580	90	317	28	8,876	R	AC	76	75	84	\$4,438	32,632	SLURRY & CRACK SEAL
60th Ave NE	NE 204th St	City Limits	600	10	387	20	7,740	R	AC	77	76	85	\$3,870	33,625	SLURRY & CRACK SEAL
60th Ave NE	EOR N	60th PI NE	600	100	317	35	11,095	R	AC	76	75	84	\$5,548	32,632	SLURRY & CRACK SEAL
60th Ave NE	NE 202nd Ln	NE 204th St	600	20	215	27	5,805	R	AC	75	74	83	\$2,903	31,674	SLURRY & CRACK SEAL
60th Ave NE	NE 200th CT	NE 201st ST	600	40	150	27	4,050	R	AC	73	72	81	\$2,025	29,847	SLURRY & CRACK SEAL
60th Ave NE	61st PI NE	NE 197th St	600	80	85	30	2,550	R	AC	81	80	88	\$1,275	21,703	SLURRY & CRACK SEAL
60th Ave NE	NE 190th St	58th Ave NE	600	90	916	26	23,816	R	AC	85	85	91	\$11,908	31,896	SLURRY & CRACK SEAL
60th Ave NE	58th Ave NE	61st Ave NE	600	95	308	24	7,392	R	AC	90	89	94	\$3,696	10,075	SLURRY & CRACK SEAL
60th PI NE	NE 203rd St	EOR S	605	10	161	28	4,508	R	AC	82	81	88	\$2,254	21,049	SLURRY & CRACK SEAL
60th PI NE	60th Ave NE	CULDESAC (S)	605	20	226	30	6,780	R	AC	79	79	86	\$3,390	35,017	SLURRY & CRACK SEAL
60th PI NE	NE 181st St	CULDESAC (N)	605	30	864	24	20,736	R	AC	74	73	82	\$10,368	30,739	SLURRY & CRACK SEAL
60th PI NE	NE 190th St	CULDESAC (N)	605	40	406	24	9,744	R	AC	84	84	91	\$4,872	31,152	SLURRY & CRACK SEAL
61st Ave NE	NE 204th St (S INT)	City Limits	610	10	378	24	9,072	R	AC	84	84	91	\$4,536	34,150	SLURRY & CRACK SEAL
61st Ave NE	NE 194th PI	NE 195th PI	610	100	277	24	6,648	R	AC	77	76	85	\$3,324	28,163	SLURRY & CRACK SEAL
61st Ave NE	NE 193rd PI	NE 194th PI	610	110	169	48	8,112	R	AC	76	75	84	\$4,056	27,384	SLURRY & CRACK SEAL
61st Ave NE	NE 203rd St (S INT)	NE 204th St (S INT)	610	20	275	24	6,600	R	AC	83	82	89	\$3,300	20,176	SLURRY & CRACK SEAL
61st Ave NE	NE 202nd St	NE 203rd St (S INT)	610	30	220	20	4,400	R	AC	90	89	94	\$2,200	11,014	SLURRY & CRACK SEAL
61st Ave NE	NE 200th St	NE 202nd St	610	40	380	20	7,600	R	AC	90	89	94	\$3,800	11,014	SLURRY & CRACK SEAL
61st Ave NE	NE Arrowhead Dr	62nd Ave NE	610	60	99	33	3,267	R	AC	80	79	87	\$1,634	22,297	SLURRY & CRACK SEAL
61st Ave NE	NE 195th PI	60th Ave NE	610	90	795	24	19,080	R	AC	74	73	82	\$9,540	25,855	SLURRY & CRACK SEAL
61st PI NE	NE 185th St	NE 187th St	615	20	626	24	15,024	R	AC	76	75	84	\$7,512	32,632	SLURRY & CRACK SEAL
61st PI NE	Dead End South	NE 185th St	615	25	427	21	8,967	R	AC/AC	83	82	89	\$4,484	21,050	SLURRY & CRACK SEAL
61st PI NE	NE 200th St	62nd Ave NE	615	30	1,158	30	34,740	R	AC	75	74	83	\$17,370	26,612	SLURRY & CRACK SEAL
61st PI NE	60th Ave NE	NE 197th St	615	50	589	33	19,437	R	AC	74	73	82	\$9,719	25,855	SLURRY & CRACK SEAL

** - Treatment from Project Selection

9

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
61st PI NE	NE 154th St	NE Arrowhead Dr	615	55	405	25	10,125	R	AC/AC	79	79	87	\$5,063	37,305	SLURRY & CRACK SEAL
61st PI NE	South Cul-de-Sac	NE 154th St	615	65	1,036	30	31,080	R	AC/AC	75	74	83	\$15,540	24,993	SLURRY & CRACK SEAL
62nd Ave NE	NE 198th St	EOR N	620	10	292	33	9,636	R	AC	81	80	88	\$4,818	21,700	SLURRY & CRACK SEAL
62nd Ave NE	NE 184th St	NE 185th St	620	110	307	27	8,289	R	AC	81	81	88	\$4,145	28,858	SLURRY & CRACK SEAL
62nd Ave NE	NE 182nd St	NE 184th St	620	120	568	24	13,632	R	AC	75	74	83	\$6,816	24,411	SLURRY & CRACK SEAL
62nd Ave NE	NE 181st St	NE 182nd St	620	130	317	24	7,608	R	AC	74	73	82	\$3,804	23,736	SLURRY & CRACK SEAL
62nd Ave NE	61st Ave NE	NE 159th St	620	150	1,176	27	31,752	R	AC	78	77	85	\$15,876	34,678	SLURRY & CRACK SEAL
62nd Ave NE	CULDESAC (S)	NE Arrowhead Dr	620	160	118	24	2,832	R	AC	77	76	85	\$1,416	33,625	SLURRY & CRACK SEAL
62nd Ave NE	NE 152nd St	EOR N	620	180	270	20	5,400	R	AC	82	81	88	\$2,700	21,042	SLURRY & CRACK SEAL
62nd Ave NE	NE 197th St	NE 198th St	620	20	217	26	5,642	R	AC	81	81	88	\$2,821	36,123	SLURRY & CRACK SEAL
62nd Ave NE	NE 196th St	NE 197th St	620	30	426	27	11,502	R	AC	79	79	86	\$5,751	34,090	SLURRY & CRACK SEAL
62nd PI NE	NE 156th St	NE 159th St	625	10	932	28	26,096	R	AC	77	76	85	\$13,048	33,625	SLURRY & CRACK SEAL
62nd PI NE	NE Arrowhead Dr	NE 156th St	625	20	260	27	7,020	R	AC	80	79	87	\$3,510	22,297	SLURRY & CRACK SEAL
62nd PI NE	CULDESAC (S)	NE Arrowhead Dr	625	30	105	30	3,150	R	AC	77	76	85	\$1,575	33,625	SLURRY & CRACK SEAL
62nd PI NE	NE 203th PL	North Cul-de-Sac	625	45	212	25	5,300	R	AC/AC	87	87	93	\$2,650	28,439	SLURRY & CRACK SEAL
63rd Ave NE	NE 204th St	NE 203rd St	630	100	317	28	8,876	R	AC	81	81	88	\$4,438	31,548	SLURRY & CRACK SEAL
63rd Ave NE	NE 203rd PI	NE 202nd St	630	110	188	28	5,264	R	AC	83	83	90	\$2,632	33,277	SLURRY & CRACK SEAL
63rd Ave NE	NE 158th St	NE 159th St	630	120	283	27	7,641	R	AC	83	82	89	\$3,821	20,176	SLURRY & CRACK SEAL
63rd Ave NE	NE 157th St	NE 158th St	630	130	299	27	8,073	R	AC	77	76	85	\$4,037	33,625	SLURRY & CRACK SEAL
63rd Ave NE	NE 156th St	NE 157th St	630	140	334	27	9,018	R	AC	80	79	87	\$4,509	22,297	SLURRY & CRACK SEAL
63rd Ave NE	NE Bothell Way	NE 181st St	630	80	308	34	10,472	R	AC	88	87	93	\$5,236	14,103	SLURRY & CRACK SEAL
63rd Ave NE	EOR N	NE 204th St	630	90	137	28	3,836	R	AC	83	83	90	\$1,918	33,277	SLURRY & CRACK SEAL
64th Ave NE	NE 158th St	NE 159th St	640	110	409	28	11,452	R	AC	76	75	84	\$5,726	32,635	SLURRY & CRACK SEAL
64th Ave NE	NE 157th St	NE 158th St	640	120	351	28	9,828	R	AC	76	75	84	\$4,914	32,635	SLURRY & CRACK SEAL
64th Ave NE	NE 154th St	NE Arrowhead Dr	640	150	251	30	7,530	R	AC	76	75	84	\$3,765	32,635	SLURRY & CRACK SEAL
64th Ave NE	NE 198th St	EOR S	640	60	331	28	9,268	R	AC	83	82	89	\$4,634	20,185	SLURRY & CRACK SEAL
65th Ave NE	NE 196th St	NE 198th St	650	30	633	28	17,724	R	AC	80	80	87	\$8,862	35,098	SLURRY & CRACK SEAL
65th Ave NE	NE 175th St	NE Bothell Way	650	70	114	40	4,560	R	AC	83	82	89	\$2,280	20,180	SLURRY & CRACK SEAL

** - Treatment from Project Selection

10

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
65th Ave NE	NE Bothell Way	NE 181st St	650	90	304	36	10,944	R	AC	84	83	90	\$5,472	18,952	SLURRY & CRACK SEAL
65th PI NE	NE 192nd PI	NE 191st St	655	30	174	35	6,090	R	AC	77	76	85	\$3,045	33,622	SLURRY & CRACK SEAL
65th PI NE	CULDESAC (S)	NE 188th St	655	40	167	24	4,008	R	AC	80	79	87	\$2,004	22,299	SLURRY & CRACK SEAL
65th PI NE	NE Arrowhead Dr	CULDESAC (NE)	655	50	345	26	8,970	R	AC	73	72	81	\$4,485	29,847	SLURRY & CRACK SEAL
66th Ave NE	NE 196th St	NE 194th St	660	30	439	28	12,292	R	AC	82	81	88	\$6,146	21,045	SLURRY & CRACK SEAL
66th Ave NE	NE 184th St	NE 185th St	660	60	199	36	7,164	R	AC	81	80	88	\$3,582	21,700	SLURRY & CRACK SEAL
66th Ave NE	NE 182nd St	NE 184th St	660	70	642	36	23,112	R	AC	74	73	82	\$11,556	30,739	SLURRY & CRACK SEAL
66th Ave NE	NE 181st St	NE 182nd St	660	80	340	36	12,240	R	AC	85	84	91	\$6,120	18,161	SLURRY & CRACK SEAL
66th PI NE	NE 198th St	NE 196th St	665	10	601	28	16,828	R	AC	79	79	86	\$8,414	34,087	SLURRY & CRACK SEAL
66th PI NE	NE 196th St	67th Ave NE	665	20	374	27	10,098	R	AC	81	80	88	\$5,049	21,703	SLURRY & CRACK SEAL
66th PI NE	67th Ave NE	68th Ave NE	665	30	227	28	6,356	R	AC	81	80	88	\$3,178	21,703	SLURRY & CRACK SEAL
66th PI NE	NE 194th St	NE 192nd St	665	60	567	28	15,876	R	AC	73	72	81	\$7,938	29,847	SLURRY & CRACK SEAL
67th Ave NE	NE 198th St	NE 195th St/NE 66TH PL	670	10	915	28	25,620	R	AC	83	82	89	\$12,810	19,958	SLURRY & CRACK SEAL
67th Ave NE	NE 194th St	CULDESAC (N)	670	20	108	36	3,888	R	AC	82	81	88	\$1,944	21,045	SLURRY & CRACK SEAL
67th Ave NE	NE 191st St	NE 194th St	670	30	852	30	25,560	R	AC	80	80	87	\$12,780	35,098	SLURRY & CRACK SEAL
67th Ave NE	NE 191st St	NE 190TH ST (HOUSE #6639)	670	40	106	24	2,544	R	AC	81	80	88	\$1,272	21,700	SLURRY & CRACK SEAL
67th Ave NE	NE 182nd St	NE 185th St	670	50	426	24	10,224	R	AC	81	80	88	\$5,112	21,700	SLURRY & CRACK SEAL
67th Ave NE	NE Bothell Way	NE 181st St	670	60	311	36	11,196	R	AC	83	82	89	\$5,598	20,180	SLURRY & CRACK SEAL
67th PI NE	NE 187th St	EOR S	675	10	245	26	6,370	R	AC	73	72	81	\$3,185	29,843	SLURRY & CRACK SEAL
68th Ave NE	NE 175th St	NE 170th St	680	110	2,085	50	104,250	MIC	AC	83	82	89	\$52,125	25,393	SLURRY & CRACK SEAL
NE 187th Way	80th Ave NE	Cul-de-Sac North	7	10	1,203	27	32,481	R	AC	86	85	92	\$16,241	16,286	SLURRY & CRACK SEAL
70th Ave NE	NE 160th St	NE 159th St	700	40	267	24	6,408	R	AC	86	85	92	\$3,204	16,496	SLURRY & CRACK SEAL
70th Ave NE	NE 159th St	NE 158th St	700	50	350	26	9,100	R	AC	87	86	92	\$4,550	15,107	SLURRY & CRACK SEAL
70th Ave NE	NE 155th St	EOR N	700	60	225	20	4,500	R	AC	90	89	94	\$2,250	11,014	SLURRY & CRACK SEAL
70th Ave NE	NE 153rd St	NE 155th St	700	70	650	30	19,500	R	AC	73	72	81	\$9,750	27,766	SLURRY & CRACK SEAL
70th Ave NE	NE 152nd Ct	NE 153rd St	700	80	289	24	6,936	R	AC	79	79	86	\$3,468	35,719	SLURRY & CRACK SEAL
70th Ave NE	NE 152nd Ct	72nd PI NE	700	90	109	24	2,616	R	AC	79	79	86	\$1,308	35,719	SLURRY & CRACK SEAL
71st Ave NE	EOR N	NE 188th St	710	10	820	25	20,500	R	AC	84	83	90	\$10,250	19,227	SLURRY & CRACK SEAL
71st Ave NE	NE 188th St	NE 187th St	710	20	342	28	9,576	R	AC	82	81	88	\$4,788	21,035	SLURRY & CRACK SEAL

** - Treatment from Project Selection

11

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
71st Ave NE	NE 187th St	NE 185th St	710	30	704	28	19,712	R	AC	82	81	88	\$9,856	21,035	SLURRY & CRACK SEAL
72nd Ave NE	EOR N	NE 170th St	720	20	490	27	13,230	R	AC	81	80	88	\$6,615	24,221	SLURRY & CRACK SEAL
72nd Ave NE	NE 170th St	NE 168th St	720	30	484	30	14,520	R	AC	88	87	93	\$7,260	14,081	SLURRY & CRACK SEAL
72nd Ave NE	NE 168th St	NE 167th St	720	40	217	30	6,510	R	AC	88	87	93	\$3,255	14,081	SLURRY & CRACK SEAL
72nd Ave NE	NE 167th St	NE 165th St	720	50	350	27	9,450	R	AC	88	87	93	\$4,725	14,081	SLURRY & CRACK SEAL
72nd PI NE	NE 149th St	NE 149th St	725	20	314	24	7,536	R	AC	90	89	94	\$3,768	10,435	SLURRY & CRACK SEAL
72nd PI NE	NE 148th St	NE 149th St	725	30	324	24	7,776	R	AC	90	89	94	\$3,888	10,435	SLURRY & CRACK SEAL
73rd Ave NE	NE 145th St	NE 146th St	730	10	314	30	9,420	R	AC	90	89	94	\$4,710	11,014	SLURRY & CRACK SEAL
73rd Ave NE	NE 182nd St	NE 181st St	730	110	576	40	23,040	A	AC	90	88	94	\$11,520	18,978	SLURRY & CRACK SEAL
73rd Ave NE	NE Bothell Way	NE 181st St	730	120	455	48	21,840	A	AC	88	86	92	\$10,920	23,107	SLURRY & CRACK SEAL
73rd Ave NE	NE 175th St	NE Bothell Way	730	130	455	60	27,300	A	AC	83	81	89	\$13,650	31,087	SLURRY & CRACK SEAL
73rd Ave NE	NE 143rd St	NE 145th St	730	30	352	30	10,560	R	AC	88	87	93	\$5,280	14,095	SLURRY & CRACK SEAL
73rd Ave NE	NE 202nd St	NE 204th St	730	50	427	34	14,518	A	AC	79	77	85	\$7,259	33,994	SLURRY & CRACK SEAL
73rd Ave NE	NE 204th St	NE 204th St	730	53	212	34	7,208	R	AC	82	82	89	\$3,604	33,788	SLURRY & CRACK SEAL
73rd PI NE	NE 155th St	CULDESAC (N)	738	10	348	28	9,744	R	AC	88	87	93	\$4,872	14,095	SLURRY & CRACK SEAL
73rd PI NE	EOR N	NE 204th St	738	20	198	28	5,544	R	AC	78	77	85	\$2,772	34,681	SLURRY & CRACK SEAL
74th Ave NE	NE 163rd St	NE 162nd St	740	20	170	24	4,080	R	AC	80	79	87	\$2,040	25,169	SLURRY & CRACK SEAL
74th Ave NE	NE 162nd St	NE 160th St	740	30	501	24	12,024	R	AC	84	84	90	\$6,012	27,838	SLURRY & CRACK SEAL
74th Ave NE	NE 160th St	NE 158th St	740	40	534	24	12,816	R	AC	84	84	90	\$6,408	27,838	SLURRY & CRACK SEAL
74th Ave NE	NE 158th St	NE 156th St (N INT)	740	50	266	24	6,384	R	AC	84	84	90	\$3,192	27,838	SLURRY & CRACK SEAL
74th Ave NE	NE 156th St (S INT)	NE 156th St (N INT)	740	60	77	25	1,925	R	AC	84	84	90	\$963	27,838	SLURRY & CRACK SEAL
74th Ave NE	NE 156th St (S INT)	NE 155th St	740	70	483	26	12,558	R	AC	84	84	90	\$6,279	27,838	SLURRY & CRACK SEAL
75th Ave NE	NE 145th St	NE 145th St	750	100	324	30	9,720	R	AC	79	79	86	\$4,860	35,719	SLURRY & CRACK SEAL
75th Ave NE	NE 170th St	NE 169th St	750	50	278	24	6,672	R	AC	74	73	82	\$3,336	22,563	SLURRY & CRACK SEAL
75th Ave NE	EOR N	NE 158th St	750	60	174	23	4,002	R	AC	87	86	92	\$2,001	15,115	SLURRY & CRACK SEAL
75th Ave NE	NE 146th St	NE 148th St	750	80	354	30	10,620	R	AC	77	76	85	\$5,310	33,625	SLURRY & CRACK SEAL
75th Ave NE	NE 145th St	NE 146th St	750	90	251	30	7,530	R	AC	81	80	88	\$3,765	21,698	SLURRY & CRACK SEAL
76th Ave NE	NE 165th St	NE 163rd St	760	100	520	22	11,440	R	AC	83	83	90	\$5,720	27,184	SLURRY & CRACK SEAL
76th Ave NE	NE 202nd St	NE 201st St	760	20	216	28	6,048	R	AC	82	81	88	\$3,024	21,035	SLURRY & CRACK SEAL
76th Ave NE	NE 201st St	NE 200th St	760	30	312	24	7,488	R	AC	90	89	94	\$3,744	10,993	SLURRY & CRACK SEAL

** - Treatment from Project Selection

12

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
76th Ave NE	NE 200th St	NE 198th St	760	40	325	21	6,825	R	AC	90	89	94	\$3,413	10,993	SLURRY & CRACK SEAL
76th Ave NE	NE 197th Ct	NE 196th Ct	760	60	148	20	2,960	R	AC	73	72	81	\$1,480	29,854	SLURRY & CRACK SEAL
76th Ave NE	NE 196th Ct	NE 195th St	760	70	236	30	7,080	R	AC	79	79	86	\$3,540	35,723	SLURRY & CRACK SEAL
76th Ave NE	NE 169th St	NE 167th St	760	80	377	24	9,048	R	AC	80	79	87	\$4,524	26,685	SLURRY & CRACK SEAL
76th Ave NE	NE 167th St	NE 165th St	760	90	590	28	16,520	R	AC	81	81	88	\$8,260	27,399	SLURRY & CRACK SEAL
76th Pl NE	EOR N	NE 202nd Pl	765	10	200	28	5,600	R	AC	77	76	85	\$2,800	33,633	SLURRY & CRACK SEAL
76th Pl NE	NE 192nd St	EOR N	765	30	363	20	7,260	R	AC	88	87	93	\$3,630	14,081	SLURRY & CRACK SEAL
77th Ave NE	NE 195th St	NE 196th St	770	05	247	22	5,434	R	AC	90	89	94	\$2,717	10,075	SLURRY & CRACK SEAL
77th Ave NE	NE 200th St	NE 199th St	770	20	201	25	5,025	R	AC	88	87	93	\$2,513	14,081	SLURRY & CRACK SEAL
77th Ave NE	NE 204th Pl	NE 203rd St	770	30	124	28	3,472	R	AC	78	77	85	\$1,736	34,684	SLURRY & CRACK SEAL
77th Ave NE	NE 203rd St	NE 202nd Pl	770	40	315	28	8,820	R	AC	76	75	84	\$4,410	32,641	SLURRY & CRACK SEAL
77th Pl NE	NE 148th Pl	CULDESAC (S)	775	10	263	22	5,786	R	AC	90	89	94	\$2,893	11,000	SLURRY & CRACK SEAL
78th Ave NE	NE 148th St	NE 150th St	780	20	290	30	8,700	R	AC	79	79	86	\$4,350	32,042	SLURRY & CRACK SEAL
78th Ave NE	NE 148th Pl	NE 148th St	780	30	50	30	1,500	R	AC	80	80	87	\$750	33,012	SLURRY & CRACK SEAL
78th Ave NE	NE 145th St	NE 148th Pl	780	40	944	28	26,432	R	AC	77	77	85	\$13,216	30,266	SLURRY & CRACK SEAL
78th Ave NE	NE 198th St	NE 196th St	780	50	867	24	20,808	R	AC	81	80	88	\$10,404	21,693	SLURRY & CRACK SEAL
78th Ave NE	NE 199th St	NE 198th St	780	60	117	25	2,925	R	AC	88	87	93	\$1,463	14,081	SLURRY & CRACK SEAL
78th Pl NE	NE 203rd St	EOR S	785	10	335	24	8,040	R	AC	81	80	88	\$4,020	21,693	SLURRY & CRACK SEAL
78th Pl NE	NE 146th St	NE 145th St	785	30	228	30	6,840	R	AC	83	82	90	\$3,420	23,565	SLURRY & CRACK SEAL
79th Ave NE	NE 203rd St	EOR E	790	10	210	26	5,460	R	AC	79	79	86	\$2,730	35,723	SLURRY & CRACK SEAL
79th Ave NE	EOR N	NE 156th St	790	20	96	20	1,920	R	AC	90	89	94	\$960	11,003	SLURRY & CRACK SEAL
79th Ave NE	NE 156th St	NE 155th St	790	30	359	20	7,180	R	AC	74	73	82	\$3,590	30,746	SLURRY & CRACK SEAL
79th Pl NE	NE 170th St	NE 167th St	795	10	409	24	9,816	R	AC	84	84	91	\$4,908	29,553	SLURRY & CRACK SEAL
79th Pl NE	NE 167th St	NE 165th St	795	20	672	26	17,472	R	AC	84	84	91	\$8,736	29,553	SLURRY & CRACK SEAL
NE 181st Pl	80th Ave NE	Cul-de-Sac West	8	10	384	22	8,448	R	AC	87	86	92	\$4,224	14,856	SLURRY & CRACK SEAL
80th Ave NE	NE 150th St	NE 151st Ct	800	10	225	24	5,400	R	AC	82	81	88	\$2,700	21,039	SLURRY & CRACK SEAL
80th Ave NE	NE 200th St	NE 203rd St	800	134	676	32	21,632	A	AC/AC	90	89	94	\$10,816	15,143	SLURRY & CRACK SEAL
80th Ave NE	NE 151st Ct	NE 152nd Ct	800	20	247	24	5,928	R	AC	82	81	88	\$2,964	21,039	SLURRY & CRACK SEAL
80th Ave NE	NE 152nd Ct	CULDESAC (N)	800	30	473	24	11,352	R	AC	73	72	81	\$5,676	29,851	SLURRY & CRACK SEAL
80th Ave NE	NE Bothell Way	NE 177th Ct	800	40	413	44	18,172	MIC	AC	86	85	91	\$9,086	25,506	SLURRY & CRACK SEAL
81st Ave NE	NE 146th Pl	NE 145th St	810	100	239	33	7,887	R	AC	83	83	90	\$3,944	25,458	SLURRY & CRACK SEAL

** - Treatment from Project Selection

13

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
81st Ave NE	NE 145th PI	NE 145th St	810	110	175	33	5,775	R	AC	83	82	89	\$2,888	20,172	SLURRY & CRACK SEAL
81st Ave NE	NE 155th St	NE 153rd PI	810	40	577	33	19,041	R	AC	83	83	90	\$9,521	25,458	SLURRY & CRACK SEAL
81st Ave NE	NE 153rd PI	NE 150th St	810	50	864	33	28,512	R	AC	83	83	90	\$14,256	25,458	SLURRY & CRACK SEAL
81st Ave NE	NE 150th St	NE 149th St	810	60	260	33	8,580	R	AC	83	83	90	\$4,290	25,458	SLURRY & CRACK SEAL
81st Ave NE	NE 149th St	NE 147th PI	810	70	321	33	10,593	R	AC	83	83	90	\$5,297	25,458	SLURRY & CRACK SEAL
81st Ave NE	NE 147th PI	NE 147th St	810	80	102	33	3,366	R	AC	83	83	90	\$1,683	25,458	SLURRY & CRACK SEAL
81st Ave NE	NE 147th St	NE 146th PI	810	90	232	33	7,656	R	AC	83	83	90	\$3,828	25,458	SLURRY & CRACK SEAL
81st PI NE	NE 165th St	NE 161st PI	815	30	953	28	26,684	R	AC	83	83	90	\$13,342	28,834	SLURRY & CRACK SEAL
82nd PI NE	NE 161st St	NE 159th St	825	10	990	24	23,760	R	AC	81	80	88	\$11,880	21,695	SLURRY & CRACK SEAL
82nd PI NE	NE 166th St	EOR S	825	20	268	20	5,360	R	AC	90	89	94	\$2,680	10,993	SLURRY & CRACK SEAL
82nd PI NE	83rd PI NE	NE 198th St	825	30	749	24	17,976	R	AC	86	85	91	\$8,988	16,861	SLURRY & CRACK SEAL
82nd PI NE	NE 198th St	EOR S	825	40	230	24	5,520	R	AC	84	83	90	\$2,760	19,227	SLURRY & CRACK SEAL
83rd PI NE	NE 198th St	82nd PI NE	835	10	312	24	7,488	R	AC	86	85	91	\$3,744	16,861	SLURRY & CRACK SEAL
83rd PI NE	NE Bothell Way	83rd Ave	835	40	381	36	13,716	R	AC	77	76	85	\$6,858	33,633	SLURRY & CRACK SEAL
84th PI NE	NE 153rd St	NE 152nd St	845	50	220	22	4,840	R	AC	83	82	89	\$2,420	20,172	SLURRY & CRACK SEAL
85th Ave NE	CULDESAC (S)	NE 155th St	850	10	215	24	5,160	R	AC	85	85	91	\$2,580	33,507	SLURRY & CRACK SEAL
85th Ave NE	CULDESAC (S)	NE 153rd St	850	20	408	22	8,976	R	AC	83	82	89	\$4,488	20,172	SLURRY & CRACK SEAL
86th Ave NE	CULDESAC (S)	NE 155th St	860	10	226	24	5,424	R	AC	87	86	92	\$2,712	15,115	SLURRY & CRACK SEAL
86th PI NE	CULDESAC (N)	NE 145th St	865	10	849	26	22,074	R	AC	85	84	91	\$11,037	18,149	SLURRY & CRACK SEAL
88th Ave NE	NE 161st PI	NE 163rd St	880	10	441	24	10,584	R	AC	81	80	88	\$5,292	21,695	SLURRY & CRACK SEAL
88th Ave NE	NE 160th PI	NE 161st PI	880	20	463	28	12,964	R	AC	84	83	90	\$6,482	19,232	SLURRY & CRACK SEAL
88th Ave NE	NE 157th St	NE 160th PI	880	30	712	28	19,936	R	AC	79	79	86	\$9,968	35,721	SLURRY & CRACK SEAL
88th Ave NE	EOR S	NE 157th St	880	40	255	28	7,140	R	AC	74	73	82	\$3,570	28,587	SLURRY & CRACK SEAL
88th Ave NE	Simonds Rd NE	NE 152nd St	880	50	835	24	20,040	R	AC	87	87	93	\$10,020	27,657	SLURRY & CRACK SEAL
88th Ave NE	NE 152nd St	NE 150th St	880	60	291	33	9,603	R	AC	87	87	93	\$4,802	27,657	SLURRY & CRACK SEAL
88th Ave NE	NE 150th St	NE 147th St	880	70	848	20	16,960	R	AC	81	80	88	\$8,480	24,219	SLURRY & CRACK SEAL
88th Ave NE	NE 147th St	EOR (S)	880	80	166	20	3,320	R	AC	83	83	90	\$1,660	25,458	SLURRY & CRACK SEAL
88th PI NE	NE 150th St	NE 149th PI	885	10	233	32	7,456	R	AC	84	84	90	\$3,728	26,026	SLURRY & CRACK SEAL
89th PI NE	NE 150th St	NE 149th PI	895	10	235	24	5,640	R	AC	83	82	89	\$2,820	20,172	SLURRY & CRACK SEAL
89th PI NE	NE 149th PI	NE 148th PI	895	20	144	20	2,880	R	AC	83	82	89	\$1,440	20,172	SLURRY & CRACK SEAL
90th Ave NE	NE 160th PI	NE 161st PI	900	20	394	28	11,032	R	AC	81	80	88	\$5,516	21,695	SLURRY & CRACK SEAL
90th PI NE	NE 145th St	NE 145th PI	905	10	158	28	4,424	R	AC	79	79	86	\$2,212	35,721	SLURRY & CRACK SEAL
Kenlake PI NE	NE 192nd St	NE 194th PI	Kenlake	10	597	28	16,716	R	AC	75	75	83	\$8,358	31,092	SLURRY & CRACK SEAL

** - Treatment from Project Selection

14

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
Kenlake PI NE	NE 187th PI	NE 185th St	Kenlake	30	377	24	9,048	R	AC	82	82	89	\$4,524	34,916	SLURRY & CRACK SEAL
										Treatment Total		\$2,122,296			
87th PI NE	NE 155th St	S Cul-de-Sac	11	10	203	21	4,263	R	AC	88	88	89	\$106	71,344	SEAL CRACKS
NE 175th St	65th Ave NE	68th Ave NE	1750	20	1,075	38	40,850	R	AC	85	84	86	\$1,350	66,402	SEAL CRACKS
NE 181st St	68th Ave NE	73rd Ave NE	1810	100	1,600	40	64,000	R	AC	89	89	89	\$1,440	74,008	SEAL CRACKS
NE 181st St	60th PI NE	61st Ave NE	1810	30	191	40	7,640	R	AC	85	84	86	\$253	66,374	SEAL CRACKS
NE 181st St	62nd Ave NE	63rd Ave NE	1810	50	492	24	11,808	R	AC	85	84	86	\$395	60,592	SEAL CRACKS
NE 181st St	63rd Ave NE	64th Ave NE	1810	60	417	24	10,008	R	AC	84	83	85	\$364	57,279	SEAL CRACKS
NE 181st St	64th Ave NE	65th Ave NE	1810	70	709	24	17,016	R	AC	84	83	85	\$619	57,279	SEAL CRACKS
NE 181st St	65th Ave NE	67th Ave NE	1810	80	462	21	9,702	R	AC	84	83	85	\$353	57,279	SEAL CRACKS
NE 182nd St	57th Ave	58th Ave	1820	50	340	40	13,600	R	AC	87	87	88	\$374	73,973	SEAL CRACKS
NE 182nd St	58th Ave NE	60th Ave NE	1820	60	413	40	16,520	R	AC	87	87	88	\$454	73,973	SEAL CRACKS
NE 182nd St	62nd Ave NE	64th Ave NE	1820	80	791	27	21,357	R	AC	83	82	84	\$832	59,611	SEAL CRACKS
NE 185th St	64th Ave NE	66th Ave NE	1850	20	1,010	30	30,300	R	AC	88	88	89	\$752	77,331	SEAL CRACKS
NE 185th St	66th Ave NE	67th Ave NE	1850	30	150	40	6,000	R	AC	87	87	88	\$165	73,973	SEAL CRACKS
NE 185th St	67th Ave NE	68th Ave NE	1850	40	516	40	20,640	R	AC	87	87	88	\$567	73,973	SEAL CRACKS
NE 200th St	61st Ct NE	61st PI NE	2000	20	166	28	4,648	R	AC	84	83	85	\$168	62,947	SEAL CRACKS
NE 204th St	60th Ave NE	61st Ave NE	2040	30	587	30	17,610	R	AC	87	87	88	\$484	73,959	SEAL CRACKS
60th Ave NE	60th PI NE	NE 182nd St	600	110	537	35	18,795	R	AC	76	75	77	\$1,120	41,253	SEAL CRACKS
60th Ave NE	NE 181st St	NE 180th St	600	140	196	40	7,840	R	AC	88	88	89	\$195	77,331	SEAL CRACKS
60th Ave NE	NE 180th St	NE Bothell Way	600	150	163	58	9,454	R	AC	79	78	80	\$482	48,091	SEAL CRACKS
64th Ave NE	NE 181st St	NE 182nd St	640	100	293	24	7,032	R	AC	83	82	84	\$274	59,611	SEAL CRACKS
64th Ave NE	NE 184th St	NE 185th St	640	80	317	36	11,412	R	AC	84	83	85	\$411	62,934	SEAL CRACKS
64th Ave NE	NE 182nd St	NE 184th St	640	90	542	24	13,008	R	AC	78	77	79	\$701	45,670	SEAL CRACKS
65th Ave NE	CULDESAC (S)	65th PI NE	650	10	613	24	14,712	R	AC	88	88	88	\$369	70,686	SEAL CRACKS
Juanita Dr NE	NE 166th Ct	NE 170th St	Juanita	10	743	48	35,664	A	AC/AC	87	86	87	\$459	241,469	SEAL CRACKS
Juanita Dr NE	NE 149th St	NE 148th PI	Juanita	100	131	26	3,406	A	AC/AC	88	87	88	\$20	517,668	SEAL CRACKS
Juanita Dr NE	NE 145th St	NE 148th PI	Juanita	110	457	28	12,796	A	AC/AC	88	87	88	\$75	517,668	SEAL CRACKS
Juanita Dr NE	NE 143rd St	NE 145th St	Juanita	120	285	26	7,410	A	AC/AC	87	86	87	\$96	241,469	SEAL CRACKS
Juanita Dr NE	NE 165th St	NE 166th Ct	Juanita	20	650	34	22,100	A	AC/AC	88	87	88	\$128	517,668	SEAL CRACKS
Juanita Dr NE	NE 163rd St	NE 165th St	Juanita	30	444	34	15,096	A	AC/AC	88	87	88	\$88	517,668	SEAL CRACKS
Juanita Dr NE	NE 160th St	NE 163rd St	Juanita	40	849	50	42,450	A	AC/AC	88	87	88	\$246	517,668	SEAL CRACKS

** - Treatment from Project Selection

15

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2018

Year: 2018										Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
Juanita Dr NE	NE 158th St	NE 160th St	Juanita	50	679	50	33,950	A	AC/AC	87	86	87	\$437	241,469	SEAL CRACKS
Juanita Dr NE	NE 155th Pl	NE 158th St	Juanita	60	367	24	8,808	A	AC/AC	87	86	87	\$114	241,469	SEAL CRACKS
Juanita Dr NE	NE 154th Ct	NE 155th Pl	Juanita	70	645	36	23,220	A	AC/AC	88	87	88	\$135	517,668	SEAL CRACKS
Juanita Dr NE	NE 153rd Pl	NE 154th Ct	Juanita	80	651	39	25,389	A	AC/AC	88	87	88	\$147	517,668	SEAL CRACKS
Juanita Dr NE	NE 149th St	NE 153rd Pl	Juanita	90	1,281	38	48,678	A	AC/AC	87	86	87	\$626	241,469	SEAL CRACKS
Treatment Total												\$14,799			
Year 2018 Area Total							5,282,629		Year 2018 Total			\$5,810,755			

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
NE 190th St	61st Ave NE	61st Pl NE	1900	90	409	36	14,724	R	AC	53	49	100	\$151,658	4,696	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
62nd Ave NE	NE 195th St	NE 195th Ct	620	50	150	33	4,950	R	AC	53	49	100	\$50,985	4,706	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
82nd Ave NE	NE 190th St	NE 185th St	820	10	1,372	30	41,160	R	AC	52	48	100	\$423,948	4,741	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Arrowhead Dr NE	61st Pl NE	62nd Pl NE	Arrowhead	50	268	24	6,432	R	AC	53	49	100	\$66,250	4,701	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Arrowhead Dr NE	62nd Pl NE	63rd Ave NE	Arrowhead	60	207	24	4,968	R	AC	53	49	100	\$51,171	4,701	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Treatment Total													\$744,012		
61st Ave NE	60th Ave NE	NE 190th St	610	130	959	48	46,032	A	AC	71	68	100	\$421,449	6,384	AC OVERLAY (2.0 INCHES)
66th Ave NE	NE 196th St	NE 196th Pl	660	20	249	26	6,474	R	AC	71	69	100	\$59,274	3,716	AC OVERLAY (2.0 INCHES)
73rd Ave NE	NE 192nd St	NE 202nd Pl	730	60	2,514	34	85,476	A	AC	72	69	100	\$782,581	5,811	AC OVERLAY (2.0 INCHES)
73rd Ave NE	NE 192nd St	NE 190th Ct	730	70	609	42	25,578	A	AC	71	68	100	\$234,181	6,058	AC OVERLAY (2.0 INCHES)
Treatment Total													\$1,497,485		
85th Pl NE	NE 166th Pl	SE Cul-de-Sac	12	10	445	21	9,345	R	AC	92	89	94	\$4,813	10,519	SLURRY & CRACK SEAL
NE 153rd Pl	Juanita Dr NE	70th Ave NE	1535	40	437	33	14,421	R	AC	94	89	95	\$7,427	9,147	SLURRY & CRACK SEAL
NE 161st St	70th Ave NE	EOR E	1610	30	822	28	23,016	R	AC	93	89	94	\$11,854	9,844	SLURRY & CRACK SEAL
NE 175th St	65th Ave NE	68th Ave NE	1750	20	1,075	38	40,850	R	AC	85	84	91	\$21,038	21,903	SLURRY & CRACK SEAL
NE 181st St	60th Pl NE	61st Ave NE	1810	30	191	40	7,640	R	AC	85	84	91	\$3,935	21,902	SLURRY & CRACK SEAL
NE 182nd St	67th Ave NE	68th Ave NE	1820	10	531	36	19,116	R	AC	94	89	94	\$9,845	9,678	SLURRY & CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

16

SS1026

MTC StreetSaver

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 182nd St	57th Ave	58th Ave	1820	50	340	40	13,600	R	AC	87	86	93	\$7,004	22,814	SLURRY & CRACK SEAL
NE 182nd St	58th Ave NE	60th Ave NE	1820	60	413	40	16,520	R	AC	87	86	93	\$8,508	22,814	SLURRY & CRACK SEAL
NE 182nd St	62nd Ave NE	64th Ave NE	1820	80	791	27	21,357	R	AC	83	82	89	\$10,999	20,936	SLURRY & CRACK SEAL
NE 184th St	64th Ave NE	NE 183rd St (W INT)	1840	30	186	34	6,324	R	AC	93	89	94	\$3,257	10,435	SLURRY & CRACK SEAL
NE 185th St	64th Ave NE	66th Ave NE	1850	20	1,010	30	30,300	R	AC	88	88	93	\$15,605	23,257	SLURRY & CRACK SEAL
NE 185th St	66th Ave NE	67th Ave NE	1850	30	150	40	6,000	R	AC	87	86	93	\$3,090	22,814	SLURRY & CRACK SEAL
NE 185th St	67th Ave NE	68th Ave NE	1850	40	516	40	20,640	R	AC	87	86	93	\$10,630	22,814	SLURRY & CRACK SEAL
NE 187th St	61st PI NE	NE 187th St	1870	60	168	26	4,368	R	AC	92	88	94	\$2,250	11,383	SLURRY & CRACK SEAL
NE 198th St	76th Ave NE	EOR E	1980	100	118	20	2,360	R	AC	94	89	95	\$1,216	9,124	SLURRY & CRACK SEAL
NE 200th St	61st Ct NE	61st PI NE	2000	20	166	28	4,648	R	AC	84	83	90	\$2,394	21,412	SLURRY & CRACK SEAL
NE 200th St	76th Ave NE	77th Ave NE	2000	40	345	30	10,350	R	AC	92	88	94	\$5,331	11,383	SLURRY & CRACK SEAL
NE 200th St	77th Ave NE	79th Ave NE	2000	50	638	30	19,140	R	AC	92	88	94	\$9,858	11,383	SLURRY & CRACK SEAL
NE 200th St	EOR W	75th Ave NE	2000	60	665	20	13,300	R	AC	92	88	94	\$6,850	11,383	SLURRY & CRACK SEAL
NE 202nd St	61ST Ave NE	61ST Ct NE	2020	05	263	27	7,101	R	AC/AC	90	89	95	\$3,658	26,341	SLURRY & CRACK SEAL
NE 204th St	60th Ave NE	61st Ave NE	2040	30	587	30	17,610	R	AC	87	86	93	\$9,070	22,812	SLURRY & CRACK SEAL
55th Ave NE	South Dead End	NE 187th St	550	135	390	30	11,700	R	AC/AC	90	89	95	\$6,026	26,341	SLURRY & CRACK SEAL
55th Ave NE	NE 187th St	North Dead End	550	145	289	30	8,670	R	AC/AC	90	89	95	\$4,466	26,341	SLURRY & CRACK SEAL
60th Ave NE	60th PI NE	NE 182nd St	600	110	537	35	18,795	R	AC	76	75	83	\$9,680	17,365	SLURRY & CRACK SEAL
60th Ave NE	NE 181st St	NE 180th St	600	140	196	40	7,840	R	AC	88	88	93	\$4,038	23,257	SLURRY & CRACK SEAL
60th Ave NE	NE 180th St	NE Bothell Way	600	150	163	58	9,454	R	AC	79	78	86	\$4,869	18,874	SLURRY & CRACK SEAL
61st Ave NE	NE Bothell Way	NE 181st St	610	150	327	48	15,696	A	AC	92	87	93	\$8,084	20,565	SLURRY & CRACK SEAL
64th Ave NE	NE 181st St	NE 182nd St	640	100	293	24	7,032	R	AC	83	82	89	\$3,622	20,936	SLURRY & CRACK SEAL
64th Ave NE	NE 184th St	NE 185th St	640	80	317	36	11,412	R	AC	84	83	90	\$5,878	21,410	SLURRY & CRACK SEAL
64th Ave NE	NE 182nd St	NE 184th St	640	90	542	24	13,008	R	AC	78	77	85	\$6,700	18,370	SLURRY & CRACK SEAL
64th PI NE	CULDESAC (S)	NE 186th St	645	60	245	30	7,350	R	AC	92	88	94	\$3,786	11,412	SLURRY & CRACK SEAL
72nd PI NE	NE 150th St	NE 149th Ct	725	10	397	24	9,528	R	AC	91	88	94	\$4,907	12,029	SLURRY & CRACK SEAL
72nd PI NE	NE 147th PI	NE 148th PI	725	40	307	24	7,368	R	AC	91	88	94	\$3,795	12,029	SLURRY & CRACK SEAL
72nd PI NE	NE 147th St	NE 147th PI	725	50	161	24	3,864	R	AC	92	88	94	\$1,990	10,855	SLURRY & CRACK SEAL
72nd PI NE	NE 146th St	NE 147th St	725	60	225	30	6,750	R	AC	92	88	94	\$3,477	10,855	SLURRY & CRACK SEAL
73rd Ave NE	NE 145th PI	NE 145th St	730	20	226	30	6,780	R	AC	92	88	94	\$3,492	11,402	SLURRY & CRACK SEAL
76th Ave NE	NE 192nd St	EOR N	760	110	275	20	5,500	R	AC	92	88	94	\$2,833	11,383	SLURRY & CRACK SEAL

** - Treatment from Project Selection

17

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
77th Ave NE	NE 199th St	EOR S	770	10	250	25	6,250	R	AC	93	89	94	\$3,219	10,408	SLURRY & CRACK SEAL
79th Ave NE	NE 201st St	NE 200th St	790	40	319	25	7,975	R	AC	92	88	94	\$4,108	11,383	SLURRY & CRACK SEAL
88th PI NE	NE 145th St	SW Cul-de-Sac	885	15	435	20	8,700	R	AC	92	89	94	\$4,481	10,519	SLURRY & CRACK SEAL
										Treatment Total		\$248,083			
62nd Way NE	62nd Ave NE	South Cul-de-Sac	15	10	514	22	11,308	R	AC	92	89	89	\$264	40,780	SEAL CRACKS
NE 193rd PI	80th Ave NE	NW Cul-de-Sac	1935	15	955	22	21,010	R	AC	92	89	89	\$490	40,780	SEAL CRACKS
68th Ave NE	NE 182nd St	NE 185th St	680	70	466	45	20,970	MI	AC/AC	90	88	89	\$41	1,035,592	SEAL CRACKS
NE 163rd PI	Simonds Rd NE	Cul-de-Sac South	9	10	456	21	9,576	R	AC	92	89	89	\$223	40,774	SEAL CRACKS
										Treatment Total		\$1,018			
Year 2019 Area Total							780,336			Year 2019 Total		\$2,490,598			

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
NE 153rd PI	70th Ave NE	71st PI NE	1535	50	326	30	9,780	R	AC	55	49	100	\$103,757	4,565	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 153rd PI	71st PI NE	72nd Ave NE	1535	60	238	30	7,140	R	AC	54	48	100	\$75,749	4,605	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 155th St	81st Ave NE	84th Ave NE	1550	80	959	24	23,016	R	AC	53	47	100	\$244,177	4,602	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 169th St	Simonds Rd NE	80th PI NE	1690	40	203	26	5,278	R	AC	54	48	100	\$55,995	4,603	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 190th St	80th Ave NE	82nd Ave NE	1900	160	584	30	17,520	R	AC	55	49	100	\$185,870	4,563	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
83rd Ave NE	NE 185th St	NE 183rd St	830	20	602	24	14,448	R	AC	54	48	100	\$153,279	4,603	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
83rd Ave NE	NE 183rd St	83rd PI NE	830	30	1,819	24	43,656	R	AC	54	48	100	\$463,147	4,603	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
										Treatment Total		\$1,281,974			
73rd Ave NE	NE 185th St	NE 182nd St	730	100	704	40	28,160	A	AC	75	69	100	\$265,556	6,224	AC OVERLAY (2.0 INCHES)
73rd Ave NE	NE 190th Ct	NE 190th St	730	80	328	42	13,776	A	AC	74	68	100	\$129,911	6,384	AC OVERLAY (2.0 INCHES)

** - Treatment from Project Selection

18
SS1026

MTC StreetSaver

Scenarios Criteria:

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

										Treatment Total			\$395,467		
87th PI NE	NE 155th St	S Cul-de-Sac	11	10	203	21	4,263	R	AC	88	86	93	\$2,262	22,358	SLURRY & CRACK SEAL
62nd Way NE	62nd Ave NE	South Cul-de-Sac	15	10	514	22	11,308	R	AC	92	87	93	\$5,999	12,149	SLURRY & CRACK SEAL
NE 163rd St	69th Ave NE	70th Ave NE	1630	30	217	28	6,076	R	AC	95	88	93	\$3,224	11,795	SLURRY & CRACK SEAL
NE 164th St	69th Ave NE	EOR E	1640	10	414	28	11,592	R	AC	95	88	94	\$6,149	11,358	SLURRY & CRACK SEAL
NE 164th St	70th Ave NE	EOR E	1640	20	614	28	17,192	R	AC	95	88	94	\$9,120	11,283	SLURRY & CRACK SEAL
56th Ave NE	NE 190th St	NE 187th St	18	010	1,230	24	29,520	R	AC/AC	90	88	94	\$15,659	23,435	SLURRY & CRACK SEAL
NE 181st St	68th Ave NE	73rd Ave NE	1810	100	1,600	40	64,000	R	AC	89	87	93	\$33,949	22,777	SLURRY & CRACK SEAL
NE 181st St	62nd Ave NE	63rd Ave NE	1810	50	492	24	11,808	R	AC	85	83	90	\$6,264	20,752	SLURRY & CRACK SEAL
NE 181st St	63rd Ave NE	64th Ave NE	1810	60	417	24	10,008	R	AC	84	82	89	\$5,309	20,219	SLURRY & CRACK SEAL
NE 181st St	64th Ave NE	65th Ave NE	1810	70	709	24	17,016	R	AC	84	82	89	\$9,027	20,219	SLURRY & CRACK SEAL
NE 181st St	65th Ave NE	67th Ave NE	1810	80	462	21	9,702	R	AC	84	82	89	\$5,147	20,219	SLURRY & CRACK SEAL
NE 186th St	64th PI NE	65th Ct NE	1860	10	414	30	12,420	R	AC	95	88	94	\$6,589	11,302	SLURRY & CRACK SEAL
NE 186th St	65th Ct NE	CULDESAC (SE)	1860	20	147	30	4,410	R	AC	95	88	94	\$2,340	11,302	SLURRY & CRACK SEAL
NE 187th St	64th Ave NE	64th PI NE	1870	90	321	30	9,630	R	AC	95	88	93	\$5,109	11,810	SLURRY & CRACK SEAL
NE 193rd PI	80th Ave NE	NW Cul-de-Sac	1935	15	955	22	21,010	R	AC	92	87	93	\$11,145	12,149	SLURRY & CRACK SEAL
NE 204th PI	55th Ave NE	57th Ave NE	2045	05	298	27	8,046	R	AC/AC	90	88	94	\$4,269	23,435	SLURRY & CRACK SEAL
62nd Ave NE	NE 185th St	NE 187th PI	620	100	160	24	3,840	R	AC	94	88	94	\$2,037	11,608	SLURRY & CRACK SEAL
62nd Ave NE	NE Bothell Way	NE 181st St	620	140	317	27	8,559	R	AC	94	88	94	\$4,541	11,608	SLURRY & CRACK SEAL
64th PI NE	NE 186th St	NE 187th St	645	50	184	30	5,520	R	AC	95	88	93	\$2,929	11,810	SLURRY & CRACK SEAL
64th PI NE	CULDESAC (W)	NE 153rd St	645	70	276	26	7,176	R	AC	95	88	93	\$3,807	11,804	SLURRY & CRACK SEAL
65th Ave NE	CULDESAC (S)	65th PI NE	650	10	613	24	14,712	R	AC	88	86	92	\$7,804	22,316	SLURRY & CRACK SEAL
68th Ave NE	NE 181st St	NE 182nd St	680	80	620	45	27,900	MiC	AC	94	89	94	\$14,800	20,072	SLURRY & CRACK SEAL
69th Ave NE	NE 164th Ave	NE 163rd Ave	690	10	213	28	5,964	R	AC	95	88	94	\$3,164	11,283	SLURRY & CRACK SEAL
70th Ave NE	EOR N	NE 164th St	700	10	104	26	2,704	R	AC	95	88	93	\$1,435	11,795	SLURRY & CRACK SEAL
70th Ave NE	NE 163rd St	NE 161st St	700	20	527	28	14,756	R	AC	95	88	94	\$7,828	11,283	SLURRY & CRACK SEAL
70th Ave NE	NE 161st St	NE 160th St	700	30	311	28	8,708	R	AC	94	88	94	\$4,620	11,590	SLURRY & CRACK SEAL
81st Ave NE	NE 158th St	NE 157th St	810	10	188	22	4,136	R	AC	94	88	94	\$2,194	11,590	SLURRY & CRACK SEAL
81st Ave NE	NE 157th St	NE 156th PI	810	20	171	33	5,643	R	AC	94	88	94	\$2,994	11,590	SLURRY & CRACK SEAL
81st Ave NE	NE 156th PI	NE 155th St	810	30	450	24	10,800	R	AC	94	88	94	\$5,729	11,590	SLURRY & CRACK SEAL
81st PI NE	NE 196th St	South Cul-de-Sac	815	05	290	27	7,830	R	AC	94	88	94	\$4,154	11,740	SLURRY & CRACK SEAL
81st PI NE	NE 161st PI	NE 158th St	815	40	1,073	28	30,044	R	AC	94	88	94	\$15,937	11,590	SLURRY & CRACK SEAL
Juanita Dr NE	NE 166th Ct	NE 170th St	Juanita	10	743	48	35,664	A	AC/AC	87	84	91	\$18,918	35,628	SLURRY & CRACK SEAL

** - Treatment from Project Selection

19

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
Juanita Dr NE	NE 149th St	NE 148th Pl	Juanita	100	131	26	3,406	A	AC/AC	88	86	92	\$1,807	36,601	SLURRY & CRACK SEAL
Juanita Dr NE	NE 145th St	NE 148th Pl	Juanita	110	457	28	12,796	A	AC/AC	88	86	92	\$6,788	36,601	SLURRY & CRACK SEAL
Juanita Dr NE	NE 143rd St	NE 145th St	Juanita	120	285	26	7,410	A	AC/AC	87	84	91	\$3,931	35,628	SLURRY & CRACK SEAL
Juanita Dr NE	NE 165th St	NE 166th Ct	Juanita	20	650	34	22,100	A	AC/AC	88	86	92	\$11,723	36,601	SLURRY & CRACK SEAL
Juanita Dr NE	NE 163rd St	NE 165th St	Juanita	30	444	34	15,096	A	AC/AC	88	86	92	\$8,008	36,601	SLURRY & CRACK SEAL
Juanita Dr NE	NE 160th St	NE 163rd St	Juanita	40	849	50	42,450	A	AC/AC	88	86	92	\$22,518	36,601	SLURRY & CRACK SEAL
Juanita Dr NE	NE 158th St	NE 160th St	Juanita	50	679	50	33,950	A	AC/AC	87	84	91	\$18,009	35,628	SLURRY & CRACK SEAL
Juanita Dr NE	NE 155th Pl	NE 158th St	Juanita	60	367	24	8,808	A	AC/AC	87	84	91	\$4,673	35,628	SLURRY & CRACK SEAL
Juanita Dr NE	NE 154th Ct	NE 155th Pl	Juanita	70	645	36	23,220	A	AC/AC	88	86	92	\$12,318	36,601	SLURRY & CRACK SEAL
Juanita Dr NE	NE 153rd Pl	NE 154th Ct	Juanita	80	651	39	25,389	A	AC/AC	88	86	92	\$13,468	36,601	SLURRY & CRACK SEAL
Juanita Dr NE	NE 149th St	NE 153rd Pl	Juanita	90	1,281	38	48,678	A	AC/AC	87	84	91	\$25,822	35,628	SLURRY & CRACK SEAL
Treatment Total													\$363,517		
NE 170th St	70th Ave NE	72nd Ave NE	1700	40	568	36	20,448	MaC	AC/AC	93	86	87	\$258	136,256	SEAL CRACKS
NE 170th St	72nd Ave NE	75th Ave NE	1700	50	1,016	36	36,576	MiC	AC/AC	93	86	87	\$462	136,256	SEAL CRACKS
80th Ave NE	NE 177th Ct	NE 179th Pl	800	50	998	40	39,920	MiC	AC/AC	91	88	89	\$37	2,468,480	SEAL CRACKS
80th Ave NE	NE 179th Pl	NE 183rd St	800	60	998	40	39,920	MiC	AC/AC	93	86	87	\$501	136,686	SEAL CRACKS
80th Ave NE	NE 183rd St	NE 185th St	800	70	460	36	16,560	MiC	AC/AC	93	86	87	\$208	136,686	SEAL CRACKS
80th Ave NE	NE 185th St	NE 190th St	800	80	1,300	36	46,800	MiC	AC/AC	93	86	87	\$588	136,686	SEAL CRACKS
82nd Pl NE	NE 196th St	North Cul-de-Sac	825	45	295	27	7,965	R	AC	95	88	89	\$204	42,279	SEAL CRACKS
84th Ave NE	NE 175th St	End of Pavement South	840	125	237	20	4,740	R	AC	94	88	89	\$125	43,482	SEAL CRACKS
Simonds Rd NE	75th Ave NE	79th Pl NE	Simonds	10	1,213	39	47,307	MiC	AC/AC	93	86	87	\$597	136,256	SEAL CRACKS
Simonds Rd NE	79th Pl NE	NE 169th St	Simonds	20	539	34	18,326	MiC	AC/AC	93	86	87	\$232	136,256	SEAL CRACKS
Simonds Rd NE	NE 166th St	NE 169th St	Simonds	30	729	33	24,057	MiC	AC/AC	93	86	87	\$304	136,256	SEAL CRACKS
Simonds Rd NE	NE 165th St	NE 166th St	Simonds	40	257	34	8,738	MiC	AC/AC	93	86	87	\$111	136,256	SEAL CRACKS
Treatment Total													\$3,627		
Simonds Rd NE	92nd Ave NE	NE 147th St	Simonds	140	221	43	9,503	MiC	AC	34	21	100	\$186,849	2,982	RECONSTRUCT STRUCTURE (AC)
Treatment Total													\$186,849		

** - Treatment from Project Selection

Scenarios Criteria:

20

SS1026

MTC StreetSaver

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year 2020 Area Total										1,168,894		Year 2020 Total		\$2,231,434	
Year: 2021															
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 155th St	76th Pl NE	78th Ave NE	1550	50	463	24	11,112	R	AC	57	49	100	\$121,424	4,393	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 175th St	68th Ave NE	73rd Ave NE	1750	50	1,507	40	60,280	R	AC	56	48	100	\$658,696	4,466	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 182nd St	City Limit	57th Ave NE	1820	40	610	30	18,300	R	AC	57	49	100	\$199,970	4,424	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 195th Ct	62nd Ave NE	West Cul-de-Sac	4	14	321	22	7,062	R	AC/AC	56	49	100	\$77,169	4,358	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
60th Ave NE	NE 199th St	NE 200th Ct	600	50	180	27	4,860	R	AC	57	49	100	\$53,107	4,424	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
65th Pl NE	NE 192nd St	NE 192nd Pl	655	20	304	35	10,640	R	AC	57	49	100	\$116,267	4,424	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
75th Ave NE	NE 148th St	NE 155th St	750	70	1,758	24	42,192	R	AC	57	49	100	\$461,044	4,424	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
84th Ave NE	NE 153rd St	NE 150th Pl	840	70	563	26	14,638	R	AC	57	49	100	\$159,954	4,426	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
87th Ave NE	CULDESAC (S)	NE 150th Pl	870	10	228	26	5,928	R	AC	56	48	100	\$64,777	4,466	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
										Treatment Total		\$1,912,408			
82nd Pl NE	NE 196th St	North Cul-de-Sac	825	45	295	27	7,965	R	AC	95	87	93	\$4,352	12,566	SLURRY & CRACK SEAL
84th Ave NE	NE 175th St	End of Pavement South	840	125	237	20	4,740	R	AC	94	87	93	\$2,590	12,882	SLURRY & CRACK SEAL
NE 163rd Pl	Simonds Rd NE	Cul-de-Sac South	9	10	456	21	9,576	R	AC	92	86	92	\$5,232	14,335	SLURRY & CRACK SEAL
										Treatment Total		\$12,174			
NE 153rd Pl	NE 153rd St	CULDESAC (E) 1535	10	215	30	6,450	R	AC	35	24	100	\$97,891	3,251	RECONSTRUCT SURFACE (AC)	
										Treatment Total		\$97,891			
NE 182nd St	68th Ave NE	70th Ln NE	1820	20	696	30	20,880	R	AC/AC	95	88	89	\$48	577,703	SEAL CRACKS
NE 190th St	64th Ave NE	65th Ave NE	1900	110	691	36	24,876	R	AC/AC	95	87	88	\$218	153,877	SEAL CRACKS
NE 193rd St	62nd Ave NE	63rd Ave NE	1930	10	533	28	14,924	R	AC/AC	95	87	88	\$132	153,384	SEAL CRACKS

** - Treatment from Project Selection

21

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2021

Year: 2021										Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
NE 196th St	80th Ave NE	Dead End North	1960	85	1,805	27	48,735	R	AC	92	89	90	\$1,147	74,353	SEAL CRACKS
61st Ave NE	NE 190th St	NE 193rd Pl	610	120	439	48	21,072	A	AC	63	86	87	\$316	172,357	SEAL CRACKS
61st Ave NE	NE 181st St	60th Ave NE	610	140	1,717	48	82,416	A	AC	68	86	87	\$1,233	172,357	SEAL CRACKS
61st Ave NE	NE 175th St	NE Bothell Way	610	160	206	38	7,828	C	AC	94	88	89	\$205	67,746	SEAL CRACKS
62nd Ave NE	NE 190th St	NE 191st St	620	70	400	60	24,000	R	AC/AC	95	87	88	\$211	153,384	SEAL CRACKS
62nd Ave NE	NE 187th St	NE 190th St	620	80	620	22	13,640	R	AC/AC	95	87	88	\$120	153,384	SEAL CRACKS
62nd Ave NE	Kenlake Pl NE	NE 187th Pl	620	90	251	24	6,024	R	AC/AC	95	87	88	\$53	153,877	SEAL CRACKS
73rd Ave NE	NE 182nd St	NE 181st St	730	110	576	40	23,040	A	AC	90	85	86	\$778	73,123	SEAL CRACKS
73rd Ave NE	NE Bothell Way	NE 181st St	730	120	455	48	21,840	A	AC	88	85	86	\$777	73,350	SEAL CRACKS
73rd Ave NE	NE 175th St	NE Bothell Way	730	130	455	60	27,300	A	AC	83	82	83	\$1,191	75,217	SEAL CRACKS
73rd Ave NE	NE 202nd Pl	NE 204th St	730	50	427	34	14,518	A	AC	79	79	81	\$766	74,320	SEAL CRACKS
80th Ave NE	NE 200th St	NE 203rd St	800	134	676	32	21,632	A	AC/AC	90	86	87	\$348	165,707	SEAL CRACKS
80th Ave NE	NE 203rd St	NE 205th St	800	140	682	38	25,916	R	AC/AC	92	88	89	\$10	4,468,810	SEAL CRACKS
										Treatment Total			\$7,553		
Simonds Rd NE	88th Ave NE	NE 155th St	Simonds	100	220	33	7,260	MiC	AC	41	21	100	\$147,029	2,896	RECONSTRUCT STRUCTURE (AC)
Simonds Rd NE	NE 151st St	NE 152nd St	Simonds	120	970	33	32,010	MiC	AC	42	23	100	\$648,263	2,896	RECONSTRUCT STRUCTURE (AC)
										Treatment Total			\$795,292		
Year 2021 Area Total							641,654			Year 2021 Total			\$2,825,318		

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 175th St	73rd Ave NE	82nd Ct NE	1750	30	3,300	35	115,500	R	AC	59	49	100	\$1,299,963	4,283	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 187th St	62nd Ave NE	63rd Ave NE	1870	70	309	22	6,798	R	AC	59	49	100	\$76,513	4,281	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 191st St	62nd Ave NE	CULDESAC (E)	1910	10	447	28	12,516	R	AC	60	49	100	\$140,869	4,300	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
NE 197th St	58th Ave NE	60th Ave NE	1970	20	704	28	19,712	R	AC	59	48	100	\$221,861	4,343	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS

** - Treatment from Project Selection

Scenarios Criteria:

22
SS1026

MTC StreetSaver

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
58th Ave NE	NE 187th Ave	NE 182nd Ave	580	80	1,108	40	44,320	R	AC	58	48	100	\$498,826	4,328	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
62nd Ave NE	NE 195th Ct	NE 196th St	620	40	200	36	7,200	R	AC	59	49	100	\$81,037	4,296	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
62nd Ave NE	NE 195th St	NE 194th Pl	620	60	200	33	6,600	R	AC	59	49	100	\$74,284	4,284	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
63rd Ave NE	NE 193rd St	NE 193rd Ct	630	30	230	33	7,590	R	AC	59	49	100	\$85,427	4,284	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
64th Ave NE	NE 185th St	NE 187th St	640	40	658	24	15,792	R	AC	58	48	100	\$177,741	4,325	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
65th Pl NE	NE 192nd Pl	65th Ave NE	655	10	876	24	21,024	R	AC	58	48	100	\$236,627	4,328	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
73rd Ave NE	NE 204th Pl	North Dead End	730	56	287	16	4,592	R	AC	57	49	100	\$51,684	4,274	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
76th Pl NE	NE 163rd St	NE 155th St	765	20	2,467	20	49,340	R	AC	59	49	100	\$555,327	4,283	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
84th Ave NE	NE 146th St	NE 145th St	840	120	307	26	7,982	R	AC	59	49	100	\$89,839	4,285	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
84th Ave NE	NE 159th St	NE 158th St	840	30	280	26	7,280	R	AC	58	48	100	\$81,938	4,329	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
Simonds Rd NE	NE 147th St	NE 151st St	Simonds	130	737	43	31,691	MIC	AC	62	46	100	\$356,685	5,141	AC OVERLAY (2.0 IN) W/LOCALIZED REPAIRS
											Treatment Total		\$4,028,621		
NE 196th St	80th Ave NE	Dead End North	1960	85	1,805	27	48,735	R	AC	92	89	94	\$27,426	21,740	SLURRY & CRACK SEAL
68th Ave NE	NE 195th St	NE 198th St	680	20	1,192	28	33,376	MIC	AC/AC	93	89	95	\$18,783	31,358	SLURRY & CRACK SEAL
68th Ave NE	NE 191st St	NE 195th St	680	30	1,236	24	29,664	MIC	AC/AC	93	89	95	\$16,694	31,358	SLURRY & CRACK SEAL
68th Ave NE	NE 190th St	NE 191st St	680	40	120	30	3,600	MIC	AC/AC	93	89	95	\$2,026	31,358	SLURRY & CRACK SEAL
68th Ave NE	NE 187th St	NE 190th St	680	50	884	35	30,940	MIC	AC/AC	93	89	95	\$17,412	31,358	SLURRY & CRACK SEAL
68th Ave NE	NE 185th St	NE 187th St	680	60	464	34	15,776	MIC	AC/AC	93	89	95	\$8,879	31,358	SLURRY & CRACK SEAL
68th Ave NE	NE 182nd St	NE 185th St	680	70	466	45	20,970	MIC	AC/AC	90	85	92	\$11,801	27,106	SLURRY & CRACK SEAL
80th Ave NE	NE 177th Ct	NE 179th Pl	800	50	998	40	39,920	MIC	AC/AC	91	87	93	\$22,466	27,730	SLURRY & CRACK SEAL
80th Ave NE	NE 179th Pl	NE 183rd St	800	60	998	40	39,920	MIC	AC/AC	93	84	91	\$22,466	19,781	SLURRY & CRACK SEAL
80th Ave NE	NE 183rd St	NE 185th St	800	70	460	36	16,560	MIC	AC/AC	93	84	91	\$9,320	19,781	SLURRY & CRACK SEAL
80th Ave NE	NE 185th St	NE 190th St	800	80	1,300	36	46,800	MIC	AC/AC	93	84	91	\$26,337	19,781	SLURRY & CRACK SEAL
80th Ave NE	NE 190th St	NE 192nd St	800	90	425	36	15,300	MIC	AC/AC	93	89	95	\$8,611	31,358	SLURRY & CRACK SEAL

** - Treatment from Project Selection

23

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

										Treatment Total			\$192,221		
NE 145th PI	73RD Ave NE	75TH Ave NE	10	10	1,242	30	37,260	R	AC/AC	85	84	86	\$985	71,398	SEAL CRACKS
NE 145th PI	90th PI NE	East Cul-de-Sac	10	20	384	30	11,520	R	AC	74	78	80	\$650	71,891	SEAL CRACKS
66th Ct NE	NE 151st St	East Cul-de-Sac	14	10	233	27	6,291	R	AC	79	80	82	\$325	49,585	SEAL CRACKS
NE 145th St	73rd Ave NE	West Cul-de-Sac	1450	15	233	30	6,990	R	AC/AC	82	83	84	\$257	60,635	SEAL CRACKS
NE 146th St	72nd PI NE	75th Ave NE	1460	10	886	30	26,580	R	AC	90	85	86	\$921	46,733	SEAL CRACKS
NE 146th St	78th PI NE	CULDESAC (E)	1460	20	229	26	5,954	R	AC	83	82	84	\$261	49,537	SEAL CRACKS
NE 147th St	81st Ave NE	CULDESAC (E)	1470	20	356	24	8,544	R	AC	79	83	84	\$359	81,645	SEAL CRACKS
NE 147th St	CULDESAC (W)	Simonds Rd NE	1470	80	440	28	12,320	R	AC	73	76	78	\$770	60,906	SEAL CRACKS
NE 147th St	78th Ave NE	CULDESAC (E)	1470	90	643	22	14,146	R	AC	74	77	79	\$836	63,788	SEAL CRACKS
NE 147th Ln	81st Ave NE	CULDESAC (W)	1472	10	392	20	7,840	R	AC	90	85	86	\$272	46,731	SEAL CRACKS
NE 147th PI	72nd PI NE	CULDESAC (W)	1475	10	150	33	4,950	R	AC	84	83	84	\$207	49,039	SEAL CRACKS
NE 148th PI	89th PI NE	CULDESAC (E)	1480	10	196	24	4,704	R	AC	79	83	84	\$198	81,645	SEAL CRACKS
NE 148th St	CULDESAC (W)	78th Ave NE	1480	30	524	24	12,576	R	AC	90	85	86	\$436	46,731	SEAL CRACKS
NE 148th PI	88th Ave NE	CULDESAC (E)	1485	10	394	24	9,456	R	AC	84	83	84	\$396	49,038	SEAL CRACKS
NE 148th PI	72nd PI NE	CULDESAC (E)	1485	30	200	24	4,800	R	AC	86	84	85	\$184	48,263	SEAL CRACKS
NE 148th PI	84th Ave NE	CULDESAC (W)	1485	50	256	33	8,448	R	AC	83	82	84	\$369	49,537	SEAL CRACKS
NE 149th PI	88th PI NE	89th PI NE	1490	10	257	32	8,224	R	AC	84	83	84	\$344	49,038	SEAL CRACKS
NE 149th St	81st Ave NE	CULDESAC (E)	1490	20	571	20	11,420	R	AC	88	85	86	\$414	47,206	SEAL CRACKS
NE 149th St	Juanita Dr NE	EOR E	1490	30	285	30	8,550	R	AC	49	87	88	\$97	124,131	SEAL CRACKS
NE 149th PI	72nd PI NE	CULDESAC (E)	1495	10	255	24	6,120	R	AC	86	84	85	\$234	48,263	SEAL CRACKS
NE 150th St	72nd PI NE	73rd Ave NE	1500	10	630	24	15,120	R	AC	89	85	86	\$535	46,946	SEAL CRACKS
NE 150th St	73rd Ave NE	74th PI NE	1500	20	345	30	10,350	R	AC	91	86	87	\$354	46,567	SEAL CRACKS
NE 150th St	78th Ave NE	80th Ave NE	1500	30	510	33	16,830	R	AC	80	81	83	\$806	52,744	SEAL CRACKS
NE 150th St	80th Ave NE	81st Ave NE	1500	40	530	33	17,490	R	AC	80	80	82	\$879	49,617	SEAL CRACKS
NE 150th St	88th Ave NE	88th PI NE	1500	60	260	32	8,320	R	AC	83	82	84	\$364	49,537	SEAL CRACKS
NE 150th St	88th PI NE	89th PI NE	1500	70	255	30	7,650	R	AC	83	82	84	\$335	49,537	SEAL CRACKS
NE 150th St	81st Ave NE	84th Ave NE	1500	80	1,000	25	25,000	R	AC	79	83	84	\$1,051	81,645	SEAL CRACKS
NE 151st Ct	80th Ave NE	CULDESAC (E)	1518	10	196	20	3,920	R	AC	83	82	84	\$172	49,537	SEAL CRACKS
NE 152nd St	88th Ave NE	EOR E	1520	30	228	28	6,384	R	AC	84	86	87	\$216	63,596	SEAL CRACKS

** - Treatment from Project Selection

24

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 152nd St	84th Pl NE	85th Ave NE	1520	60	220	28	6,160	R	AC	83	82	84	\$270	49,537	SEAL CRACKS
NE 152nd Ct	80th Ave NE	CULDESAC (E)	1528	10	136	24	3,264	R	AC	83	82	84	\$143	49,537	SEAL CRACKS
NE 153rd St	72nd Ave NE	East Cul-de-sac	1530	35	465	25	11,625	R	AC/AC	87	85	86	\$241	81,969	SEAL CRACKS
NE 153rd St	84th Ave NE	85th Ave NE	1530	40	454	33	14,982	R	AC	83	82	84	\$655	49,537	SEAL CRACKS
NE 153rd Pl	75th Ave NE	CULDESAC (E)	1535	20	333	25	8,325	R	AC	83	82	84	\$364	49,537	SEAL CRACKS
NE 153rd Pl	72nd Ave NE	NE 155th Pl	1535	70	287	30	8,610	R	AC	51	87	88	\$98	124,131	SEAL CRACKS
NE 154th St	61st Pl NE	62nd Pl NE	1540	20	544	27	14,688	R	AC	49	87	88	\$167	124,131	SEAL CRACKS
NE 154th St	NE 153rd St	64th Ave NE	1540	25	919	30	27,570	R	AC/AC	80	84	85	\$796	105,841	SEAL CRACKS
NE 155th St	78th Ave NE	79th Ave NE	1550	60	502	24	12,048	R	AC	77	79	81	\$641	57,666	SEAL CRACKS
NE 155th St	79th Ave NE	81st Ave NE	1550	70	594	24	14,256	R	AC	76	78	80	\$810	54,661	SEAL CRACKS
NE 155th Pl	Juanita Dr NE	70th Ave NE	1555	10	437	33	14,421	R	AC	76	80	81	\$755	70,459	SEAL CRACKS
NE 155th Pl	70th Ave NE	NE 153rd Pl	1555	20	734	28	20,552	R	AC	81	82	84	\$911	55,403	SEAL CRACKS
NE 156th St	62nd Pl NE	63rd Ave NE	1560	20	268	28	7,504	R	AC	80	80	82	\$378	49,617	SEAL CRACKS
NE 156th St	63rd Ave NE	64th Ave NE	1560	30	607	27	16,389	R	AC	77	81	82	\$800	74,197	SEAL CRACKS
NE 156th St	72nd Ave NE	74th Ave NE	1560	40	583	26	15,158	R	AC	82	86	87	\$513	81,841	SEAL CRACKS
NE 156th St	74th Ave NE	EOR E	1560	50	425	26	11,050	R	AC	86	84	85	\$423	48,257	SEAL CRACKS
NE 156th St	CULDESAC (W)	79th Ave NE	1560	60	246	20	4,920	R	AC	77	81	82	\$241	74,201	SEAL CRACKS
NE 157th St	63rd Ave NE	64th Ave NE	1570	10	608	28	17,024	R	AC	77	81	82	\$831	74,197	SEAL CRACKS
NE 157th St	81st Pl NE	CULDESAC (E)	1570	20	346	20	6,920	R	AC	76	80	81	\$362	70,553	SEAL CRACKS
NE 158th St	63rd Ave NE	64th Ave NE	1580	10	628	28	17,584	R	AC	74	77	79	\$1,040	63,776	SEAL CRACKS
NE 158th St	Juanita Dr NE	70th Ave NE	1580	20	229	30	6,870	R	AC	81	81	83	\$330	49,713	SEAL CRACKS
NE 158th St	70th Ave NE	71st Ave NE	1580	30	400	30	12,000	R	AC	83	82	84	\$525	49,537	SEAL CRACKS
NE 158th St	EOR W	74th Ave NE	1580	40	549	22	12,078	R	AC	88	85	86	\$434	47,118	SEAL CRACKS
NE 158th St	74th Ave NE	75th Ave NE	1580	50	549	22	12,078	R	AC	88	85	86	\$438	47,206	SEAL CRACKS
NE 158th Pl	81st Pl NE	CULDESAC (E)	1585	10	329	26	8,554	R	AC	77	81	82	\$418	74,201	SEAL CRACKS
NE 159th St	62nd Ave NE	62nd Pl NE	1590	10	262	28	7,336	R	AC	77	81	82	\$358	74,197	SEAL CRACKS
NE 159th St	62nd Pl NE	63rd Ave NE	1590	20	276	27	7,452	R	AC	79	83	84	\$314	81,630	SEAL CRACKS
NE 159th St	63rd Pl NE	64th Ave NE	1590	30	680	27	18,360	R	AC	77	81	82	\$896	74,197	SEAL CRACKS
NE 159th St	64th Ave NE	CULDESAC (E)	1590	40	263	27	7,101	R	AC	76	80	81	\$371	70,540	SEAL CRACKS
NE 159th St	EOR W	70th Ave NE	1590	50	151	24	3,624	R	AC	87	85	86	\$134	47,415	SEAL CRACKS
NE 159th St	82nd Pl NE	84th Ave NE	1590	70	511	24	12,264	R	AC	83	85	86	\$423	68,544	SEAL CRACKS
61st Ct NE	NE 202nd St	NE 200th St	16	15	429	27	11,583	R	AC/AC	85	86	87	\$160	139,314	SEAL CRACKS

** - Treatment from Project Selection

25

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 160th St	Juanita Dr NE	70th Ave NE	1600	10	466	25	11,650	R	AC	79	82	84	\$508	72,229	SEAL CRACKS
NE 160th Pl	88th Ave NE	90th Ave NE	1605	10	606	25	15,150	R	AC	79	83	84	\$637	81,660	SEAL CRACKS
NE 160th Pl	90th Ave NE	BEGIN LOOP	1605	15	367	26	9,542	R	AC	81	81	83	\$458	49,713	SEAL CRACKS
NE 161st St	81st Pl NE	82nd Pl NE	1610	10	367	26	9,542	R	AC	83	85	86	\$329	68,544	SEAL CRACKS
NE 161st St	90th Ave NE	PRIVATE DRIVE (E)	1610	20	357	15	5,355	R	AC	87	84	86	\$200	47,513	SEAL CRACKS
NE 161st St	70th Ave NE	West Cul-de-Sac	1610	25	334	21	7,014	R	AC	79	80	82	\$363	49,585	SEAL CRACKS
NE 161st Pl	88th Ave NE	90th Ave NE	1615	10	601	28	16,828	R	AC	80	81	83	\$806	52,744	SEAL CRACKS
NE 163rd St	84th Ave NE	EOR W	1630	10	314	33	10,362	R	AC	80	80	82	\$521	49,617	SEAL CRACKS
NE 163rd St	Juanita Dr NE	69th Ave NE	1630	20	228	28	6,384	R	AC	87	84	86	\$239	47,511	SEAL CRACKS
NE 163rd St	70th Ave NE	EOR E	1630	40	1,036	28	29,008	R	AC	90	85	87	\$999	46,662	SEAL CRACKS
NE 163rd St	74th Ave NE	76th Ave NE	1630	50	585	22	12,870	R	AC	76	77	79	\$784	46,374	SEAL CRACKS
NE 163rd St	88th Ave NE	EOR E	1630	60	290	24	6,960	R	AC	86	84	85	\$266	48,259	SEAL CRACKS
NE 165th St	Juanita Dr NE	69th Pl NE	1650	10	441	36	15,876	R	AC	79	80	82	\$820	50,212	SEAL CRACKS
NE 165th St	69th Ave NE	EOR E	1650	20	338	24	8,112	R	AC	75	79	80	\$452	67,066	SEAL CRACKS
NE 165th St	76th Ave NE	76th Ct NE	1650	30	261	24	6,264	R	AC	83	85	86	\$216	68,552	SEAL CRACKS
NE 165th St	76th Ct NE	78th Pl NE	1650	40	335	24	8,040	R	AC	83	85	86	\$278	68,552	SEAL CRACKS
NE 165th St	78th Pl NE	81st Pl NE	1650	50	209	24	5,016	R	AC	83	82	84	\$220	49,537	SEAL CRACKS
NE 165th St	81st Pl NE	79th Pl NE	1650	60	356	26	9,256	R	AC	83	82	84	\$405	49,537	SEAL CRACKS
NE 165th St	79th Pl NE	Simonds Rd NE	1650	70	730	26	18,980	R	AC	81	83	85	\$782	62,575	SEAL CRACKS
NE 165th St	84th Ave NE	EOR E	1650	80	289	20	5,780	R	AC	90	85	86	\$201	46,730	SEAL CRACKS
NE 165th Pl	EOR W	72nd Ave NE	1655	10	369	27	9,963	R	AC	80	80	82	\$501	49,617	SEAL CRACKS
NE 166th St	Simonds Rd NE	84th Ave NE	1660	10	725	20	14,500	R	AC	81	81	83	\$695	49,713	SEAL CRACKS
NE 166th St	84th Ave NE	85th Pl NE	1660	15	254	22	5,588	R	AC	83	86	87	\$186	72,396	SEAL CRACKS
NE 167th St	EOR W	72nd Ave NE	1670	10	499	20	9,980	R	AC	77	81	82	\$487	74,206	SEAL CRACKS
NE 167th St	76th Ave NE	79th Pl NE	1670	20	907	24	21,768	R	AC	83	85	86	\$751	68,552	SEAL CRACKS
NE 169th St	74th Ave NE	75th Ave NE	1690	20	296	22	6,512	R	AC	82	82	83	\$298	49,626	SEAL CRACKS
NE 169th Ln	76th Ave NE	EOR E	1692	10	139	21	2,919	R	AC	88	85	86	\$106	47,205	SEAL CRACKS
NE 169th Pl	NE 170th St	NE 169th St	1695	10	484	28	13,552	R	AC	77	81	82	\$662	74,206	SEAL CRACKS
NE 170th St	NE 169th Pl (#8401)	NE 169th Pl	1700	15	743	22	16,346	R	AC/AC	76	80	82	\$781	78,516	SEAL CRACKS
NE 170th St	NE 169th Pl	EOR E	1700	20	308	27	8,316	R	AC	75	79	80	\$463	67,066	SEAL CRACKS

** - Treatment from Project Selection

26

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 170th St	Juanita Dr NE	70th Ave NE	1700	30	742	42	31,164	MIC	AC/AC	93	88	89	\$77	1,040,147	SEAL CRACKS
NE 179th Pl	80th Ave NE	EOR E	1795	10	637	24	15,288	R	AC	88	85	86	\$554	47,205	SEAL CRACKS
NE 180th St	EOR W	57th Ave NE	1800	10	393	36	14,148	R	AC	77	81	82	\$691	74,192	SEAL CRACKS
NE 180th St	57th Ave NE	58th Ave NE	1800	20	394	36	14,184	R	AC	79	83	84	\$597	81,615	SEAL CRACKS
NE 180th St	58th Ave NE	60th Ave NE	1800	30	594	36	21,384	R	AC	78	82	83	\$971	77,384	SEAL CRACKS
NE 181st St	60th Ave NE	60th Pl NE	1810	20	267	36	9,612	R	AC	86	84	85	\$372	48,581	SEAL CRACKS
NE 181st St	61st Ave NE	62nd Ave NE	1810	40	428	30	12,840	R	AC	86	84	85	\$496	48,581	SEAL CRACKS
NE 181st St	67th Ave NE	68th Ave NE	1810	90	525	32	16,800	R	AC	83	82	84	\$735	49,538	SEAL CRACKS
NE 182nd St	66th Ave NE	EOR E	1820	100	636	28	17,808	R	AC	74	77	79	\$1,053	63,764	SEAL CRACKS
NE 182nd Pl	EOR W	80th Ave NE	1825	10	593	24	14,232	R	AC	81	81	83	\$682	49,713	SEAL CRACKS
NE 182nd Pl	80th Ave NE	EOR E	1825	20	214	24	5,136	R	AC	88	85	86	\$186	47,205	SEAL CRACKS
NE 183rd St	80th Ave NE	EOR E	1830	10	430	22	9,460	R	AC	88	85	86	\$343	47,205	SEAL CRACKS
NE 183rd St	EOR W	80th Ave NE	1830	20	792	20	15,840	R	AC	81	81	83	\$759	49,713	SEAL CRACKS
NE 183rd St	83rd Ave NE	83rd Pl NE	1830	30	346	26	8,996	R	AC	47	87	88	\$102	124,131	SEAL CRACKS
NE 183rd St	NE 184th St (W INT)	NE 184th St (E INT)	1830	50	580	24	13,920	R	AC	84	83	84	\$583	49,040	SEAL CRACKS
NE 183rd St	57TH Ave NE	West Cul-de-sac	1830	55	391	30	11,730	R	AC/AC	89	86	87	\$192	96,122	SEAL CRACKS
NE 184th St	NE 183rd St (W INT)	NE 183rd St (E INT)	1840	40	498	34	16,932	R	AC	85	84	85	\$680	48,805	SEAL CRACKS
NE 184th St	NE 183rd St (E INT)	66th Ave NE	1840	50	327	34	11,118	R	AC	82	82	83	\$509	49,627	SEAL CRACKS
NE 184th St	80th Ave NE	EOR	1840	60	586	24	14,064	R	AC	87	84	86	\$525	47,511	SEAL CRACKS
NE 185th St	63rd Ave NE	64th Ave NE	1850	10	351	24	8,424	R	AC	87	85	86	\$312	47,419	SEAL CRACKS
NE 185th St	61st Pl NE (E INT)	Kenlake Pl NE	1850	100	235	24	5,640	R	AC	86	84	85	\$216	48,267	SEAL CRACKS
NE 185th St	Kenlake Pl NE	62nd Ave NE	1850	110	317	24	7,608	R	AC	87	84	86	\$284	47,515	SEAL CRACKS
NE 185th St	68th Ave NE	EOR E	1850	50	300	20	6,000	R	AC	88	85	86	\$218	47,210	SEAL CRACKS
NE 185th St	EOR W	71st Ave NE	1850	60	194	33	6,402	R	AC	84	83	84	\$268	49,037	SEAL CRACKS
NE 185th St	71st Ave NE	72nd Ave NE	1850	70	175	40	7,000	R	AC	82	82	83	\$320	49,625	SEAL CRACKS
NE 185th St	72nd Ave NE	73rd Ave NE	1850	80	127	40	5,080	R	AC	82	82	83	\$233	49,625	SEAL CRACKS
NE 185th St	61st Pl NE (W INT)	61st Pl NE (E INT)	1850	90	107	21	2,247	R	AC	88	85	86	\$82	47,210	SEAL CRACKS

** - Treatment from Project Selection

27

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 185th St	West Dead End	61st PI NE (W INT)	1850	95	132	22	2,904	R	AC/AC	87	85	86	\$61	81,958	SEAL CRACKS
NE 187th St	61st PI NE	Kenlake PI NE	1870	10	301	26	7,826	R	AC	88	85	86	\$284	47,210	SEAL CRACKS
NE 187th St	67th PI NE	68th Ave NE	1870	100	215	26	5,590	R	AC	77	81	82	\$273	74,192	SEAL CRACKS
NE 187th St	71st Ave NE	EOR E	1870	110	485	22	10,670	R	AC	83	82	84	\$466	49,537	SEAL CRACKS
NE 187th St	Kenlake PI NE	62nd Ave NE	1870	20	335	26	8,710	R	AC	88	85	86	\$316	47,210	SEAL CRACKS
NE 187th St	EOR W	61st PI NE	1870	50	150	21	3,150	R	AC	88	85	86	\$115	47,210	SEAL CRACKS
NE 187th PI	82nd Ave NE	EOR W	1875	10	258	22	5,676	R	AC	87	84	86	\$212	47,511	SEAL CRACKS
NE 188th St	64TH Ave NE	65th Ave NE	1880	12	534	34	18,156	R	AC/AC	77	81	83	\$829	73,997	SEAL CRACKS
NE 188th St	65th Ave NE	66th Ave NE	1880	13	515	30	15,450	R	AC/AC	73	77	79	\$962	58,364	SEAL CRACKS
NE 188th PI	61st PI NE	Cul-de-Sac NW	1885	011	292	30	8,760	R	AC/AC	85	88	89	\$19	949,058	SEAL CRACKS
NE 189th PI	EOR W	82nd Ave NE	1895	10	525	28	14,700	R	AC	90	85	86	\$509	46,730	SEAL CRACKS
NE 190th St	62nd Ave NE	63rd Ave NE	1900	100	372	27	10,044	R	AC	75	79	80	\$558	65,597	SEAL CRACKS
NE 190th St	NE 190TH ST (HOUSE #6639)	68th Ave NE	1900	120	165	33	5,445	R	AC	81	85	86	\$196	84,545	SEAL CRACKS
NE 190th St	56th Ave NE	56th Ln NE	1900	20	61	24	1,464	R	AC	83	86	87	\$50	72,137	SEAL CRACKS
NE 190th St	56th Ln NE	57th Ave NE	1900	30	84	24	2,016	R	AC	83	86	87	\$68	72,137	SEAL CRACKS
NE 190th St	57th Ave NE	57th PI NE	1900	40	248	24	5,952	R	AC	84	87	88	\$182	74,815	SEAL CRACKS
NE 190th St	57th PI NE	58th Ave NE	1900	50	152	24	3,648	R	AC	83	86	87	\$123	72,137	SEAL CRACKS
NE 190th St	58th Ave NE	60th Ave NE	1900	60	301	26	7,826	R	AC	83	86	87	\$263	72,137	SEAL CRACKS
NE 190th St	60th Ave NE	60th PI NE	1900	70	94	35	3,290	R	AC	84	87	88	\$101	74,815	SEAL CRACKS
NE 190th St	60th PI NE	61st Ave NE	1900	80	254	35	8,890	R	AC	84	87	88	\$271	74,815	SEAL CRACKS
NE 190th St	EOR W	73rd Ave NE	1908	10	377	20	7,540	R	AC	86	89	90	\$188	79,372	SEAL CRACKS
NE 191st St	CULDESAC (W)	65th PI NE	1910	20	258	26	6,708	R	AC	77	81	83	\$322	78,233	SEAL CRACKS
NE 191st St	65th PI NE	67th Ave NE	1910	30	454	35	15,890	R	AC	81	81	83	\$762	49,714	SEAL CRACKS
NE 192nd St	65th PI NE	66th PI NE	1920	10	390	28	10,920	R	AC	73	76	78	\$681	59,941	SEAL CRACKS
NE 192nd St	CULDESAC (W)	Kenlake PI NE	1920	20	148	30	4,440	R	AC	79	82	84	\$194	72,195	SEAL CRACKS
NE 192nd St	80th Ave NE	75th Ave NE	1920	30	1,637	30	49,110	R	AC	81	81	83	\$2,353	49,713	SEAL CRACKS
NE 192nd St	75th Ave NE	73rd Ave NE	1920	40	626	36	22,536	R	AC	81	81	83	\$1,080	49,713	SEAL CRACKS
NE 192nd Ct	63rd Ave NE	EOR N	1928	10	192	30	5,760	R	AC	74	77	79	\$356	54,542	SEAL CRACKS
NE 193rd St	55th Ave NE	58th Ave NE	1930	20	150	32	4,800	R	AC	75	78	80	\$280	57,264	SEAL CRACKS
NE 193rd St	58th Ave NE	58th PI NE	1930	30	67	32	2,144	R	AC	75	78	80	\$125	57,264	SEAL CRACKS
NE 193rd St	58th PI NE	59th PI NE	1930	40	216	32	6,912	R	AC	75	78	80	\$403	57,264	SEAL CRACKS

** - Treatment from Project Selection

28

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 193rd St	59th Pl NE	61st Ave NE	1930	50	480	38	18,240	R	AC	75	78	80	\$1,063	57,264	SEAL CRACKS
NE 194th Pl	CULDESAC (W)	Kenlake Pl NE	1940	10	185	28	5,180	R	AC	74	77	79	\$307	63,764	SEAL CRACKS
NE 194th Pl	Kenlake Pl NE	GATED (E)	1940	20	222	28	6,216	R	AC	73	76	78	\$389	60,897	SEAL CRACKS
NE 194th Pl	GATED (W)	62nd Ave NE	1940	25	222	28	6,216	R	AC	81	85	86	\$224	84,545	SEAL CRACKS
NE 194th St	66th Pl NE	67th Ave NE	1940	50	274	27	7,398	R	AC	82	82	83	\$335	49,604	SEAL CRACKS
NE 195th St	76th Ct NE	77th Pl NE	1950	40	300	32	9,600	R	AC	50	87	88	\$109	124,131	SEAL CRACKS
NE 195th St	77th Pl NE	80th Ave NE	1950	50	895	32	28,640	R	AC	88	85	86	\$1,037	47,205	SEAL CRACKS
NE 196th St	EOR W	78th Ave NE	1960	10	158	24	3,792	R	AC	90	85	86	\$132	46,730	SEAL CRACKS
NE 196th St	62nd Ave NE	62nd Ct NE	1960	30	289	30	8,670	R	AC	79	83	84	\$368	77,295	SEAL CRACKS
NE 196th St	62nd Ct NE	63rd Pl NE	1960	40	368	30	11,040	R	AC	80	84	85	\$432	80,580	SEAL CRACKS
NE 196th St	63rd Pl NE	64th Ave NE	1960	50	200	24	4,800	R	AC	82	82	83	\$217	49,603	SEAL CRACKS
NE 196th St	64th Ave NE	65th Ave NE	1960	60	500	26	13,000	R	AC	82	82	83	\$588	49,603	SEAL CRACKS
NE 196th St	65th Ave NE	66th Ave NE	1960	70	505	30	15,150	R	AC	77	81	82	\$746	69,970	SEAL CRACKS
NE 196th St	66th Ave NE	66th Pl NE	1960	80	400	28	11,200	R	AC	80	80	82	\$563	49,617	SEAL CRACKS
NE 196th St	CULDESAC (W)	66th Ave NE	1965	10	178	27	4,806	R	AC	66	87	88	\$55	124,131	SEAL CRACKS
NE 196th Ct	76th Ave NE	EOR E	1968	10	189	20	3,780	R	AC	81	81	83	\$182	49,713	SEAL CRACKS
NE 196th Ct	78th Ave NE	EOR E	1968	20	436	24	10,464	R	AC	87	84	86	\$391	47,511	SEAL CRACKS
NE 197th St	61st Pl NE	62nd Ave NE	1970	30	464	26	12,064	R	AC	82	82	83	\$546	49,603	SEAL CRACKS
NE 197th Pl	EOR E	78th Ave NE	1975	10	339	24	8,136	R	AC	88	85	86	\$295	47,205	SEAL CRACKS
NE 197th Ct	76th Ave NE	EOR E	1978	10	199	20	3,980	R	AC	77	81	82	\$195	74,206	SEAL CRACKS
NE 198th St	62nd Ave NE	62nd Ct NE	1980	10	305	26	7,930	R	AC	83	82	84	\$347	49,538	SEAL CRACKS
NE 198th St	78th Ave NE	80th Ave NE	1980	110	580	30	17,400	R	AC	74	77	79	\$1,028	63,801	SEAL CRACKS
NE 198th St	80th Ave NE	82nd Pl NE	1980	120	450	28	12,600	R	AC	84	83	84	\$527	49,037	SEAL CRACKS
NE 198th St	82nd Pl NE	EOR E	1980	130	537	24	12,888	R	AC	82	82	83	\$590	49,625	SEAL CRACKS
NE 198th St	62nd Ct NE	63rd Ln NE	1980	20	354	26	9,204	R	AC	80	84	85	\$361	80,563	SEAL CRACKS
NE 198th St	63rd Ln NE	64th Ave NE	1980	30	187	33	6,171	R	AC	81	85	86	\$222	84,545	SEAL CRACKS
NE 198th St	64th Ave NE	64th Pl NE	1980	40	370	26	9,620	R	AC	81	85	86	\$346	84,545	SEAL CRACKS
NE 198th St	64th Pl NE	65th Ave NE	1980	50	300	26	7,800	R	AC	81	85	86	\$281	84,545	SEAL CRACKS
NE 198th St	65th Ave NE	66th Pl NE	1980	60	730	25	18,250	R	AC	83	83	84	\$788	49,309	SEAL CRACKS
NE 198th St	66th Pl NE	67th Ave NE	1980	70	178	26	4,628	R	AC	79	83	84	\$197	77,290	SEAL CRACKS
NE 198th St	67th Ave NE	68th Ave NE	1980	80	189	33	6,237	R	AC	81	81	83	\$299	49,714	SEAL CRACKS
NE 199th St	77th Ave NE	78th Ave NE	1990	10	319	25	7,975	R	AC	90	85	86	\$277	46,730	SEAL CRACKS
NE 199th St	78th Ave NE	EOR E	1990	20	398	25	9,950	R	AC	90	85	86	\$345	46,730	SEAL CRACKS

** - Treatment from Project Selection

29

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
NE 199th St	EOR W	60th Ave NE	1990	30	439	24	10,536	R	AC	88	85	86	\$382	47,211	SEAL CRACKS
NE 201st PI	NE 202nd St / 68th Ave NE	Cul-de-Sac West	2	10	207	27	5,589	R	AC	90	85	87	\$192	46,624	SEAL CRACKS
NE 201st PI	75th Ave NE	76th Ave NE	2	20	599	20	11,980	R	AC	80	83	84	\$517	63,438	SEAL CRACKS
NE 201st PI	76th Ave NE	79th Ave NE	2	30	807	22	17,754	R	AC	87	85	86	\$653	47,360	SEAL CRACKS
NE 200th St	61st Ave NE	61st Ct NE	2000	10	271	22	5,962	R	AC	84	83	84	\$250	49,039	SEAL CRACKS
NE 200th St	79th Ave NE	80th Ave NE	2000	70	291	30	8,730	R	AC	88	85	86	\$317	47,205	SEAL CRACKS
NE 202nd Ln	EOR W	60th Ave NE	2022	10	439	20	8,780	R	AC	80	80	82	\$442	49,617	SEAL CRACKS
NE 202nd PI	76th PI NE	77th Ave NE	2025	40	324	28	9,072	R	AC	77	81	82	\$443	74,206	SEAL CRACKS
NE 202nd PI	77th Ave NE	EOR E	2025	50	176	28	4,928	R	AC	78	82	83	\$224	77,427	SEAL CRACKS
NE 203rd St	EOR W	60th PI NE	2030	10	136	28	3,808	R	AC	83	83	84	\$165	49,311	SEAL CRACKS
NE 203rd St	60th PI NE	61st Ave NE	2030	20	289	28	8,092	R	AC	82	82	83	\$366	49,604	SEAL CRACKS
NE 203rd St	61st Ave NE	EOR E	2030	30	245	30	7,350	R	AC	79	83	84	\$312	77,285	SEAL CRACKS
NE 203rd St	75th Ave NE	EOR E	2030	40	396	24	9,504	R	AC	86	84	85	\$367	48,571	SEAL CRACKS
NE 203rd St	77th Ave NE	78th PI NE	2030	50	425	27	11,475	R	AC	82	82	83	\$525	49,625	SEAL CRACKS
NE 203rd St	78th PI NE	79th Ave NE	2030	60	102	30	3,060	R	AC	80	80	82	\$154	49,617	SEAL CRACKS
NE 203rd St	79th Ave NE	80th Ave NE	2030	70	358	27	9,666	R	AC	83	82	84	\$423	49,537	SEAL CRACKS
NE 203rd St	80th Ave NE	City Limits	2030	80	1,035	24	24,840	R	AC	82	82	83	\$1,136	49,625	SEAL CRACKS
NE 204th St	73rd Ave NE	City Limits	2040	50	2,003	30	60,090	R	AC	73	76	78	\$3,754	60,906	SEAL CRACKS
NE 204th PI	75th Ave NE	EOR E	2045	20	638	24	15,312	R	AC	86	84	85	\$591	48,571	SEAL CRACKS
NE 204th PI	63rd Ave NE	EOR N	2045	30	328	28	9,184	R	AC	81	85	86	\$331	84,540	SEAL CRACKS
NE 204th PI	76th Ave NE	77th Ave NE	2045	40	453	30	13,590	R	AC	79	83	84	\$571	81,660	SEAL CRACKS
NE 204th PI	73rd Ave NE	73rd PI NE	2045	50	249	28	6,972	R	AC	77	81	82	\$341	74,201	SEAL CRACKS
NE 204th PI	73rd PI NE	73rd Ct NE	2045	60	244	28	6,832	R	AC	74	77	79	\$404	63,788	SEAL CRACKS
NE 204th PI	73rd Ct NE	EOR E	2045	70	96	28	2,688	R	AC	88	85	86	\$98	47,206	SEAL CRACKS
57th Ave NE	CULDESAC (S)	NE 190th St	570	20	374	28	10,472	R	AC	86	89	90	\$261	79,354	SEAL CRACKS
57th Ave NE	NE 184th St	NE 183rd St	570	40	356	36	12,816	R	AC	75	79	80	\$714	67,027	SEAL CRACKS
57th Ave NE	NE 183rd St	NE 182nd St	570	50	278	36	10,008	R	AC	80	80	82	\$503	49,616	SEAL CRACKS
57th Ave NE	NE 182nd St	NE 180th St	570	60	489	36	17,604	R	AC	80	80	82	\$885	49,616	SEAL CRACKS
58th Ave NE	NE 198th PI	NE 197th St	580	10	287	30	8,610	R	AC	76	80	81	\$450	70,513	SEAL CRACKS
58th Ave NE	NE 197th St	NE 196th St	580	20	266	22	5,852	R	AC	76	80	81	\$306	70,513	SEAL CRACKS
58th Ave NE	NE 190th St	60th Ave NE	580	70	1,080	26	28,080	R	AC	87	85	86	\$1,038	47,419	SEAL CRACKS
58th Ave NE	NE 181st St	NE 180th St	580	90	317	28	8,876	R	AC	76	80	81	\$464	70,526	SEAL CRACKS

** - Treatment from Project Selection

30

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
60th Ave NE	NE 204th St	City Limits	600	10	387	20	7,740	R	AC	77	81	82	\$378	74,197	SEAL CRACKS
60th Ave NE	EOR N	60th PI NE	600	100	317	35	11,095	R	AC	76	80	81	\$580	70,526	SEAL CRACKS
60th Ave NE	NE 202nd Ln	NE 204th St	600	20	215	27	5,805	R	AC	75	79	80	\$324	67,040	SEAL CRACKS
60th Ave NE	NE 200th CT	NE 201st ST	600	40	150	27	4,050	R	AC	73	76	78	\$254	60,901	SEAL CRACKS
60th Ave NE	61st PI NE	NE 197th St	600	80	85	30	2,550	R	AC	81	81	83	\$123	49,715	SEAL CRACKS
60th Ave NE	NE 190th St	58th Ave NE	600	90	916	26	23,816	R	AC	85	88	89	\$657	77,352	SEAL CRACKS
60th Ave NE	58th Ave NE	61st Ave NE	600	95	308	24	7,392	R	AC	90	85	87	\$254	46,624	SEAL CRACKS
60th PI NE	NE 203rd St	EOR S	605	10	161	28	4,508	R	AC	82	82	83	\$207	49,627	SEAL CRACKS
60th PI NE	60th Ave NE	CULDESAC (S)	605	20	226	30	6,780	R	AC	79	83	84	\$285	79,546	SEAL CRACKS
60th PI NE	NE 181st St	CULDESAC (N)	605	30	864	24	20,736	R	AC	74	77	79	\$1,226	63,764	SEAL CRACKS
60th PI NE	NE 190th St	CULDESAC (N)	605	40	406	24	9,744	R	AC	84	87	88	\$297	74,815	SEAL CRACKS
61st Ave NE	NE 204th St (S INT)	City Limits	610	10	378	24	9,072	R	AC	84	87	88	\$264	81,655	SEAL CRACKS
61st Ave NE	NE 194th PI	NE 195th PI	610	100	277	24	6,648	R	AC	77	80	81	\$347	60,306	SEAL CRACKS
61st Ave NE	NE 193rd PI	NE 194th PI	610	110	169	48	8,112	R	AC	76	79	80	\$452	57,140	SEAL CRACKS
61st Ave NE	60th Ave NE	NE 190th St	610	130	959	48	46,032	A	AC	71	86	87	\$710	167,337	SEAL CRACKS
61st Ave NE	NE Bothell Way	NE 181st St	610	150	327	48	15,696	A	AC	92	85	86	\$560	71,267	SEAL CRACKS
61st Ave NE	NE 203rd St (S INT)	NE 204th St (S INT)	610	20	275	24	6,600	R	AC	83	82	84	\$289	49,537	SEAL CRACKS
61st Ave NE	NE 202nd St	NE 203rd St (S INT)	610	30	220	20	4,400	R	AC	90	85	86	\$153	46,733	SEAL CRACKS
61st Ave NE	NE 200th St	NE 202nd St	610	40	380	20	7,600	R	AC	90	85	86	\$264	46,733	SEAL CRACKS
61st Ave NE	NE Arrowhead Dr	62nd Ave NE	610	60	99	33	3,267	R	AC	80	80	82	\$165	49,617	SEAL CRACKS
61st Ave NE	NE 195th PI	60th Ave NE	610	90	795	24	19,080	R	AC	74	76	78	\$1,196	52,146	SEAL CRACKS
61st PI NE	NE 185th St	NE 187th St	615	20	626	24	15,024	R	AC	76	80	81	\$786	70,526	SEAL CRACKS
61st PI NE	Dead End South	NE 185th St	615	25	427	21	8,967	R	AC/AC	83	83	85	\$305	62,636	SEAL CRACKS
61st PI NE	NE 200th St	62nd Ave NE	615	30	1,158	30	34,740	R	AC	75	77	79	\$2,056	54,577	SEAL CRACKS
61st PI NE	60th Ave NE	NE 197th St	615	50	589	33	19,437	R	AC	74	76	78	\$1,218	52,146	SEAL CRACKS
61st PI NE	NE 154th St	NE Arrowhead Dr	615	55	405	25	10,125	R	AC/AC	79	84	85	\$322	108,153	SEAL CRACKS
61st PI NE	South Cul-de-Sac	NE 154th St	615	65	1,036	30	31,080	R	AC/AC	75	77	79	\$1,870	51,130	SEAL CRACKS

** - Treatment from Project Selection

31

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
62nd Ave NE	NE 198th St	EOR N	620	10	292	33	9,636	R	AC	81	81	83	\$462	49,714	SEAL CRACKS
62nd Ave NE	NE 184th St	NE 185th St	620	110	307	27	8,289	R	AC	81	84	85	\$333	65,931	SEAL CRACKS
62nd Ave NE	NE 182nd St	NE 184th St	620	120	568	24	13,632	R	AC	75	77	79	\$838	49,470	SEAL CRACKS
62nd Ave NE	NE 181st St	NE 182nd St	620	130	317	24	7,608	R	AC	74	76	78	\$495	46,968	SEAL CRACKS
62nd Ave NE	61st Ave NE	NE 159th St	620	150	1,176	27	31,752	R	AC	78	82	83	\$1,442	77,398	SEAL CRACKS
62nd Ave NE	CULDESAC (S)	NE Arrowhead Dr	620	160	118	24	2,832	R	AC	77	81	82	\$139	74,197	SEAL CRACKS
62nd Ave NE	CULDESAC (S)	NE 152nd St	620	170	296	24	7,104	R	AC	47	87	88	\$81	124,131	SEAL CRACKS
62nd Ave NE	NE 152nd St	EOR N	620	180	270	20	5,400	R	AC	82	82	83	\$247	49,626	SEAL CRACKS
62nd Ave NE	NE 197th St	NE 198th St	620	20	217	26	5,642	R	AC	81	85	86	\$203	84,545	SEAL CRACKS
62nd Ave NE	NE 196th St	NE 197th St	620	30	426	27	11,502	R	AC	79	83	84	\$488	77,290	SEAL CRACKS
62nd PI NE	NE 156th St	NE 159th St	625	10	932	28	26,096	R	AC	77	81	82	\$1,274	74,197	SEAL CRACKS
62nd PI NE	NE Arrowhead Dr	NE 156th St	625	20	260	27	7,020	R	AC	80	80	82	\$353	49,617	SEAL CRACKS
62nd PI NE	CULDESAC (S)	NE Arrowhead Dr	625	30	105	30	3,150	R	AC	77	81	82	\$154	74,197	SEAL CRACKS
63rd Ave NE	NE 204th St	NE 203rd St	630	100	317	28	8,876	R	AC	81	84	85	\$341	72,444	SEAL CRACKS
63rd Ave NE	NE 203rd St	NE 202nd St	630	110	188	28	5,264	R	AC	83	86	87	\$169	78,914	SEAL CRACKS
63rd Ave NE	NE 158th St	NE 159th St	630	120	283	27	7,641	R	AC	83	82	84	\$334	49,537	SEAL CRACKS
63rd Ave NE	NE 157th St	NE 158th St	630	130	299	27	8,073	R	AC	77	81	82	\$394	74,197	SEAL CRACKS
63rd Ave NE	NE 156th St	NE 157th St	630	140	334	27	9,018	R	AC	80	80	82	\$454	49,617	SEAL CRACKS
63rd Ave NE	NE Bothell Way	NE 181st St	630	80	308	34	10,472	R	AC	88	85	86	\$380	47,210	SEAL CRACKS
63rd Ave NE	EOR N	NE 204th St	630	90	137	28	3,836	R	AC	83	86	87	\$123	78,914	SEAL CRACKS
64th Ave NE	NE 158th St	NE 159th St	640	110	409	28	11,452	R	AC	76	80	81	\$599	70,540	SEAL CRACKS
64th Ave NE	NE 157th St	NE 158th St	640	120	351	28	9,828	R	AC	76	80	81	\$514	70,540	SEAL CRACKS
64th Ave NE	NE 154th St	NE Arrowhead Dr	640	150	251	30	7,530	R	AC	76	80	81	\$394	70,540	SEAL CRACKS
64th Ave NE	NE 187th St	NE 188th St	640	30	309	24	7,416	R	AC	48	87	88	\$84	124,131	SEAL CRACKS
64th Ave NE	NE 198th St	EOR S	640	60	331	28	9,268	R	AC	83	82	84	\$406	49,538	SEAL CRACKS
65th Ave NE	NE 196th St	NE 198th St	650	30	633	28	17,724	R	AC	80	84	85	\$694	80,563	SEAL CRACKS
65th Ave NE	NE 175th St	NE Bothell Way	650	70	114	40	4,560	R	AC	83	82	84	\$200	49,538	SEAL CRACKS
65th Ave NE	NE Bothell Way	NE 181st St	650	90	304	36	10,944	R	AC	84	83	84	\$453	48,975	SEAL CRACKS
65th PI NE	NE 192nd St	NE 191st St	655	30	174	35	6,090	R	AC	77	81	82	\$298	74,192	SEAL CRACKS
65th PI NE	CULDESAC (S)	NE 188th St	655	40	167	24	4,008	R	AC	80	80	82	\$202	49,616	SEAL CRACKS

** - Treatment from Project Selection

32

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
65th PI NE	NE Arrowhead Dr	CULDESAC (NE)	655	50	345	26	8,970	R	AC	73	76	78	\$561	60,901	SEAL CRACKS
66th Ave NE	NE 202nd St	City Limit	660	10	926	30	27,780	R	AC	45	87	88	\$315	124,131	SEAL CRACKS
66th Ave NE	NE 196th St	NE 194th St	660	30	439	28	12,292	R	AC	82	82	83	\$563	49,627	SEAL CRACKS
66th Ave NE	NE 184th St	NE 185th St	660	60	199	36	7,164	R	AC	81	81	83	\$344	49,714	SEAL CRACKS
66th Ave NE	NE 182nd St	NE 184th St	660	70	642	36	23,112	R	AC	74	77	79	\$1,367	63,764	SEAL CRACKS
66th Ave NE	NE 181st St	NE 182nd St	660	80	340	36	12,240	R	AC	85	84	85	\$492	48,805	SEAL CRACKS
66th PI NE	NE 198th St	NE 196th St	665	10	601	28	16,828	R	AC	79	83	84	\$715	77,285	SEAL CRACKS
66th PI NE	NE 196th St	67th Ave NE	665	20	374	27	10,098	R	AC	81	81	83	\$485	49,715	SEAL CRACKS
66th PI NE	67th Ave NE	68th Ave NE	665	30	227	28	6,356	R	AC	81	81	83	\$305	49,715	SEAL CRACKS
66th PI NE	NE 194th St	NE 192nd St	665	60	567	28	15,876	R	AC	73	76	78	\$992	60,901	SEAL CRACKS
67th Ave NE	NE 198th St	NE 195th St/NE 66TH PL	670	10	915	28	25,620	R	AC	83	83	84	\$1,107	49,315	SEAL CRACKS
67th Ave NE	NE 194th St	CULDESAC (N)	670	20	108	36	3,888	R	AC	82	82	83	\$178	49,627	SEAL CRACKS
67th Ave NE	NE 191st St	NE 194th St	670	30	852	30	25,560	R	AC	80	84	85	\$1,001	80,563	SEAL CRACKS
67th Ave NE	NE 191st St	NE 190TH ST (HOUSE #6639)	670	40	106	24	2,544	R	AC	81	81	83	\$122	49,714	SEAL CRACKS
67th Ave NE	NE 182nd St	NE 185th St	670	50	426	24	10,224	R	AC	81	81	83	\$491	49,714	SEAL CRACKS
67th Ave NE	NE Bothell Way	NE 181st St	670	60	311	36	11,196	R	AC	83	82	84	\$490	49,538	SEAL CRACKS
67th PI NE	NE 187th St	EOR S	675	10	245	26	6,370	R	AC	73	76	78	\$399	60,897	SEAL CRACKS
68th Ave NE	NE 175th St	NE 170th St	680	110	2,085	50	104,250	MIC	AC	83	81	82	\$5,095	54,724	SEAL CRACKS
NE 187th Way	80th Ave NE	Cul-de-Sac North	7	10	1,203	27	32,481	R	AC	86	84	85	\$1,234	48,073	SEAL CRACKS
70th Ave NE	NE 160th St	NE 159th St	700	40	267	24	6,408	R	AC	86	84	85	\$245	48,251	SEAL CRACKS
70th Ave NE	NE 159th St	NE 158th St	700	50	350	26	9,100	R	AC	87	85	86	\$337	47,415	SEAL CRACKS
70th Ave NE	NE 155th St	EOR N	700	60	225	20	4,500	R	AC	90	85	86	\$156	46,733	SEAL CRACKS
70th Ave NE	NE 153rd St	NE 155th St	700	70	650	30	19,500	R	AC	73	76	78	\$1,240	56,170	SEAL CRACKS
70th Ave NE	NE 152nd Ct	NE 153rd St	700	80	289	24	6,936	R	AC	79	83	84	\$292	81,630	SEAL CRACKS
70th Ave NE	NE 152nd Ct	72nd PI NE	700	90	109	24	2,616	R	AC	79	83	84	\$110	81,630	SEAL CRACKS
71st Ave NE	EOR N	NE 188th St	710	10	820	25	20,500	R	AC	84	83	84	\$857	49,037	SEAL CRACKS
71st Ave NE	NE 188th St	NE 187th St	710	20	342	28	9,576	R	AC	82	82	83	\$438	49,625	SEAL CRACKS
71st Ave NE	NE 187th St	NE 185th St	710	30	704	28	19,712	R	AC	82	82	83	\$902	49,625	SEAL CRACKS
72nd Ave NE	EOR N	NE 170th St	720	20	490	27	13,230	R	AC	81	82	84	\$585	55,477	SEAL CRACKS

** - Treatment from Project Selection

33

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
72nd Ave NE	NE 170th St	NE 168th St	720	30	484	30	14,520	R	AC	88	85	86	\$526	47,205	SEAL CRACKS
72nd Ave NE	NE 168th St	NE 167th St	720	40	217	30	6,510	R	AC	88	85	86	\$236	47,205	SEAL CRACKS
72nd Ave NE	NE 167th St	NE 165th Pl	720	50	350	27	9,450	R	AC	88	85	86	\$343	47,205	SEAL CRACKS
72nd Pl NE	NE 149th Pl	NE 149th Ct	725	20	314	24	7,536	R	AC	90	85	87	\$260	46,664	SEAL CRACKS
72nd Pl NE	NE 148th Pl	NE 149th Pl	725	30	324	24	7,776	R	AC	90	85	87	\$268	46,664	SEAL CRACKS
73rd Ave NE	NE 145th St	NE 146th St	730	10	314	30	9,420	R	AC	90	85	86	\$327	46,733	SEAL CRACKS
73rd Ave NE	NE 143rd St	NE 145th St	730	30	352	30	10,560	R	AC	88	85	86	\$383	47,208	SEAL CRACKS
73rd Ave NE	NE 204th St	NE 204th Pl	730	53	212	34	7,208	R	AC	82	86	87	\$246	79,487	SEAL CRACKS
73rd Ave NE	NE 192nd St	NE 202nd Pl	730	60	2,514	34	85,476	A	AC	72	86	87	\$1,318	167,337	SEAL CRACKS
73rd Ave NE	NE 192nd St	NE 190th Ct	730	70	609	42	25,578	A	AC	71	86	87	\$395	167,337	SEAL CRACKS
73rd Pl NE	NE 155th St	CULDESAC (N)	738	10	348	28	9,744	R	AC	88	85	86	\$353	47,208	SEAL CRACKS
73rd Pl NE	EOR N	NE 204th Pl	738	20	198	28	5,544	R	AC	78	82	83	\$252	77,412	SEAL CRACKS
74th Ave NE	NE 163rd St	NE 162nd St	740	20	170	24	4,080	R	AC	80	82	83	\$189	56,470	SEAL CRACKS
74th Ave NE	NE 162nd St	NE 160th St	740	30	501	24	12,024	R	AC	84	86	87	\$390	67,530	SEAL CRACKS
74th Ave NE	NE 160th St	NE 158th St	740	40	534	24	12,816	R	AC	84	86	87	\$416	67,530	SEAL CRACKS
74th Ave NE	NE 158th St	NE 156th St (N INT)	740	50	266	24	6,384	R	AC	84	86	87	\$207	67,530	SEAL CRACKS
74th Ave NE	NE 156th St (S INT)	NE 156th St (N INT)	740	60	77	25	1,925	R	AC	84	86	87	\$63	67,530	SEAL CRACKS
74th Ave NE	NE 156th St (S INT)	NE 155th St	740	70	483	26	12,558	R	AC	84	86	87	\$407	67,530	SEAL CRACKS
75th Ave NE	NE 145th St	NE 145th Pl	750	100	324	30	9,720	R	AC	79	83	84	\$409	81,630	SEAL CRACKS
75th Ave NE	NE 170th St	NE 169th St	750	50	278	24	6,672	R	AC	74	75	77	\$443	44,474	SEAL CRACKS
75th Ave NE	EOR N	NE 158th St	750	60	174	23	4,002	R	AC	87	85	86	\$148	47,416	SEAL CRACKS
75th Ave NE	NE 146th St	NE 148th St	750	80	354	30	10,620	R	AC	77	81	82	\$519	74,197	SEAL CRACKS
75th Ave NE	NE 145th Pl	NE 146th St	750	90	251	30	7,530	R	AC	81	81	83	\$361	49,714	SEAL CRACKS
76th Ave NE	NE 165th St	NE 163rd St	760	100	520	22	11,440	R	AC	83	85	86	\$408	64,769	SEAL CRACKS
76th Ave NE	NE 202nd Pl	NE 201st Pl	760	20	216	28	6,048	R	AC	82	82	83	\$277	49,625	SEAL CRACKS
76th Ave NE	NE 201st Pl	NE 200th St	760	30	312	24	7,488	R	AC	90	85	86	\$260	46,730	SEAL CRACKS
76th Ave NE	NE 200th St	NE 198th St	760	40	325	21	6,825	R	AC	90	85	86	\$237	46,730	SEAL CRACKS
76th Ave NE	NE 197th Ct	NE 196th Ct	760	60	148	20	2,960	R	AC	73	76	78	\$185	60,910	SEAL CRACKS
76th Ave NE	NE 196th Ct	NE 195th St	760	70	236	30	7,080	R	AC	79	83	84	\$298	81,660	SEAL CRACKS
76th Ave NE	NE 169th St	NE 167th St	760	80	377	24	9,048	R	AC	80	82	84	\$405	59,879	SEAL CRACKS

** - Treatment from Project Selection

34

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
76th Ave NE	NE 167th St	NE 165th St	760	90	590	28	16,520	R	AC	81	83	85	\$681	62,567	SEAL CRACKS
76th Pl NE	EOR N	NE 202nd Pl	765	10	200	28	5,600	R	AC	77	81	82	\$274	74,206	SEAL CRACKS
76th Pl NE	NE 192nd St	EOR N	765	30	363	20	7,260	R	AC	88	85	86	\$263	47,205	SEAL CRACKS
77th Ave NE	NE 195th St	NE 196th St	770	05	247	22	5,434	R	AC	90	85	87	\$187	46,624	SEAL CRACKS
77th Ave NE	NE 200th St	NE 199th St	770	20	201	25	5,025	R	AC	88	85	86	\$182	47,205	SEAL CRACKS
77th Ave NE	NE 204th Pl	NE 203rd St	770	30	124	28	3,472	R	AC	78	82	83	\$158	77,427	SEAL CRACKS
77th Ave NE	NE 203rd St	NE 202nd Pl	770	40	315	28	8,820	R	AC	76	80	81	\$461	70,566	SEAL CRACKS
77th Pl NE	NE 148th Pl	CULDESAC (S)	775	10	263	22	5,786	R	AC	90	85	86	\$201	46,731	SEAL CRACKS
77th Pl NE	NE 195th St	EOR S	775	20	286	28	8,008	R	AC	66	87	88	\$91	124,131	SEAL CRACKS
78th Ave NE	NE 148th St	NE 150th St	780	20	290	30	8,700	R	AC	79	82	84	\$380	72,212	SEAL CRACKS
78th Ave NE	NE 148th Pl	NE 148th St	780	30	50	30	1,500	R	AC	80	83	85	\$61	75,113	SEAL CRACKS
78th Ave NE	NE 145th St	NE 148th Pl	780	40	944	28	26,432	R	AC	77	80	82	\$1,335	65,406	SEAL CRACKS
78th Ave NE	NE 198th St	NE 196th St	780	50	867	24	20,808	R	AC	81	81	83	\$997	49,713	SEAL CRACKS
78th Ave NE	NE 199th St	NE 198th St	780	60	117	25	2,925	R	AC	88	85	86	\$106	47,205	SEAL CRACKS
78th Pl NE	NE 203rd St	EOR S	785	10	335	24	8,040	R	AC	81	81	83	\$386	49,713	SEAL CRACKS
78th Pl NE	NE 146th St	NE 145th St	785	30	228	30	6,840	R	AC	83	84	85	\$266	56,835	SEAL CRACKS
79th Ave NE	NE 203rd St	EOR E	790	10	210	26	5,460	R	AC	79	83	84	\$230	81,660	SEAL CRACKS
79th Ave NE	EOR N	NE 156th St	790	20	96	20	1,920	R	AC	90	85	86	\$67	46,731	SEAL CRACKS
79th Ave NE	NE 156th St	NE 155th St	790	30	359	20	7,180	R	AC	74	77	79	\$425	63,788	SEAL CRACKS
79th Pl NE	NE 170th St	NE 167th St	795	10	409	24	9,816	R	AC	84	86	87	\$308	71,272	SEAL CRACKS
79th Pl NE	NE 167th St	NE 165th St	795	20	672	26	17,472	R	AC	84	86	87	\$548	71,272	SEAL CRACKS
NE 181st Pl	80th Ave NE	Cul-de-Sac West	8	10	384	22	8,448	R	AC	87	85	86	\$311	47,361	SEAL CRACKS
80th Ave NE	NE 150th St	NE 151st Ct	800	10	225	24	5,400	R	AC	82	82	83	\$247	49,626	SEAL CRACKS
80th Ave NE	NE 151st Ct	NE 152nd Ct	800	20	247	24	5,928	R	AC	82	82	83	\$272	49,626	SEAL CRACKS
80th Ave NE	NE 152nd Ct	CULDESAC (N)	800	30	473	24	11,352	R	AC	73	76	78	\$710	60,906	SEAL CRACKS
80th Ave NE	NE Bothell Way	NE 177th Ct	800	40	413	44	18,172	MIC	AC	86	84	85	\$730	59,440	SEAL CRACKS
81st Ave NE	NE 146th Pl	NE 145th St	810	100	239	33	7,887	R	AC	83	85	86	\$293	60,932	SEAL CRACKS
81st Ave NE	NE 145th Pl	NE 145th St	810	110	175	33	5,775	R	AC	83	82	84	\$253	49,537	SEAL CRACKS
81st Ave NE	NE 155th St	NE 153rd Pl	810	40	577	33	19,041	R	AC	83	85	86	\$707	60,932	SEAL CRACKS
81st Ave NE	NE 153rd Pl	NE 150th St	810	50	864	33	28,512	R	AC	83	85	86	\$1,058	60,932	SEAL CRACKS
81st Ave NE	NE 150th St	NE 149th St	810	60	260	33	8,580	R	AC	83	85	86	\$319	60,932	SEAL CRACKS

** - Treatment from Project Selection

35

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 11/30/2017

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
81st Ave NE	NE 149th St	NE 147th PI	810	70	321	33	10,593	R	AC	83	85	86	\$393	60,932	SEAL CRACKS
81st Ave NE	NE 147th PI	NE 147th St	810	80	102	33	3,366	R	AC	83	85	86	\$125	60,932	SEAL CRACKS
81st Ave NE	NE 147th St	NE 146th PI	810	90	232	33	7,656	R	AC	83	85	86	\$284	60,932	SEAL CRACKS
81st PI NE	NE 165th St	NE 161st PI	815	30	953	28	26,684	R	AC	83	85	86	\$920	68,544	SEAL CRACKS
82nd PI NE	NE 161st St	NE 159th St	825	10	990	24	23,760	R	AC	81	81	83	\$1,139	49,714	SEAL CRACKS
82nd PI NE	NE 166th St	EOR S	825	20	268	20	5,360	R	AC	90	85	86	\$186	46,730	SEAL CRACKS
82nd PI NE	83rd PI NE	NE 198th St	825	30	749	24	17,976	R	AC	86	84	85	\$694	48,571	SEAL CRACKS
82nd PI NE	NE 198th St	EOR S	825	40	230	24	5,520	R	AC	84	83	84	\$231	49,037	SEAL CRACKS
83rd PI NE	NE 198th St	82nd PI NE	835	10	312	24	7,488	R	AC	86	84	85	\$289	48,571	SEAL CRACKS
83rd PI NE	NE Bothell Way	83rd Ave	835	40	381	36	13,716	R	AC	77	81	82	\$670	74,206	SEAL CRACKS
84th Ave NE	Simonds Rd NE	NE 159th St	840	20	577	26	15,002	R	AC	46	87	88	\$170	124,131	SEAL CRACKS
84th Ave NE	NE 158th St	NE 156th St	840	40	272	26	7,072	R	AC	50	87	88	\$81	124,131	SEAL CRACKS
84th Ave NE	NE 148th PI	NE 147th PI	840	90	327	24	7,848	R	AC	50	87	88	\$89	124,131	SEAL CRACKS
84th PI NE	NE 153rd St	NE 152nd St	845	50	220	22	4,840	R	AC	83	82	84	\$212	49,537	SEAL CRACKS
85th Ave NE	CULDESAC (S)	NE 155th St	850	10	215	24	5,160	R	AC	85	88	89	\$139	80,798	SEAL CRACKS
85th Ave NE	CULDESAC (S)	NE 153rd St	850	20	408	22	8,976	R	AC	83	82	84	\$393	49,537	SEAL CRACKS
86th Ave NE	CULDESAC (S)	NE 155th St	860	10	226	24	5,424	R	AC	87	85	86	\$201	47,416	SEAL CRACKS
86th Ave NE	CULDESAC (S)	NE 150th PI	860	20	209	26	5,434	R	AC	62	87	88	\$62	124,131	SEAL CRACKS
86th PI NE	CULDESAC (N)	NE 145th St	865	10	849	26	22,074	R	AC	85	84	85	\$886	48,803	SEAL CRACKS
88th Ave NE	NE 161st PI	NE 163rd St	880	10	441	24	10,584	R	AC	81	81	83	\$508	49,714	SEAL CRACKS
88th Ave NE	NE 160th PI	NE 161st PI	880	20	463	28	12,964	R	AC	84	83	84	\$542	49,038	SEAL CRACKS
88th Ave NE	NE 157th St	NE 160th PI	880	30	712	28	19,936	R	AC	79	83	84	\$838	81,645	SEAL CRACKS
88th Ave NE	EOR S	NE 157th St	880	40	255	28	7,140	R	AC	74	77	79	\$430	58,827	SEAL CRACKS
88th Ave NE	Simonds Rd NE	NE 152nd St	880	50	835	24	20,040	R	AC	87	89	90	\$496	69,963	SEAL CRACKS
88th Ave NE	NE 152nd St	NE 150th St	880	60	291	33	9,603	R	AC	87	89	90	\$238	69,963	SEAL CRACKS
88th Ave NE	NE 150th St	NE 147th St	880	70	848	20	16,960	R	AC	81	82	84	\$750	55,468	SEAL CRACKS
88th Ave NE	NE 147th St	EOR (S)	880	80	166	20	3,320	R	AC	83	85	86	\$124	60,932	SEAL CRACKS
88th PI NE	NE 150th St	NE 149th PI	885	10	233	32	7,456	R	AC	84	86	87	\$252	63,587	SEAL CRACKS
89th PI NE	NE 150th St	NE 149th PI	895	10	235	24	5,640	R	AC	83	82	84	\$247	49,537	SEAL CRACKS
89th PI NE	NE 149th PI	NE 148th PI	895	20	144	20	2,880	R	AC	83	82	84	\$126	49,537	SEAL CRACKS
89th PI NE	NE 145th St	EOR N	895	30	185	30	5,550	R	AC	44	87	88	\$63	124,131	SEAL CRACKS
90th Ave NE	NE 160th PI	NE 161st PI	900	20	394	28	11,032	R	AC	81	81	83	\$529	49,714	SEAL CRACKS
90th PI NE	NE 145th St	NE 145th PI	905	10	158	28	4,424	R	AC	79	83	84	\$186	81,645	SEAL CRACKS

** - Treatment from Project Selection

36

MTC StreetSaver

Scenarios Criteria:

SS1026

City of Kenmore

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 11/30/2017
Scenario: (1) Unconstrained Needs

Year: 2022

Year: 2022										Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
92nd Ave NE	NE 145th St	Simonds Rd NE	920	10	390	22	8,580	R	AC	51	87	88	\$98	124,131	SEAL CRACKS
Arrowhead Dr NE	NE 151st St	Juanita Dr NE	Arrowhead	100	262	36	9,432	R	AC	46	87	88	\$107	124,131	SEAL CRACKS
Arrowhead Dr NE	63rd Ave NE	64th Ave NE	Arrowhead	70	667	24	16,008	R	AC	48	87	88	\$182	124,131	SEAL CRACKS
Arrowhead Dr NE	NE 151st St	NE 154th St	Arrowhead	90	506	24	12,144	R	AC	43	87	88	\$138	124,131	SEAL CRACKS
Kenlake Pl NE	NE 192nd St	NE 194th Pl	Kenlake	10	597	28	16,716	R	AC	75	79	80	\$929	65,597	SEAL CRACKS
Kenlake Pl NE	NE 187th Pl	NE 185th St	Kenlake	30	377	24	9,048	R	AC	82	86	87	\$307	81,831	SEAL CRACKS
Simonds Rd NE	NE 152nd St	88th Ave NE	Simonds	110	571	32	18,272	MIC	AC	43	84	86	\$498	84,656	SEAL CRACKS
Simonds Rd NE	NE 157th St	84th Ave NE (S INT)	Simonds	80	1,203	34	40,902	MIC	AC/AC	49	84	86	\$1,115	84,656	SEAL CRACKS
Simonds Rd NE	NE 155th St	NE 157th St	Simonds	90	753	34	25,602	MIC	AC/AC	47	84	86	\$698	84,656	SEAL CRACKS
										Treatment Total			\$187,993		
Year 2022 Area Total							5,283,682		Year 2022 Total			\$4,408,835			
Total Section Area:							13,157,195		Grand Total			\$17,766,940			

** - Treatment from Project Selection

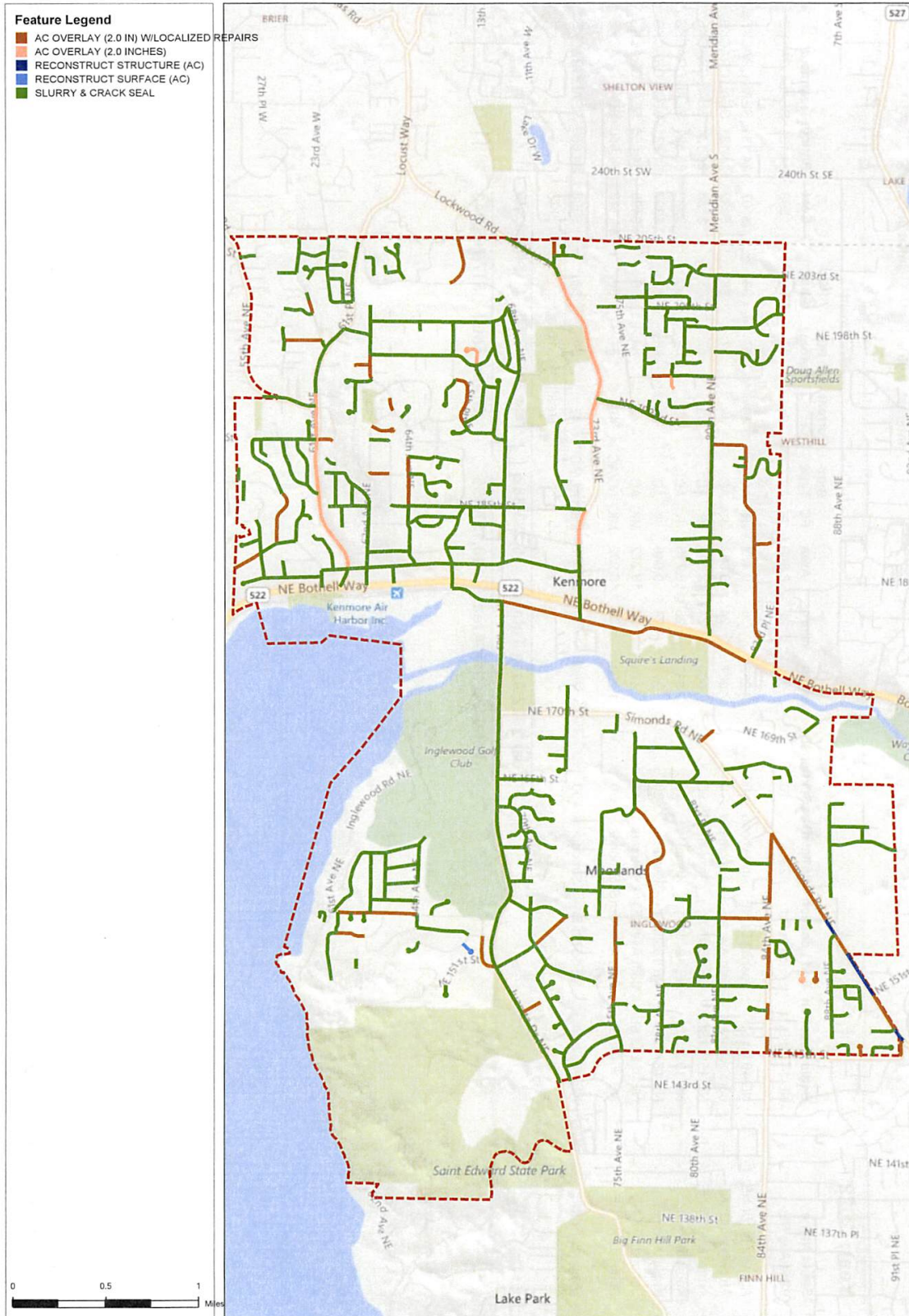
Scenarios Criteria:



City of Kenmore

Scenario Treatments

(1) Unconstrained Needs - All Project Periods - Printed: 11/30/2017

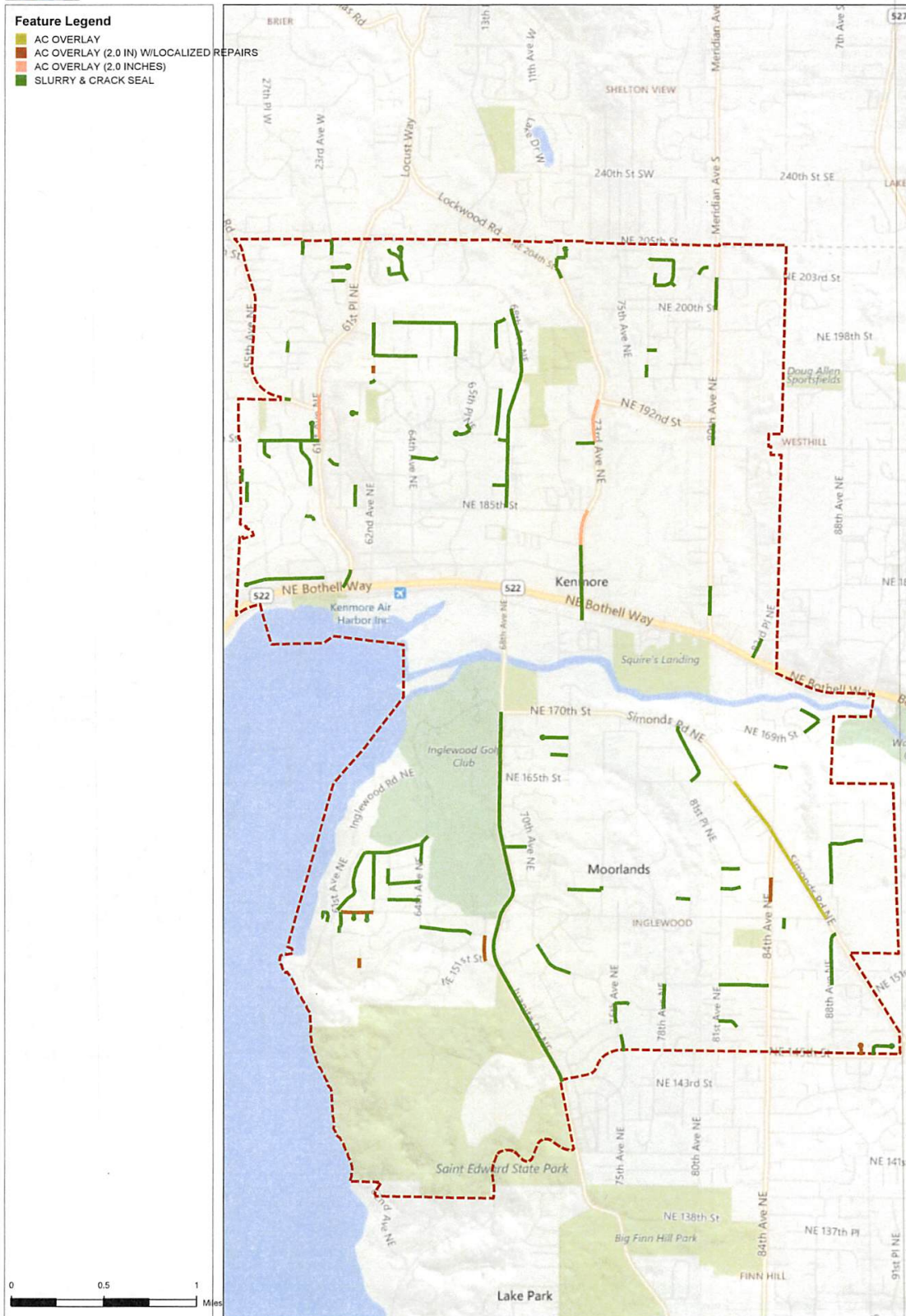




City of Kenmore

Scenario Treatments

(2) Current Funding - All Project Periods - Printed: 11/30/2017

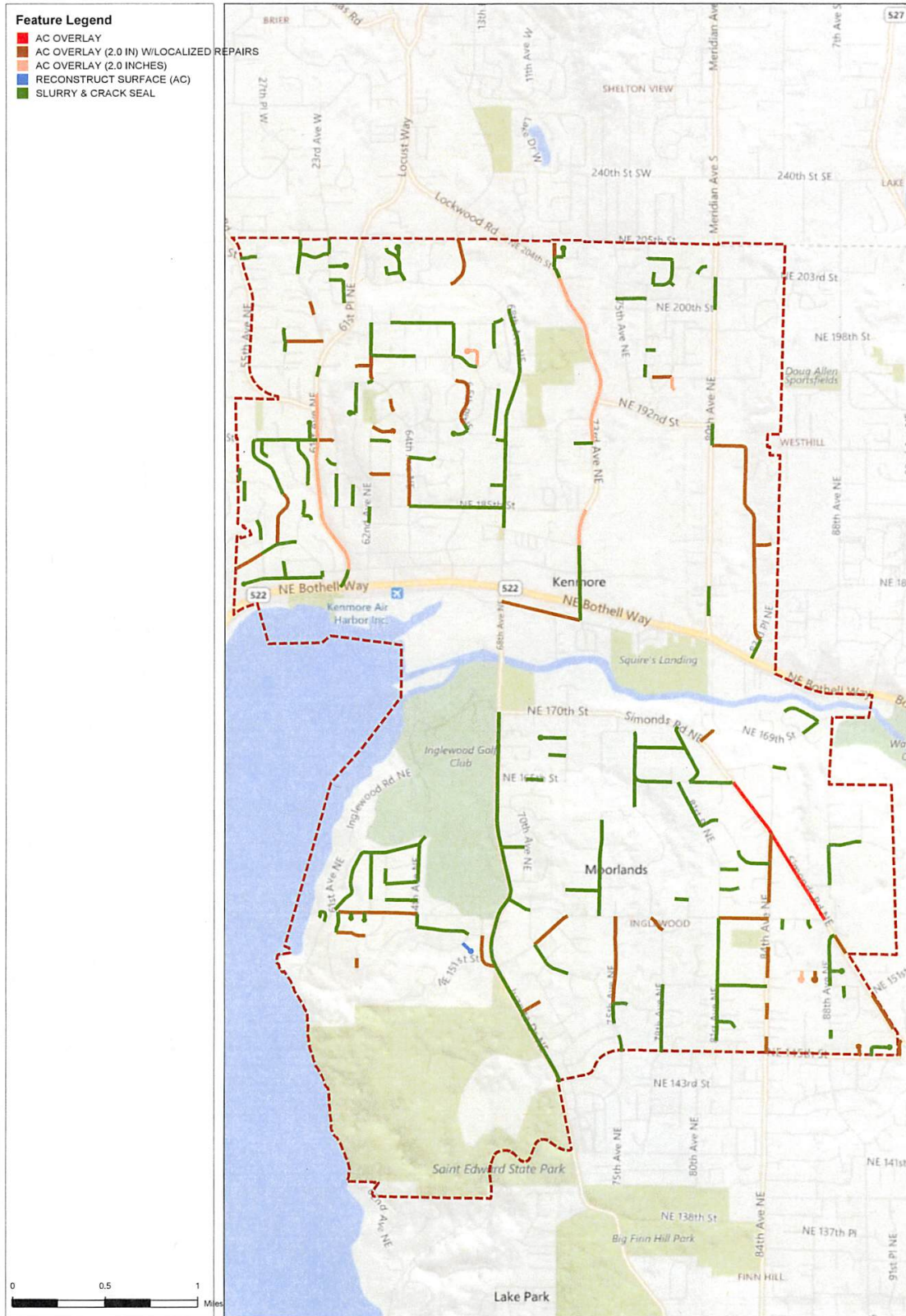




City of Kenmore

Scenario Treatments

(3) Maintain Current PCI - All Project Periods - Printed: 11/30/2017





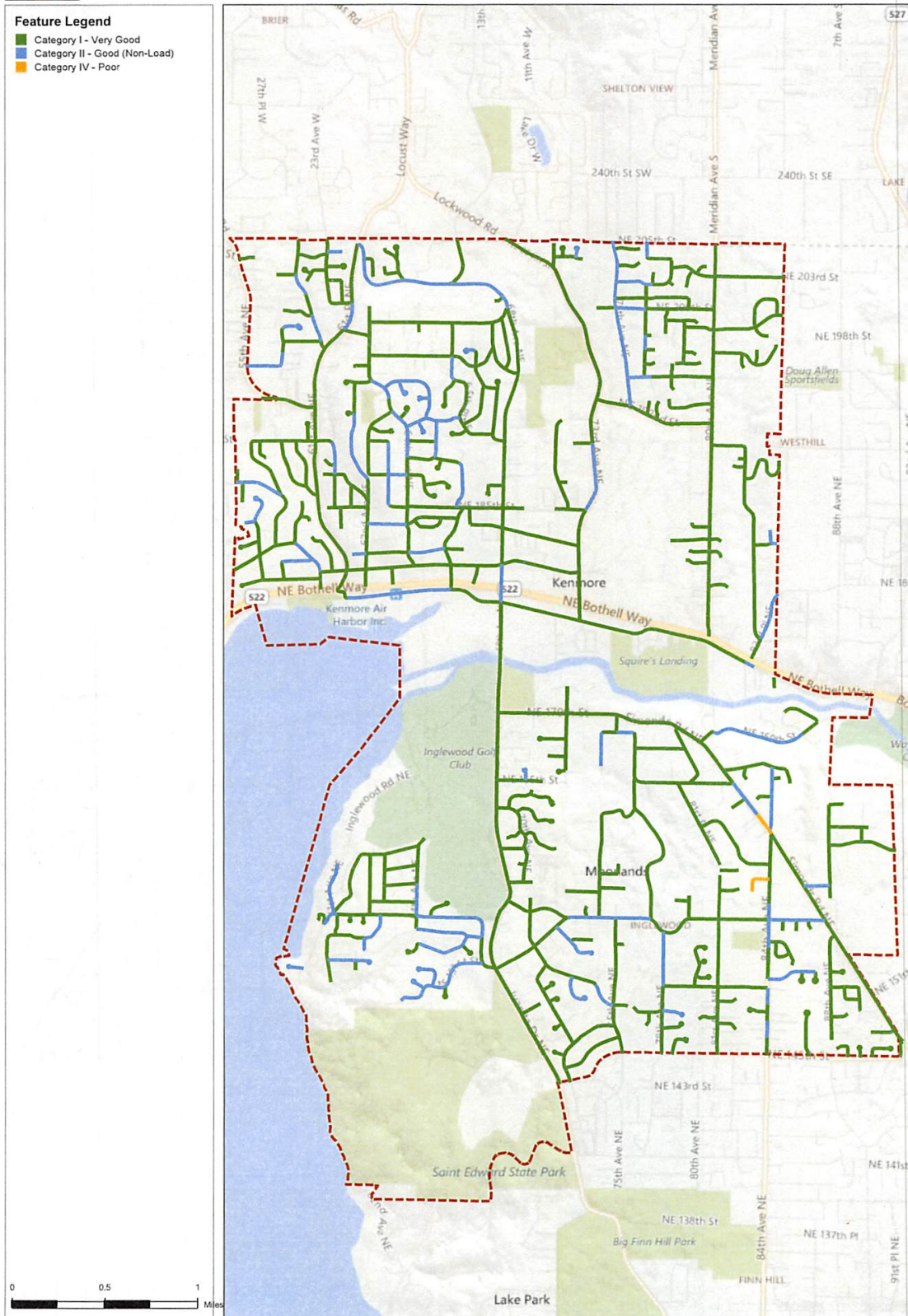
City of Kenmore

Scenario PCI Condition

(1) Unconstrained Needs - 2022 Project Period - Total Rehab: \$4,028,621 - Printed: 11/30/2017

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category IV - Poor

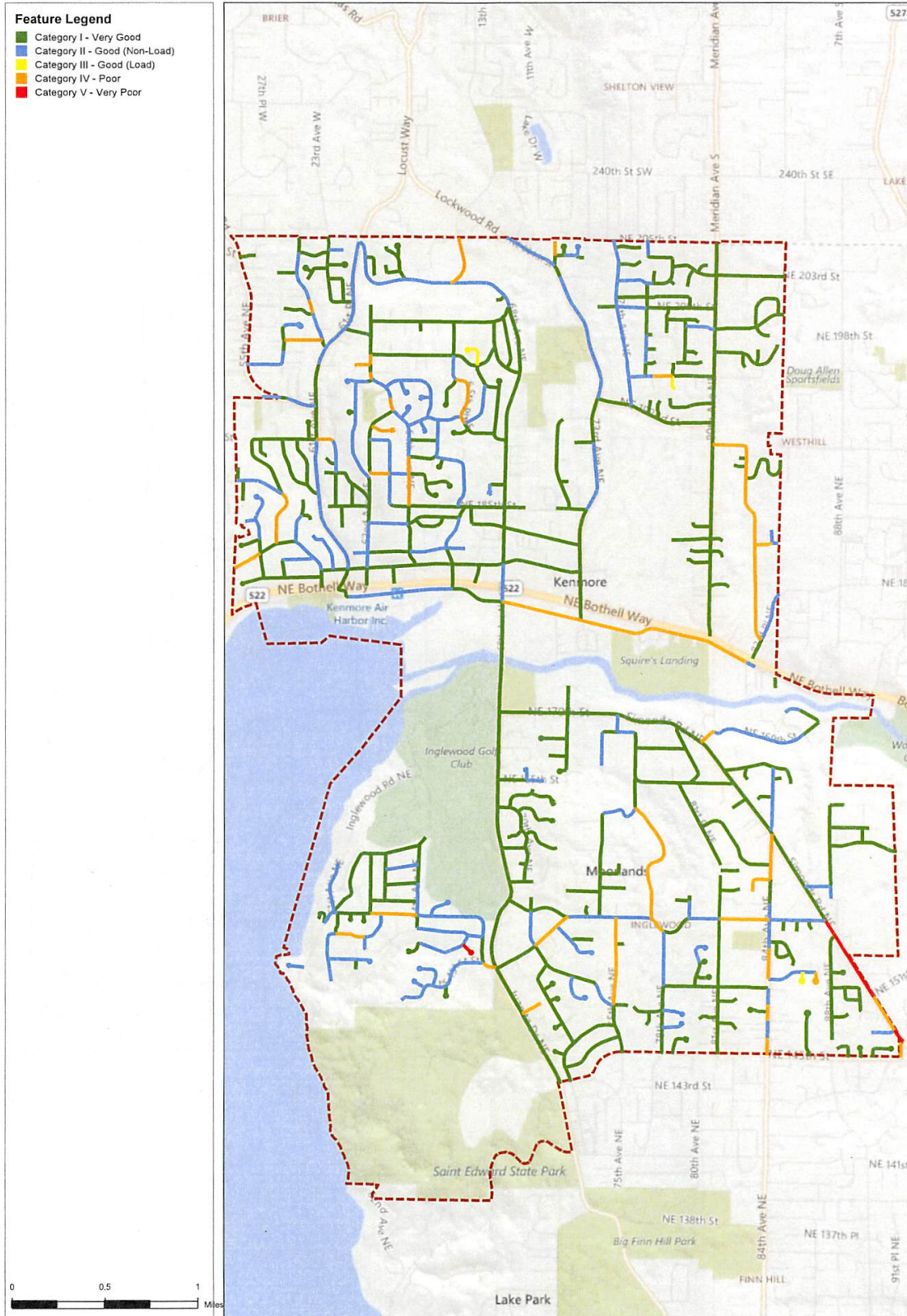




City of Kenmore

Scenario PCI Condition

(2) Current Funding - 2022 Project Period - Total Rehab: \$328,289 - Printed: 11/30/2017





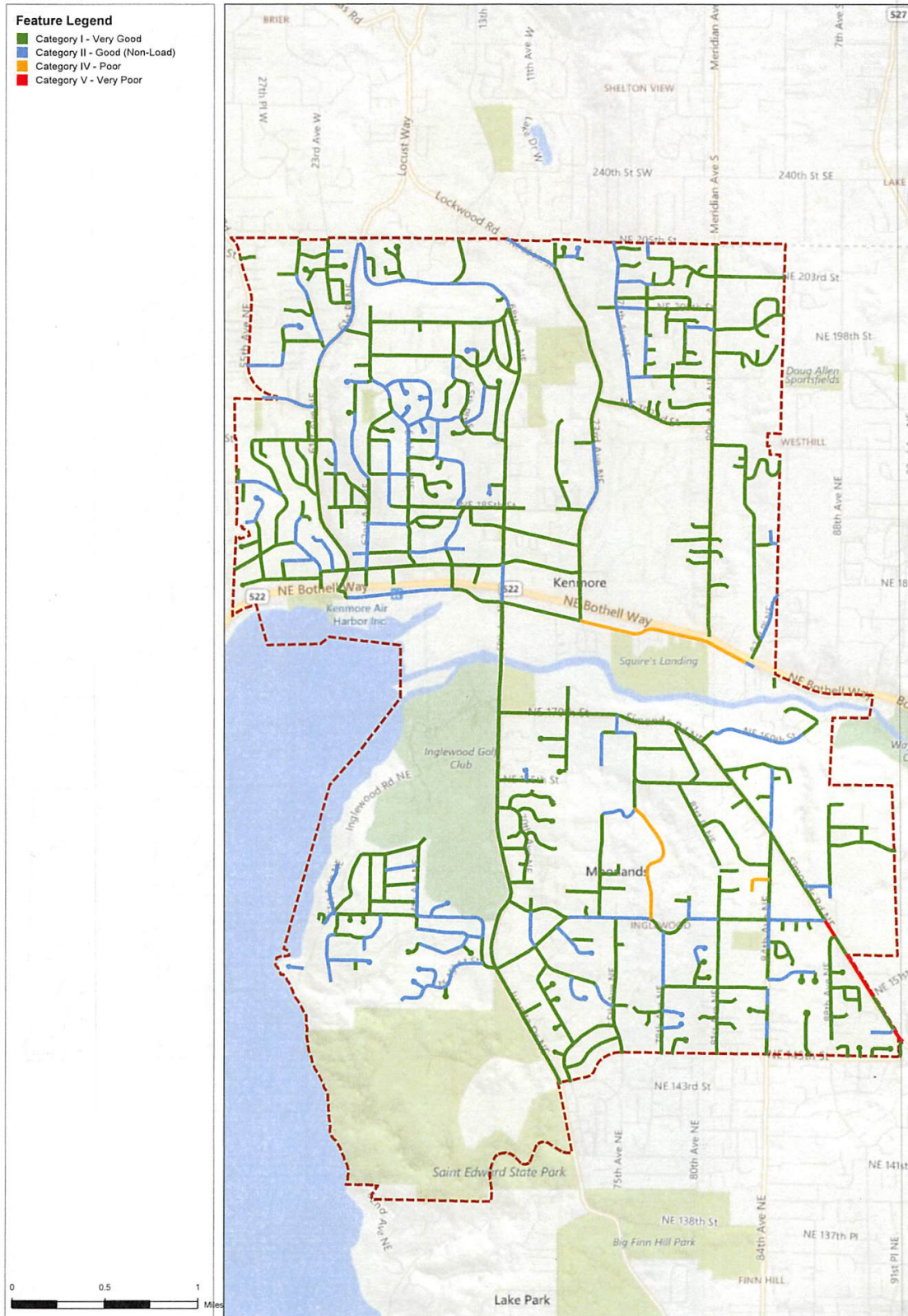
City of Kenmore

Scenario PCI Condition

(3) Maintain Current PCI - 2022 Project Period - Total Rehab: \$2,338,928 - Printed: 11/30/2017

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category IV - Poor
- Category V - Very Poor

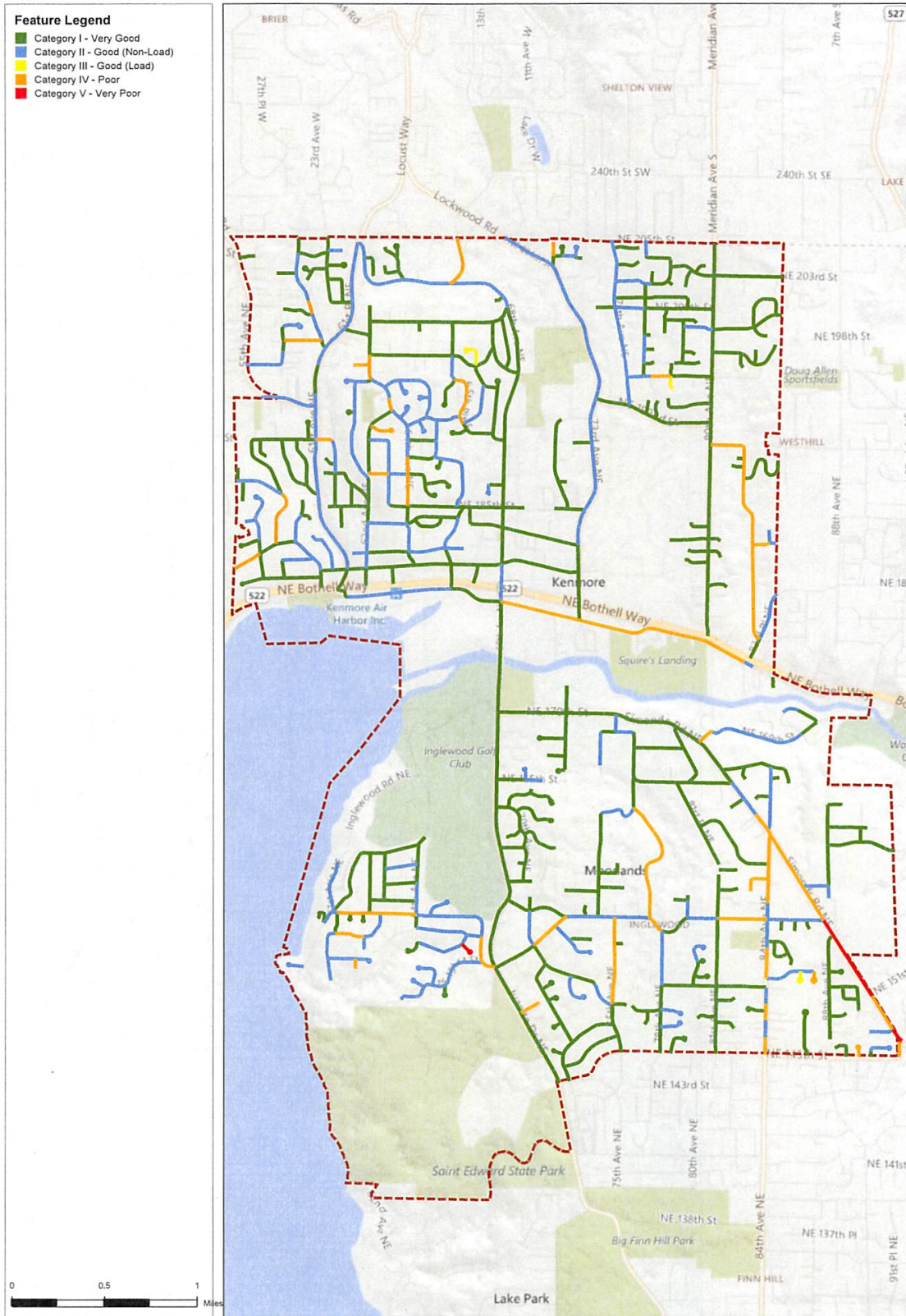




City of Kenmore

Scenario PCI Condition

(4) Zero Funding - 2022 Project Period - Total Rehab: \$0 - Printed: 11/30/2017



City of Kenmore, Washington Proclamation

WHEREAS, May 19, 2018 is the eighth Kids to Parks Day organized and launched by the National Park Trust; and

WHEREAS, Kids to Parks Day empowers kids and encourages families to get outdoors and visit America's parks; and

WHEREAS, it is important to introduce a new generation to our nation's parks; and

WHEREAS, we should encourage children to lead a more active lifestyle to combat the issues of childhood obesity, diabetes mellitus, hypertension and hypercholesterolemia; and

WHEREAS, Kids to Parks Day is open to all children and adults across the country to encourage a large and diverse group of participants; and

WHEREAS, Kids to Parks Day will broaden children's appreciation for nature and outdoors; and

NOW, THEREFORE, I, David Baker, Mayor of the City of Kenmore, Washington, on behalf of the City Council, am pleased to proclaim May 19, 2018 as Kids to Park Day and urge residents of the City of Kenmore to make time on May 19, 2018 to take their children in their lives to a neighborhood, state or national park.

"Kids to Park Day – May 19, 2018

IN WITNESS WHEREOF, signed this 14th day of May, 2018.



Signed: _____
David Baker, Mayor

Attested: _____
Kelly M. Chelin, City Clerk



Voucher Certification and Approval

City of Kenmore

DATE RANGE:

04/20/2018 - 05/04/2018

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

Total Check #s 39704 through 39798: \$492,233.34

Total Payroll/Taxes/Flexible Spending & Health Savings Acct. Electronic Deposits Dated: 04/27/2018: \$ 101,440.69

Payroll Check # 10090 in the amount of: \$1,134.24

City Manager / Date

Finance Director / Date

Accountant

Vendor Name	Check #	Date	Description	Amount
UNITED STATES POSTMASTER	39704	04/20/2018	Newsletter Postage	1,654.69
AFLAC	39705	04/27/2018	Employee Medical/Disability Plans	172.38
AFLAC	39705	04/27/2018	Employee Medical/Disability Plans	154.72
AMERICAN GENERAL LIFE GPO-400S	39706	04/27/2018	Life Insurance	248.68
AMERICAN GENERAL LIFE GPO-400S	39706	04/27/2018	Life Insurance	67.37
AMERICAN GENERAL LIFE GPO-400S	39706	04/27/2018	Life Insurance	37.63
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	3,456.15
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	634.26
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	374.29
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Ins Contributions	747.49
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Ins Contributions	162.87
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Ins Contributions	62.85
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	3,542.86
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	331.21
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	29,841.18
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	5,377.65
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	285.83
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	2,999.67
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	46.48
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	6.60
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	4.94
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	452.93
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	78.01
AWC EMPLOYEE BENEFITS	39707	04/27/2018	Employee Health Insurance	50.14
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	171.93
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	45.25
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	50.45
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	662.55
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	174.35
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	194.41

DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	104.01
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	2.30
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	0.86
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	189.54
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	4.19
DEPARTMENT OF LABOR AND INDUSTRIES	39709	04/27/2018	City of Kenmore	1.57
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	1,697.48
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	15,759.82
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	2,500.90
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	1,436.47
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	174.38
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	374.48
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	169.20
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	828.77
DEPARTMENT OF RETIREMENT SYSTEMS	39710	04/27/2018	Public Employees Retirement	698.44
DRS 457	39711	04/27/2018	DRS 457 Deferred Comp	505.00
ICMA RETIREMENT TRUST 457 - 304745	39712	04/27/2018	ICMA 457 Deferred Comp	692.08
ICMA RETIREMENT TRUST 457 - 304745	39712	04/27/2018	ICMA 457 Deferred Comp	3,428.80
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	345.40
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	48.81
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	36.48
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	(26.48)
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	(7.88)
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	30.84
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	520.30
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	(0.01)
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	0.87
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	70.97
LINCOLN NATIONAL LIFE INSURANCE	39713	04/27/2018	Life Ins/ADD & LTD	52.81
NATIONAL LIFE OF VERMONT	39714	04/27/2018	Life Insurance	123.17
NATIONWIDE FINANCIAL 401a	39715	04/27/2018	City of Kenmore 401a Loan	240.68
NATIONWIDE FINANCIAL 401a	39715	04/27/2018	City of Kenmore 401a Loan	219.19
NATIONWIDE FINANCIAL 401a	39715	04/27/2018	City of Kenmore 401a	10,849.73
NATIONWIDE FINANCIAL 401a	39715	04/27/2018	City of Kenmore 401a	1,421.99
NATIONWIDE FINANCIAL 401a	39715	04/27/2018	City of Kenmore 401a	1,057.59
NATIONWIDE RETIREMENT SOLUTIONS 457	39716	04/27/2018	Nationwide 457 Deferred Comp	250.00
NATIONWIDE RETIREMENT SOLUTIONS 457	39716	04/27/2018	Nationwide 457 Deferred Comp	75.00
STATE OF FLORIDA DISBURSEMENT UNIT	39717	04/27/2018	Employee Deduction	275.00
UNITED WAY OF KING COUNTY	39718	04/27/2018	Employee Charitable Contribution	74.61
A+ CONFERENCING	39719	05/04/2018	4/23 Conference Call	13.75
ACF WEST INC	39720	05/04/2018	Roadway Materials/Oil Absorbing Powder	616.00
AMERICAN PLANNING ASSOCIATION	39721	05/04/2018	Washington Chapter Membership Renewal	538.00
ANDREW POGUE PHOTOGRAPHY LLC	39722	05/04/2018	Town Square/Hangar Bldg. Professional Photos	2,050.00
BUILDERS EXCHANGE OF WASHINGTON INC	39723	05/04/2018	Project Posting for Crack Sealing	45.00
CADMAN MATERIALS, INC.	39724	05/04/2018	Asphalt for Catch Basin Repairs	78.54
CALPORTLAND COMPANY	39725	05/04/2018	Crushed Gravel for Pipe Install @ 19911 80th	154.37

CASCADE PEST CONTROL	39726	05/04/2018	Rhododendron Park Pest Control	143.00
COMCAST BUSINESS	39727	05/04/2018	4/19-5/18 Hangar Bldg. Cable TV	93.99
CONTRACT LAND STAFF LLC	39728	05/04/2018	17-C1795 2/25-3/24 Squires Landing Conversion	467.50
DEVRIES, DENIS	39729	05/04/2018	Police Volunteer Mileage Reimbursement	37.61
DOOR PROS INC.	39730	05/04/2018	City Hall Door Repairs	971.85
DUGAN, GERALD & GAIL	39731	05/04/2018	Settlement Agreement for Property Restoration	3,000.00
EARTHWORKS	39732	05/04/2018	17-C1780 SR522 153rd/155th Landscaping	4,722.55
FIRE PROTECTION, INC	39733	05/04/2018	Hangar Bldg. Fire Alarm Service	431.75
GALLATIN PUBLIC AFFAIRS	39734	05/04/2018	April Media Relations/Marketing Services	3,500.00
GEO GROUP NORTHWEST INC.	39735	05/04/2018	Reimbursement for PRR Copy Request Cancelled	10.60
GOOD TO GO	39736	05/04/2018	City Vehicle #310 Toll Charges	5.75
GORDON THOMAS HONEYWELL	39737	05/04/2018	Gov't Affairs Consulting for April	3,959.37
GUARDIAN SECURITY SYSTEMS, INC.	39738	05/04/2018	Town Square Fire System Repair	339.91
HANSEN, COREY	39739	05/04/2018	April Incubator Consulting Services	4,180.00
HDR ENGINEERING, INC	39740	05/04/2018	16-C1625 March Juanita Drive Ped/Bike Svcs	58,999.13
HDR ENGINEERING, INC	39741	05/04/2018	17-C1743 153rd Sidewalk Project March Svcs	2,160.20
HONEY BUCKET	39742	05/04/2018	Squire's Landing Rental 4/21-5/18/18	215.05
HOPKINS, CRAIG	39743	05/04/2018	Police Volunteer Mileage Reimbursement	49.60
HORIZON DISTRIBUTORS INC	39744	05/04/2018	Log Boom Park Irrigation Repair Parts	381.95
HORIZON DISTRIBUTORS INC	39745	05/04/2018	City Hall Lawn Maintenance Supplies	221.67
HYDROPOINT DATA SYSTEMS, INC.	39746	05/04/2018	Annual Svc for Town Square Irrigation Controller	258.51
INNOVAC	39747	05/04/2018	4/26 Vactor/Video Services	863.50
INNOVAC	39748	05/04/2018	4/24 Vactor Services	1,003.75
INNOVAC	39749	05/04/2018	4/24 Vactor Services	1,122.00
INNOVAC	39750	05/04/2018	4/26 Vactor Services	2,380.13
JACOBS ENGINEERING GROUP	39751	05/04/2018	15-C1411 2/24-3/30 W. Sammish Bridge Svcs	137,417.64
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	20.06
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	15.05
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	105.34
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	45.14
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	20.06
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	70.22
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	40.13
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	85.27

JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	30.10
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	40.13
JET CITY PRINTING	39752	05/04/2018	City Logo Envelopes	30.10
JOYCE ZIKER PARKINSON	39753	05/04/2018	March Kenmore Village Consulting	150.00
JRW ENTERPRISES	39754	05/04/2018	Service Call/Moorlands Park Deadbolt	349.40
JUDHA OF LION LANDSCAPING	39755	05/04/2018	18-C1841 SR522 Irrigation	44,201.02
JURASSIC PARLIAMENT	39756	05/04/2018	4/30/18 Coucil Meeting Training	1,458.35
KCDA PURCHASING COOP	39757	05/04/2018	Moorlands Park Play Equipment Retainage Release	5,061.41
KENMORE COMMERCIAL LLC	39758	05/04/2018	May Business Incubator Lease Payment	3,291.66
KING COUNTY ANIMAL SVCS	39759	05/04/2018	Pet Licenses & Renewals	455.00
KING COUNTY FINANCE	39760	05/04/2018	March Road Services/Signs/Street Maint.	700.62
KING COUNTY FINANCE	39760	05/04/2018	March Road Services/Signs/Street Maint.	1,649.12
KING COUNTY FINANCE	39761	05/04/2018	March Adult/Juvenile Detetion Comm. Work Prog.	4,408.95
KPFF CONSULTING ENGINEERS	39762	05/04/2018	15-C1484 On-Call Professional Svcs through March	3,294.99
KPFF CONSULTING ENGINEERS	39762	05/04/2018	15-C1484 On-Call Professional Svcs through March	375.44
KPFF CONSULTING ENGINEERS	39762	05/04/2018	15-C1484 On-Call Professional Svcs through March	4,889.13
KPFF CONSULTING ENGINEERS	39762	05/04/2018	15-C1484 On-Call Professional Svcs through March	2,396.79
KPFF CONSULTING ENGINEERS	39762	05/04/2018	15-C1484 On-Call Professional Svcs through March	1,481.66
KPFF CONSULTING ENGINEERS	39763	05/04/2018	15-C1484 March 68th Ave Ped/Bike Improvements	16,353.23
LIGHTHOUSE CONSULTING INC	39764	05/04/2018	March IT Services	3,063.06
MOBILE MINI, INC.	39765	05/04/2018	4/20-5/17 Rhododendron Park Storage Rental	137.10
MOTT MACDONALD GROUP, INC.	39766	05/04/2018	17-C1656 Log Boom Park Preliminary Design	32,583.66
MOTT MACDONALD GROUP, INC.	39767	05/04/2018	17-C1657 Squire's Landing Preliminary Design	18,997.78
MR. T'S TROPHIES	39768	05/04/2018	Name Tag for Terri Bielenberg	15.35
MR. T'S TROPHIES	39769	05/04/2018	Name Tag for Debbie Hohnstein	15.35
OFFICE DEPOT	39770	05/04/2018	Batteries	1.25
OFFICE DEPOT	39770	05/04/2018	Batteries	0.94
OFFICE DEPOT	39770	05/04/2018	Batteries	6.56
OFFICE DEPOT	39770	05/04/2018	Batteries	2.81
OFFICE DEPOT	39770	05/04/2018	Batteries	1.25
OFFICE DEPOT	39770	05/04/2018	Batteries	4.38
OFFICE DEPOT	39770	05/04/2018	Batteries	2.50
OFFICE DEPOT	39770	05/04/2018	Batteries	5.31
OFFICE DEPOT	39770	05/04/2018	Batteries	1.88
OFFICE DEPOT	39770	05/04/2018	Batteries	2.50
OFFICE DEPOT	39770	05/04/2018	Batteries	1.88
OFFICE DEPOT	39771	05/04/2018	Incubator Bldg. Supplies	21.98
OFFICE DEPOT	39772	05/04/2018	Reception Desk Printer Ink	140.78
OFFICE DEPOT	39773	05/04/2018	Classification Folders	52.58

OFFICE DEPOT	39774	05/04/2018	Office Supplies	7.14
OFFICE DEPOT	39774	05/04/2018	Office Supplies	18.72
OFFICE DEPOT	39774	05/04/2018	Office Supplies	20.37
OFFICE TEAM	39775	05/04/2018	Temporary Receptionist Svcs Week End 4/20/18	204.40
OFFICE TEAM	39776	05/04/2018	Temporary Reception Svcs Week End 4/27/18	204.40
OUSLEY, NANCY	39777	05/04/2018	Travel Expense Reimbursement	352.00
OWEN EQUIPMENT COMPANY	39778	05/04/2018	Street Sweeper Parts	1,591.70
PHSI PURE HEALTH SOLUTIONS INC.	39779	05/04/2018	City Hall Filtered Water	9.19
PRO-LONG ROOF CARE & GUTTERS	39780	05/04/2018	Senior Center Roof Cleaning	1,097.80
PUGET SOUND ENERGY	39781	05/04/2018	3/15-4/13 City Hall Natural Gas	741.94
PUGET SOUND ENERGY	39781	05/04/2018	3/15-4/13 Incubator Bldg. Electric & Gas Chgs	426.02
PUGET SOUND ENERGY	39781	05/04/2018	3/15-4/13 Hangar Bldg. Electricity	656.26
PUGET SOUND ENERGY	39781	05/04/2018	3/15-4/13 Hangar Bldg. Gas Charges	233.51
PUGET SOUND ENERGY	39781	05/04/2018	3/15-4/13 Kenmore Street Lights	336.56
PUGET SOUND ENERGY	39781	05/04/2018	3/16-4/13 Kenmore Parks Electricity Charges	731.54
PUGET SOUND ENERGY	39781	05/04/2018	3/16-4/13 Kenmore Traffic Signals	378.45
PUGET SOUND ENERGY	39781	05/04/2018	3/16-4/13 School Crosswalk Lights	63.48
PUGET SOUND ENERGY	39781	05/04/2018	3/16-4/13 City Radar Speed Signs	85.92
PUGET SOUND ENERGY	39781	05/04/2018	3/16-4/13 Kenmore Tree Receptacles	77.80
RANDALL, BRIAN	39782	05/04/2018	Travel Expense Reimbursement	291.45
SCHNEE, CARLA	39783	05/04/2018	Travel Expense Reimbursement	257.36
SCHOCK, BRETT	39784	05/04/2018	Travel Expense Reimbursement	692.47
SEATTLE TIMES	39785	05/04/2018	4/13 Legal Notice of Hearing/Northlake Lutheran	317.60
SECRETARY OF STATE	39786	05/04/2018	Building Plan Scanning	3,818.83
SHRED-IT USA LLC	39787	05/04/2018	Shredding Services	67.63
SKEFFINGTON, ELAINE	39788	05/04/2018	Performance @ Bike Everywhere Day	300.00
SOUND PUBLISHING, INC.	39789	05/04/2018	March Bothell/Kenmore Reporter Advertising	600.00
SOUND PUBLISHING, INC.	39789	05/04/2018	March Bothell/Kenmore Reporter Advertising	268.45
STAPLES ADVANTAGE	39790	05/04/2018	City Hall Maintenance Supplies	214.73
STAPLES ADVANTAGE	39790	05/04/2018	Hangar Bldg. Supplies	39.13
STAPLES ADVANTAGE	39790	05/04/2018	Facility Maintenance Supplies	9.52
STAPLES ADVANTAGE	39790	05/04/2018	Office Supplies	5.27
STAPLES ADVANTAGE	39790	05/04/2018	City Hall & Hangar Bldg. Supplies	107.40
STAPLES ADVANTAGE	39790	05/04/2018	City Hall & Hangar Bldg. Supplies	198.36
STAPLES ADVANTAGE	39790	05/04/2018	AA Batteries	21.62
STAPLES ADVANTAGE	39790	05/04/2018	Office Supplies	33.67
STAPLES ADVANTAGE	39790	05/04/2018	Parks Maintenance Supplies	94.51
STAPLES ADVANTAGE	39790	05/04/2018	Parks Maintenance Supplies	105.13
STAPLES ADVANTAGE	39790	05/04/2018	Parks Maintenance Supplies	71.57
STARDOM SERVICES, INC.	39791	05/04/2018	April Incubator Janitorial Service	510.00
SUPERION, LLC	39792	05/04/2018	ITrakt Services	480.00
VICENTE, JOHN	39793	05/04/2018	Travel Expense Reimbursement	522.07
WA STATE DEPT OF TRANSPORTATION	39794	05/04/2018	March Traffic Signal Maintenance	380.41

WELLS FARGO FINANCIAL	39795	05/04/2018	4/21-5/20 2nd Floor Copier Lease	619.73
WHITEMAN, TELA	39796	05/04/2018	Travel Expense Reimbursement	201.43
WINTERBOURNE LANDSCAPE	39797	05/04/2018	15-C1379 City Hall Green Roof Maint.	629.48
HERMANSON COMPANY, LLP	39798	05/04/2018	Replace CO2 Sensor in CH Garage	1,311.20
NAVIA	DFT0000139	04/27/2018	Employee Flexible Spending Account	173.50
NAVIA	DFT0000139	04/27/2018	Employee Flexible Spending Account	153.85
NAVIA	DFT0000139	04/27/2018	Employee Flexible Spending Account	85.38
NAVIA	DFT0000139	04/27/2018	Employee Flexible Spending Account	96.15
BANK OF AMERICA 941	DFT0000140	04/27/2018	Federal Taxes	2,972.38
BANK OF AMERICA 941	DFT0000140	04/27/2018	Federal Taxes	907.88
BANK OF AMERICA 941	DFT0000140	04/27/2018	Federal Taxes	9,572.46
BANK OF AMERICA 941	DFT0000140	04/27/2018	Federal Taxes	919.65
BANK OF AMERICA 941	DFT0000140	04/27/2018	Federal Taxes	361.74
BANK OF AMERICA 941	DFT0000140	04/27/2018	Federal Taxes	993.21
BANK OF AMERICA 941	DFT0000140	04/27/2018	Federal Taxes	269.00
PAYROLL	Direct Deposit	4/27/2018	Direct Deposit	84,935.49
REBECCA RANGE	10090	4/27/2018	Payroll	1,134.24
				<u><u>\$ 594,808.27</u></u>



City of Kenmore

Vendor Purchasing Report

For Date Range 01/01/2018 - 05/04/2018

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0002	ACTION ENTERTAINMENT	500.00
0014	AMERICAN PLANNING ASSOCIATION	1,778.00
0022	ASSOCIATION OF WA CITIES	16,115.00
0024	BAKER, DAVID	1,697.71
0037	BASTYR UNIVERSITY	200.00
0047	BRAVO ENVIRONMENTAL, NW INC.	96.00
0054	BULGER SAFE & LOCK, INC.	670.14
0064	CASCADE PEST CONTROL	572.00
0067	CENTER FOR HUMAN SERVICES	10,500.00
0076	CITY OF BELLEVUE	26,936.75
0083	CITY OF LAKE FOREST PARK	340,754.44
0092	CODE PUBLISHING COMPANY	1,800.29
0099	CONSOLIDATED PRESS	6,319.55
0106	CROWN PRODUCTS LLC	981.05
0111	DEPARTMENT OF ECOLOGY	190.00
0121	REPUBLIC SERVICES	3,424.84
0137	FERGUSON ENTERPRISES INC #1539	950.44
0145	FRUHLING SAND & TOPSOIL	820.00
0151	CALPORTLAND COMPANY	925.64
0152	GOVERNMENT FINANCE OFFICERS ASSOC	190.00
0173	HOME DEPOT CREDIT SERVICES	253.05
0184	INSLEE, BEST, DOEZIE & RYDER, P.S.	45,967.43
0197	JET CITY PRINTING	857.18
0201	KCDA PURCHASING COOP	16,919.77
0206	KENMORE MIDDLE SCHOOL	4,963.62
0213	KING COUNTY ANIMAL SVCS	1,505.00
0218	KING COUNTY FINANCE	1,466.80
0219	KING COUNTY FINANCE	112,345.94
0224	SOUND PUBLISHING, INC.	1,768.45
0229	KING COUNTY OFFICE OF FINANCE	1,681.19
0230	KING COUNTY RADIO COMM SERVICES	300.30
0233	KING COUNTY SHERIFF	20,697.59
0235	KING COUNTY TREASURY	20,751.06
0246	LAKE CITY PICTURE FRAMING	257.85
0251	LIGHTHOUSE CONSULTING INC	18,597.89
0261	MICHAEL PENDLETON	3,505.20
0267	MR. T'S TROPHIES	232.88
0285	NORTHSHORE FIRE DEPT	1,280.00
0287	NORTHSHORE SENIOR CENTER	15,800.00
0288	NORTHSHORE UTILITY DIST	20,006.07
0289	NORTHSHORE YMCA	3,250.00
0290	NORTHSHORE YOUTH & FAMILY SERVICES	8,000.00
0292	HONEY BUCKET	860.20
0299	EBIX, INC./ TOPHEALTH	118.27
0300	OFFICE DEPOT	3,107.98
0302	OFFICE TEAM	4,634.93
0304	OLYMPIC ENVIRONMENTAL RESOURCES INC	2,187.50
0310	PACIFIC TOPSOILS	807.75
0314	PETTY CASH CUSTODIAN	392.12
0327	PUGET SOUND CLEAN AIR AGENCY	18,341.00
0328	PUGET SOUND ENERGY	74,842.75
0329	PUGET SOUND FINANCE OFFICERS ASSOC	50.00

Vendor Purchasing Report

For Date Range 01/01/2018 - 05/04/2018

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0345	SEATTLE TIMES	1,825.76
0355	STAPLES ADVANTAGE	2,842.64
0356	STATE AUDITOR'S OFFICE	673.20
0357	STEWART MACNICHOLS HARMELL, INC.	20,000.00
0359	SOUND CITIES ASSOC	45.00
0365	TOTAL LANDSCAPE CORP	23,143.30
0371	UNITED STATES POSTMASTER	6,581.76
0374	URBAN LAND INSTITUTE	440.00
0375	US POSTAL SERVICE (HASLER)	5,008.86
0386	WA ASSOC OF CODE ENFORCEMENT	40.00
0387	WA CITIES INSURANCE AUTHORITY	274,278.00
0389	WASHINGTON CITY/COUNTY MGMT ASSOC	630.00
0390	WA FINANCE OFFICERS ASSOCIATION	150.00
0401	WA STATE DEPT OF TRANSPORTATION	1,761.66
0412	COLUMBIA RIDGE LANDFILL	3,201.15
0419	WONDERLAND DEVELOPMENT	2,500.00
0422	NATIONWIDE FINANCIAL 401a	119,558.30
0423	NATIONWIDE RETIREMENT SOLUTIONS 457	2,925.00
0424	ICMA RETIREMENT TRUST 457 - 304745	38,458.10
0425	DRS 457	3,980.00
0426	AFLAC	1,308.40
0428	BANK OF AMERICA 941	140,776.72
0429	AWC EMPLOYEE BENEFITS	186,253.77
0431	DEPARTMENT OF RETIREMENT SYSTEMS	204,961.94
0432	DEPARTMENT OF LABOR AND INDUSTRIES	13,108.84
0434	UNITED WAY OF KING COUNTY	671.49
0436	NATIONAL LIFE OF VERMONT	492.68
0448	UPS STORE	33.48
0449	ACF WEST INC	1,113.75
0484	CITY WIDE FENCE COMPANY, INC	1,172.60
0494	SECRETARY OF STATE	3,818.83
0497	DAY WIRELESS SYSTEMS	76.79
0501	MACLEOD RECKORD	3,356.60
0550	KING COUNTY RECORDER'S OFFICE	39.00
0558	SNOHOMISH COUNTY	4,179.00
0564	AMERICAN PUBLIC WORKS ASSOCIATION	120.00
0586	MAIL FINANCE	706.20
0588	ENVIRONMENTAL SYSTEMS RESEARCH INST	5,720.00
0594	RANDALL, BRIAN	811.05
0639	KONICA MINOLTA BUSINESS SOLUTIONS	881.48
0641	TELESYSTEMS WEST	137.51
0675	BANNER BANK CS	612.44
0685	PACE ENGINEERS, INC.	128,931.99
0689	DIGITAL REPROGRAPHICS SERVICES INC.	241.18
0690	BUILDERS EXCHANGE OF WASHINGTON INC	90.00
0692	HDR ENGINEERING, INC	230,909.60
0696	AMERICAN GENERAL LIFE GPO-400S	1,414.72
0699	BANNER BANK DB	716.03
0743	BANNER BANK NO	2,828.73
0764	OUSLEY, NANCY	556.22
0781	QUALITY BUSINESS SYSTEMS INC.	5,932.30
0788	CURTIS, DR. MILTON	59.43
0791	NORTHSHORE ROTARY CLUB	220.00
0800	BANNER BANK JG	5,059.82
0817	GRAINGER	476.43
0834	BANNER BANK KENMORE	12,813.14
0852	GREGORY, JOANNE	404.60
0858	A+ CONFERENCING	125.47

Vendor Purchasing Report

For Date Range 01/01/2018 - 05/04/2018

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0868	JAYMARC - AV	8,990.29
0869	BANNER BANK JGORDON	3,368.68
0892	JACOBS ENGINEERING GROUP	308,314.05
0898	ZONAR SYSTEMS	527.73
0899	SHRED-IT USA LLC	556.62
0912	ALCALDE & FAY	15,058.50
0913	KENMORE ELEMENTARY PTA	2,500.00
0937	ZUMAR	388.01
0981	COMCAST BUSINESS	10,053.39
0983	PASSPORT TRAVEL AND TOURS	1,832.60
0994	GORDON THOMAS HONEYWELL	15,907.60
1000	JRW ENTERPRISES	2,866.18
1003	IWORQ SYSTEMS	2,800.00
1010	TOWN CENTER HARDWARE	323.54
1034	EMERALD FIRE LLC	393.80
1045	HORIZON DISTRIBUTORS INC	746.42
1047	SARAH ROBERTS	33,483.51
1052	FIRE PROTECTION, INC	4,155.53
1068	WA STATE DEPT OF LABOR & INDUSTRIES	141.60
1114	PHSI PURE HEALTH SOLUTIONS INC.	312.46
1116	FRONTIER	3,174.97
1123	AM TEST, INC	450.00
1131	SUSSMAN/PREJZA & CO, INC	1,350.00
1140	PAWS	1,488.00
1152	WASHINGTON ENERGY SERVICES CO. LLC	36.75
1161	INDEPENDENT STATIONERS	166.01
1177	WELLS FARGO FINANCIAL	2,478.92
1181	BANNER BANK BH	3,505.43
1192	HOPKINS, CRAIG	237.64
1193	DEVRIES, DENIS	121.55
1197	MILLER STEPHENS, MARY	3,750.00
1215	STATE OF FLORIDA DISBURSEMENT UNIT	2,475.00
1222	OLSON BROTHERS PRO-VAC	9,681.10
1259	PERTEET INC.	68,812.97
1266	AAA FLAG & BANNER MFG. CO., INC.	3,022.34
1269	KAMINS CONSTRUCTION INC.	1,764.95
1291	SCHNEE, CARLA	661.96
1299	VERIZON WIRELESS	1,662.36
1309	BANNER BANK BAKER	7,809.04
1311	WASHINGTON STATE PATROL	1,528.25
1313	GREATER BOTHELL CHAMBER OF COMMERCE	2,400.00
1322	AABCO BARRICADE COMPANY INC.	1,848.00
1326	JOYCE ZIKER PARKINSON	692.50
1327	HWA GEOSCIENCES INC.	1,120.44
1337	STATE OF WA DEPT. OF LICENSING	6.48
1339	STATE OF WA DEPARTMENT OF LICENSING	30.00
1342	PETERSON, JANET	350.00
1357	KENMORE COMMERCIAL LLC	13,245.05
1358	ALPHAGRAPHS	632.29
1363	INNOVAC	18,566.64
1370	WINTERBOURNE LANDSCAPE	1,206.99
1385	CITYWORKS/ AZTECA SYSTEMS INC.	22,000.00
1390	UTILITIES UNDERGROUND LOCATION CTR	607.59
1403	OSBORN CONSULTING INC.	20,180.83
1416	MOBILE MINI, INC.	685.55
1431	BRIEN, GAYLYNN	150.00
1437	VOLGISTICS, INC	540.00
1452	CITY OF KENT	500.00

Vendor Purchasing Report

For Date Range 01/01/2018 - 05/04/2018

Vendor Set: Vendor Set 01

Vendor	Name	Volume
1456	HESTON VISUAL ARTS	863.50
1457	LANGUAGE LINE SERVICES, INC.	18.37
1459	FLEMINGS HOLIDAY LIGHTING LLC	5,768.62
1479	A V CAPTURE ALL	4,740.12
1480	VERTICAL VISUAL SOLUTIONS INC.	11,811.25
1485	WA ASSOC OF PUBLIC RECORDS OFFICERS	175.00
1504	SCORE	74,118.11
1540	A-1 LANDSCAPING AND CONSTRUCTION, INC	90,359.82
1541	HEWITT	2,255.00
1544	METROPOLITAN TRANS. COMMISSION	1,500.00
1550	HANSEN, COREY	24,420.00
1552	DENUSKI, STACEY	46.70
1555	LINCOLN NATIONAL LIFE INSURANCE	4,180.55
1577	MUMMA, RYAN	259.63
1581	STARDOM SERVICES, INC.	2,040.00
1590	HERMANSON COMPANY, LLP	5,916.90
1596	NW ENVIRONMENTAL TRAINING CENTER	700.00
1598	HELMETS R US INC	208.97
1606	GALLATIN PUBLIC AFFAIRS	14,000.00
1607	SCHOCK, BRETT	829.47
1609	MARSHBANK CONSTRUCTION	8,567.54
1634	SREBNIK, DEBRA	314.42
1657	STEWART TITLE COMPANY	7,855.10
1661	WHITEMAN, TELA	400.43
1673	KPFF CONSULTING ENGINEERS	82,415.52
1678	VICENTE, JOHN	522.07
1689	MOTT MACDONALD GROUP, INC.	168,053.63
1690	SITTS & HILL ENGINEERS, INC.	4,650.47
1704	BANNER BANK RK	5,665.88
1711	SOFTWAREONE, INC.	8,925.18
1715	THE WIDE FORMAT COMPANY	770.00
1718	RESOURCE EXPLORATION, LLC	20,000.00
1719	SALTER, JON	333.50
1721	GOOD TO GO	32.75
1726	UNITED STATES TREASURY	30.30
1731	NORTHWEST ARBORICULTURE LLC	11,953.02
1734	TOP TO BOTTOM JANITORIAL, INC.	18,448.00
1738	MUNIMANAGE, LLC	41,055.00
1739	FIX AUTO	2,875.38
1754	RFI ENTERPRISES INC.	8,159.25
1762	BAKER, BRIDGIT	149.16
1774	OWEN EQUIPMENT COMPANY	1,591.70
1785	ECOSS	2,594.20
1786	TYLER TECHNOLOGIES, INC.	137.50
1796	EXPONENT, INC.	5,652.50
1798	OLBRECHTS & ASSOCIATES, PLLC	1,072.50
1806	RYCO EQUIPMENT, INC.	1,155.00
1810	ABBAY PARTY RENTS OF WA, INC.	435.53
1816	NAVIA	5,504.92
1819	COSTTREE, LLC	3,000.00
1822	ECO-COUNTER	840.00
1824	URBAN FORESTRY SERVICES, INC.	842.47
1826	MCCLURE AND SONS, INC.	5,794.00
1828	QUALITY BUSINESS SYSTEMS - WELLS FARGO	2,702.12
1829	SHI INTERNATIONAL CORP.	351.81
1843	TUFF SHED, INC	6,046.70
1848	STANLEY PATRICK STRIPING COMPANY	23,417.50
1852	STANTON, ANN	57.77

Vendor Purchasing Report

For Date Range 01/01/2018 - 05/04/2018

Vendor Set: Vendor Set 01

Vendor	Name	Volume
1859	IRON CREEK CONSTRUCTION LLC	1,820.63
1873	ENGINEERING/REMEDIATION RES. GROUP	12,276.05
1879	HOLMBERG COMPANY	10,732.60
1884	CADMAN MATERIALS, INC.	1,126.73
1889	WILLIAMS, KASTNER & GIBBS PLLC	4,043.39
1900	ASPECT CONSULTING LLC	3,337.47
1901	NORTH COAST ELECTRIC COMPANY	160.09
1908	VAUGHAN, KENT	300.00
1920	BERGER PARTNERSHIP	12,067.41
1926	GUARDIAN SECURITY SYSTEMS, INC.	339.91
1930	T-MOBILE USA, INC.	49.44
1932	U.S. BANK N.A. - CUSTODY	156.00
1936	SUPERION, LLC	2,249.21
1944	OHNO CONSTRUCTION	10,812.80
1946	FALL PROZ INC	3,886.00
1960	WALTER E. NELSON CO.	368.18
1961	WESTERN ENTRANCE TECHNOLOGY, LLC	605.00
1962	BANNER BANK SKROGH	2,933.66
1964	EARTHWORKS	23,612.75
1975	COMMUNITY ATTRIBUTES INC.	20,006.50
1980	HRA VEBA TRUST	13,950.00
1982	CRAWFORD ELECTRIC	366.55
1985	CONTRACT LAND STAFF LLC	3,048.05
1987	KITSAP CONFERENCE CENTER	124.69
1989	WA TRAFFIC SAFETY COMMISSION	103.49
1990	GLOCK PROFESSIONAL, INC.	500.00
1991	WASHINGTON STATE TREASURER	6,570.28
1994	LAKE CITY PARTNERS ENDING HOMELESSNESS	2,000.00
1995	REY TRANSLATIONS	1,755.76
1997	BARCLAY DEAN ARCHITECTURAL PRODUCTS, LLC	115.50
1998	JOHNSTON GROUP, LLC	7,875.00
1999	KING COUNTY POLICE CHIEFS ASSOCIATION	20.00
2000	WILLIAMS MECHANICAL, INC.	2,931.50
2001	PETERSEN BROTHERS, INC.	1,994.16
2002	GHORBANI, FARIBA	472.00
2003	INNOVATIVE COMFORT SYSTEMS, INC.	255.15
2004	RED BARN ENGINEERING, INC.	291.77
2005	VAN DYK, JOE	850.00
2006	SOMOL HAMASAKI, KRIS	36.75
2007	HYDROPOINT DATA SYSTEMS, INC.	517.01
2008	MEAD GILMAN & ASSOCIATES	40.00
2009	O'CONNOR CONSULTING GROUP, LLC	5,000.00
2010	JUDHA OF LION LANDSCAPING	90,802.41
2011	PLAN TO PERMIT, LLC	3,520.00
2012	DDK DESIGNS, LLC	35.38
2013	THE POTTING SHED	1,787.50
2015	INGLEWOOD VILLAGE III CONDOMINIUMS	973.80
2017	DARRELL THOMSON	5,781.00
2018	LAKE HARRISON ESTATES	7,500.00
2019	EMERALD CITY STATEWIDE	2,046.00
2020	KELLY ATKINSON	1,180.00
2021	GEOTERRA, INC.	2,024.00
2022	JA BRENNAN ASSOCIATES, PLLC	2,274.00
2023	HR&A ADVISORS, INC	47,875.00
2024	DFR LAW GROUP, LLC	1,200.00
2026	HEAT FLOW MECHANICAL LLC	113.40
2027	MERIT HOMES, INC.	7,747.90
2028	PRIDE ELECTRIC INC.	325.60

Vendor Purchasing Report**For Date Range 01/01/2018 - 05/04/2018****Vendor Set: Vendor Set 01**

Vendor	Name	Volume
2029	HAWTHORNE GLEN 12, LLC	7,500.00
2030	ZEP SALES & SERVICE	869.44
2031	ANDREW POGUE PHOTOGRAPHY LLC	2,050.00
2032	DOOR PROS INC.	971.85
2033	DUGAN, GERALD & GAIL	3,000.00
2034	GEO GROUP NORTHWEST INC.	10.60
2035	JURASSIC PARLIAMENT	1,458.35
2037	PRO-LONG ROOF CARE & GUTTERS	1,097.80
2038	SKEFFINGTON, ELAINE	300.00
Vendor Set Vendor Set 01 Total:		3,950,737.03

VIII. A. Total check #39704 through #39798 in the amount of \$492,233.34....

**City of Kenmore, Washington
City Council Special Meeting Minutes
March 26, 2018**

CALL MEETING TO ORDER — The Kenmore City Council special meeting was called to order by Mayor Baker at 6:15 p.m.

Councilmembers present:

Mayor David Baker
Deputy Mayor Nigel Herbig
Councilmember Joe Marshall
Councilmember Milton Curtis (Absent – excused)
Councilmember Debra Srebnik
Councilmember Stacey Denuski
Councilmember Brent Smith

FLAG SALUTE

The Council led the flag salute.

AGENDA APPROVAL

The agenda was approved as submitted.

CITY COUNCIL TRAINING

Cityworks - Citizen Action Requests (CARS) Training

Richard Sawyer, Surface Water Manager

Manager Sawyer conducted a training with the City Council.

PROCLAMATION

Sexual Assault Awareness Month for April 2018

Mayor Baker read the proclamation aloud.

PRESENTATION

Introduce Terri Bielenberg, Civil Engineer

John Vicente, City Engineer

City Engineer Vicente introduced Terri Bielenberg to the Council.

CITIZEN COMMENTS

Rick Verlinda
19017 62nd Avenue NE
Kenmore, Washington 98028

Mr. Verlinda explained that he is a current Fire Commissioner and reported on unethical behavior by a current Fire Commissioner.

Jennifer Blasi
15926 82nd Avenue NE
Kenmore, Washington 98028

Ms. Blasi spoke as a Moorlands Elementary School parent. She has safety concerns about the new park at the school.

Quinn Wyatt
8523 NE 147th Place
Kenmore, Washington 98028

Mr. Wyatt spoke as a parent of the school. He shared the same safety concerns.

Matt Greff
14812 84th Avenue NE
Kenmore, Washington 98028

Mr. Gregg spoke to the same concerns and said he has witnessed several incidents.

Patty Byhre
18102 80th Avenue NE
Kenmore, Washington 98028

Ms. Byhre spoke about a parking problem on 84th and Simonds Road where she resides. She feels it has caused a dangerous situation.

Kari Graydon
8133 NE 158th Street
Kenmore, Washington 98028

Ms. Graydon spoke as a Moorlands Elementary School parent. She is also very concerned about security.

Jean Wedenig
16319 88th Avenue NE
Kenmore, Washington 98028

Ms. Wedenig also spoke as a parent with concerns.

Amy Booker
8702 NE 140th Street
Kirkland, Washington 98028

Ms. Booker also spoke as a parent with concerns.

Stephanie Marsh
15333 106th Avenue NE
Bothell, Washington 98011

Ms. Marsh also spoke as a parent with concerns.

Vicki Grayland
20308 73rd Avenue NE

Kenmore, Washington 98028

Ms. Grayland spoke about climate change. She also spoke about the 4th of July fireworks event.

Phyllis Finley
5962 NE Arrowhead Drive
Kenmore, Washington 98028

Ms. Finley spoke about the St. Edward ballfields.

CONSENT AGENDA

MOTION: Mayor Baker made a motion to approve the consent agenda, Councilmember Denuski seconded the motion. The motion passed unanimously.

The consent agenda included the following:

Authorize the City Manager to Execute Contract 18-C1841 SR 522 Irrigation Retrofit Project - Kent Vaughan, Senior Engineer

Cancel April 9, 2018 Regular Council Meeting

BUSINESS AGENDA

2017 Annual Police Report - Pete Horvath, Police Chief

Chief Horvath gave the department's report to the Council. Council and staff engaged in a discussion.

City of Kenmore Local Road Safety Plan - Brett Schock, Traffic Engineer

Traffic Engineer Schock explained that Local Road Safety Plan (LRSP) is a data-based analysis plan to address collision risk factors on City roadways. The two goals of the LRSP are:

1. Address historical collision factors
2. Proactively address locations and roadway conditions which may be risk factors for future collisions.

The LRSP was developed in response to a WSDOT grant program seeking proposals for system-wide improvements based on a data analysis and LRSP. In compiling the LRSP, City staff have recognized the opportunity to use this tool for safety improvements across the City beyond the scope of the WSDOT grant program. The LRSP will be part of the Traffic Engineer's continuing work program and goals. Proactive mitigation of collision risk factors, through implementation of engineering solutions, education (working together with the Target Zero program) and enforcement (in coordination with the Kenmore Police) is a significant benefit to the public and aligned with the City's Target Zero resolution and Council Goal #1. The LRSP does not include collision data from SR 522. A SR 522 collision data and safety analysis will be compiled under a separate cover in the coming months.

City staff is presenting the LRSP to the Council for general feedback and input on the proposed projects. Four projects are highlighted for Council feedback prior to advertising projects to the public.

1. **NE 170th Street (westbound) at 68th Avenue NE – No Turn on Red**

Project description: This project would use existing video detection at the NE 170th Street and 68th Avenue NE signal to only activate the “No Turn on Red” right turn restriction if northbound queues on 68th Avenue NE are past a certain point (near Rhododendron Park). This will balance the congestion between all intersection legs, while maintaining some space for northbound 68th Avenue NE and Inglewood Road traffic during periods of long queues. The project is operational in nature and if, after monitoring for a few weeks, the desired impact on traffic is not observed, the signal can be restored to the current operation with a No Turn on Red from 4:00 – 7:00pm on weekdays.

2. **68th Avenue NE (northbound) at State Route 522 – Right Turn Lane**

Project description: At the intersection with SR 522, 68th Avenue NE currently has two left turn lanes, a straight lane and a straight/right turn lane. This project would convert the right lane to right turn only. This would allow for a right turn overlap (right arrow) at the signal. The project would increase the available queue space and signal time for right turns onto SR 522 eastbound and better balance lane usage for northbound traffic on 68th Avenue NE. The project is generally operational and will be monitored after implementation. If the desired impact on traffic is not observed, it can be restored to the existing condition.

3. **73rd Avenue NE Bike Lanes**

Project description: This project would narrow vehicle lanes, remove on-street parking from the west side of the street and relocate lanes between the curbs to create bike lanes in the north and south direction. On-street parking would be retained on the east side of the street. All work would be within the existing curbs, consisting of marking removal and revised markings.

4. **80th Avenue NE Bike Lanes**

Project description: This project would restrict parking on existing wide shoulders and designate those shoulders (with new striping, symbols and signage) as bike lanes. No pavement modifications are proposed as part of the project.

Many of the proposed projects in the LRSP, including the four highlighted projects, would include a significant citizen notification, outreach and public input process prior to final implementation. Each project will have a documented Public Outreach & Participation Plan tailored to each project and approved in advance by the City Manager. Remote access during public meetings will be provided when possible and practical. Appendix F in the Council packet outlines the proposed communication plan for typical public works projects and also includes a sample of the project specific communication plan form. The communication plan proposes a typical outreach approach for each type of project, though each project will be individually evaluated and a communication plan tailored to each project.

Based on public feedback and other information, projects may be modified, delayed or cancelled. However, safety is the top priority and City staff will seek to balance retaining the project safety goals with addressing public concerns in making modifications to projects during the public comment period.

Council and staff discussed the plan. These items will come back to the Council at a future meeting.

Municipal Code Amendments Related to School Impact Fees - Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner

Director Bent and Senior Planner Anderson explained to the Council that at the January 22, 2018 City Council meeting, Council directed staff to pursue Municipal Code amendments related to school impact fees. Staff anticipates that changes will be made to the existing Municipal Code Chapter addressing transportation and park impact fees.

Council and staff engaged in a discussion on the following:

1. **Is the amount of the proposed impact fee appropriate for Kenmore?** The requested school impact fees based on the 2017 Northshore Capital Facilities Plan are:

Single-family: \$10,573
Multifamily: \$0

These fees include a 50% reduction from the calculated amount. The 50% reduction is included in the King County and Snohomish County codes, but appears to be an arbitrary amount. Attachment 2 is a chart provided by MRSC comparing school impact fees in other school districts.

The City's current transportation impact fee for single-family residences is \$9,600.04. Current park impact fees for single-family residences are \$2,642. Transportation and park impact fees also are assessed for multifamily development. The School District has stated that they are reevaluating the impact fee charge for multifamily development. Timing for this review is with the 2018 Capital Facilities Plan (CFP) update that commences this spring. The draft CFP will be available in April/May, with School Board adoption in the summer of 2018.

New construction to be funded by the requested school impact fees is located at the northeast corner of the district in Snohomish County. The Maltby school site is, in fact, outside of the urban growth area. Although Kenmore children will not attend the new facilities, use of impact fees for this new construction would, presumably, free up capital funds for more local improvements. Too, it is possible that in the future the school impact fee fund could be used for new construction or installation of relocatable facilities in Kenmore.

While the City cannot charge a school impact fee greater than that resulting from the impact fee calculation, the City does have the ability to lower the fee. The three jurisdictions in the Northshore School District that have adopted school impact fees have taken different approaches. King County adopted the requested 2016 fee of \$10,563. The City of Bothell has adopted a \$7,000 fee. Snohomish County adopted \$7,000 in 2016, but has approved an increase to \$10,563 that will take effect on April 1, 2018. According to Snohomish County staff, the initial reduced amount was to avoid the quick rise in fees (\$0 to \$10,563) that concerned a number of stakeholders. The City of Woodinville has not yet adopted school impact fees. The City of Kirkland, while technically within the District's boundaries, has no undeveloped residential land that sits within the District's boundaries and no school impact fees are proposed.

2. **Should the City take on the administrative task of receiving the fees?** King County and Snohomish County receive school impact fees directly from building permit applicants and then transfer those fees to the School District. City of Bothell has the School District collect the fees.

The 1998 Interlocal Agreement between Kenmore and the District required the District to collect fees directly from building permit applicants, providing a certificate to be used by the City before issuing permits. Although collecting fees at a single location at City Hall is helpful for applicants, it adds an administrative burden to the City, including the need to transfer funds to the School District on a regular (likely monthly) basis and maintain accounting records. The Finance Director does not believe these responsibilities would have a significant workload impact. Attachment 4 is the draft interlocal agreement provided by the School District that has the City collect the fees.

3. **Are the exemptions identified by the School District in their draft ordinance appropriate?** Kenmore's park and transportation impact fee rules exempt the following related to residential permits:

- a. Alteration, expansion or replacement of an existing residential structure that does not add any dwelling units;
- b. Demolition or moving of a structure;
- c. Expansion or replacement of an existing single-family residential structure that maintains its single-family character;
- d. Pursuant to RCW 82.02.060, the City may provide exemptions for low-income housing and other development activities with broad public purposes. The impact fee amounts waived in excess of 80 percent for low-income housing pursuant to RCW 82.02.060(3) will be paid for through the City's other funding sources;
- e. Accessory dwelling units; provided, that impact fees would be assessed if at any time the accessory dwelling unit was converted to another land use or dwelling unit based on the fees in effect at the time of conversion.

The draft ordinance provided by the School District includes related exemptions from school impact fees for the following:

- a. Shelters or dwelling units for temporary placement, which provide housing to persons on a temporary basis for not more than four 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 twenty-four (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.
- d. Rebuilding of legally established dwelling unit(s) destroyed or damaged by fire, flood, explosion, act of God or other accident or catastrophe, or remodeling of existing legally established dwelling unit(s), provided that such rebuilding takes place within a period of one (1) year after destruction, and so long as no additional dwelling units are created.

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

The Kenmore exemptions allow any amount of residential remodeling or reconstruction as long as the single-family character of the residence is maintained (a. and c.). The exemption recommended by the School District also takes this approach, but appears to apply only in the event of damage or destruction. Kenmore's exemptions also address house moving, low-income housing and other development activities with broad public purposes (for example, the incentive zoning along NE 175th Street), and accessory dwelling units. Staff recommends that the City's existing incentives be retained and that the District incentives "a" through "c" and "e" be added to the school impact fee exemptions for the City. The exemption for low-income housing must be approved by the School District.

4. **When should school impact fees go into effect?** Development Services staff have been advising applicants at the preapplication stage of development about the potential for school impact fees for nearly a year. This notice is put in writing in the preapplication comments. Still, applicants have expressed concern about the fees and their potential to affect the feasibility of a project—particularly for older plats and short plats that were approved several years ago, but for which no building permits have been submitted. Options for the Council to consider if immediate implementation is not preferred include:

- Delayed implementation of the ordinance. The effective date of the ordinance could be moved into the future, allowing applicants to submit complete building permits and vest before the fees go into effect. The Municipal Code presently includes the following impact fee exemption: "Any permit application that has been submitted to the City before closing time on the business day before the effective date of an amendment to this chapter and subsequently determined to be a complete application, based on the information on file as of the effective date of this amendment."
- Gradual increase of the fees. This approach is similar to that taken by Snohomish County. The County started with a reduced fee and gradually is increasing it to the full \$10,563.
- Exemptions for previously approved zoning permits. Impact fees are assessed at the time of building permit issuance. This option would create an exemption for the construction of a single-family residence that is subject to an unexpired zoning permit approval (variance, reasonable use exception, shoreline permit, etc.). The exemption could be extended to also include those zoning permits for which a complete application has been filed prior to the effective date of the impact fee ordinance, as long as the zoning permit receives eventual approval. For legal reasons, the City Attorney recommends against an exemption for building permits on the basis of former plat or short plat approvals.

Any of these options would reduce the capital funds requested by the School District.

5. **Should townhomes be included in the definition of single-family for purposes of school impact fees?** Currently in the City's single-family zoning districts, townhomes are permitted on lots designed for townhouse units or approved through a conditional use permit. Townhomes are defined in the Zoning Code as multifamily development. If townhomes are

not assessed impact fees, a side effect could be that developers would choose to develop townhomes rather than single-family residences in the City's single-family zoning districts.

The Snohomish County Code defines townhomes as single-family dwelling units and the Northshore CFP includes townhomes in their fee chart for that reason. If the City Council does not wish to incentivize townhome development in the single-family zoning districts, school impact fee amendments to Title 20 could make townhomes "single-family dwelling units" for purposes of assessing school impact fees. Staff recommends no changes to definitions in the Zoning Code.

A Council public hearing will be set in May 2018.

Receive and File the December, 2017 Financial Report for the City of Kenmore - Joanne Gregory, Finance Director

Finance Director Gregory explained that the December 2017 monthly financial report is presented for Council review. This provides the opportunity for the City Council and the community to receive information on the City of Kenmore's biennium to date revenues and expenditures in comparison to the City's 2017-2018 adopted biennial budget. The budget was adopted on December 12, 2016 and amended July 24, 2017 and November 27, 2017.

MOTION: Councilmember Smith made a motion to receive and file the December, 2017 Financial Report for the City of Kenmore, Councilmember Marshall seconded the motion. The motion passed unanimously.

Authorize the City Manager to Proceed with either Design Alternatives 1 or 2 for the NE 181st Street (65th-67th) Sidewalk Project - Kent Vaughan, Senior Engineer

Senior Engineer Vaughan explained that on January 22, 2018, staff gave a brief report on the NE 181st Street (65th to 67th Ave NE) sidewalk project. Preliminary design work for this project had been completed and staff recommended a preferred design (Alternative 1) that would maximize on-street parallel parking and meet the intent of the City's Transportation Improvement Board (TIB) secured grant. This design required the removal of the existing trees along the north side of NE 181st Street between 65th Avenue NE and 67th Avenue NE and included street trees of a similar species (Cleveland Pear) as those recently installed in the NE 181st Street sidewalk projects between 68th Avenue NE and 73rd Avenue NE. At the meeting, several councilmembers expressed an interest in staff considering saving the large Sycamore tree (46" caliper). There was also discussion from Council if angled parking could be provided.

MOTION: Deputy Mayor Herbig made a motion to adopt Alternative 2 squeezing a couple more angled parking spots west of the tree, Councilmember Smith seconded the motion. The motion passed unanimously.

COUNCIL REPORTS

City Manager Karlinsey reminded the Council about the City's volunteer appreciation night.

Mayor Baker spoke about the Census for 2020. Council has been asked to endorse a letter that supports eliminating the question about citizenship. Council agreed to send this letter.

ADJOURNMENT

Mayor Baker adjourned the meeting at 10:04 p.m.

David Baker, Mayor

ATTEST:

Kelly M. Chelin, City Clerk

**City of Kenmore, Washington
City Council Special Meeting Minutes
April 2, 2018**

CALL MEETING TO ORDER — The Kenmore City Council special meeting was called to order by Mayor Baker at 5:30 p.m.

Councilmembers present:

Mayor David Baker
Deputy Mayor Nigel Herbig
Councilmember Joe Marshall
Councilmember Milton Curtis
Councilmember Debra Srebnik
Councilmember Stacey Denuski
Councilmember Brent Smith

RECESS TO EXECUTIVE SESSION

The meeting recessed to executive session at 5:30 p.m. pursuant to RCW 42.30.110(1)(i), to discuss Litigation or Potential Litigation for approximately 60 minutes.

RECONVENE TO REGULAR SESSION

The meeting reconvened to regular session at 6:30 p.m.

FLAG SALUTE

The Council led the flag salute.

PRESENTATION - PRIORITY BASED BUDGETING

Chris Fabian, from Priority Based Budgeting and Resource Exploration (ResourceX) and Joanne Gregory, Finance and Administration Director reviewed the materials and process with the Council.

ADJOURNMENT

Mayor Baker adjourned the meeting at 7:32 p.m.

David Baker, Mayor

ATTEST:

Kelly M. Chelin, City Clerk

**City of Kenmore, Washington
City Council Special Meeting Minutes
April 16, 2018**

6:30 p.m. to 7:30 p.m. POST LEGISLATIVE RECEPTION

Post 2018 Legislative Session Report with the 46th District Delegation: Senator David Frockt and State Representatives Gerry Pollet and Javier Valdez. (Co-hosted with the City of Lake Forest Park)

CALL MEETING TO ORDER — The Kenmore City Council special meeting was called to order by Mayor Baker at 7:30 p.m.

Councilmembers present:

Mayor David Baker
Deputy Mayor Nigel Herbig
Councilmember Joe Marshall
Councilmember Milton Curtis
Councilmember Debra Srebnik
Councilmember Stacey Denuski (Absent - excused)
Councilmember Brent Smith

FLAG SALUTE

The Council led the flag salute.

AGENDA APPROVAL

The agenda was approved as submitted.

CITIZEN COMMENTS

PRESENTATIONS

Introduction of Rebecca Range, Communications Specialist - Nancy Ousley, Assistant City Manager

Assistant City Manager Ousley introduced Rebecca Range to the Council.

Introduction and Presentation by John Wilson, King County Assessor

Assessor Wilson presented to the Council.

CONSENT AGENDA

MOTION: Deputy Mayor Herbig made a motion to approve the consent agenda, Mayor Baker seconded the motion. The motion passed unanimously.

The consent agenda included the following:

Total Check Numbers 39358 through 39473 in the amount of \$559,941.60.

Total Payroll/Taxes/Flexible Spending & Health Savings Account Electronic Deposits Dated: 3/16/18 in the amount of \$97,026.19.

City Council Meeting Minutes of February 26, 2018 and City Council Meeting Minutes of March 19, 2018

Authorize the City Manager to Execute Contract 18-C1828 with SMS Cleaning, Inc. for Janitorial Services at City Hall and the Hangar Building

BUSINESS AGENDA

Seattle SMS Limited Partnership, a Delaware limited partnership D/B/A Verizon Wireless Franchise Agreement Presentation - Jennifer Gordon, Public Works Operations Manager

There was a presentation by Verizon Wireless and first reading of an ordinance granting Seattle SMSA Limited Partnership d/b/a Verizon Wireless, a Delaware Limited Partnership, a non-exclusive communications franchise agreement for the right, privilege, and authority to make use of the public right-of-way for the purpose of constructing, operating, and maintaining a telecommunication system.

The second reading of this ordinance and action will be taken at the next meeting.

Report on the 2018 Legislative Session and Kenmore's Legislative Agenda - Nancy Ousley, Assistant City Manager and Shelly Helder and Briahna Murray from Gordon Thomas Honeywell Government Affairs

Shelly Helder and Briahna Murray gave a recap to the Council of the legislative session.

STAFF REPORTS

City Manager Karlinsey reported on the upcoming Council public hearing on the temporary use permit from Camp Unity.

COUNCIL REPORTS

Councilmember Curtis gave a report on the Eastside Transportation Partnership.

ADJOURNMENT

Mayor Baker adjourned the meeting at 8:56 p.m.

David Baker, Mayor

ATTEST:

Kelly M. Chelin, City Clerk



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: PW Trust Fund Loan Acceptance for the NE 190th St Culvert Replacement Project Proposed Council Action/Motion: Authorize the City Manager to accept a \$1.5 Million Public Works Trust Fund Loan for the NE 190th St Culvert Replacement Project.	For Council Meeting Agenda of: May 14, 2018 Departments: Public Works Prepared by: John Vicente, PE <table style="width: 100%;"> <tr> <td style="width: 70%;"></td> <td style="width: 30%; text-align: center;"><u>Initial & Date</u></td> </tr> <tr> <td>Approved by Department Head:</td> <td style="text-align: center;">@ 4/26/18</td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: center;">NA</td> </tr> <tr> <td>Approved by Finance Director: ✓</td> <td style="text-align: center;">n/a</td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: center;">[Signature]</td> </tr> </table> Exhibits/Attachments: Vicinity Map		<u>Initial & Date</u>	Approved by Department Head:	@ 4/26/18	Approved by City Attorney:	NA	Approved by Finance Director: ✓	n/a	Approved by City Manager:	[Signature]
	<u>Initial & Date</u>										
Approved by Department Head:	@ 4/26/18										
Approved by City Attorney:	NA										
Approved by Finance Director: ✓	n/a										
Approved by City Manager:	[Signature]										
<u>INFORMATION/BACKGROUND:</u> In 2016, the City applied for funding with the WA State Public Works Board under their Public Works Trust Fund program to design and construct the NE 190th St Culvert Replacement Project. The City was notified in February 2018 that City was awarded funds in the amount of \$1.5M to complete the project. Tributary 0056, a fish bearing stream, runs along the east side of 61st Ave NE. Over time, the stream has established flows behind the existing head walls and rockeries at NE 190th Street which have led to the pavement being undermined and the City having to perform multiple repairs to the adjacent sidewalk. The project proposes to replace the headwall of the stream culvert at NE 190th St, which is identified as the location that most of the stream flow may be entering the roadway subgrade. Work to the headwall requires that the existing asphalt lined culvert be replaced with a new fish-passable culvert. Additionally, the downstream banks at the culvert outlet will be repaired and stabilized where needed. The work at the culvert would extend and protect the lifespan of the existing 61st Ave NE roadway and public infrastructure. If approved, work on this project will start this summer and construction is anticipated during the summer of 2020.											
<u>RECOMMENDATION:</u> Staff seeks Council authorization to accept the \$1.5M Public Works Trust Fund Loan and authorize the City Manager to execute the appropriate agreements with the Public Works Board.											
<u>FISCAL CONSIDERATION:</u> The Public Works Trust Fund is a loan program offered to local governments to assist in addressing infrastructure needs through a dedicated local funding pool, existing as a revolving loan program, to be managed by a citizens' board comprised of local infrastructure representatives. The loan is offered at an interest rate of 1.66% with a 20 year payback period. The loan will cover approximately 92% of the project cost. The project is currently estimated to cost approximately \$1.6M. Remaining funds will come from the Surface Water Fund.											

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

Council Goal 8: To protect and enhance the water, air and forest environment.

Exhibit A - Vicinity Map



King County Assessor's Office, King County GIS Center, King County, King County Assessor's Office, King County GIS Center

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Date: 4/26/2018



King County
GIS CENTER

NE 190th St Culvert Replacement Project

Subject/Topic: Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan Update.	For Council Meeting Agenda of: May 14, 2018 Department: Public Works Prepared by: Richard Sawyer RS <u>Initial & Date</u> Approved by Department Head: @ 9/26/18 Approved by City Attorney: _____ Approved by Finance Director: ✓ n/a Approved by City Manager: [Signature] Exhibits/Attachments: NA
Proposed Council Action/Motion: Approve the 2017 update to the Lake Washington /Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan.	
Expenditure Required NA	Amount Budgeted NA Appropriation Required NA

With the renewal of the ILA in 2015, WRIA 8 ILA partners recommitted to coordinated Chinook recovery in WRIA 8, and the Salmon Recovery Council directed WRIA 8 staff to initiate a 10-year update to the WRIA 8 Plan. This update process commenced in late 2015 and early 2016. WRIA 8 staff worked with the Implementation and Technical committees, and other regional and local stakeholders to inform the Plan update. The WRIA 8

Salmon Recovery Council received regular briefings during the update process and approved the 10-year update to the WRIA 8 Plan in September, 2017.

The 2017 Plan is an addendum to the 2005 Plan, but is also intended to serve as a stand-alone document. As an addendum, the 2017 Plan continues themes and content discussed in the 2005 Plan, and incorporates new scientific information and lessons learned during the first 10 years of implementation.

Major updates to the conservation plan include:

- Revised and updated list of habitat acquisition and restoration projects, to improve project definitions, reduce duplication, and add new projects.
- New habitat goals for five key habitat elements to better evaluate and report progress towards achieving habitat restoration efforts.
- Twenty new and updated habitat recovery strategies.
- Revised and updated list of recommended land use actions and education and outreach actions.
- New monitoring and assessment plan that improves tracking and reporting on the Plan's implementation, and clearly defines adaptive management responses should the level of implementation fall below identified benchmarks.

Since 2000, WRIA 8 partners have worked together to improve conditions for threatened Chinook salmon, with the goal of bringing Chinook salmon back to sustainable, harvestable levels. After over ten years of implementation, great progress has been made on many short-term goals, but overall salmon population numbers are still far short of a level that would consistently support sustainable runs for tribal and recreational fishing year-to-year and fulfill treaty-guaranteed tribal fishing rights.

Similar to the original 2005 WRIA 8 Plan, the 2017 update to the Plan identifies priority actions for partners and other entities to take to improve habitat conditions to support recovery of Chinook salmon. The Plan update does not obligate partners to take action or change local regulations, but it is intended to serve as the City/County's plan for salmon habitat protection and restoration and should inform other planning processes and regulatory updates.

You can view the plan update on the WRIA 8 website, located at:
<http://www.govlink.org/watersheds/8/reports/chinook-plan-update.aspx>

FISCAL CONSIDERATION:

No fiscal changes to the existing ILA are being proposed by this plan update.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

City Council Goal No. 8: To protect and enhance the water, air and forest environment.



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic:

Squire's Landing Park Restoration Project
 RCO Grant 14-1333 Memorandum of Understanding

Proposed Council Action/Motion:

Authorize the City Manager to enter into a Memorandum of Understanding (MOU) between the City and Adopt-A-Stream Foundation and the Sno-King Watershed Council (Contract 18-C1870) for the Recreation and Conservation Office (RCO) Grant 14-1333 at Squire's Landing Park.

For Council Meeting Agenda of: May 14, 2018

Department: Community Development

Prepared by: Maureen Colaizzi, Parks Project Manager and Debbie Bent, Community Development Services Director

Initial & Date

Approved by Department Head: DS 4/30/18

Approved by City Attorney: RK 018 04/18

Approved by Finance Director: ✓ n/a

Approved by City Manager: RK

Exhibits/Attachments:

Attachment 1 RCO Grant 14-1333 Project Area

Attachment 2 RCO Grant 14-1333 Project Area Changes

Attachment 3 Draft Memorandum of Understanding #18-C1870 including Exhibits A, B, C.

INFORMATION/BACKGROUND: Attachment 3 is the Draft Memorandum of Understanding (Contract #18-C1870) between the City of Kenmore, Adopt-A-Stream Foundation and the Sno-King Watershed Council will outline roles and responsibilities of the entities entering the agreement to complete the RCO Grant 14-1333, resolve conflicting project interests and define who will implement and be responsible for long-term obligations of the RCO grant agreement.

RCO Grant Project 14-1333

In 2015, the City agreed to allow Sno-King Watershed Council to conduct a Recreation and Conservation Office Salmon Recovery Funding Board habitat restoration project (RCO Grant Project #14-1333) at Squire's Landing Park. The City signed a Landowner Agreement that gave permission to Sno-King to conduct the project. The landowner agreement also documents that after 2018 when the project is complete, the Landowner will take over the 10-year monitoring and maintenance responsibilities for the project. Sno-King Watershed Council teamed with the Adopt-A-Stream Foundation to implement the grant project on their behalf. Adopt-A-Stream entered into the grant agreement with RCO as the primary responsible party and Sno-King as the secondary responsible party. The goal of the grant project is to improve riparian habitat by removing invasive plants and planting natives on a 50-foot riparian buffer along each side of Swamp Creek from the mouth upstream for 700 feet and a 50-foot buffer along 320 feet of the right bank of the Sammamish River from the mouth of Swamp

Creek upstream. The project is anticipated to be complete at the end of 2018. See Attachment 1, a diagram of RCO Grant 14-1333 Project Area.

Other Squire's Landing City Projects:

In 2016, the Squire's Landing Waterfront and Natural Area Access Project Concept Plan was created. The Walkways and Waterways Bond Measure passed allowing the City to design the Squire's Landing Waterfront project. There are project elements that overlap the RCO Grant 14-1333 project area including the project boardwalk and viewing platforms. In addition, the Walkways and Waterways project will create environmental enhancements in Swamp Creek that will require relocating RCO project 14-1333 plants. In 2017, the Squire's Landing float was replaced and environmental enhancements were added. These plants were also planted within the RCO 14-1333 project area. Therefore, the areas of overlap need to be relocated. Mitigation planting for the recently permitted temporary float in the lagoon at Squires Landing is also proposed along the Sammamish River but will be located outside of the project area changes.

Resolution to Overlapping Projects:

In 2018, City staff and the Squire's Landing Waterfront project consultant team has worked with RCO, Adopt-A-Stream, Sno-King Watershed Council and WRIA 8 staff to resolve the conflicting project areas. A resolution was struck to relocate the overlapping project areas during the construction of the Squire's Landing Waterfront & Natural Area Access project anticipated to occur in 2023. See Attachment 2 for a diagram of the replacement areas.

RCO Grant 14-1333 Long Term Obligation Responsibilities:

After the completion of the RCO project 14-1333 by Adopt-A-Stream and Sno-King Watershed Council and the acceptance of the grant project by RCO, the City will take over the role of primary responsible party, the Project Sponsor. RCO will conduct a Sponsor Change by having the City sign the project agreement and taking Adopt-A-Stream and Sno-King off the grant agreement. This will resolve the other two parties from financial responsibility for the relocation of the grant project area in 2023 and the long-term obligations of monitoring and maintaining the project area for 10 years. This change will streamline report to RCO on the 10-year Stewardship Plan and reporting on annual monitoring and maintenance activities.

FISCAL CONSIDERATION: Long Term Obligation Requirements for RCO Grant 14-1333 is a 10-year Stewardship Plan and annually monitor, report on and conduct maintenance of the grant project area.

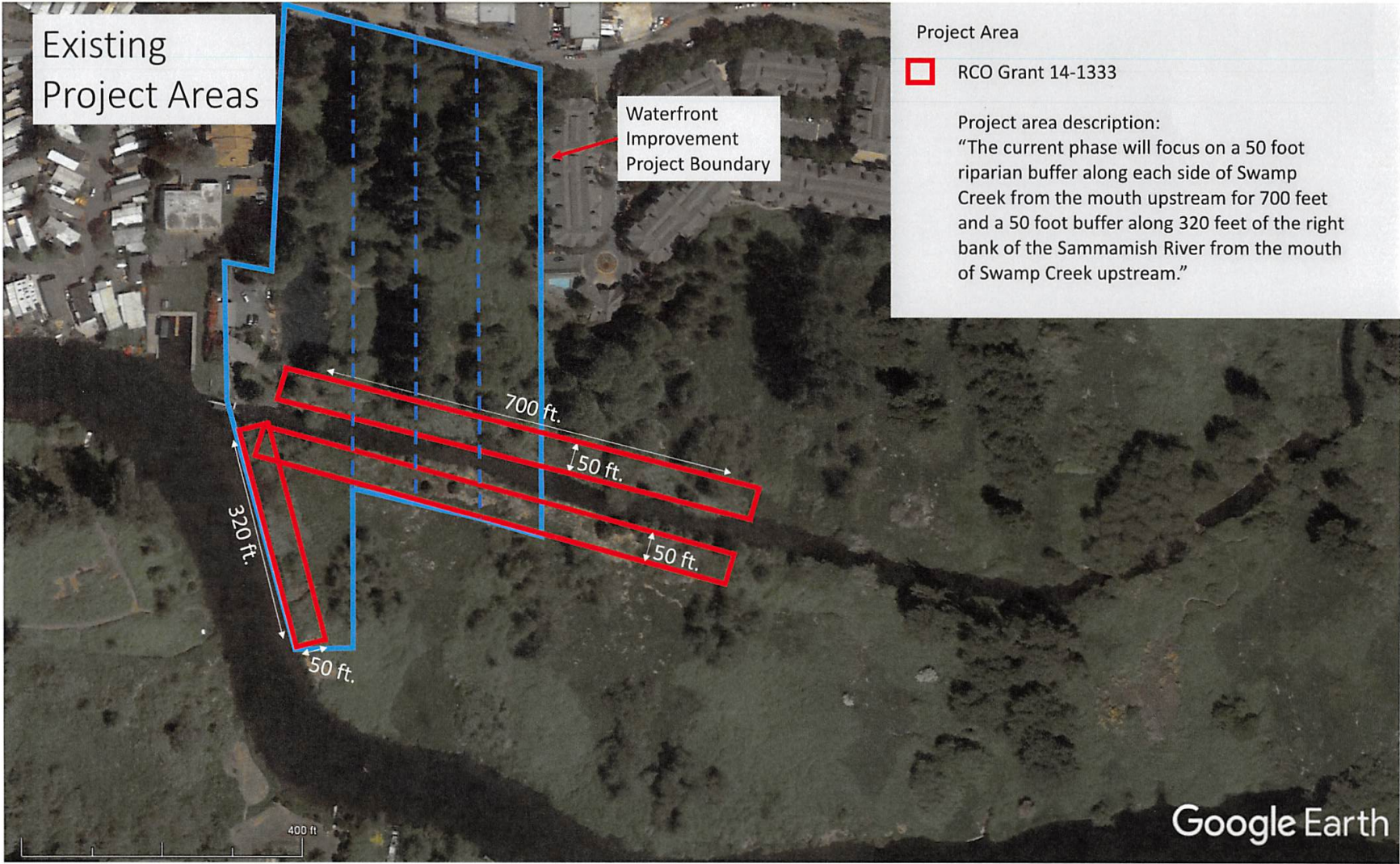
COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Goal 2: Implement the Walkways and Waterways Projects.

Goal 8. To protect and enhance the water, air and forest environment.

Goal 9. To build community and create fun.

Attachment 1: RCO Project 14-1333 Project Area

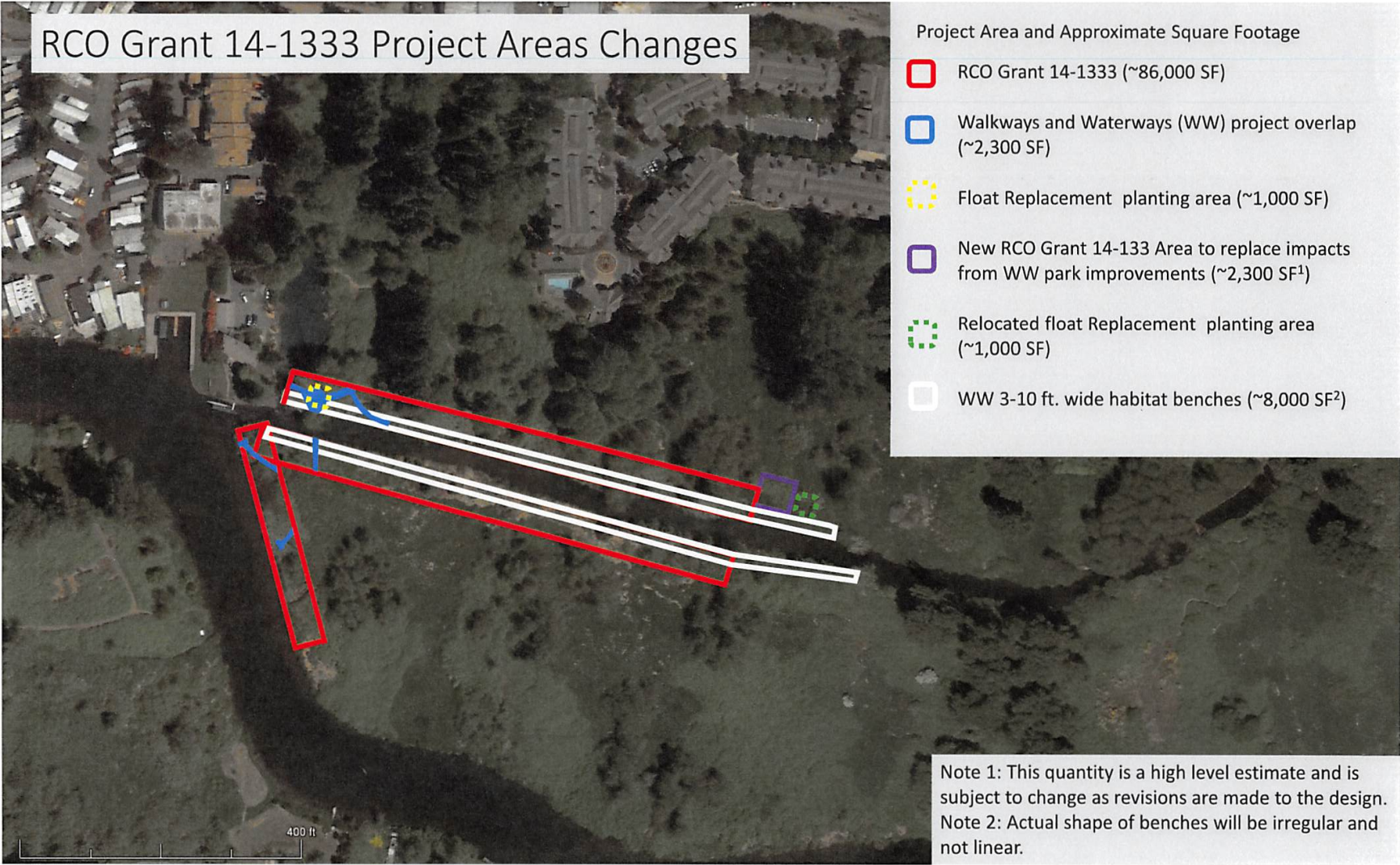


Project Area

RCO Grant 14-1333

Project area description:
"The current phase will focus on a 50 foot riparian buffer along each side of Swamp Creek from the mouth upstream for 700 feet and a 50 foot buffer along 320 feet of the right bank of the Sammamish River from the mouth of Swamp Creek upstream."

Attachment 2: RCO Project 14-1333 Project Area Changes



Attachment 3: Draft MOU Contract #18-C1870

**MEMORANDUM OF UNDERSTANDING #18-C1870
CITY OF KENMORE, SNO-KING WATERSHED COUNCIL AND ADOPT-A-STREAM
FOUNDATION
RECREATION AND CONSERVATION OFFICE PROJECT #14-1333
SQUIRE'S LANDING PARK RIPARIAN RESTORATION**

THIS MEMORANDUM OF UNDERSTANDING is made and entered into by and between the CITY OF KENMORE, a Washington municipal corporation (City), ADOPT-A-STREAM FOUNDATION, a Washington non-profit corporation (Adopt A Stream), and SNO-KING WATERSHED COUNCIL, a Washington non-profit corporation (Sno-King) ("Parties" or when singular "Party"), and shall be effective upon execution by all Parties.

RECITALS

A. On December 4, 2014, the Washington State Recreation and Conservation Office (RCO) approved the application of Adopt-A-Stream, as primary sponsor, and Sno-King, as secondary sponsor, which is known as "Project #14-1333, Squire's Landing Park Riparian Restoration" (Project).

B. On May 5, 2015, Adopt-A-Stream, RCO and the Salmon Recovery Funding Board (SRFB) entered into the "Salmon Project Agreement and amended that grant on June 8, 2017, Salmon Funding Accounts" for the Project (Project Agreement). A copy of the Project Agreement is at **Exhibit A**.

C. The Project Agreement Amendment 1 awarded a SRFB grant in the amount of \$70,000 and RCO PSAR of 7,095.78. The Project cost was estimated to cost \$90,702.78, of which \$70,000.00 (77.28%) was paid for by the SRFB grant and \$7,095.78 from RCO-PSAR (7.82%) and \$13,607.00 (15%) was paid for by an Adopt-A-Stream match with an A&E limit of \$20,926.41 (29.99%).

D. The Project Agreement included a "milestone report," which started the Project on December 4, 2014 and ended the Project on December 31, 2018. The Project Agreement provided that reimbursement for Project costs would begin on December 4, 2014 and end on December 31, 2018.

E. The Project Agreement described the Project as follows: "Sno-King is partnering with the City and Adopt-A-Stream to initiate restoration of riparian forest habitat at the confluence of the Sammamish River and Swamp Creek in Squire's Land Park. The long-term goal is to restore complex riparian and in-water edge habitat to provide enhanced function, support the habitat-forming processes necessary for rearing juvenile Chinook salmon, and resting for migrating adult Chinook salmon. Other salmonid species using the area, including Coho, will also benefit. Invasive vegetation will be removed and native trees and shrubs will be planted to initiate restoration of two acres of forested habitat. The current phase will focus on a 50-foot riparian buffer along each side of Swamp Creek from the mouth upstream for 700 feet and a 50-foot buffer along 320 feet of the right bank of the Sammamish River from the mouth of Swamp Creek upstream. Future funding will be sought to expand buffers from 50 to 200 feet, measured

Attachment 3: Draft MOU Contract #18-C1870

**MEMORANDUM OF UNDERSTANDING #18-C1870
CITY OF KENMORE, SNO-KING WATERSHED COUNCIL AND ADOPT-A-STREAM
FOUNDATION
RECREATION AND CONSERVATION OFFICE PROJECT #14-1333
SQUIRE'S LANDING PARK RIPARIAN RESTORATION**

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RECITALS

A. On December 4, 2014, the Washington State Recreation and Conservation Office (RCO) approved the application of Adopt-A-Stream, as primary sponsor, and Sno-King, as secondary sponsor, which is known as "Project #14-1333, Squire's Landing Park Riparian Restoration" (Project).

B. On May 5, 2015, Adopt-A-Stream, RCO and the Salmon Recovery Funding Board (SRFB) entered into the "Salmon Project Agreement, Salmon Funding Accounts" for the Project (Project Agreement). A copy of the Project Agreement is at **Exhibit A**.

C. The Project Agreement awarded a SRFB grant in the amount of \$70,000. The Project cost was estimated to cost \$82,353.00, of which \$70,000.00 (85%) was paid for by the SRFB grant and \$12,353.00 (15%) was paid for by an Adopt-A-Stream match.

D. The Project Agreement included a "milestone report," which started the Project on December 4, 2014 and ended the Project on December 31, 2018. The Project Agreement provided that reimbursement for Project costs would begin on December 4, 2014 and end on December 31, 2018.

E. The Project Agreement described the Project as follows: "Sno-King is partnering with the City and Adopt-A-Stream to initiate restoration of riparian forest habitat at the confluence of the Sammamish River and Swamp Creek in Squire's Land Park. The long-term goal is to restore complex riparian and in-water edge habitat to provide enhanced function, support the habitat-forming processes necessary for rearing juvenile Chinook salmon, and resting for migrating adult Chinook salmon. Other salmonid species using the area, including Coho, will also benefit. Invasive vegetation will be removed and native trees and shrubs will be planted to initiate restoration of two acres of forested habitat. The current phase will focus on a 50-foot riparian buffer along each side of Swamp Creek from the mouth upstream for 700 feet and a 50-foot buffer along 320 feet of the right bank of the Sammamish River from the mouth of Swamp Creek upstream. Future funding will be sought to expand buffers from 50 to 200 feet, measured from top of bank. Deliverables will include a planting plan, plant list, invasive removal and maintenance manual, and conceptual approach for potential future phases of riparian restoration. This project will capitalize on enhanced community interest in the park and revitalized interest

Attachment 3: Draft MOU Contract #18-C1870

by the City. It helps re-engage the City in the WRIA 8 salmon recovery process, and initiates action for a site and project that is on the WRIA 8 three-year Work Plan of priority salmon recovery actions.”

F. The Project Agreement required Adopt-A-Stream to maintain the site or facility for a minimum of ten (10) years after the final reimbursement payment.

G. The Project Agreement authorized the parties to amend the Project Agreement in writing.

H. Although Sno-King was the project sponsor under the Project Agreement, Adopt-A-Stream agreed to undertake the Project on Squire’s Landing Park, owned by the City.

I. On March 1, 2015, the City and Sno-King entered into a “Landowner Agreement.” A copy of the Landowner Agreement is at **Exhibit B**. The Landowner Agreement described Sno-King’s activities, which were consistent with the description of the Project in the Project Agreement, and also described the maintenance and monitoring responsibilities of both the City and Sno-King. Sno-King was responsible for maintenance and monitoring through December 31, 2018. The City was responsible for monitoring and maintenance through December 31, 2028.

J. Several elements of the Squire’s Landing Park Waterfront and Natural Open Space Access Project (Waterfront Project), which was approved by the voters as part of the Walkways and Waterways Improvements ballot proposition (bond measure) in November 2016, will adversely impact parts of the Project. The Parties desire to assign responsibility for addressing the impact of this overlap.

MEMORANDUM OF UNDERSTANDING

In furtherance of the foregoing and in consideration of the following terms and conditions, the Parties agree as follows:

1. Completion of Project. Adopt-A-Stream shall comply with the terms and conditions of the Project Agreement, which include completion of the Project and receipt of reimbursement for the costs of the Project on or before December 31, 2018, the termination date of the Project Agreement. After notice to the other Parties, Adopt-A-Stream may request RCO to extend the Project Agreement pursuant to the terms of the Project Agreement.

2. Substitution of Project Sponsor. As soon as possible following the effective date of this MOU, the Parties shall request the RCO to replace Adopt-A-Stream with the City as Project Sponsor, to be effective on the termination date of the Project Agreement (original or extended date). If the Project is completed by Adopt-A-Stream by the termination date of the Project Agreement and the RCO authorizes the City to replace Adopt-A-Stream as the Project Sponsor, the City will enter into a new grant agreement that substitutes the City for Adopt-A-Stream and requires the City to monitor and maintain the Project for a period of ten (10) years, in

Attachment 3: Draft MOU Contract #18-C1870

a form that is substantially and materially similar to the Project Agreement and the RCO's standard form grant agreement (Substitute Agreement).

3. City Responsibility--Release of Responsibility. Adopt-A-Stream and Sno-King shall be responsible for compliance with the Project Agreement and construction, installation, and monitoring of the Project, until termination of the Project Agreement. The City shall be responsible for compliance with the Project and the Substitute Agreement thereafter. The City shall complete a RCO Stewardship Plan for the Project, using the RCO Stewardship Plan Template as a guide.

4. Relocation and Adjustment of Impacted Project. Several elements of the Waterfront Project are anticipated to overlap and adversely impact parts of the Project. A preliminary design of these elements, and a preliminary description of the adversely impacted parts of the Project, and their adjustments and relocation, are shown on **Exhibit C**, attached hereto and incorporated herein. The City will adjust and relocate the adversely impacted parts of the Project at its own cost and expense, in connection with construction and installation of the Waterfront Project.

5. Term of MOU—Termination of MOU. This MOU shall be effective upon execution by all Parties, and shall remain in effect until execution by the City of the Substitute Agreement.

6. Amendment. This MOU may be modified by written instrument approved by the authorized representatives of the Parties.

7. Waiver. No waiver by any Party of any term or condition of this MOU shall be deemed or construed to be a waiver of any other term or condition, nor shall a waiver of any breach be deemed to constitute a waiver of any subsequent breach whether of the same or different provision of this Agreement. No waiver shall be effective unless made in writing.

8. No Third Party Rights. Nothing in this MOU shall be construed to create any rights in or duties to any third party, nor any liability to or standard of care with reference to any third party.

9. Entirety. This MOU is the complete expression of the terms hereto and any oral representations or understandings not incorporated are excluded. This MOU merges and supersedes all prior negotiations, representations and agreements between the Parties relating to the Projects and constitutes the entire agreement between the Parties.

10. Counterparts. This MOU may be signed in counterparts and, if so signed, shall be deemed one integrated document.

IN WITNESS WHEREOF, authorized representatives of the Parties hereto have signed their names in the spaces below:

Attachment 3: Draft MOU Contract #18-C1870

CITY OF KENMORE

SNO-KING WATERSHED
COUNCIL

Name: _____
Title: _____

Date: _____

Name: _____
Title: _____

Date: _____

ADOPT-A-STREAM FOUNDATION

Name: _____
Title: _____

Date: _____

MOU 18-C1870 Exhibit A: Project 14-1333 Project Agreement



Salmon Project Agreement

Salmon Funding Accounts

Project Sponsor: Adopt A Stream Foundation

Project Number: 14-1333R

Project Title: Squire's Landing Park Riparian Restoration

Approval Date: 12/4/2014

A. PARTIES OF THE AGREEMENT

This project grant Agreement (Agreement) is entered into between the State of Washington by and through the Salmon Recovery Funding Board (SRFB) and the Recreation and Conservation Office, P.O. Box 40917, Olympia, Washington 98504-0917 and Adopt A Stream Foundation (sponsor), 600-128th St SE, Everett, WA 98208 and shall be binding on the agents and all persons acting by or through the parties.

B. PURPOSE OF AGREEMENT

This Agreement sets out the terms and conditions by which a grant is made from the Salmon Funding Accounts of the State of Washington. The grant is administered by the Recreation and Conservation Office (RCO) to the sponsor for the project named above.

C. DESCRIPTION OF PROJECT

Sno-King Watershed Council is partnering with the City of Kenmore and Adopt-A-Stream Foundation to initiate restoration of riparian forest habitat at the confluence of the Sammamish River and Swamp Creek in Squire's Landing Park. The long term goal is to restore complex riparian and in-water edge habitat to provide enhanced function, support the habitat-forming processes necessary for rearing juvenile Chinook salmon, and resting for migrating adult Chinook salmon. Other salmonid species using the area, including Coho, will also benefit. Invasive vegetation will be removed and native trees and shrubs will be planted to initiate restoration of two acres of forested riparian habitat. The current phase will focus on a 50 foot riparian buffer along each side of Swamp Creek from the mouth upstream for 700 feet and a 50 foot buffer along 320 feet of the right bank of the Sammamish River from the mouth of Swamp Creek upstream. Future funding will be sought to expand buffers from 50 to 200 feet, measured from top of bank. Deliverables will include a planting plan, plant list, invasive removal and maintenance manual, and conceptual approach for potential future phases of riparian restoration. This project will capitalize on enhanced community interest in the park and revitalized interest by the City of Kenmore. It helps re-engage the City of Kenmore in the WRIA 8 salmon recovery process, and initiates action for a site and project that is on the WRIA 8 3-Year Work Plan of priority salmon recovery actions.

D. PERIOD OF PERFORMANCE

The project reimbursement period shall begin on December 4, 2014 and end on December 31, 2018. No expenditure made before or after this period is eligible for reimbursement unless incorporated by written amendment into this Agreement or specifically provided for by RCFB and/or SRFB policy or WAC.

Requests for time extensions are to be made at least 60 days before the Agreement end date. If the request is made after the Agreement end date, the time extension may be denied.

The sponsor has obligations beyond this period of performance as described in Section E.

E. ON-GOING OBLIGATION

The Project Sponsor's ongoing obligation for the above project under this Agreement is to provide maintenance of the site or facility to serve the purpose for which it was intended for a minimum of ten (10) years, or more as specified in the Landowner Agreement, after the final payment unless the site or facility is rendered unusable for the purpose it was intended by an act of nature.

F. PROJECT FUNDING

The total grant award provided by the funding board for this project shall not exceed \$70,000.00. The funding board shall not pay any amount beyond that approved for grant funding of the project and within the funding board's percentage as identified below. The sponsor shall be responsible for all total project costs that exceed this amount. The contribution by the sponsor toward work on this project at a minimum shall be as indicated below:

	Percentage	Dollar Amount
SRFB - Salmon Federal Projects	85.00%	\$70,000.00
Project Sponsor	15.00%	\$12,353.00
Total Project Cost	100.00%	\$82,353.00

G. RIGHTS AND OBLIGATIONS

All rights and obligations of the parties to this Agreement are subject to this Agreement and its attachments, as now existing or hereafter amended, including the sponsor's application, eligible scope activities, project milestones, and the Standard Terms and Conditions of the project Agreement, all of which are incorporated herein.

Except as provided herein, no amendment/deletions of any of the terms or conditions of this Agreement will be effective unless provided in writing. All such amendment/deletions must be signed by both parties except the RCO director may unilaterally make amendments to extend the period of performance. Period of performance extensions need only be signed by RCO's director or designee.

H. COMPLIANCE WITH APPLICABLE STATUTES, RULES, AND RCFB-SRFB POLICIES

This agreement is governed by, and the sponsor shall comply with, all applicable state and federal laws and regulations, including Chapter 77.85 RCW, Chapter 420 WAC, and published agency policies, which are incorporated herein by this reference as if fully set forth.

I. SPECIAL CONDITIONS

a) Cultural Resources: This project is subject to Governor's Executive Order 05-05 Archaeological and Cultural Resources (EO 05-05) as described in Section 9 of this project agreement. RCO initiated cultural resources consultation following EO 05-05 for all ground disturbing activities, and no cultural resources assessment was recommended by RCO. However, an IDP is required for the inadvertent discovery of historic era related activities. Completion of the consultation with Tribal governments is forthcoming, and a Notice to Proceed from RCO will be required before ground-disturbing activities can begin.

b) Design Deliverables The project will meet the standards for Design and Restoration Project Deliverables described in Manual 18 Appendix D-4 "Construction and "Design Build" Deliverables" and provide the following before starting construction:

A) Final Design Deliverables pertaining to the riparian restoration work, to be provided before construction: (See Appendix D-3 for additional details):

- a) Design Review Comments (if applicable);
- b) Final Design Report and Planting Plan incorporating comments (if any) provided by stakeholders, SRFB, and/or permit agencies regarding the preliminary design report and on-site review.
- c) Technical Specifications for installation (if applicable);
- d) Final Restoration Quantities and Costs (e.g., plants);
- e) Permits (if applicable);

C) Post Construction Deliverables (See Appendix D-4 for additional details):

- a) "As-built" Planting Plan and Plant List.

J. FEDERAL FUND INFORMATION

A portion or all of the funds for this project are provided through a federal funding source.

Funds provided from the US Dept of Commerce must be reported under CFDA #11.438 - PCSRF and Award Number NA14NMF4380287 for federal fiscal year 2014.

If the sponsor's total federal expenditures are \$750,000.00 or more during the sponsor's fiscal-year, the sponsor is required to have a federal single audit conducted for that year in compliance with Office of Management and Budget Circular A-133. A copy of the final audit report must be provided to RCO within nine months of the end of the sponsor's fiscal year, unless a longer period is agreed to in advance by the cognizant or oversight agency.

Failure to provide required A-133 audits will lead to a suspension of payments and may lead to a suspension of RCO Agreements.

K. PROJECT GRANT AGREEMENT REPRESENTATIVE

All written communications and notices under this Agreement will be addressed and sent to at least the mail address or the email address listed below if not both:

Project Contact

Name: Walter Rung
Title: Ecologist/Proj. Contact
Address: 600-128th St SE
Everett, WA 98208
Email: walter@streamkeeper.org

SRFB

Recreation and Conservation Office
Natural Resources Building
PO Box 40917
Olympia, Washington 98504-0917

These addresses shall be effective until receipt by one party from the other of a written notice of any change.

L. ENTIRE AGREEMENT

This Agreement, with all amendments and attachments, constitutes the entire Agreement of the parties. No other understandings, oral or otherwise, regarding this Agreement shall exist or bind any of the parties.

M. EFFECTIVE DATE

This Agreement, for project 14-1333R, shall be subject to the written approval of the RCO's authorized representative and shall not be effective and binding until executed by both the Sponsor and the RCO. Reimbursements for eligible and allowable costs incurred within the period of performance identified in Section D above are allowed only when this Agreement is fully executed and an original is received by RCO.

The sponsor/s has read, fully understands, and agrees to be bound by all terms and conditions as set forth in this Agreement. The signatories listed below represent and warrant their authority to bind the parties to this Agreement.

Adopt A Stream Foundation

By: Thomas B. Murdoch
 Name: (printed) Thomas B. Murdoch
 Title: Executive Director

Date: 4-30-15

State of Washington

On behalf of the Salmon Recovery Funding Board (SRFB)

By: Kaleen Cottingham for
 Kaleen Cottingham
 Director

Date: 5/7/15

Pre-approved as to form:

By: /s/
 Assistant Attorney General

Date: June 7, 2013

RECEIVED
 MAY - 5 2015
 WA STATE
 RECREATION AND CONSERVATION OFFICE

Standard Terms and Conditions of the Project Agreement

Table of Contents	Page
SECTION 1. CITATIONS, HEADINGS AND DEFINITIONS.....	6
SECTION 2. PERFORMANCE BY THE SPONSOR.....	7
SECTION 3. ASSIGNMENT.....	7
SECTION 4. RESPONSIBILITY FOR PROJECT.....	7
SECTION 5. INDEMNIFICATION.....	7
SECTION 6. INDEPENDENT CAPACITY OF THE SPONSOR.....	7
SECTION 7. CONFLICT OF INTEREST.....	8
SECTION 8. ACKNOWLEDGMENT AND SIGNS.....	8
SECTION 9. COMPLIANCE WITH APPLICABLE LAW.....	8
SECTION 10. HAZARDOUS SUBSTANCES.....	9
SECTION 11. RECORDS.....	9
SECTION 12. TREATMENT OF ASSETS.....	9
SECTION 13. RIGHT OF INSPECTION.....	10
SECTION 14. STEWARDSHIP AND MONITORING.....	10
SECTION 15. DEBARMENT CERTIFICATION.....	10
SECTION 16. PROJECT FUNDING.....	10
SECTION 17. PROJECT REIMBURSEMENTS.....	10
SECTION 18. ADVANCE PAYMENTS.....	11
SECTION 19. RECOVERY OF PAYMENTS.....	11
SECTION 20. COVENANT AGAINST CONTINGENT FEES.....	11
SECTION 21. PROVISIONS APPLYING TO DEVELOPMENT, RENOVATION AND RESTORATION PROJECTS.....	11
SECTION 22. PROVISIONS APPLYING TO ACQUISITION PROJECTS.....	12
SECTION 23. RESTRICTION ON CONVERSION OF REAL PROPERTY AND/OR FACILITIES TO OTHER USES.....	12
SECTION 24. CONSTRUCTION, OPERATION, USE AND MAINTENANCE OF ASSISTED PROJECTS.....	13
SECTION 25. INCOME AND INCOME USE.....	13
SECTION 26. PREFERENCES FOR RESIDENTS.....	13

SECTION 27.	PROVISIONS RELATED TO CORPORATE (INCLUDING NONPROFIT)	
	SPONSORS.....	13
SECTION 28.	LIABILITY INSURANCE REQUIRMENTS FOR FIREARMS	
	AND ARCHERY RANGE SPONSORS.....	14
SECTION 29.	REQUIREMENTS OF THE NATIONAL PARK SERVICE.....	14
SECTION 30.	FARMLAND PRESERVATION ACCOUNT.....	14
SECTION 31.	ORDER OF PRECEDENCE.....	14
SECTION 32.	AMENDMENTS.....	14
SECTION 33.	LIMITATION OF AUTHORITY.....	14
SECTION 34.	WAIVER OF DEFAULT.....	15
SECTION 35.	APPLICATION REPRESENTATIONS - MISREPRESENTATIONS	
	OR INACCURACY OR BREACH.....	15
SECTION 36.	SPECIFIC PERFORMANCE.....	15
SECTION 37.	TERMINATION.....	15
SECTION 38.	DISPUTE HEARING.....	15
SECTION 39.	ATTORNEYS' FEES.....	16
SECTION 40.	GOVERNING LAW/VENUE.....	16
SECTION 41.	SEVERABILITY.....	16



Standard Terms and Conditions of the Project Agreement

Project Sponsor: Adopt A Stream Foundation
Project Title: Squire's Landing Park Riparian Restoration

Project Number: 14-1333R
Approval Date: 12/4/2014

SECTION 1. CITATIONS, HEADINGS AND DEFINITIONS

A. Any citations referencing specific documents refer to the current version at the date of project Agreement and/or any revisions in the future.

B. Headings used in this Agreement are for reference purposes only and shall not be considered a substantive part of this Agreement.

C. Definitions. As used throughout this Agreement, the following terms shall have the meaning set forth below:

acquisition - The purchase of fee or less than fee interests in real property. These interests include, but are not limited to, conservation easements, access/trail easements, covenants, water rights, leases, and mineral rights.

Agreement - The accord accepted by all parties to the present transaction; this Agreement, any supplemental Agreements, any amendments to this Agreement and any intergovernmental Agreements.

applicant - Any agency or organization that meets the qualifying standards, including deadlines, for submission of an application soliciting a grant of funds from the funding Board.

application - The documents and other materials that an applicant submits to the RCO to support the applicant's request for grant funds; this includes materials required for the "Application" in the RCO's automated project information system, and other documents as noted on the application checklist including but not limited to legal opinions, maps, plans, evaluation presentations and scripts.

asset - Equipment purchased by the sponsor or acquired or transferred to the sponsor for the purpose of this Agreement. This definition is restricted to non-fixed assets, including but not limited to vehicles, computers or machinery.

cognizant or oversight agency - Federal agency responsible for ensuring compliance with federal audit requirements.

contractor - Shall mean one not in the employment of the sponsor who is performing all or part of the eligible activities for this project under a separate Agreement with the sponsor. The term "contractor" and "contractors" means contractor(s) in any tier.

development - The construction of or work resulting in new elements, including but not limited to structures, facilities, and/or materials to enhance outdoor recreation, salmon recovery or habitat conservation resources.

director - The chief executive officer of the Recreation and Conservation Office or that person's designee.

elements, items and worktypes - Components of the funded project as provided in the project description.

funding board - The board that authorized the funds in this Agreement, either the Recreation and Conservation Funding Board (RCFB) created under chapter 79A.25.110 RCW, or the Salmon Recovery Funding Board (SRFB) created under chapter 77.85.110 RCW.

grantee - The organizational entity or individual to which a grant (or cooperative agreement) is awarded and signatory to the Agreement which is responsible and accountable both for the use of the funds provided and for the performance of the grant-supported project or activities.

landowner agreement - A landowner agreement is required between a SRFB and/or RTP project sponsor and landowner for projects located on land not owned, or otherwise controlled, by the sponsor.

lower tier participant - refers to any sponsor receiving a federal grant through RCO. Lower tier participants also refer to any grantee, subgrantee, or contractor of any grantee or subgrantee from the original sponsor funded by RCO.

milestone - An important event with a defined deadline for an activity related to implementation of a funded project.

period of performance - The time period specified in the Agreement, under Section D, period of performance.

project - The undertaking that is the subject of this Agreement and that is, or may be, funded in whole or in part with funds administered by RCO on behalf of the funding board.

RCO - Recreation and Conservation Office - The state office that provides administrative support to the Recreation and Conservation Funding Board and Salmon Recovery Funding Board. RCO includes the director and staff, created by Chapters 79A.25.110 and 79A.25.150 RCW and charged with administering this Agreement by Chapters 77.85.110 and 79A.25.240 RCW.

reimbursement - Payment of eligible and allowable costs that have already been paid by the sponsor per the terms of the Agreement.

renovation - The activities intended to improve an existing site or structure in order to increase its service life or functions. This does not include maintenance activities.

restoration - Bringing a site back to its original function as part of a natural ecosystem or improving the ecological functionality of a site.

RTP - Recreational Trails Program - A federal grant program administered by RCO that allows for the development and maintenance of backcountry trails.

secondary sponsor - one of two or more eligible organizations that sponsors a grant-funded project. Of these two sponsors, only one - the primary sponsor - may be the fiscal agent.

sponsor - The eligible applicant who has been awarded a grant of funds and is bound by this executed Agreement; includes its officers, employees, agents and successors.

subgrantee - The government or other legal entity to which a subgrant is awarded and which is accountable to the grantee for the use of the funds provided.

SECTION 2. PERFORMANCE BY THE SPONSOR

The sponsor, and secondary sponsor where applicable, shall undertake the project as described in this Agreement, post evaluation summary, the sponsor's application, and in accordance with the sponsor's proposed goals and objectives described in the application or documents submitted with the application, all as finally approved by the funding board. All submitted documents are incorporated by this reference as if fully set forth herein. The Order of Precedence is covered in Section 31.

Timely completion of the project and submission of required documents, including progress and final reports, is important. Failure to meet critical milestones or complete the project, as set out in this Agreement, is a material breach of the Agreement.

SECTION 3. ASSIGNMENT

Neither this Agreement, nor any claim arising under this Agreement, shall be transferred or assigned by the sponsor without prior written consent of the Recreation and Conservation Office.

SECTION 4. RESPONSIBILITY FOR PROJECT

While the funding board undertakes to assist the sponsor with the project by providing a grant pursuant to this Agreement, the project itself remains the sole responsibility of the sponsor. The funding board undertakes no responsibilities to the sponsor, a secondary sponsor, or to any third party, other than as is expressly set out in this Agreement. The responsibility for the implementation of the project is solely that of the sponsor, as is the responsibility for any claim or suit of any nature by any third party related in any way to the project. When a project is sponsored by more than one entity, any and all sponsors are equally responsible for the project and all post-completion stewardship responsibilities.

SECTION 5. INDEMNIFICATION

The sponsor shall defend, indemnify, and hold the State and its officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the actual or alleged acts, errors, omissions or negligence of, or the breach of any obligation under this Agreement by, the sponsor or the sponsor's agents, employees, subcontractors or vendors, of any tier, or any other persons for whom the sponsor may be legally liable.

Provided that nothing herein shall require a sponsor to defend or indemnify the State against and hold harmless the State from claims, demands or suits based solely upon the negligence of, or breach of any obligation under this Agreement by the State, its agents, officers, employees, subcontractors or vendors, of any tier, or any other persons for whom the State may be legally liable.

Provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the sponsor or the sponsor's agents, employees, subcontractors or vendors, of any tier, or any other persons for whom the Sponsor is legally liable, and (b) the State its agents, officers, employees, subcontractors and or vendors, of any tier, or any other persons for whom the State may be legally liable, the indemnity obligation shall be valid and enforceable only to the extent of the sponsor's negligence or the negligence of the sponsor's agents, employees, subcontractors or vendors, of any tier, or any other persons for whom the sponsor may be legally liable.

This provision shall be included in any Agreement between sponsor and any subcontractor and vendor, of any tier.

The sponsor shall also defend, indemnify, and hold the State and its officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions by the sponsor or the sponsor's agents, employees, subcontractors or vendors, of any tier, or any other persons for whom the sponsor may be legally liable, in performance of the Work under this Agreement or arising out of any use in connection with the Agreement of methods, processes, designs, information or other items furnished or communicated to State, its agents, officers and employees pursuant to the Agreement; provided that this indemnity shall not apply to any alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions resulting from State's, its agents', officers' and employees' failure to comply with specific written instructions regarding use provided to State, its agents, officers and employees by the sponsor, its agents, employees, subcontractors or vendors, of any tier, or any other persons for whom the sponsor may be legally liable.

The sponsor specifically assumes potential liability for actions brought by the sponsor's own employees or its agents against the State and, solely for the purpose of this indemnification and defense, the sponsor specifically waives any immunity under the state industrial insurance law, Title 51 RCW.

The RCO is included within the term State, as are all other agencies, departments, boards, or other entities of state government.

SECTION 6. INDEPENDENT CAPACITY OF THE SPONSOR

The sponsor and its employees or agents performing under this Agreement are not officers, employees or agents of the funding board or RCO. The sponsor will not hold itself out as nor claim to be an officer, employee or agent of RCO, a funding board or of the state of Washington, nor will the sponsor make any claim of right, privilege or benefit which would accrue to an employee under Chapters 41.06 or 28B RCW.

The sponsor is responsible for withholding and/or paying employment taxes, insurance, or deductions of any kind required by federal,

state, and/or local laws.

SECTION 7. CONFLICT OF INTEREST

Notwithstanding any determination by the Executive Ethics Board or other tribunal, RCO may, in its sole discretion, by written notice to the sponsor terminate this Agreement if it is found after due notice and examination by RCO that there is a violation of the Ethics in Public Service Act, Chapter 42.52 RCW; or any similar statute involving the sponsor in the procurement of, or performance under, this Agreement.

In the event this Agreement is terminated as provided above, RCO shall be entitled to pursue the same remedies against the sponsor as it could pursue in the event of a breach of the Agreement by the sponsor. The rights and remedies of RCO provided for in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law.

SECTION 8. ACKNOWLEDGMENT AND SIGNS

- A. **Publications.** The sponsor shall include language which acknowledges the funding contribution of the applicable grant program to this project in any release or other publication developed or modified for, or referring to, the project during the project period and in the future.
- B. **Signs.** The sponsor also shall post signs or other appropriate media during the project period and in the future at project entrances and other locations on the project which acknowledge the applicable grant program's funding contribution, unless exempted in funding board policy or waived by the director.
- C. **Ceremonies.** The sponsor shall notify RCO no later than two weeks before a dedication ceremony for this project. The sponsor shall verbally acknowledge the applicable grant program's funding contribution at all dedication ceremonies.
- D. **Federally Funded Projects.** When issuing statements, press releases, requests for proposals, bid solicitations, and other documents describing a project funded in whole or in part with federal money provided for in this grant, sponsors shall clearly state:
 - 1. The percentage of the total costs of the project that is financed with federal money;
 - 2. The dollar amount of federal funds for the project; and
 - 3. The percentage and dollar amount of the total costs of the project that is financed by nongovernmental sources.

SECTION 9. COMPLIANCE WITH APPLICABLE LAW

The sponsor will implement the Agreement in accordance with applicable federal, state, and local laws, regulations and RCO and funding board policies regardless of whether the sponsor is a public or non-public organization.

The sponsor shall comply with, and RCO is not responsible for determining compliance with, any and all applicable federal, state, and local laws, regulations, and/or policies, including, but not limited to: State Environmental Policy Act; Industrial Insurance Coverage; Architectural Barriers Act; permits (shoreline, Hydraulics Project Approval, demolition); land use regulations (critical areas ordinances, Growth Management Act); federal and state safety and health regulations (Occupational Safety and Health Administration/Washington Industrial Safety and Health Act); and Buy American Act.

Endangered Species

For habitat restoration projects funded in part or whole with federal funds administered by the SFRB the sponsor shall not commence with clearing of riparian trees or in-water work unless either the sponsor has complied with 50 CFR 223.203 (b)(8), limit 8 or until an Endangered Species Act consultation is finalized in writing by the National Oceanic and Atmospheric Administration. Violation of this requirement may be grounds for terminating this project Agreement. This section shall not be the basis for any enforcement responsibility by RCO.

Nondiscrimination Laws

The sponsor shall comply with all applicable federal, state, and local nondiscrimination laws and/or policies, including but not limited to: the Americans with Disabilities Act; Civil Rights Act; and the Age Discrimination Act. In the event of the sponsor's noncompliance or refusal to comply with any nondiscrimination law or policy, the Agreement may be rescinded, cancelled, or terminated in whole or in part, and the sponsor may be declared ineligible for further grant awards from the funding board. The sponsor is responsible for any and all costs or liability arising from the sponsor's failure to so comply with applicable law.

Wages and Job Safety

The sponsor agrees to comply with all applicable laws, regulations, and policies of the United States and the State of Washington which affect wages and job safety. The sponsor agrees when state prevailing wage laws (RCW 39.12) are applicable, to comply with such laws, to pay the prevailing rate of wage to all workers, laborers, or mechanics employed in the performance of any part of this contract, and to file a statement of intent to pay prevailing wage with the Washington State Department of Labor and Industries as required by RCW 39.12.040. The sponsor also agrees to comply with the provisions of the Davis-Bacon Act, and other federal laws, and the rules and regulations of the Washington State Department of Labor and Industries.

Archaeological and Cultural Resources

The RCO reviews all applicable projects for potential impacts to archaeological sites and state cultural resources. The sponsor must comply with Executive Order 05-05 or the National Historic Preservation Act before initiating ground disturbing activity. The funding board requires documented compliance with Executive Order 05-05 or Section 106 of the National Historic Preservation Act, whichever is applicable to the project. If a federal agency declines to consult, the sponsor shall comply with the requirements of

Executive Order 05-05. In the event that archaeological or historic materials are discovered during project activities, work in the location of discovery and immediate vicinity must stop instantly, the area must be secured, and notification must be provided to the following: concerned Tribes' cultural staff and cultural committees, RCO, and the State Department of Archaeology and Historic Preservation. If human remains are discovered during project activity, work in the location of discovery and immediate vicinity must stop instantly, the area must be secured, and notification provided to the concerned Tribe's cultural staff and cultural committee, RCO, State Department of Archaeology, the coroner and local law enforcement in the most expeditious manner possible according to RCW 68.50

Restrictions on Grant Use

No part of any funds provided under this grant shall be used, other than for normal and recognized executive-legislative relationships, for publicity or propaganda purposes, or for the preparation, distribution, or use of any kit, pamphlet, booklet, publication, radio, television, or video presentation designed to support or defeat legislation pending before the U.S. Congress or any state legislature.

No part of any funds provided under this grant shall be used to pay the salary or expenses of any sponsor, or agent acting for such sponsor, related to any activity designed to influence legislation or appropriations pending before the U.S. Congress or any state legislature.

SECTION 10. HAZARDOUS SUBSTANCES

- A. **Certification.** The sponsor shall inspect, investigate, and conduct an environmental audit of the proposed acquisition site for the presence of hazardous substances, as defined in Chapter 70.105D.020 (10) RCW, and certify:
 - 1. No hazardous substances were found on the site, or
 - 2. Any hazardous substances found have been treated and/or disposed of in compliance with applicable state and federal laws, and the site deemed "clean."
- B. **Responsibility.** Nothing in this provision alters the sponsor's duties and liabilities regarding hazardous substances as set forth in Chapter 70.105D RCW.
- C. **Hold Harmless.** The sponsor will defend, protect and hold harmless RCO and any and all of its employees and/or agents, from and against any and all liability, cost (including but not limited to all costs of defense and attorneys' fees) and any and all loss of any nature from any and all claims or suits resulting from the presence of, or the release or threatened release of, hazardous substances on the property the sponsor is acquiring.

SECTION 11. RECORDS

- A. **Maintenance.** The sponsor shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. Sponsor shall retain such records for a period of six years from the date RCO deems the project complete, as defined in Section 17(C) below. If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.
- B. **Access to records and data.** At no additional cost, the records relating to the Agreement, including materials generated under the Agreement, shall be subject at all reasonable times to inspection, review or audit by RCO, personnel duly authorized by RCO, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or Agreement. This includes access to all information that supports the costs submitted for payment under the grant and all findings, conclusions, and recommendations of the sponsor's reports, including computer models and methodology for those models.
- C. **Public Records.** Sponsor acknowledges that the funding board is subject to chapter 42.56 RCW and that this Agreement and any records sponsor submits or has submitted to the State shall be a public record as defined in chapter 42.56 RCW. Additionally, in compliance with RCW 77.85.130(8), sponsor agrees to disclose any information in regards to expenditure of any funding received from the SRFB. By submitting any record to the state sponsor understands that the State may be requested to disclose or copy that record under the state public records law, currently codified at RCW 42.56. The sponsor warrants that it possesses such legal rights as are necessary to permit the State to disclose and copy such document to respond to a request under state public records laws. The Sponsor hereby agrees to release the State from any claims arising out of allowing such review or copying pursuant to a public records act request, and to indemnify against any claims arising from allowing such review or copying and pay the reasonable cost of state's defense of such claims.

SECTION 12. TREATMENT OF ASSETS

- A. **Assets shall remain in the possession of the sponsor for the duration of the project or applicable grant program.** When the sponsor discontinues use of the asset(s) for the purpose for which it was funded, RCO will require the sponsor to deliver the asset(s) to RCO, dispose of the asset according to RCO policies, or return the fair market value of the asset(s) to RCO. Assets shall be used only for the purpose of this Agreement, unless otherwise provided herein or approved by RCO in writing.
- B. **The sponsor shall be responsible for any loss or damage to assets which results from the negligence of the sponsor or which results from the failure on the part of the sponsor to maintain and administer that asset in accordance with sound management practices.**

SECTION 13. RIGHT OF INSPECTION

The sponsor shall provide right of access to the project to RCO, or any of its officers, or to any other authorized agent or official of the state of Washington or the federal government, at all reasonable times, in order to monitor and evaluate performance, compliance, and/or quality assurance under this Agreement.

If a landowner agreement or other form of control and tenure has been executed, it will further stipulate and define the funding board and RCO's right to inspect and access lands acquired or developed with funding board assistance.

SECTION 14. STEWARDSHIP AND MONITORING

Sponsor agrees to perform monitoring and stewardship functions as stated in policy documents approved by the funding boards or RCO. Sponsor further agrees to utilize, where applicable and financially feasible, any monitoring protocols recommended by the funding board.

SECTION 15. DEBARMENT CERTIFICATION**A. For Federally Funded Projects**

By signing the Agreement with RCO, the sponsor certifies that neither it nor its principals nor any other lower tier participant are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal department or agency. Further, the sponsor agrees not to enter into any arrangements or contracts related to this Agreement with any party that is on the Office of Inspector General Suspension and Debarment List at <http://www.gsaig.gov/index.cfm?LinkServID=C4C89080-D2BE-D29A-96355D44A13E4356>.

The sponsor (prospective lower tier participant) shall provide immediate written notice to RCO if at any time the prospective lower tier participant learns that the above certification was not correct when submitted or has become erroneous by reason of changed circumstances.

B. For State Funded Projects

By signing the Agreement with RCO, the sponsor certifies that neither it nor its principals nor any other lower tier participant are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by Washington State Labor and Industries. Further, the sponsor agrees not to enter into any arrangements or contracts related to this Agreement with any party that is on the "Contractors not Allowed to Bid on Public Works Projects" list at <http://www.lni.wa.gov/TradesLicensing/PrevWage/AwardingAgencies/DebarredContractors/>

SECTION 16. PROJECT FUNDING

- A. Additional Amounts.** The funding board shall not be obligated to pay any amount beyond the dollar amount as identified in this Agreement, unless an additional amount has been approved in advance by the funding board or director and incorporated by written amendment into this Agreement.
- B. Before the Agreement.** No expenditure made, or obligation incurred, by the sponsor before the project start date shall be eligible for grant funds, in whole or in part, unless specifically provided for by funding board policy, such as a waiver of retroactivity or program specific eligible pre-Agreement costs. For reimbursements of such costs, this Agreement must be fully executed and an original received by RCO. The dollar amounts identified in this Agreement may be reduced as necessary to exclude any such expenditure from reimbursement.
- C. After the period of performance.** No expenditure made, or obligation incurred, following the period of performance shall be eligible, in whole or in part, for grant funds hereunder. In addition to any remedy the funding board may have under this Agreement, the grant amounts identified in this Agreement shall be reduced to exclude any such expenditure from participation.
- D. Disclosure notice.** Projects funded with state Salmon Recovery Funding Board and Puget Sound Acquisition and Restoration money may be used by RCO, the Puget Sound Partnership or Northwest Indian Fisheries Commission as match to one of the following federal assistance agreements: 1) United States Department of Commerce Catalog of Federal Domestic Assistance Number 11.438, or 2) United State Environmental Protection Agency Catalog of Federal Domestic Assistance Numbers 66.123 and 66.456.

SECTION 17. PROJECT REIMBURSEMENTS

- A. This contract is administered on a reimbursement basis.** The sponsors may only request reimbursement after eligible and allowable costs have already been paid by the sponsor and remitted to their vendors. RCO will then reimburse the sponsor for those costs based upon RCO's percentage as defined in Section F of the Project Agreement of the amount billed to RCO. RCO does not reimburse for donations which the sponsor may use as part of its percentage. All reimbursement requests must include proper documentation of expenditures as required by RCO.
- B. Compliance and Payment.** The obligation of RCO to pay any amount(s) under this Agreement is expressly conditioned on strict compliance with the terms of this Agreement by the sponsor.
- C. Compliance and Retainage.** RCO reserves the right to withhold disbursement of up to the final ten percent (10%) of the total amount of the grant to the sponsor until the project has been completed. A project is considered "complete" when:
 - 1. All approved or required activities outlined in the Agreement are done;
 - 2. On-site signs are in place (if applicable);

3. A final project report is submitted to and accepted by RCO;
 4. Any other required documents are complete and submitted to RCO;
 5. A final reimbursement request is submitted to RCO;
 6. The completed project has been accepted by RCO;
 7. Final amendments have been processed; and
 8. Fiscal transactions are complete.
 9. RCO has accepted a final boundary map, if required for the project, for which the Agreement terms will apply in the future.
- D. **Reimbursement Request Frequency.** Sponsors are encouraged to send RCO a reimbursement request at least quarterly. Sponsors are required to submit a reimbursement request to RCO, at a minimum for each project at least once a year for reimbursable activities occurring between July 1 and June 30. Sponsors must refer to the most recently published/adopted RCO policies and procedures regarding reimbursement requirements.

SECTION 18. ADVANCE PAYMENTS

Advance payments of or in anticipation of goods or services to be provided under this Agreement are limited to grants approved by the SRFB and must comply with SRFB policy. See WAC 420-12-060 (5).

SECTION 19. RECOVERY OF PAYMENTS

In the event that the sponsor fails to expend funds under this Agreement in accordance with state and federal laws, and/or the provisions of the Agreement, or meet its percentage of the project total, RCO reserves the right to recover grant award funds in the amount equivalent to the extent of noncompliance in addition to any other remedies available at law or in equity.

The sponsor shall reimburse RCO for any overpayment or erroneous payments made under the Agreement. Repayment by the sponsor of such funds under this recovery provision shall occur within 30 days of demand by RCO. Interest shall accrue at the rate of twelve percent (12%) per annum from the time that payment becomes due and owing.

SECTION 20. COVENANT AGAINST CONTINGENT FEES

The sponsor warrants that no person or selling agent has been employed or retained to solicit or secure this Agreement on an Agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees or bona fide established agents maintained by the sponsor for the purpose of securing business. RCO shall have the right, in the event of breach of this clause by the sponsor, to terminate this Agreement without liability or, in its discretion, to deduct from the Agreement grant amount or consideration or recover by other means the full amount of such commission, percentage, brokerage or contingent fee.

SECTION 21. PROVISIONS APPLYING TO DEVELOPMENT, RENOVATION AND RESTORATION PROJECTS

The following provisions shall be in force only if the project described in this Agreement is for development, renovation and restoration of land or facilities for outdoor recreation, habitat conservation, or salmon recovery:

- A. **Document Review and Approval.** The sponsor agrees to submit one copy of all development, renovation, restoration or construction plans and specifications to RCO for review prior to implementation. Review and approval by RCO will be for compliance with the terms of this Agreement.
- B. **Contracts for Development, Renovation, or Restoration.** Sponsors must have a procurement process that follows applicable state and/or required federal procurement principles. If no such process exists the sponsor must follow these minimum procedures: (1) publish a notice to the public requesting bids/proposals for the project (2) specify in the notice the date for submittal of bids/proposals (3) specify in the notice the general procedure and criteria for selection; and (4) comply with the same legal standards regarding unlawful discrimination based upon race, ethnicity, sex, or sex-orientation that are applicable to state agencies in selecting a bidder or proposer. This procedure creates no rights for the benefit of third parties, including any proposers, and may not be enforced or subject to review of any kind or manner by any other entity other than the RCO. Sponsors may be required to certify to the RCO that they have followed any applicable state and/or federal procedures or the above minimum procedure where state or federal procedures do not apply.
- C. **Contract Change Order.** Only change orders that impact the amount of funding or changes to the scope of the project as described to and approved by the funding board or RCO must receive prior written approval.
- D. **Control and Tenure.** The sponsor must provide documentation that shows appropriate tenure (landowner agreement, long term lease, easement, or fee simple ownership) for the land proposed for development, renovation or restoration. The documentation must meet current RCO requirements.
- E. **Nondiscrimination.** Except where a nondiscrimination clause required by a federal funding agency is used, the sponsor shall insert the following nondiscrimination clause in each contract for construction of this project:

"During the performance of this contract, the contractor agrees to comply with all federal and state nondiscrimination laws, regulations and policies."
- F. **Use of Best Management Practices.** Project sponsors are encouraged to use best management practices developed as part of the Washington State Aquatic Habitat Guidelines (AHG) Program. The best management practices are described in three documents: "Stream Habitat Restoration Guidelines: Final Draft", 2004; "Design of Road Culverts for Fish Passage", 2003; and "Integrated Streambank Protection Guidelines", 2002. These documents and other information can be found on the AHG website.

SECTION 22. PROVISIONS APPLYING TO ACQUISITION PROJECTS

The following provisions shall be in force only if the project described in this Agreement is for the acquisition of interest in real property (including easements) for outdoor recreation, habitat conservation, salmon recovery purposes, or farmland preservation:

- A. **Evidence of Land Value.** Before disbursement of funds by RCO as provided under this Agreement, the sponsor agrees to supply documentation acceptable to RCO that the cost of the property rights acquired has been established according to funding board policy.
- B. **Evidence of Title.** The sponsor agrees to provide documentation that shows the type of ownership interest for the property that has been acquired. This shall be done before any payment of financial assistance.
- C. **Legal Description of Real Property Rights Acquired.** The legal description of the real property rights purchased with funding assistance provided through this project Agreement (and protected by a recorded conveyance of rights to the State of Washington) shall be incorporated into the Agreement before final payment.
- D. **Conveyance of Rights to the State of Washington.** Document securing long-term rights for the State of Washington. When real property rights (both fee simple and lesser interests) are acquired, the sponsor agrees to execute an appropriate document conveying certain rights and responsibilities to RCO, on behalf of the State of Washington. These documents include a Deed of Right, Assignment of Rights, Easements and/or Leases. The sponsor agrees to use document language provided by RCO, to record the executed document in the County where the real property lies, and to provide a copy of the recorded document to RCO. The document required will vary depending on the project type, the real property rights being acquired and whether or not those rights are being acquired in perpetuity.
 - 1. **Deed of Right.** The Deed of Right conveys to the people of the state of Washington the right to preserve, protect, and/or use the property for public purposes consistent with the fund source. Sponsors shall use this document when acquiring real property rights that include the underlying land. This document may also be applicable for those easements where the sponsor has acquired a perpetual easement for public purposes.
 - 2. **Assignment of Rights.** The Assignment of Rights document transfers certain rights such as access and enforcement to RCO. Sponsors shall use this document when an easement or lease is being acquired for habitat conservation or salmon recovery purposes. The Assignment of Rights requires the signature of the underlying landowner and must be incorporated by reference in the easement document.
 - 3. **Easements and Leases.** The sponsor may incorporate required language from the Deed of Right or Assignment of Rights directly into the easement or lease document, thereby eliminating the requirement for a separate document. Language will depend on the situation; sponsor must obtain RCO approval on the draft language prior to executing the easement or lease.
- E. **Real Property Acquisition and Relocation Assistance**
 - 1. When federal funds are part of this Agreement, the Sponsor agrees to comply with the terms and conditions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 84 Stat. 1894 (1970)—Public Law 91-646, as amended by the Surface Transportation and Uniform Relocation Assistance Act, PL 100-17-1987, and applicable regulations and procedures of the federal agency implementing that Act.
 - 2. When state funds are part of this Agreement, the sponsor agrees to comply with the terms and conditions of the Uniform Relocation Assistance and Real Property Acquisition Policy of the State of Washington, Chapter 8.26 RCW, and Chapter 468-100 WAC.
 - 3. **Housing and Relocation.** In the event that housing and relocation costs, as required by federal law set out in subsection (1) above and/or state law set out in subsection (2) above, are involved in the execution of this project, the sponsor agrees to provide any housing and relocation assistance required.
- F. **Buildings and Structures.** In general, grant funds are to be used for outdoor recreation, habitat conservation, or salmon recovery. Sponsors agree to remove or demolish ineligible structures. Sponsors must consult RCO regarding compliance with section 9 - Archaeological and Cultural Resources before structures are removed or demolished.

SECTION 23. RESTRICTION ON CONVERSION OF REAL PROPERTY AND/OR FACILITIES TO OTHER USES

The sponsor shall not at any time convert any real property or facility acquired, developed, renovated, and/or restored pursuant to this Agreement to uses other than those purposes for which funds were approved without prior approval of the funding board in compliance with applicable statutes, rules, and funding board policies. It is the intent of the funding board's conversion policy, current or as amended in the future, that all real property or facilities acquired, developed, renovated, and/or restored with funding assistance remain in the public domain in perpetuity unless otherwise identified in the Agreement or as approved by the funding board. Determination of whether a conversion has occurred shall be based upon applicable law and RCFB/SRFB policies.

For acquisition projects that are term limited, such as one involving a lease or a term-limited restoration, renovation, or development project or easement, this restriction on conversion shall apply only for the length of the term, unless otherwise provided in written documents or required by applicable state or federal law. In such case, the restriction applies to such projects for the length of the term specified by the lease, easement, deed, or landowner agreement.

When a conversion has been determined to have occurred, the sponsor is required to remedy the conversion per established funding board policies.

SECTION 24. CONSTRUCTION, OPERATION, USE AND MAINTENANCE OF ASSISTED PROJECTS

For acquisition, development, renovation and restoration projects, sponsors must ensure that properties or facilities assisted with funding board funds, including undeveloped sites, are built, operated, used, and maintained:

- A. According to applicable federal, state, and local laws and regulations, including public health standards and building codes.
- B. In a reasonably safe condition for the project's intended use.
- C. Throughout its estimated life so as to prevent undue deterioration.
- D. In compliance with all federal and state nondiscrimination laws, regulations and policies.

For acquisition, development, renovation and restoration projects, facilities open and accessible to the general public must:

- E. Be constructed and maintained to meet or exceed the minimum requirements of the most current local or state codes, Uniform Federal Accessibility Standards, guidelines, or rules, including but not limited to: the International Building Code, the Americans with Disabilities Act, and the Architectural Barriers Act, as updated.
- F. Appear attractive and inviting to the public except for brief installation, construction, or maintenance periods.
- G. Be available for use by the general public without reservation at reasonable hours and times of the year, according to the type of area or facility.

SECTION 25. INCOME AND INCOME USE**A. Income.**

- 1. Compatible source. The source of any income generated in a funded project or project area must be compatible with the funding source and the Agreement.
- 2. Fees. User and/or other fees may be charged in connection with land acquired or facilities developed with funding board grants if the fees are consistent with the:
 - (a) Value of any service(s) furnished;
 - (b) Value of any opportunities furnished; and
 - (c) Prevailing range of public fees in the state for the activity involved.
 Excepted are Firearms and Archery Range Recreation Program safety classes (firearm and/or hunter) for which a facility/range fee must not be charged (Chapter 79A.25.210 RCW).
- B. Income use. Regardless of whether income or fees in a project work site (including entrance, utility corridor permit, cattle grazing, timber harvesting, farming, etc.) are gained during or after the reimbursement period cited in the Agreement, unless precluded by state or federal law, the revenue may only be used to offset:
 - 1. The sponsor's matching funds;
 - 2. The project's total cost;
 - 3. The expense of operation, maintenance, stewardship, monitoring, and/or repair of the facility or program assisted by the funding board grant;
 - 4. The expense of operation, maintenance, stewardship, monitoring, and/or repair of other similar units in the sponsor's system; and/or
 - 5. Capital expenses for similar acquisition and/or development.

SECTION 26. PREFERENCES FOR RESIDENTS

Sponsors shall not express a preference for users of grant assisted projects on the basis of residence (including preferential reservation, membership, and/or permit systems) except that reasonable differences in admission and other fees may be maintained on the basis of residence. Even so, the funding board discourages the imposition of differential fees. Fees for nonresidents must not exceed twice the fee imposed on residents. Where there is no fee for residents but a fee is charged to nonresidents, the nonresident fee shall not exceed the amount that would be imposed on residents at comparable state or local public facilities.

SECTION 27. PROVISIONS RELATED TO CORPORATE (INCLUDING NONPROFIT) SPONSORS

A corporate sponsor, including any nonprofit sponsor, shall:

- A. Maintain corporate status with the state, including registering with the Washington Secretary of State's office, throughout the sponsor's obligation to the project as identified in the Agreement.
- B. Notify RCO prior to corporate dissolution. Within 30 days of dissolution the sponsor shall name a qualified successor that will agree in writing to assume any on-going project responsibilities. A qualified successor is any party eligible to apply for funds in the subject grant program and capable of complying with the terms and conditions of this Agreement. RCO will process an amendment transferring the sponsor's obligation to the qualified successor if requirements are met.
- C. Sites or facilities open to the public may not require exclusive use, (e.g., members only).

SECTION 28. LIABILITY INSURANCE REQUIREMENTS FOR FIREARMS AND ARCHERY RANGE SPONSORS

- A. The sponsor of a firearms or archery range recreation project shall procure an endorsement, or other addition, to liability insurance it may currently carry, or shall procure a new policy of liability insurance, in a total coverage amount the sponsor deems adequate to ensure it will have resources to pay successful claims of persons who may be killed or injured, or suffer damage to property, while present at the range facility to which this grant is related, or by reason of being in the vicinity of that facility; provided that the coverage shall be at least one million dollars (\$1,000,000) for the death of, or injury to, each person.
- B. The liability insurance policy, including any endorsement or addition, shall name Washington State, the funding board, and RCO as additional insured and shall be in a form approved by the funding board or director.
- C. The policy, endorsement or other addition, or a similar liability insurance policy meeting the requirements of this section, shall be kept in force throughout the sponsor's obligation to the project as identified in this Agreement.
- D. The policy, as modified by any endorsement or other addition, shall provide that the issuing company shall give written notice to RCO not less than thirty (30) calendar days in advance of any cancellation of the policy by the insurer, and within ten (10) calendar days following any termination of the policy by the sponsor.
- E. The requirement of Subsection A through D above shall not apply if the sponsor is a federal, state, or municipal government which has established a program of self-insurance or a policy of self-insurance with respect to claims arising from its facilities or activities generally, including such facilities as firearms or archery ranges, when the applicant declares and describes that program or policy as a part of its application to the funding board.
- F. By this requirement, the funding board and RCO does not assume any duty to any individual person with respect to death, injury, or damage to property which that person may suffer while present at, or in the vicinity of, the facility to which this grant relates. Any such person, or any other person making claims based on such death, injury, or damage, must look to the sponsor, or others, for any and all remedies that may be available by law.

SECTION 29. REQUIREMENTS OF THE NATIONAL PARK SERVICE

If the project has been approved by the National Park Service, US Department of the Interior, for funding assistance from the federal Land and Water Conservation Fund (LWCF), the "Project Agreement General Provisions" in the LWCF State Assistance Program Federal Financial Assistance Manual are also made part of this Agreement. The sponsor shall abide by these LWCF General Provisions, in addition to this Agreement, as they now exist or are hereafter amended. Further, the sponsor agrees to provide RCO with reports or documents needed to meet the requirements of the LWCF General Provisions.

SECTION 30. FARMLAND PRESERVATION ACCOUNT

For projects funded through the Washington Wildlife and Recreation Program Farmland Preservation Account, the following sections will not apply if covered separately in a recorded RCO approved Agricultural Conservation Easement.

- Section 8 - Acknowledgement and Signs,
- Section 10 - Hazardous Substances,
- Section 14 - Stewardship and Monitoring
- Section 22 - Provisions Applying to Acquisition Projects, Sub-sections F and G.
- Section 23 - Restriction on Conversion of Real Property and/or Facilities to Other Uses,
- Section 24 - Construction, Operation, Use and Maintenance of Assisted Projects, Sub-sections E, F, G, and
- Section 25 - Income and Income Use

SECTION 31. ORDER OF PRECEDENCE

This Agreement is entered into, pursuant to, and under the authority granted by applicable federal and state laws. The provisions of the Agreement shall be construed to conform to those laws. In the event of an inconsistency in the terms of this Agreement, or between its terms and any applicable statute, rule, or policy or procedure, the inconsistency shall be resolved by giving precedence in the following order:

- A. Applicable federal and/or state statutes, regulations, policies and procedures including RCO/funding board policies and procedures, applicable federal Office of Management and Budget (OMB) circulars and federal and state executive orders;
- B. Project agreement including attachments;
- C. Special Conditions;
- D. Standard Terms and Conditions of the Project Agreement.

SECTION 32. AMENDMENTS

Amendments to this Agreement shall be binding only if in writing and signed by personnel authorized to bind each of the parties except period of performance extensions and minor scope adjustments need only be signed by RCO's director or designee.

SECTION 33. LIMITATION OF AUTHORITY

Only RCO or RCO's delegate by writing (delegation to be made prior to action) shall have the express, implied, or apparent authority to alter, amend, modify, or waive any clause or condition of this Agreement. Furthermore, any alteration, amendment, modification, or waiver of any clause or condition of this Agreement is not effective or binding unless made in writing and signed by RCO.

SECTION 34. WAIVER OF DEFAULT

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver or breach of any provision of the Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of the Agreement unless stated to be such in writing, signed by the director, or the director's designee, and attached to the original Agreement.

SECTION 35. APPLICATION REPRESENTATIONS – MISREPRESENTATIONS OR INACCURACY OR BREACH

The funding board and RCO rely on the sponsor's application in making its determinations as to eligibility for, selection for, and scope of, funding grants. Any misrepresentation, error or inaccuracy in any part of the application may be deemed a breach of this Agreement.

SECTION 36. SPECIFIC PERFORMANCE

The funding board and RCO may enforce this Agreement by the remedy of specific performance, which usually will mean completion of the project as described in this Agreement. However, the remedy of specific performance shall not be the sole or exclusive remedy available to RCO. No remedy available to the funding board or RCO shall be deemed exclusive. The funding board or RCO may elect to exercise any, a combination of, or all of the remedies available to it under this Agreement, or under any provision of law, common law, or equity.

SECTION 37. TERMINATION

The funding board and RCO will require strict compliance by the sponsor with all the terms of this Agreement including, but not limited to, the requirements of the applicable statutes, rules and all funding board and RCO policies, and with the representations of the sponsor in its application for a grant as finally approved by the funding board

- A. For Cause. The funding board or the director may suspend or terminate the obligation to provide funding to the sponsor under this Agreement:
 - i. In the event of any breach by the sponsor of any of the sponsor's obligations under this Agreement; or
 - ii. If the sponsor fails to make progress satisfactory to the funding board or director toward completion of the project by the completion date set out in this Agreement. Included in progress is adherence to milestones and other defined deadlines

In the event this Agreement is terminated by the funding board or director, under this section or any other section after any portion of the grant amount has been paid to the sponsor under this Agreement, the funding board or director may require that any amount paid be repaid to RCO for redeposit into the account from which the funds were derived.
- B. Non Availability of Funds. The obligation of the RCO to make payments is contingent on the availability of state and federal funds through legislative appropriation and state allotment. If amounts sufficient to fund the grant made under this Agreement are not appropriated to RCO for expenditure for this Agreement in any biennial fiscal period, RCO shall not be obligated to pay any remaining unpaid portion of this grant unless and until the necessary action by the Legislature or the Office of Financial Management occurs. If RCO participation is suspended under this section for a continuous period of one year, RCO's obligation to provide any future funding under this Agreement shall terminate. Termination of the Agreement under this section is not subject to appeal by the sponsor.
- C. For Convenience. Except as otherwise provided in this Agreement, RCO may, by ten (10) days written notice, beginning on the second day after the mailing, terminate this Agreement, in whole or in part. If this Agreement is so terminated, RCO shall be liable only for payment required under the terms of this Agreement for services rendered or goods delivered prior to the effective date of termination.

SECTION 38. DISPUTE HEARING

Except as may otherwise be provided in this Agreement, when a dispute arises between the sponsor and the funding board, which cannot be resolved, either party may request a dispute hearing according to the process set out in this section. Either party's request for a dispute hearing must be in writing and clearly state:

- A. The disputed issues;
- B. The relative positions of the parties;
- C. The sponsor's name, address, project title, and the assigned project number.

In order for this section to apply to the resolution of any specific dispute or disputes, the other party must agree in writing that the procedure under this section shall be used to resolve those specific issues. The dispute shall be heard by a panel of three persons consisting of one person chosen by the sponsor, one person chosen by the director, and a third person chosen by the two persons initially appointed. If a third person cannot be agreed on, the third person shall be chosen by the funding board's chair.

Any hearing under this section shall be informal, with the specific processes to be determined by the disputes panel according to the nature and complexity of the issues involved. The process may be solely based on written material if the parties so agree. The disputes panel shall be governed by the provisions of this Agreement in deciding the disputes.

The parties shall be bound by the decision of the disputes panel, unless the remedy directed by that panel shall be without the authority of either or both parties to perform, as necessary, or is otherwise unlawful.

Request for a disputes hearing under this section by either party shall be delivered or mailed to the other party. The request shall be delivered or mailed within thirty (30) days of the date the requesting party has received notice of the action or position of the other

party which it wishes to dispute. The written Agreement to use the process under this section for resolution of those issues shall be delivered or mailed by the receiving party to the requesting party within thirty (30) days of receipt by the receiving party of the request.

All costs associated with the implementation of this process shall be shared equally by the parties.

SECTION 39. ATTORNEYS' FEES

In the event of litigation or other action brought to enforce contract terms, each party agrees to bear its own attorney fees and costs.

SECTION 40. GOVERNING LAW/VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the State of Washington. In the event of a lawsuit involving this Agreement, venue shall be in Thurston County Superior Court if legally proper; otherwise venue shall be in a county where the project is situated. The sponsor, by execution of this Agreement acknowledges the jurisdiction of the courts of the State of Washington.

In the cases where this Agreement is between the funding board and a federally recognized Indian Tribe, the following governing law/venue applies:

- A. Notwithstanding the above venue provision, if the State of Washington intends to initiate a lawsuit against a federally recognized Indian tribe relating to the performance, breach or enforcement of this Agreement, it shall so notify the Tribe. If the Tribe believes that a good faith basis exists for subject matter jurisdiction of such a lawsuit in federal court, the Tribe shall so notify the State within five days of receipt of such notice and state the basis for such jurisdiction. If the Tribe so notifies the State, the State shall bring such lawsuit in federal court; otherwise the State may sue the Tribe in the Thurston County Superior Court. Interpretation of the Agreement shall be according to applicable State law, except to the extent preempted by federal or tribal law. In the event suit is brought in federal court and the federal court determines that it lacks subject matter jurisdiction to resolve the dispute between the State and Tribal Party, then the parties agree to venue in Thurston County Superior Court.
- B. Any judicial award, determination, order, decree or other relief, whether in law or equity or otherwise, resulting from such a lawsuit shall be binding and enforceable on the parties. Any money judgment or award against a Tribe, tribal officers and members, or the State of Washington and its officers and employees may exceed the amount provided for in Section F- Project Funding of the Agreement in order to satisfy the judgment.
- C. The Tribe hereby waives its sovereign immunity for suit in state court for the limited purpose of allowing the State to bring such actions as it determines necessary to give effect to this section and to the enforcement of any judgment relating to the performance or breach of this Agreement. This waiver is not for the benefit of any third party and shall not be enforceable by any third party or by any assignee of the parties. In any enforcement action, the parties shall bear their own enforcement costs, including attorneys' fees.

For purposes of this provision, the State includes the RCO and any other state agencies that may be assigned or otherwise obtain the right of the RCO to enforce this Agreement.

SECTION 41. SEVERABILITY

The provisions of this Agreement are intended to be severable. If any term or provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the Agreement.

Milestone Report By Project

Project Number: 14-1333 R
Project Name: Squire's Landing Park Riparian Restoration
Sponsor: Adopt A Stream Foundation
Project Manager: Elizabeth Butler

X	I	Milestone	Target Date	Comments/Description
X		Project Start	12/04/2014	
X		Bid Awarded/Contractor Hired	02/28/2015	Adopt A Stream is contractor.
	I	Applied for Permits	03/15/2015	if required
X		Landowner Agreement to RCO	04/01/2015	
		Permits Complete	04/15/2015	
	I	Cultural Resources Complete	04/30/2015	Complete the IDP, and confirm no additional requests from Tribes.
		Restoration Started	05/16/2015	Reed Canary Grass weed treatment
	I	Progress Report Submitted	05/31/2015	
	I	Final Design to RCO	06/30/2015	
		Restoration Started	11/01/2015	Riparian Planting
	I	Progress Report Submitted	11/04/2015	
	I	Annual Project Billing	12/04/2015	
		Funding Acknowl Sign Posted	12/31/2015	
	I	Progress Report Submitted	05/04/2016	
	I	Progress Report Submitted	11/04/2016	
	I	Annual Project Billing	12/04/2016	
	I	Progress Report Submitted	05/04/2017	
	I	Progress Report Submitted	11/04/2017	
	I	Annual Project Billing	12/04/2017	
	I	Progress Report Submitted	05/04/2018	
		RCO Final Inspection	11/01/2018	
		Final Report in PRISM	11/30/2018	
		Final Report in PRISM	11/30/2018	
		Restoration Complete	12/04/2018	
		Stewardship Plan to RCO	12/04/2018	If sponsor-owned property. Or stewardship plan should be outlined in the Landowner Agreement
	I	Agreement End Date	12/31/2018	
		Final Billing to RCO	02/28/2019	

1MILESTO.RPT

April 14, 2015

Page:

1

Eligible Scope Activities**Project Sponsor:** Adopt A Stream Foundation**Project Number:** 14-1333**Project Title:** Squire's Landing Park Riparian Restoration**Project Type:** Restoration**Program:** Salmon Federal Projects**Approval:** 12/4/2014**Restoration Metrics****Worksite #1, Squire's Landing Park**

Targeted salmonid ESU/DPS:

Chinook Salmon-Puget Sound ESU,
Coho Salmon-Puget Sound/Strait of
Georgia ESU

Targeted species (non-ESU species):

Cutthroat, Kokanee, Searun Cutthroat
WRIA8 Chinook Salmon Conservation
Plan, WRIA8 Three-Year Work Plan,
Project #N335

Project Identified In a Plan or Watershed Assessment:

Type Of Monitoring:

None

Riparian Habitat Project

Total Riparian Miles Streambank Treated:

0.33

Total Riparian Acres Treated:

2.0

Planting (C.5.c.1)

Acres Planted in riparian:

2.0

Miles of streambank planted:

0.33

Riparian Plant removal / control (C.5.h.1)

Acres of riparian treated for plant removal/control:

2.0

Miles of streambank treated for plant removal/control:

0.33

Cultural Resources**Cultural resources****Architectural & Engineering****Architectural & Engineering (A&E)**

Natural Resources Building
1111 Washington St. S.E.
Olympia, WA 98501

P.O. Box 40917
Olympia, WA 98504-0917



STATE OF WASHINGTON

RECREATION AND CONSERVATION OFFICE

(360) 902-3000
TTY (360) 902-1996
Fax: (360) 902-3026
E-mail: info@rco.wa.gov
Web site: www.rco.wa.gov

May 08, 2015

Walter Rung
Adopt A Stream Foundation
600-128th St SE
Everett, WA 98208

FROM: Recreation and Conservation Office

RE: Squire's Landing Park Riparian Restoration, RCO #14-1333R

Enclosed is a signed original of the project agreement for your files. Billings can be submitted through PRISM Online at <https://secure.rco.wa.gov/Prism/Sponsor/Account/LogOn>. For billing resources, please visit the web at http://www.rco.wa.gov/doc_pages/reimbursement.shtml and for copies of manuals please visit the web at http://www.rco.wa.gov/doc_pages/manuals_by_number.shtml.

Please pay attention to the project milestones and contact us immediately if you are having any difficulty meeting your deadlines. We wish you success and look forward to seeing the completed project!

If you have any questions, please contact your grant manager, Elizabeth Butler, at (360) 725-3944 or elizabeth.butler@rco.wa.gov.

Thank you for your support and participation in our grant programs.

Enclosure

Recreation and Conservation Funding Board • Salmon Recovery Funding Board
Washington Invasive Species Council • Governor's Salmon Recovery Office
Habitat and Recreation Lands Coordinating Group



AgreeReturnLetter.rpt



Milestone Report By Project

	I	Special Conditions Met		
--	---	------------------------	--	--

X = Milestone Complete

I = Critical Milestone



Amendment to Project Agreement

Project Sponsor: Adopt A Stream Foundation
Project Title: Squire's Landing Park Riparian Restoration

Project Number: 14-1333R
Amendment Number: 1

Amendment Type:

Cost Change

Amendment Description:

Adds WRIA 8's remaining unobligated (or returned) 13-15 PSAR funding to assist sponsor with currently scoped project elements that have gone overbudget - specifically additional invasive plant control, planting and purchasing and installing protection devices to account for excessive herbivory by nutria, which was unexpected. Funds to be added to these tasks is \$7095.78 and are sourced from WRIA 8's 13-15 PSAR funding allotment. Sponsor match has been increased to meet minimum %15 requirement.

Project Funding:

The total cost of the project for the purpose of this Agreement changes as follows:

	Old Amount		New Amount	
	Amount	%	Amount	%
RCO - PSAR	\$0.00	0.00%	\$7,095.78	7.82%
RCO - SALMON FED PROJ	\$70,000.00	85.00%	\$70,000.00	77.18%
Project Sponsor	\$12,353.00	15.00%	\$13,607.00	15.00%
Total Project Cost	\$82,353.00	100%	\$90,702.78	100%
Admin Limit	\$0.00	5.00%	\$0.00	5.00%
A&E Limit	\$19,000.00	29.99%	\$20,926.41	29.99%

Agreement Terms

In all other respects the Agreement, to which this is an Amendment, and attachments thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this Amendment.

State Of Washington
 Recreation and Conservation Office

Adopt A Stream Foundation

BY: Kaleen Cottingham

Kaleen Cottingham

TITLE: Director

DATE: 6/5/17

Pre-approved as to form:

BY: /S/

Assistant Attorney General

AGENCY: Walter Runge

BY: Walter Runge

TITLE: Senior ecologist

DATE: 6/8/2017

RECEIVED

JUN 13 2017

SAL Project Cost Change Amendment
 General Fund - Federal
 AMENAGR1 RPT

WA STATE
 RECREATION AND CONSERVATION OFFICE

RCW 77.85. WAC 420

Natural Resources Building
1111 Washington St SE
Olympia WA 98501

PO Box 40917
Olympia WA 98504-0917



STATE OF WASHINGTON

RECREATION AND CONSERVATION OFFICE

(360) 902-3000
TTY (360) 902-1996
Fax (360) 902-3026

E-mail: info@rco.wa.gov
Web site: www.rco.wa.gov

June 5, 2017

Walter Rung
Adopt A Stream Foundation
600-128th St SE
Everett, WA 98208

RE: Squire's Landing Park Riparian Restoration, RCO #14-1333R
Amendment # 1

Dear Mr. Rung:

In response to your request to amend the above-referenced Project Agreement, we have reviewed the circumstances and pertinent RCWs, WACs, and program policies relating to your request. As a result, I am approving an amendment to the Squire's Landing Park Riparian Restoration project.

Enclosed are two original amendments to the Project Agreement. Please sign both amendments, retain one for your records, and return one original. If you have any questions, please call Josh Lambert at (360) 725-3935, or send an e-mail to Josh.Lambert@rco.wa.gov.

Sincerely,

A handwritten signature in red ink, appearing to read "Kaleen Cottingham".

Kaleen Cottingham
Director

Enclosures

Recreation and Conservation Funding Board • Salmon Recovery Funding Board
Washington Invasive Species Council • Governor's Salmon Recovery Office
Habitat and Recreation Lands Coordinating Group

AMENDCVR RPT



Amendment Agreement Description

Project Sponsor: Adopt A Stream Foundation
Project Title: Squire's Landing Park Riparian Restoration

Project Number: 14-1333 R
Amendment Number: 1

Agreement Description

Sno-King Watershed Council is partnering with the City of Kenmore and Adopt-A-Stream Foundation to initiate restoration of riparian forest habitat at the confluence of the Sammamish River and Swamp Creek in Squire's Landing Park. The long term goal is to restore complex riparian and in-water edge habitat to provide enhanced function, support the habitat-forming processes necessary for rearing juvenile Chinook salmon, and resting for migrating adult Chinook salmon. Other salmonid species using the area, including Coho, will also benefit.

Invasive vegetation will be removed and native trees and shrubs will be planted to initiate restoration of two acres of forested riparian habitat. The current phase will focus on a 50 foot riparian buffer along each side of Swamp Creek from the mouth upstream for 700 feet and a 50 foot buffer along 320 feet of the right bank of the Sammamish River from the mouth of Swamp Creek upstream. Future funding will be sought to expand buffers from 50 to 200 feet, measured from top of bank. Deliverables will include a planting plan, plant list, invasive removal and maintenance manual, and conceptual approach for potential future phases of riparian restoration.

This project will capitalize on enhanced community interest in the park and revitalized interest by the City of Kenmore. It helps re-engage the City of Kenmore in the WRIA 8 salmon recovery process, and initiates action for a site and project that is on the WRIA 8 3-Year Work Plan of priority salmon recovery actions.

Amendment Special Conditions

Project Sponsor: Adopt A Stream Foundation
Project Title: Squire's Landing Park Riparian Restoration

Project Number: 14-1333 R
Amendment Number: 1

Special Conditions

a) Cultural Resources: This project is subject to Governor's Executive Order 05-05 Archaeological and Cultural Resources (EO 05-05) as described in Section 9 of this project agreement. RCO initiated cultural resources consultation following EO 05-05 for all ground disturbing activities, and no cultural resources assessment was recommended by RCO. However, an IDP is required for the inadvertent discovery of historic era related activities. Completion of the consultation with Tribal governments is forthcoming, and a Notice to Proceed from RCO will be required before ground-disturbing activities can begin.

b) Design Deliverables The project will meet the standards for Design and Restoration Project Deliverables described in Manual 18 Appendix D-4 "Construction and "Design Build" Deliverables" and provide the following before starting construction:

A) Final Design Deliverables pertaining to the riparian restoration work, to be provided before construction: (See Appendix D-3 for additional details):

- a) Design Review Comments (if applicable);
- b) Final Design Report and Planting Plan incorporating comments (if any) provided by stakeholders, SRFB, and/or permit agencies regarding the preliminary design report and on-site review.
- c) Technical Specifications for installation (if applicable);
- d) Final Restoration Quantities and Costs (e.g., plants);
- e) Permits (if applicable);

C) Post Construction Deliverables (See Appendix D-4 for additional details):

- a) "As-built" Planting Plan and Plant List.

Amendment Eligible Scope Activities

Project Sponsor: Adopt A Stream Foundation

Project Number: 14-1333

Project Title: Squire's Landing Park Riparian Restoration

Project Type: Restoration

Program: Salmon Federal Projects

Amendment #: 1

Restoration Metrics

Worksite #1, Squire's Landing Park

Targeted salmonid ESU/DPS (A.23):	Chinook Salmon-Puget Sound ESU, Coho Salmon-Puget Sound/Strait of Georgia ESU
Targeted species (non-ESU species):	Cutthroat, Kokanee, Searun Cutthroat
Miles Of Stream Treated/Protected (C.0.b):	0.19
Project Identified In a Plan or Watershed Assessment (C.0.c):	WRIA8 Chinook Salmon Conservation Plan, WRIA8 Three-Year Work Plan, Project #N335
Type Of Monitoring (C.0.d.1):	None
Riparian Habitat Project	
Total Riparian Miles Streambank Treated (C.5.b.1):	0.19
Total Riparian Acres Treated (C.5.b.2):	2.0
Planting (C.5.c.1)	
Acres Planted in riparian (C.5.c.3):	2.0
Miles of streambank planted (C.5.c.4):	0.19
Riparian Plant removal / control (C.5.h.1)	
Acres of riparian treated for plant removal/control (C.5.h.3):	2.0
Miles of streambank treated for plant removal/control (C.5.h.4):	0.19
Cultural Resources	
Cultural resources	
Architectural & Engineering	
Architectural & Engineering (A&E)	

Landowner Agreement

For Projects Funded by the Salmon Recovery Funding Board

This Agreement, dated and effective beginning the 1st day of March, 2015, is made and entered into by and between the Landowner and Grantee identified herein. The parties intend that all terms of this Agreement shall remain in effect for a period of ten years from the date of project completion, and the agreement shall be binding on all successors in interest during this time.

Landowner Name (Landowner): City of Kenmore

Street Address: 18120 - 68th Ave NE

City, State, Zip Code: Kenmore, WA 98028

Salmon Recovery Funding Board Project Sponsor (Grantee):

Grantee Name: Sno-King Watershed Council

Street Address: 7815 NE 192 St

City, State, Zip Code: Kenmore, WA 98028

Purpose of Landowner Agreement

The purpose of this Agreement is to identify and confirm the terms, conditions and obligations agreed upon between the Grantee, who is undertaking a project (Project) funded by the Salmon Recovery Funding Board (SRFB), and the Landowner, who owns the property on which the Project will take place.

The Grantee and Landowner mutually agree to participate in conducting the salmon habitat improvement activities described below on lands owned by Landowner in the WRIA8 Watershed (Water Resource Inventory Area), King County, State of Washington, Tax Parcel Nos. 4156700015, 4156700010, 4156700004, 4164100140, 4164100145, 4164100150, 4164100155, 4164100163, 4164100171, 4164100195, 4164100200, 4164100205, 4164100210, 4164100216. The activities are also described in, and in accordance with, the Salmon Recovery Funding

Board's Project Agreement No. **TBD** dated **TBD**, into which this agreement, once signed by both parties, becomes incorporated herein.

The Grantee Agrees to:

1. Be responsible for the design and installation of the project, and the conduct and activities of its staff, agents and representatives.
2. Provide the Landowner with a timeline of estimated dates of Project activities, including start and completion dates, and to keep the Landowner informed of progress.
3. Conduct the project-related activities described in the Project Description, as appended to this agreement.
4. Leave all remaining portions of the property in as near pre-project condition as reasonable, or as otherwise agreed upon in writing with Landowner.
5. Inform Landowner of project completion and the dates for this Agreement.
6. Hold harmless the landowner from any liability associated from injuries or damages occurring to workers implementing the project.
7. Identify the specific maintenance and/or monitoring activities that will be provided by grantee in an Attachment (Include frequency and duration).

The Landowner Agrees to:

1. Provide reasonable property access to the Grantee to plan, implement, and complete the project, and to conduct the long-term maintenance and monitoring activities, as described in the Project Description attached to this agreement.
2. Provide the Grantee and SRFB, or their employees, agents, representatives, or assignees, the right to enter the land, at reasonable times, and upon reasonable notice. Entry is solely for project implementation and management purposes, to inspect completed work, and to monitor long-term success of the completed project. Except in case of emergency, reasonable notice shall be given at least 48 hours prior to entry.
3. Not intentionally compromise the integrity of the project;
4. Inform Grantee of all known safety hazards on the property;
5. Identify the specific maintenance and/or monitoring activities that will be provided by landowner in an Attachment (Include frequency and duration).

Landowner has no obligation to provide access to parties other than the Grantee, project partners, or SRFB. For the purposes of viewing the Project for information or educational

purposes, Landowner and Grantee must mutually agree before such third-party access is offered.

General Terms

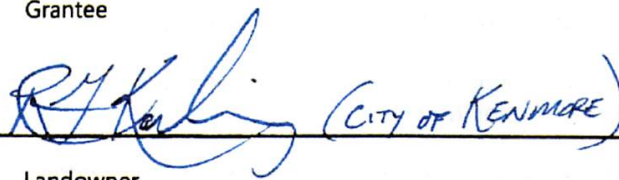
The Landowner shall notify the Grantee of changes in ownership of the property on which the Project is located within thirty (30) days of transfer. In the event of such transfer of ownership, the Landowner shall provide a copy of this Agreement to the succeeding owner prior to such transfer.

To comply with Executive Order 05-05, Archaeological and Cultural Resources: Grantees may have to complete a cultural resources survey in response to any cultural resources concerns that might arise. Grantees will notify the landowner if a consultation is required. If required, consultations must be completed before construction begins.

This agreement may be terminated by the Grantee, if in its discretion, it determines that circumstances have rendered the Purpose of this agreement impractical to achieve. Termination also may be sought by either party by providing written notice to the other party. Such termination shall be effective only after authorized representatives of both parties have agreed in writing to such termination and SRFB has been provided a thirty (30) day advance written notice of such termination. If, in the event the project is intentionally removed, destroyed, or otherwise compromised in function, the SRFB reserves the right to seek reimbursement for the project costs incurred by, and paid to the Grantee with funding under the aforementioned SRFB Project Agreement.

This Agreement does not authorize the Grantee or SRFB to assume jurisdiction over, or any ownership interest in, the premises. The Landowner retains sole responsibility for taxes, assessments, damage claims, and controlling trespass. The Landowner also retains all benefits and enjoyment of the rights of ownership except as are specifically provided in this agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement.

 Grantee	2 - 26 - 2015 Date
 Landowner	2-24-2015 Date

Provide a copy of this Agreement, and any amendments to this Agreement, to the SRFB:
Washington State Salmon Recovery Funding Board, PO BOX 40917 Olympia, WA 98504-0917

Project Description and Maintenance Responsibilities

1. Written description of the project-related activities that will occur on Landowner's Property (consistent with project cost elements): (Include restoration/enhancement activities and any long-term maintenance needs and effectiveness monitoring activities that will occur in future years.)

Project-related activities will include:

- Site visits for planning, invasive removal, planting, and ongoing monitoring and maintenance.
- Constructing necessary trail access to the restoration sites.
- Removal/control of invasive plants which may include mowing, discing, installation of weed barrier, and limited herbicide application.
- Replanting of riparian areas with native plants, trees, and shrubs.
- Monitoring and maintenance, to include, as needed, site assessment, mowing, weedeating, application of herbicide, and replanting.

2. Describe the maintenance and monitoring responsibilities of both the Landowner and Grantee for the term of this agreement. Include the activities, frequency and duration of work to be performed.

Grantee will be responsible for maintenance and monitoring for the first three years after primary restoration work is completed, up to the project end date, which is September 30, 2018. Primary restoration work will take place in 2015. Maintenance and monitoring activities by the grantee will take place during 2016, 2017, and 2018.

Monitoring and maintenance activities by the grantee each will include:

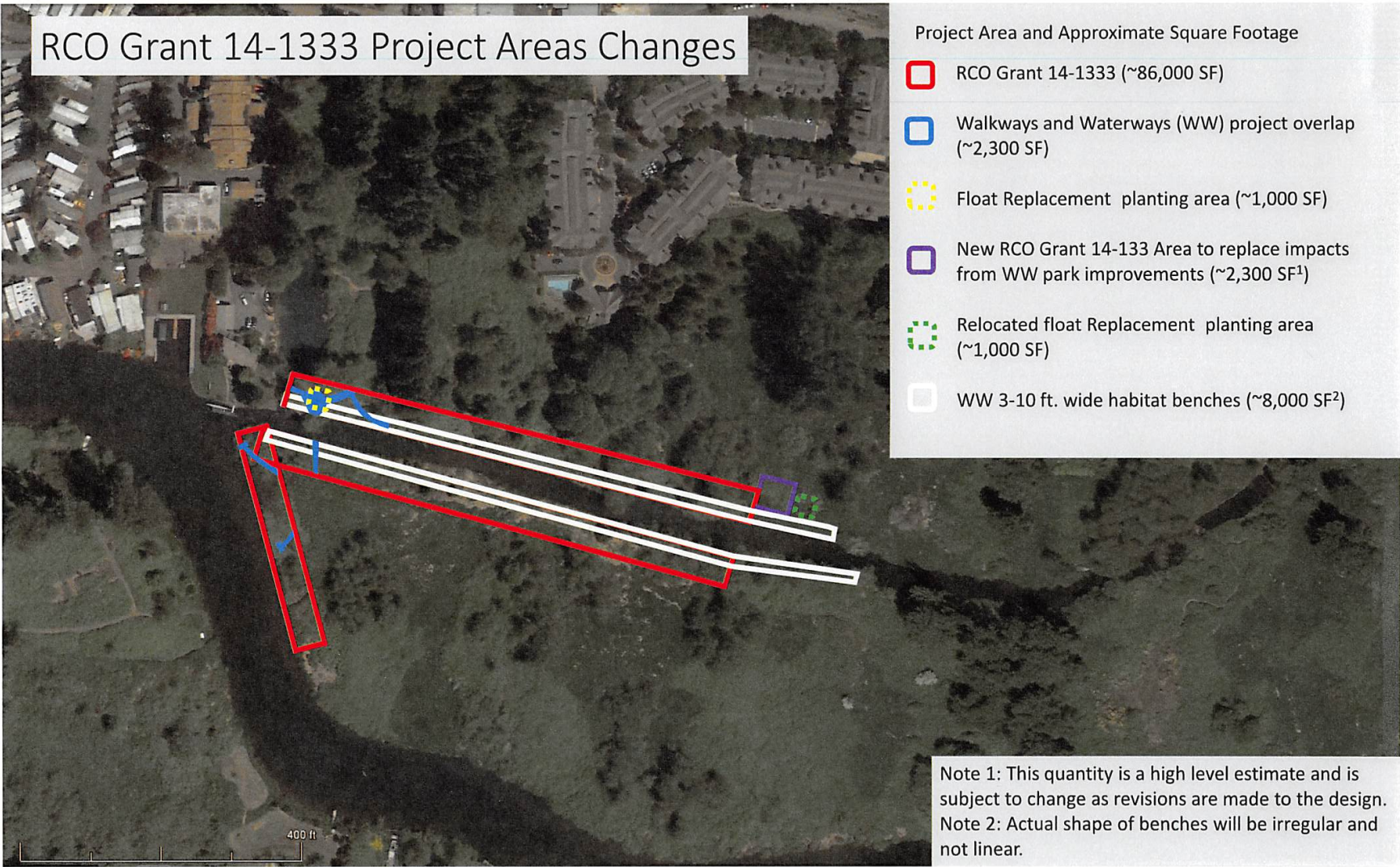
- Up to 3 site visits during the growing season to assess maintenance needs.
- At least 3 maintenance visits during the growing season. Maintenance activities may include mowing, discing, limited herbicide application, installation of plant protectors, and replanting as needed to ensure viability of restored areas.

During 2015-2018, the Grantee and Landowner may help coordinate and include volunteers in planting and stewardship activities.

After 2018, the Landowner will take over monitoring and maintenance. Monitoring and maintenance activities will include:

- At least 1 site visit annually to assess maintenance needs.

- At least 1 coordinated stewardship event per year during the growing season to perform maintenance. Maintenance may include mowing, weedeating, and other removal of invasives, placement of mulch, and replanting.
- These activities may be coordinated and performed by volunteers in conjunction with the Landowner (the City of Kenmore).





City Council Business Agenda Item City of Kenmore, WA

Subject/Topic: Public Hearing on School Impact Fees; Potential Adoption of Municipal Code Amendments related to School Impact Fees; and Authorization for the City Manager to Sign an Interlocal Agreement with the Northshore School District.

Proposed Council Action/Motion:
Hold a public hearing on the adoption of school impact fees for the Northshore School District.

Adopt Ordinance 18-0463 to amend the Municipal Code and adopt school impact fees for the Northshore School District.

Authorize the City Manager to sign an interlocal agreement, Contract 18-C1873, with the Northshore School District related to school impact fees.

For Council Meeting Agenda of: May 14, 2018

Department: Community Development

Prepared by: Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner

Initial & Date

Approved by Department Head: DS 4/30/18
Approved by City Attorney: pk, email, 4/30/18
Approved by Finance Director: n/a
Approved by City Manager: pk

Exhibits/Attachments:

1. Draft Ordinance 18-0463
2. Draft Interlocal Agreement, Contract 18-C1873
3. Letter from Master Builders Association

INFORMATION/BACKGROUND:

At the March 26, 2018 City Council meeting, Council directed staff to prepare Municipal Code amendments related to school impact fees. Those amendments are attached to Ordinance 18-0463 (see Attachment 1). The ordinance would impose an impact fee of \$10,573 on new single-family and townhouse construction.

As the City would collect the fees for the Northshore School District, an interlocal agreement is necessary. The draft interlocal agreement (Contract 18-C1873) has been reviewed by Northshore School District staff and is included as Attachment 2. The interlocal is scheduled to be considered by the School Board at their next meeting, also on May 14.

The Master Builders Association of King and Snohomish Counties has submitted a letter (see Attachment 3) describing possible confusion over the imposition of school impact fees on townhouses. In the Zoning Code (Municipal Code Title 18), townhouses are defined as multifamily development; the Northshore School District is not assessing a school impact fee for multifamily development at this time. The lack of a school impact fee on townhouses could serve as an incentive to building townhouses in the City's single-family zoning districts. To eliminate this incentive, Council directed that, for purposes of school impact fees, townhouses should be considered equivalent to single-family development. This is made clear in the amendments to Title 20. In fact, the Northshore School District Capital Facilities Plan impact fee schedule already has an assessment for townhomes, recognizing that this type of housing does generate students.

Background: In January 2017, the Northshore School District requested that the City assess school impact fees. Although the District may request school impact fees, it is a City Council decision to assess them. The Council also determines the appropriate amount of the fee after reviewing the calculations in the District's Capital Facilities Plan.

FISCAL CONSIDERATION:

None at this time.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

- Comprehensive Plan Policy PS-4.1.2: "Coordinate and communicate with the appropriate school districts on issues of mutual interest including school facility location/expansion, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community."

I:/City Clerk/Agenda Items/Templates

Attachment 1

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 18-0463**

**AN ORDINANCE OF THE CITY OF KENMORE,
WASHINGTON, RELATING TO SCHOOL IMPACT FEES;
AMENDING CHAPTER 20.47 OF THE KENMORE
MUNICIPAL CODE; AMENDING RELATED MUNICIPAL
CODE SECTIONS; ADOPTING SCHOOL IMPACT FEES;
ADDRESSING SEVERABILITY; AND PROVIDING AN
EFFECTIVE DATE.**

WHEREAS, the Northshore School District has requested imposition of school impact fees by the City of Kenmore on new development; and

WHEREAS, the City has authority to adopt impact fees to address the impact on school facilities caused by new development, pursuant to RCW 82.02.050 through 82.02.100; and

WHEREAS, the City's Comprehensive Plan Goal PS-4 is to, "Support the provision of quality educational opportunities to the Kenmore community"; and

WHEREAS, the Capital Facilities Element of the City's Comprehensive Plan incorporates by reference the Northshore School District Capital Facilities Plan and has, as a goal, to "Provide adequate public facilities concurrent with the impact of new development"; and

WHEREAS, the Northshore School District Capital Facilities Plan demonstrates continuing growth in student population as a result of new development, and has identified related school capacity needs; and

WHEREAS, the Northshore School District Capital Facilities Plan demonstrates a balance between impact fees and other sources of public funding in financing plans for needed school facilities; and

WHEREAS, the Northshore School District Capital Facilities Plan includes a schedule of recommended housing types and impact fees; and

WHEREAS, the impact fee schedule of the Northshore School District's Capital Facilities Plan includes an impact fee for townhomes, and another jurisdiction in the District has assessed school impact fees on townhouses; and

WHEREAS, the City's Zoning Code allows townhouses in the City's single-family residential zoning districts as a permitted use on lots in a plat designed for townhouse units or through the conditional use permit process; and

WHEREAS, the City's Comprehensive Plan Vision Statement reads, "In 2035, we see Kenmore as a fun, vibrant waterfront community that supports the character of its single-family residential neighborhoods"; and

WHEREAS, property-owners may develop townhouses in the City's single-family residential districts as a means to avoid school impact fees if townhouses are not assessed school impact fees; and

WHEREAS, on January 22, 2018 and March 26, 2018, the City Council considered policy issues related to the Northshore School District's request for school impact fees; and

WHEREAS, the Washington State Department of Commerce was notified regarding the proposed amendments of this Ordinance pursuant to RCW 36.70A.106; and

WHEREAS, the City Council held a public hearing and considered this Ordinance during its regular City Council meeting of May 14, 2018; and

WHEREAS, the City Council has determined that the impact fees adopted in this ordinance satisfy the requirements of RCW 82.02.050 through 82.02.100;

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

Section 1. Findings Adopted; Townhouses. The City Council adopts the foregoing recitals as findings, which are incorporated herein as if set forth in full. Specific to townhouses, the City will consider townhouses, as defined in KMC 18.20.835, as single-family residential development for purposes of school impact fees.

Section 2. Amendments to Chapter 20.47 of the City of Kenmore Municipal Code. The City Council amends certain sections of Chapter 20.47, as set forth in Exhibit 1, attached hereto and incorporated by reference.

Section 3. Amendments to Related Sections of the City of Kenmore Municipal Code. The City Council amends certain related sections of the Kenmore Municipal Code, as set forth in Exhibit 2, attached hereto and incorporated by reference.

Section 4. Adoption of School Impact Fees. The City Council adopts school impact fees as follows: \$10,573 for single-family residences (including townhouses); \$0 for multifamily development. Future school impact fee amounts shall be determined by the City Council by resolution.

Section 5. 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 pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 6. 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 publication.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ____TH DAY OF _____, 2018.

CITY OF KENMORE

David Baker, Mayor

ATTEST/AUTHENTICATED:

Kelly Chelin, City Clerk

Approved as to form:

Rod P. Kaseguma, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Ordinance No.:
Date of Publication:
Effective Date:

Exhibit 1

Chapter 20.47
TRANSPORTATION AND, 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.
- 20.47.035 Temporary suspension of road impact fees relating to change of use.
- 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 Park space in lieu of impact fee.

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* **inserving** the City of Kenmore, and the *council* finds that new growth and development should pay a proportionate

Exhibit 1

share of the cost of new facilities needed to serve the new growth and development. The City of Kenmore has prepared the *rate study* and the *parks study*, and has reviewed the *school impact fee analysis*, all of which documents have conducted extensive studies documenting the procedures for measuring the impact of new developments on *public facilities*; has prepared the *rate study* and *parks study*, and. The City of Kenmore hereby incorporates these studies and this analysis into this chapter by reference. Therefore, pursuant to Chapter 82.02 RCW, the council adopts this chapter to assess *impact fees* for transportation, and 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.

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*.

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 dwelling units* may share *kitchen facilities* with other dwelling units in place of providing *kitchen facilities* within each unit.

Exhibit 1

I. "Elderly" means a person aged 62 or older.

IJ. "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*.

JK. "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.

KL. "Gross floor area" means the total square footage of any building, structure, or use, including accessory uses.

LM. "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.

MN. "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. "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*.

NO. "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](#).

OP. "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.

PQ. "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.

Exhibit 1

RS. "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.

RT. "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.

SU. "Mobility unit" means one PM peak hour person trip end. Each person trip has two trip ends, one each at the origin and destination.

TV. "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).

UW. "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.

VX. "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, and *open space*.

WY. "Parks study" means the "Rate Study for Impact Fees for Parks," City of Kenmore, dated May 15, 2001.

XZ. "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.

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

ZBB. "Rate study" means the "Transportation Impact Fee Rate Study Update," prepared for the City of Kenmore by Fehr & Peers, dated December 2015.

Exhibit 1

AACC. "Residential" or "residential development" means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, duplex, triplex, and other multifamily development.

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

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

CCFF. "State" means the State of Washington.

DDGG. "System improvements" means *public facilities* that are included in the ~~City of Kenmore's 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 areas within the community at large, in contrast to *project improvements*.

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

FFII. "Trip generation" means the number of *mobility units* generated by a *development activity*.

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 single-family residences.

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.

Exhibit 1

CE. *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 **FH** of this section, *impact fees* shall be paid at the time the permit is issued by the City.

DF. Applicants that have been awarded credits pursuant to KMC 20.47.050 prior to the submittal of the complete *building permit* application pursuant to KMC 20.47.050 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 **FH** 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.

EG. Except as provided in subsection **FH** 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 ~~they~~ exceeds exemptions or credits provided pursuant to KMC 20.47.040 or 20.47.050.

FH. An applicant for a *building permit* for a single-family detached or attached residence 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 **FH**. 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

Exhibit 1

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 [city council](#), associated with implementing this subsection shall accompany the request.

20.47.035 Temporary suspension of road impact fees relating to change of use.

Notwithstanding any other provision of this chapter, the City temporarily eliminates the collection of the road *impact fee* from any applicant seeking *development approval* from the City for any change of use in an existing building in the north subarea of the regional business zone; provided, that this section shall not apply to *dwelling units*; provided further, that this section shall not apply to projects that add to, increase or expand the *gross floor area* of an existing building; and provided further, that this section shall apply only to the use, renovation or remodeling of an existing building and shall not apply to redevelopment projects or other projects in which an existing building is replaced or substantially redeveloped. The term "existing building" in this section means a building that was constructed before July 1, 2015. This section shall apply to projects for which a complete *development approval* application is filed with the City on April 1, 2017, through December 31, 2019. This section shall automatically expire on December 31, 2019.

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 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 that maintains its single-family character;

Exhibit 1

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. Any permit application that has been submitted to the City before closing time on the business day before the effective date of an amendment to this chapter and subsequently determined to be a complete application, based on the information on file as of the effective date of this amendment;

67. Pursuant to RCW 82.02.060, the City council may provide exemptions for *low-income housing* and other development activities with broad public purposes. The impact fees amounts waived in excess of 80 percent for low-income housing pursuant to RCW 82.02.060(3) will be paid for through the City's other funding sources, as identified in the December 2015 Transportation Impact Fees rate study by Fehr & Peers; Exemptions for school impact fees under this subsection shall be approved by the Northshore School District.

78. Accessory dwelling units; provided, that impact fees wouldshall be assessed if at any time the accessory dwelling unit wasis 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 non-exempt 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 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

Exhibit 1

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 (insert effective date of ordinance).

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 (insert effective date of ordinance).

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 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 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.

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 *rate 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 land improvements or construction completed shall be adjacent to other publicly owned land; or

Exhibit 1

b. Be within an area of the City designated within the City comprehensive plan as in need of *park space*.
or

c. Would in some other way further the goals and objectives of the *capital facilities plan* or other City plans.

B. The *city manager* shall determine if a requests 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 any such credit.

Exhibit 1

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](#).

20.47.060 Tax adjustments.

Pursuant to and consistent with the requirements of RCW [82.02.060](#), the *rate study* and, 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.

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 14 calendar days of the *feepayer's* payment of the *impact fees* at issue; 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*.

Exhibit 1

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*.

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 ~~two~~three separate *impact fee accounts* for the fees collected pursuant to this ~~title~~chapter: the transportation impact account, and 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 below. 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.

CD. On an annual basis, the *city manager* shall provide a report to the *council* on each of the ~~two~~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*.

Exhibit 1

DE. *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 City to hold the fees beyond the 10-year period *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*.

20.47.090 Refunds.

A. 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.

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.

Exhibit 1

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*.

DE. *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.

EF. 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.

20.47.110 Review.

The council may review and adjust the fee rates set forth in Article II of this chapter may be reviewed and adjusted by the council 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 council may determine the amount of the adjustment and revise the fee rates set forth in Article II of this chapter. Absent such affirmative council adjustment, the city manager may adjust transportation *impact fees* annually in accordance with a five-year rolling average of the Washington State Department of Transportation Construction Cost Index ("CCI"), coinciding with the city council's annual fee resolution.

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 *rate 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* applicable to the type of development, in an amount imposed by the city council by resolution.

Exhibit 1

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 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* applicable to the type of *dwelling unit*, in an amount imposed by the **city** council by resolution.

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](#).

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](#) ~~or~~ [20.47.130](#) ~~or~~ [20.47.135](#) accurately describe or capture the impacts of a new development on transportation ~~or~~ 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](#) ~~or~~ [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 **city**-council by resolution, unless otherwise established by the *city manager*, and shall be paid by the *feepayer* prior to initiation of review.

D. There is a presumption that the calculations set forth in the *rate study*, ~~and~~ *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

Exhibit 1

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](#).

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.

20.47.155 Park space in lieu of impact fee.

A. 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, except as provided in subsection B of this section.

B. At the discretion of the City, the *feepayer* may be able to receive credit towards their *impact fee* for land dedicated, improvements made or other construction completed for park purposes:

1. Such land improvements or construction completed shall be adjacent to other publicly owned land; or
2. Be within an area of the City designated within the City comprehensive plan as in need of park space; or
3. Would in some other way further the goals and objectives of the *capital facilities plan* or other City plans;
4. All such improvements shall be constructed at an acceptable quality as determined by the City.

Exhibit 1

Chapter 20.50
SCHOOL IMPACT FEES

Sections:**20.50.010—School impact fees.****20.50.020—Severability.****20.50.010 School impact fees.**

School impact fees are assessed and collected by the Northshore School District No. 417 in an amount established by ordinance for each new single-family dwelling unit and for each new multifamily dwelling unit. Impact fees may be assessed and collected as long as the fees are used to fund capital and system improvements needed to serve the new development, and as long as the use of such fees is consistent with the requirements of Chapter 82.02 RCW. Pursuant to Chapter 82.02 RCW, impact fees may also be used to recoup capital and system improvement costs previously incurred by a school district to the extent that new growth and development will be served by the previously constructed improvements or incurred costs. [Ord. 11-0329 § 16; Ord. 99-0058 § 1; Ord. 98-0020 § 1 (KCC 27.44.010).]

20.50.020 Severability.

Should any section, subsection, paragraph, sentence, clause or phrase of this chapter or its application to any person or circumstance be held to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remainder of the chapter or the application of the invalidated provision to other persons or circumstances. [Ord. 99-0058 § 1; Ord. 98-0020 § 1 (KCC 27.44.100).]

Exhibit 2

AMENDMENTS TO OTHER MUNICIPAL CODE SECTIONS

Amend the following code sections as follows:

18.20.420 Capital facilities plan, school district.

"School district capital facilities plan" means a district's facilities plan adopted by the school board consisting of:

~~A. An inventory showing the location and school capacity of existing school facilities;~~

~~AB. A forecast of future needs for school facilities based on the district's enrollment projections and adopted standard of service;~~

~~BC. The long-range construction and capital improvements projects of the district;~~

~~C. The schools under construction or expansion;~~

D. The proposed locations and school capacities of expanded or new school facilities;

E. At least a six-year financing plan component, updated as necessary to maintain at least a six-year forecast period, for financing needed school facilities within projected funding levels, and identifying sources of financing for such purposes, including bond issues authorized by the voters and projected bond issues not yet authorized by the voters; and

F. Any other long-range projects planned by the district;

~~G. The current school capacity based on the district's adopted standard of service, and a plan to eliminate existing deficiencies, if any, without the use of impact fees; and~~

~~H. An inventory showing the location and capacity of existing school facilities.~~

18.21.020 Residential zones R-1, R-4 and R-6 – Use allowances.

The following uses listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-1, R-4 and R-6:

Exhibit 2

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Air transportation service¹</i>	<i>Ambulatory surgery center²⁵</i>	<i>Adult entertainment business</i>
<i>Arts, entertainment, indoor^{2,3}</i>	<i>Arts, entertainment, outdoor²⁶</i>	<i>Animal kennel/shelter</i>
<i>Day care⁴</i>	<i>Cemetery, columbarium or mausoleum²⁷</i>	<i>Auction house</i>
<i>Educational service⁵</i>	<i>College/university²⁵</i>	<i>Automotive sales and service, marine</i>
<i>Family child-care home⁶</i>	<i>Community residential facility²⁸</i>	<i>Automotive sales and service, non-marine</i>
<i>Fire or police facility^{7,8}</i>	<i>Eating and drinking place^{3,29}</i>	<i>Business service, intensive</i>
<i>Health care and social assistance^{9,10}</i>	<i>Hospital²⁵</i>	<i>Business service, standard</i>
<i>Multiple-family dwelling¹¹</i>	<i>Mobile home park³⁰</i>	<i>Construction and trade</i>
<i>Office¹²</i>	<i>Personal service³¹</i>	<i>Funeral home/crematory</i>
<i>Park¹³</i>	<i>Recreational facility, indoor^{9,16,32}</i>	<i>Laboratory</i>
<i>Recreational facility, outdoor^{14,15,16}</i>	<i>Regional land use^{33,34,35}</i>	<i>Manufacturing, heavy</i>
<i>Religious institution¹⁷</i>	<i>Retail sales^{31,36}</i>	<i>Manufacturing, light</i>
<i>Resource land use¹⁸</i>	<i>Temporary lodging³⁷</i>	<i>Marijuana business</i>
<i>Single detached dwelling unit^{19,20}</i>		<i>Marijuana cooperative</i>
<i>Standalone parking²¹</i>		<i>Mobile food service</i>
<i>Supportive living facility²²</i>		<i>Retail sales, bulk</i>

Exhibit 2

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Utility facility</i> ^{23,24}		<i>Secure facility</i>
		<i>Transportation</i>
		<i>Vehicle or equipment rental</i>
		<i>Vehicle refueling station</i>
		<i>Warehousing</i>
		<i>Wholesale trade</i>

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. Only (a) in a *building* listed on the National Register as a historic site or designated as a *City* landmark; (b) as a re-use of a surplus nonresidential facility; or (c) as a joint use of an existing public school facility. All subject to Chapter [18.50](#) KMC. Otherwise, a conditional use.
3. *Social card games* are prohibited.
4. 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;
 - c. Direct access to a developed arterial *street* shall be required in any residential zone; and

Exhibit 2

d. Hours of operation may be restricted to assure compatibility with surrounding development.

All other *day care uses* require a *conditional use permit*.

5. K-12 facilities only. All other *educational service uses* require a *conditional use permit*.

6. A *family child-care home* is subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title [170](#). The *family child-care home* shall meet the following requirements:

- a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
- b. A safe passenger loading area shall be provided;
- c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
- d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;
- e. All signage shall conform to the applicable requirements of Chapter [18.42](#) KMC;
- f. The *City* has the authority to limit the hours of operation to facilitate neighborhood compatibility; and
- g. Prior to receiving State licensing, the family child-care provider shall provide the *City* with proof of written notification informing immediately adjoining property owners of the intent to locate and maintain the *family child-care home*. The notification shall inform the notified parties that comments may be submitted to the DEL and provide contact information for submitting such comments to the DEL. The proof of notification shall be in the form of a written affidavit containing (1) the date and means of notification; (2) a copy of the notification; and (3) a list of the parties to whom the notification was distributed.

7. Limited to "storefront" police offices. Such offices shall not have:

- a. Holding cells;
- b. Suspect interview rooms; or
- c. Long-term storage of stolen properties.

Exhibit 2

All other *fire or police facility uses* require a *conditional use permit*, except police or fire training facilities, such as shooting ranges, auto test tracks, and fire suppression simulations, which are prohibited.

8. For conditionally permitted fire facilities:

- a. All *buildings* and *structures* shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
- b. Any *buildings* from which firefighting equipment emerges onto a street shall maintain a distance of 35 feet from such *street*; and
- c. No *outdoor storage*.

9. Only as a re-use of a public school facility. May be permitted as a *conditional use* if proposed as re-use of a surplus nonresidential facility. All subject to Chapter [18.50](#) KMC.

10. Veterinary clinics are prohibited.

11. *Townhouse* units only permitted and only on *lots* in a subdivision or short subdivision designed for *townhouse* units. Other *townhouse* units require a *conditional use permit*. *Apartments* are prohibited.

12. *Public agency or utility office* 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. Otherwise, *public agency or utility office* is a *conditional use*. All other office *uses* are prohibited.

13. 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 ~~required in provided under~~ KMC [Section 18.30.130](#) ~~and/or KMC Chapter 20.47-155~~. 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.

* * *

18.21.040 Residential zones R-12, R-18 and R-24 – Use allowances.

The following *uses* listed in Table C are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-12, R-18 and R-24:

Exhibit 2

Table C. R-12, R-18, and R-24 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Air transportation service¹</i>	<i>Ambulatory surgery center²⁵</i>	<i>Adult entertainment business</i>
<i>Arts, entertainment, indoor^{2,3}</i>	<i>Arts, entertainment, outdoor²⁶</i>	<i>Animal kennel/shelter</i>
<i>College/university^{4,5}</i>	<i>Cemetery, columbarium or mausoleum²⁷</i>	<i>Auction house</i>
<i>Community residential facility</i>	<i>Eating and drinking place^{3,28}</i>	<i>Automotive sales and service, marine</i>
<i>Construction and trade⁶</i>	<i>Hospital⁶</i>	<i>Automotive sales and service, non-marine</i>
<i>Day care⁷</i>	<i>Personal service²⁹</i>	<i>Business service, intensive</i>
<i>Educational service⁸</i>	<i>Recreational facility, indoor^{3,30,31}</i>	<i>Business service, standard</i>
<i>Family child-care home⁹</i>	<i>Regional land use³²</i>	<i>Funeral home/crematory</i>
<i>Fire or police facility^{10,11,12}</i>	<i>Retail sales^{29,33}</i>	<i>Laboratory</i>
<i>Health care and social assistance^{4,5,13}</i>	<i>Temporary lodging³⁴</i>	<i>Manufacturing, heavy</i>
<i>Mobile home park</i>	<i>Warehousing³⁵</i>	<i>Manufacturing, light</i>
<i>Multiple-family dwelling</i>		<i>Marijuana business</i>
<i>Office¹⁴</i>		<i>Marijuana cooperative</i>
<i>Park¹⁵</i>		<i>Mobile food service</i>
<i>Recreational facility, outdoor^{16,17}</i>		<i>Resource land use</i>
<i>Religious institution¹⁸</i>		<i>Retail sales, bulk</i>

Exhibit 2

Table C. R-12, R-18, and R-24 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Single detached dwelling unit</i> ^{19,20}		<i>Secure facility</i>
<i>Standalone parking</i> ²¹		<i>Transportation</i>
<i>Supportive living facility</i>		<i>Vehicle or equipment rental</i>
<i>Utility facility</i> ^{22,23,24}		<i>Vehicle refueling station</i>
		<i>Wholesale trade</i>

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

Exhibit 2

- 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;
- c. Direct access to a developed arterial *street* shall be required in any residential zone; and
- d. Hours of operation may be restricted to assure compatibility with surrounding development.

Otherwise, *day care II* requires a *conditional use permit*.

8. K-12 facilities only, except vocational school which is permitted only as a re-use of a surplus nonresidential facility subject to Chapter [18.50](#) KMC unless a *conditional use permit* is obtained. All other *educational service uses* require a *conditional use permit*.

9. A *family child-care home* is subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title [170](#). The *family child-care home* shall meet the following requirements:

- a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
- b. A safe passenger loading area shall be provided;
- c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
- d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;

Exhibit 2

- e. All signage shall conform to the applicable requirements of Chapter [18.42](#) KMC; and
 - f. The *City* has the authority to limit the hours of operation to facilitate neighborhood compatibility.
10. Limited to "storefront" police offices. Such offices shall not have:
- a. Holding cells;
 - b. Suspect interview rooms; or
 - c. Long-term storage of stolen properties.
- All other police facilities require a *conditional use permit*.
11. Fire facilities require a *conditional use permit*, subject to the following:
- a. All *buildings* and *structures* shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
 - b. Any *buildings* from which fire-fighting equipment emerges onto a *street* shall maintain a distance of 35 feet from such *street*; and
 - c. No *outdoor storage*.
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 ~~required in~~provided under KMC [Section 18.30.130](#) and/or [KMC Chapter 20.47.155](#). Setback requirements for *structures* in these on-

Exhibit 2

site required recreation areas shall be maintained in accordance with the zoning standards for the underlying residential zone.

* * *

18.20.1960 Park.

"Park" means a *site* designed or developed for recreational use by the public including, but not limited to:

A. Indoor facilities, such as:

1. Gymnasiums;
2. Swimming pools; or
3. Activity centers;

B. Outdoor facilities, such as:

1. Playfields;
2. Fishing areas;
3. Picnic and related outdoor activity areas;

C. Areas and *trails* for:

1. Hikers;
2. Equestrians;
3. Bicyclists;

D. Areas provided under KMC [Section 18.30.130](#) or [KMC Chapter 20.47-155](#);

E. Facilities for on-site maintenance.

18.45.130 Credit for improvements.

Whenever a *development* is granted approval subject to a condition that the development proponent actually provide a *permanent school facility* acceptable to the district, the development proponent [shall](#) be entitled to a credit for the actual cost of providing the facility, against the fee that would be chargeable under the formula provided by KMC Title [20](#). [The cost of construction shall be estimated at](#)

Exhibit 2

the time of approval, but must be documented and the documentation confirmed after the construction is completed to assure that an accurate credit amount is provided. If construction costs are less than the calculated fee amount, the difference remaining shall be chargeable as a school impact fee.

Attachment 2

**INTERLOCAL AGREEMENT
BY AND BETWEEN
THE CITY OF KENMORE, WASHINGTON
AND THE NORTSHORE SCHOOL DISTRICT
Contract 18-C1873**

THIS AGREEMENT is entered into this ____ day of _____, _____, by and between the City of Kenmore (hereinafter "City") and the Northshore School District (hereinafter "District").

WHEREAS, the Washington State Legislature passed the Growth Management Act, Chapter 36.70A RCW, and Chapter 82.02 RCW (hereinafter "Act"), which authorizes the imposition of impact fees on development activity as part of the financing for public facilities, which financing must provide for a balance between impact fees and other sources of public funds; and

WHEREAS, the Act permits the collection and expenditure of impact fees only for public facilities which are addressed by a capital facilities element of a comprehensive land use plan adopted under the Act; and

WHEREAS, the District has prepared a capital facilities plan that has been adopted by reference as part of the City's Comprehensive Plan; and

WHEREAS, the City has adopted Ordinance No. 18-0463 (the "school impact fee ordinance"), which describes the features of the school impact fee program, and allows the District to receive and expend school impact fees in conformance with the Act; and

WHEREAS, the City and the District enter into this Interlocal Agreement pursuant to Chapter 39.34 RCW, for the purposes of setting forth the duties and responsibilities of the parties with regard to the school impact fee program;

NOW, THEREFORE, in consideration of the mutual promises herein, the parties agree as follows:

I. RESPONSIBILITIES OF THE DISTRICT

The District, by and through its officials, employees, agents, and representatives, agrees to:

A. On or before July 1 of each calendar year, submit to the City a new or updated capital facilities plan as adopted by the school board, including an impact fee schedule.

B. Establish and maintain impact fee accounts as required by RCW 82.02.070.

C. Properly expend and account for impact fees as required in RCW 82.02.050(4) and 82.02.070(2).

D. Prepare and submit to the City on or before July 1 of each calendar year a report showing the source and amount of all moneys collected, earned or received, and all system improvements that were financed in whole or in part by impact fees during the preceding calendar year, together with all information necessary to allow the City to meet all of the requirements of RCW 82.02.070(1).

E. Encumber and expend impact fees as provided in RCW 82.02.070(3), and where the District has extraordinary and compelling reasons for noncompliance with this statute, the District shall identify such reasons in written findings to the City Council.

F. On behalf of the City, notify property owners of refunds under RCW 82.02.080.

G. Make timely payments of refunds due under RCW 82.02.080, together with any interest which may be due thereon.

H. Maintain all accounts and records necessary to ensure compliance with this Agreement, the school impact fee ordinance, and all other applicable law.

II. RESPONSIBILITIES OF THE CITY

The City, by and through its officers, officials, employees, agents and representatives, agrees to:

A. Timely review and take action on the District's updated Capital Facilities Plan and revised impact fee schedule.

B. Be responsible for the following aspects of the impact fee program:

1. Determine, pursuant to the school impact fee ordinance, whether or not residential development activity in the City is exempt from payment of fees;
2. Notify applicants of the requirement to pay school impact fees based on the fee schedule adopted by the City pursuant to the school impact fee ordinance;
3. Calculate the fee amount for any non-exempt residential development activity, based upon the schedule of fees adopted by the City pursuant to the school impact fee ordinance;
4. Collect school impact fees for new residential development activity prior to issuing a permit, consistent with Municipal Code Chapter 20.47.

5. Establish and maintain school impact fee accounts pursuant to RCW 82.02.070 so that impact fees can be transferred to the District on a monthly basis.

C. Provide an appeal process by which an aggrieved party may appeal the impact fee or independent fee calculation.

III. AUDIT

A. The District's records and documents with respect to all matters covered by the school impact fee ordinance or this Agreement shall be subject to inspection, review or audit by the City or an appropriate state agency.

B. The District agrees to cooperate with any monitoring or evaluation activities conducted by the City that pertain to the subject of this Agreement. The District agrees to allow the City or appropriate state agencies and/or any of their authorized officers, employees, agents or representatives to have full access to and the right to examine, audit, and make excerpts or transcripts during normal business hours, all of the District's records with respect to all matters covered by the school impact fee ordinance or this Agreement. The City shall provide fifteen (15) days advance written notice of fiscal audits to be conducted.

IV. INDEMNIFICATION AND HOLD HARMLESS

A. The District shall, at its own cost and expense, protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents, from any and all costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way resulting from the acts or omissions of the District, its officers, employees or agents, relating to the District's implementation of the school impact fee program, performance of the duties set forth in Section I of this Agreement, or compliance with the terms of the school impact fee ordinance, as passed by the City Council of the City of Kenmore on the ____ day of _____, _____. By way of example, and not of limitation, the District shall protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents, from any and all costs, claims, judgments, or awards of damages arising out of or in any way resulting from the District's (by its officers, employees, agents, or representatives) negligent acts or omissions, intentional acts or omissions; any liability arising from an audit of the District's impact fee account; or failure for any reason to comply with the terms of this Agreement, the terms of the school impact fee ordinance, or applicable law, all as may be amended from time to time.

B. The District further agrees that the District shall, at its own costs and expense, protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents from any and all costs, claims, judgments, or awards of damages, including attorney fees, arising out of or in any way resulting from the District's failure to refund impact fees, or interest on such impact fees, including but not limited to a determination that impact fees from development activity that was not completed are not refundable because the funds were expended or encumbered by the District whether or not the District's determination was made in good faith; provided, however,

that if the District offers to defend, the District shall not be liable for any of the City's attorney's fees or costs incurred after such offer to defend is made.

C. The District's duties to the City under this Section shall not be diminished or extinguished by the prior termination of this Agreement pursuant to Section V.

D. Except as provided in paragraphs A, B and C, the City shall, at its own cost and expense, protect, defend, indemnify and hold harmless the District, its officers, employees, or agents, from any and all costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way resulting from the acts or omissions of the City, its officers, employees or agents, relating to the City's implementation of the school impact fee program or performance of the duties set forth in Section II of this Agreement; provided, however, that if the City offers to defend, the City shall not be liable for any of the District's attorney's fees or costs incurred after such offer to defend is made; and provided further however, that the District shall promptly refund any fees as required by a final court order including payment of any pre- or post-judgment interest. The parties agree that the City shall bear no liability for any costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way arising out of information provided by the District and relied upon by the City in the adoption of a school impact fee ordinance or any subsequent revision to the fee schedule, and the City shall not be required to defend any appeal or challenge to the District's information, data, use of school impact fees, calculation of fees or decisions on reconsideration/appeal.

E. The City's duties to the District under this Section shall not be diminished or extinguished by prior termination of this Agreement pursuant to Section V.

V. TERMINATION

A. The District's authorization to receive and collect school impact fees under this Agreement may be terminated without cause by the City, in whole or in part, at any time, but only upon the repeal or invalidation of the school impact fee ordinance. All other obligations under this Agreement shall remain in effect until both of the following conditions shall have been satisfied:

1. The City or the District provides written notice that this Agreement is being terminated; and
2. The District no longer retains unexpended or unencumbered impact fees and interest earned thereon.

The obligations under Section IV, Indemnification, shall be continuing and shall not be diminished or extinguished by the termination of this Agreement.

B. The District shall, upon the repeal of the school impact fee ordinance and/or termination of this Agreement, either properly expend or refund any remaining unexpended or unencumbered impact fees together with interest earned thereon pursuant to Chapter 82.02 RCW.

C. Nothing herein shall limit, waiver or extinguish any right or remedy provided by this Agreement or by law that either party may have in the event that the obligation, terms and conditions set forth in this Agreement are breached by the other party.

VI. MODIFICATION

No changes or modifications of this Agreement shall be valid or binding upon either party unless such changes or modifications are in writing and executed by both parties.

VII. NONDISCRIMINATION

There shall be no discrimination against any employee or independent contractor paid by any funds which are the subject of this Agreement or against any applicant for such employment because of race, religion, color, sex, age, sexual orientation, handicap, or national origin. This provision shall include, but not be limited to the following: employment, upgrading, demotion, transfer, recruitment, advertising, lay-off or termination, rates of pay or other forms of compensation, and selection for training.

VIII. INTEGRATION

This Agreement, together with the school impact fee ordinance, contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to bind either party.

IX. SEVERABILITY

In the event that any term or condition of this Agreement or application thereof to any person or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications of this Agreement which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this Agreement are declared severable.

X. RIGHTS OF OTHER PARTIES

It is understood that this Agreement is solely for the benefit of the parties hereto and conveys no right to any other party.

XI. DISPUTES

Jurisdiction of any dispute arising under this Agreement shall be in King County Superior Court, and the substantially prevailing party shall be entitled to recover its costs and reasonable attorney fees.

XII. GOVERNING LAW AND FILING

This Agreement shall be construed and enforced in accordance with, and the validity and performance hereof shall be governed by, the laws of the State of Washington. This Agreement

shall be filed with the Secretary of the District's Board of Directors, the Clerk of the City of Kenmore, and the King County Recorder.

XIII. ADMINISTRATION

A. The City's representative for purposes of administering this Agreement is the City Manager or his/her designee.

B. The District's representative for purposes of administering this Agreement is the Superintendent or his/her designee.

XIV. WAIVER OF DEFAULT

Waiver of any default in the performance of this Agreement shall not be deemed to be a waiver of any subsequent default. Waiver or breach of any provision of the Agreement shall not be deemed to be waiver of any other or subsequent breach and shall not be construed to be a modification of this Agreement.

IN WITNESS WHEREOF, the undersigned have executed this Agreement on the date and year set forth below.

THE CITY OF KENMORE	NORTHSHORE SCHOOL DISTRICT
By _____ Its _____	By _____ Its _____
APPROVED AS TO FORM: OFFICE OF THE CITY ATTORNEY _____	APPROVED AS TO FORM: SCHOOL DISTRICT ATTORNEY _____
ATTEST/AUTHENTICATED: _____ City Clerk	

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that _____
is the person who appeared before me, and said person acknowledged that (he/she) signed this
instrument, on oath stated that (he/she) was authorized to execute the instrument and
acknowledged it as the _____ of the City of Kenmore to be the free and voluntary act
of such party for the uses and purposes mentioned in the instrument.

Dated: _____.

NOTARY PUBLIC in and for the State of
Washington, residing at _____
My Commission expires _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that _____
is the person who appeared before me, and said person acknowledged that (he/she) signed this
instrument, on oath stated that (he/she) was authorized to execute the instrument and
acknowledged it as the _____ of the Northshore School District to be the free and
voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____.

NOTARY PUBLIC in and for the State of
Washington, residing at _____
My Commission expires _____

Attachment 3



WEB: MBAKS.COM | OFFICE: 425.451.7920 | FAX: 425.646.5985
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004



April 4, 2018

The Honorable David Baker, Mayor
Kenmore City Council
18120 68th Ave NE
Kenmore, WA 98028

RE: Northshore School District Impact Fee Proposal

Dear Mayor and City Councilmembers:

On behalf of the nearly 2,900 member companies of the Master Builders Association of King and Snohomish Counties (MBAKS), I would like to ask for your thoughtful consideration when deliberating on the school impact fee proposal brought forward by Northshore School District. The MBA has concerns related to the large fee increase and the the effects on housing affordability in our region.

More specifically, the MBA has concern related to the discussion of collecting the single-family school impact fee for townhomes when this type of development is clearly defined in Kenmore Municipal Code as multi-family, reference KMC 18.20.835(B) dwelling, multiple-family, townhouse.

The definitions in code provide for clear distinctions and predictability. By defining townhomes as single-family strictly for the collection of school impact fees and retaining a multi-family definition otherwise, you are creating conflicts within your code and confusion for your customers.

For reference, in Snohomish County Code, townhomes are defined as multi-family and thus charged the appropriate multi-family impact fees. This code interpretation was recently upheld on Oct. 9, 2017 by the Snohomish County Hearing Examiner's decision to subject townhouse development to the multi-family impact fees as adopted in County Code, which is in alignment with the County's definition of a townhome.

In addition to creating uncertainty in your code, you may also be inadvertently discouraging further townhome development in your single-family neighborhoods. By charging attached townhome development the single-family fees you are encouraging the development of larger, more expensive, single-family homes. Townhome and other multifamily development and are key components to housing affordability for households across all income levels. Encouraging a variety of housing options is essential to help ensure housing availability for all.

The Northshore School District updates the Capital Facilities Plan (CFP) on an annual basis and carefully monitors enrollment projections against capacity needs. The District is currently working the annual update and it is my understanding it is to be



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335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004



complete near the end of April. It is likely the District will identify a multi-family fee, which would appropriately apply to townhomes. The 2017 approved Northshore CFP did not request a multifamily fee as the methodology used did not establish it was legally supportable.

The MBA strongly encourages your continued deliberation and postponed action until the District has updated its CFP. This will allow the District to determine if a multi-family impact fee is legally supportable and enable the city to maintain clear distinctions and predictability in code. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Anderson'.

Jennifer Anderson
King County Government Affairs Manager
Master Builders Association of King and Snohomish Counties

cc: Laurie Anderson, Senior Planner





City Council Business Agenda Item City of Kenmore, WA

Subject/Topic: Public Hearing on School Impact Fees; Potential Adoption of Municipal Code Amendments related to School Impact Fees; and Authorization for the City Manager to Sign an Interlocal Agreement with the Northshore School District.

Proposed Council Action/Motion:
Hold a public hearing on the adoption of school impact fees for the Northshore School District.

Adopt Ordinance 18-0463 to amend the Municipal Code and adopt school impact fees for the Northshore School District.

Authorize the City Manager to sign an interlocal agreement, Contract 18-C1873, with the Northshore School District related to school impact fees.

For Council Meeting Agenda of: May 14, 2018

Department: Community Development

Prepared by: Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner

Initial & Date

Approved by Department Head: DS 4/30/18
Approved by City Attorney: pk, email, 4/30/18
Approved by Finance Director: n/a
Approved by City Manager: pk

Exhibits/Attachments:

1. Draft Ordinance 18-0463
2. Draft Interlocal Agreement, Contract 18-C1873
3. Letter from Master Builders Association

INFORMATION/BACKGROUND:

At the March 26, 2018 City Council meeting, Council directed staff to prepare Municipal Code amendments related to school impact fees. Those amendments are attached to Ordinance 18-0463 (see Attachment 1). The ordinance would impose an impact fee of \$10,573 on new single-family and townhouse construction.

As the City would collect the fees for the Northshore School District, an interlocal agreement is necessary. The draft interlocal agreement (Contract 18-C1873) has been reviewed by Northshore School District staff and is included as Attachment 2. The interlocal is scheduled to be considered by the School Board at their next meeting, also on May 14.

The Master Builders Association of King and Snohomish Counties has submitted a letter (see Attachment 3) describing possible confusion over the imposition of school impact fees on townhouses. In the Zoning Code (Municipal Code Title 18), townhouses are defined as multifamily development; the Northshore School District is not assessing a school impact fee for multifamily development at this time. The lack of a school impact fee on townhouses could serve as an incentive to building townhouses in the City's single-family zoning districts. To eliminate this incentive, Council directed that, for purposes of school impact fees, townhouses should be considered equivalent to single-family development. This is made clear in the amendments to Title 20. In fact, the Northshore School District Capital Facilities Plan impact fee schedule already has an assessment for townhomes, recognizing that this type of housing does generate students.

Background: In January 2017, the Northshore School District requested that the City assess school impact fees. Although the District may request school impact fees, it is a City Council decision to assess them. The Council also determines the appropriate amount of the fee after reviewing the calculations in the District's Capital Facilities Plan.

FISCAL CONSIDERATION:

None at this time.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

- Comprehensive Plan Policy PS-4.1.2: "Coordinate and communicate with the appropriate school districts on issues of mutual interest including school facility location/expansion, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community."

I:/City Clerk/Agenda Items/Templates

Attachment 1

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 18-0463**

**AN ORDINANCE OF THE CITY OF KENMORE,
WASHINGTON, RELATING TO SCHOOL IMPACT FEES;
AMENDING CHAPTER 20.47 OF THE KENMORE
MUNICIPAL CODE; AMENDING RELATED MUNICIPAL
CODE SECTIONS; ADOPTING SCHOOL IMPACT FEES;
ADDRESSING SEVERABILITY; AND PROVIDING AN
EFFECTIVE DATE.**

WHEREAS, the Northshore School District has requested imposition of school impact fees by the City of Kenmore on new development; and

WHEREAS, the City has authority to adopt impact fees to address the impact on school facilities caused by new development, pursuant to RCW 82.02.050 through 82.02.100; and

WHEREAS, the City's Comprehensive Plan Goal PS-4 is to, "Support the provision of quality educational opportunities to the Kenmore community"; and

WHEREAS, the Capital Facilities Element of the City's Comprehensive Plan incorporates by reference the Northshore School District Capital Facilities Plan and has, as a goal, to "Provide adequate public facilities concurrent with the impact of new development"; and

WHEREAS, the Northshore School District Capital Facilities Plan demonstrates continuing growth in student population as a result of new development, and has identified related school capacity needs; and

WHEREAS, the Northshore School District Capital Facilities Plan demonstrates a balance between impact fees and other sources of public funding in financing plans for needed school facilities; and

WHEREAS, the Northshore School District Capital Facilities Plan includes a schedule of recommended housing types and impact fees; and

WHEREAS, the impact fee schedule of the Northshore School District's Capital Facilities Plan includes an impact fee for townhomes, and another jurisdiction in the District has assessed school impact fees on townhouses; and

WHEREAS, the City's Zoning Code allows townhouses in the City's single-family residential zoning districts as a permitted use on lots in a plat designed for townhouse units or through the conditional use permit process; and

WHEREAS, the City's Comprehensive Plan Vision Statement reads, "In 2035, we see Kenmore as a fun, vibrant waterfront community that supports the character of its single-family residential neighborhoods"; and

WHEREAS, property-owners may develop townhouses in the City's single-family residential districts as a means to avoid school impact fees if townhouses are not assessed school impact fees; and

WHEREAS, on January 22, 2018 and March 26, 2018, the City Council considered policy issues related to the Northshore School District's request for school impact fees; and

WHEREAS, the Washington State Department of Commerce was notified regarding the proposed amendments of this Ordinance pursuant to RCW 36.70A.106; and

WHEREAS, the City Council held a public hearing and considered this Ordinance during its regular City Council meeting of May 14, 2018; and

WHEREAS, the City Council has determined that the impact fees adopted in this ordinance satisfy the requirements of RCW 82.02.050 through 82.02.100;

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

Section 1. Findings Adopted; Townhouses. The City Council adopts the foregoing recitals as findings, which are incorporated herein as if set forth in full. Specific to townhouses, the City will consider townhouses, as defined in KMC 18.20.835, as single-family residential development for purposes of school impact fees.

Section 2. Amendments to Chapter 20.47 of the City of Kenmore Municipal Code. The City Council amends certain sections of Chapter 20.47, as set forth in Exhibit 1, attached hereto and incorporated by reference.

Section 3. Amendments to Related Sections of the City of Kenmore Municipal Code. The City Council amends certain related sections of the Kenmore Municipal Code, as set forth in Exhibit 2, attached hereto and incorporated by reference.

Section 4. Adoption of School Impact Fees. The City Council adopts school impact fees as follows: \$10,573 for single-family residences (including townhouses); \$0 for multifamily development. Future school impact fee amounts shall be determined by the City Council by resolution.

Section 5. 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 pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 6. 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 publication.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ____TH DAY OF _____, 2018.

CITY OF KENMORE

David Baker, Mayor

ATTEST/AUTHENTICATED:

Kelly Chelin, City Clerk

Approved as to form:

Rod P. Kaseguma, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Ordinance No.:
Date of Publication:
Effective Date:

Exhibit 1

Chapter 20.47
TRANSPORTATION AND, 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.
- 20.47.035 Temporary suspension of road impact fees relating to change of use.
- 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 Park space in lieu of impact fee.

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* **inserving** the City of Kenmore, and the *council* finds that new growth and development should pay a proportionate

Exhibit 1

share of the cost of new facilities needed to serve the new growth and development. The City of Kenmore has prepared the *rate study* and the *parks study*, and has reviewed the *school impact fee analysis*, all of which documents have conducted extensive studies documenting the procedures for measuring the impact of new developments on *public facilities*; has prepared the *rate study* and *parks study*, and. The City of Kenmore hereby incorporates these studies and this analysis into this chapter by reference. Therefore, pursuant to Chapter 82.02 RCW, the council adopts this chapter to assess *impact fees* for transportation, and 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.

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*.

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 dwelling units* may share *kitchen facilities* with other dwelling units in place of providing *kitchen facilities* within each unit.

Exhibit 1

I. "Elderly" means a person aged 62 or older.

IJ. "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*.

JK. "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.

KL. "Gross floor area" means the total square footage of any building, structure, or use, including accessory uses.

LM. "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.

MN. "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. "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*.

NO. "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](#).

OP. "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.

PQ. "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.

Exhibit 1

RS. "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.

RT. "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.

SU. "Mobility unit" means one PM peak hour person trip end. Each person trip has two trip ends, one each at the origin and destination.

TV. "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).

UW. "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.

VX. "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, and *open space*.

WY. "Parks study" means the "Rate Study for Impact Fees for Parks," City of Kenmore, dated May 15, 2001.

XZ. "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.

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

ZBB. "Rate study" means the "Transportation Impact Fee Rate Study Update," prepared for the City of Kenmore by Fehr & Peers, dated December 2015.

Exhibit 1

AACC. "Residential" or "residential development" means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, duplex, triplex, and other multifamily development.

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

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

CCFF. "State" means the State of Washington.

DDGG. "System improvements" means *public facilities* that are included in the ~~City of Kenmore's 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 areas within the community at large, in contrast to *project improvements*.

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

FFII. "Trip generation" means the number of *mobility units* generated by a *development activity*.

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 single-family residences.

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.

Exhibit 1

CE. *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 **FH** of this section, *impact fees* shall be paid at the time the permit is issued by the City.

DF. Applicants that have been awarded credits pursuant to KMC 20.47.050 prior to the submittal of the complete *building permit* application pursuant to KMC 20.47.050 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 **FH** 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.

EG. Except as provided in subsection **FH** 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 ~~they~~ exceeds exemptions or credits provided pursuant to KMC 20.47.040 or 20.47.050.

FH. An applicant for a *building permit* for a single-family detached or attached residence 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 **FH**. 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

Exhibit 1

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 [city council](#), associated with implementing this subsection shall accompany the request.

20.47.035 Temporary suspension of road impact fees relating to change of use.

Notwithstanding any other provision of this chapter, the City temporarily eliminates the collection of the road *impact fee* from any applicant seeking *development approval* from the City for any change of use in an existing building in the north subarea of the regional business zone; provided, that this section shall not apply to *dwelling units*; provided further, that this section shall not apply to projects that add to, increase or expand the *gross floor area* of an existing building; and provided further, that this section shall apply only to the use, renovation or remodeling of an existing building and shall not apply to redevelopment projects or other projects in which an existing building is replaced or substantially redeveloped. The term "existing building" in this section means a building that was constructed before July 1, 2015. This section shall apply to projects for which a complete *development approval* application is filed with the City on April 1, 2017, through December 31, 2019. This section shall automatically expire on December 31, 2019.

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 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 that maintains its single-family character;

Exhibit 1

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. Any permit application that has been submitted to the City before closing time on the business day before the effective date of an amendment to this chapter and subsequently determined to be a complete application, based on the information on file as of the effective date of this amendment;

67. Pursuant to RCW 82.02.060, the City council may provide exemptions for *low-income housing* and other development activities with broad public purposes. The impact fees amounts waived in excess of 80 percent for low-income housing pursuant to RCW 82.02.060(3) will be paid for through the City's other funding sources, as identified in the December 2015 Transportation Impact Fees rate study by Fehr & Peers; Exemptions for school impact fees under this subsection shall be approved by the Northshore School District.

78. Accessory dwelling units; provided, that impact fees wouldshall be assessed if at any time the accessory dwelling unit wasis 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 non-exempt 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 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

Exhibit 1

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 (insert effective date of ordinance).

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 (insert effective date of ordinance).

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 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 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.

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 *rate 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 land improvements or construction completed shall be adjacent to other publicly owned land; or

Exhibit 1

b. Be within an area of the City designated within the City comprehensive plan as in need of *park space*.
or

c. Would in some other way further the goals and objectives of the *capital facilities plan* or other City plans.

B. The *city manager* shall determine if a requests 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 any such credit.

Exhibit 1

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](#).

20.47.060 Tax adjustments.

Pursuant to and consistent with the requirements of RCW [82.02.060](#), the *rate study* and, 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.

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 14 calendar days of the *feepayer's* payment of the *impact fees* at issue; 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*.

Exhibit 1

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*.

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 ~~two~~three separate *impact fee accounts* for the fees collected pursuant to this ~~title~~chapter: the transportation *impact account*, and 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 below. Funds withdrawn from the ~~set~~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.

CD. On an annual basis, the *city manager* shall provide a report to the *council* on each of the ~~two~~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*.

Exhibit 1

DE. *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 City to hold the fees beyond the 10-year period *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*.

20.47.090 Refunds.

A. 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.

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.

Exhibit 1

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*.

DE. *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.

EF. 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.

20.47.110 Review.

The council may review and adjust the fee rates set forth in Article II of this chapter may be reviewed and adjusted by the council 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 council may determine the amount of the adjustment and revise the fee rates set forth in Article II of this chapter. Absent such affirmative council adjustment, the city manager may adjust transportation *impact fees* annually in accordance with a five-year rolling average of the Washington State Department of Transportation Construction Cost Index ("CCI"), coinciding with the city council's annual fee resolution.

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 *rate 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* applicable to the type of development, in an amount imposed by the city council by resolution.

Exhibit 1

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 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* applicable to the type of *dwelling unit*, in an amount imposed by the **city** council by resolution.

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](#).

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](#) ~~or~~ [20.47.130](#) ~~or~~ [20.47.135](#) accurately describe or capture the impacts of a new development on transportation ~~or~~ 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](#) ~~or~~ [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 **city**-council by resolution, unless otherwise established by the *city manager*, and shall be paid by the *feepayer* prior to initiation of review.

D. There is a presumption that the calculations set forth in the *rate study*, ~~and~~ *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

Exhibit 1

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](#).

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.

20.47.155 Park space in lieu of impact fee.

A. 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, except as provided in subsection B of this section.

B. At the discretion of the City, the *feepayer* may be able to receive credit towards their *impact fee* for land dedicated, improvements made or other construction completed for park purposes:

1. Such land improvements or construction completed shall be adjacent to other publicly owned land; or
2. Be within an area of the City designated within the City comprehensive plan as in need of park space; or
3. Would in some other way further the goals and objectives of the *capital facilities plan* or other City plans;
4. All such improvements shall be constructed at an acceptable quality as determined by the City.

Exhibit 1

Chapter 20.50
SCHOOL IMPACT FEES

Sections:**20.50.010—School impact fees.****20.50.020—Severability.****20.50.010 School impact fees.**

School impact fees are assessed and collected by the Northshore School District No. 417 in an amount established by ordinance for each new single-family dwelling unit and for each new multifamily dwelling unit. Impact fees may be assessed and collected as long as the fees are used to fund capital and system improvements needed to serve the new development, and as long as the use of such fees is consistent with the requirements of Chapter 82.02 RCW. Pursuant to Chapter 82.02 RCW, impact fees may also be used to recoup capital and system improvement costs previously incurred by a school district to the extent that new growth and development will be served by the previously constructed improvements or incurred costs. [Ord. 11-0329 § 16; Ord. 99-0058 § 1; Ord. 98-0020 § 1 (KCC 27.44.010).]

20.50.020 Severability.

Should any section, subsection, paragraph, sentence, clause or phrase of this chapter or its application to any person or circumstance be held to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remainder of the chapter or the application of the invalidated provision to other persons or circumstances. [Ord. 99-0058 § 1; Ord. 98-0020 § 1 (KCC 27.44.100).]

Exhibit 2

AMENDMENTS TO OTHER MUNICIPAL CODE SECTIONS**Amend the following code sections as follows:****18.20.420 Capital facilities plan, school district.**

"School district capital facilities plan" means a district's facilities plan adopted by the school board consisting of:

~~A. An inventory showing the location and school capacity of existing school facilities;~~

~~AB. A forecast of future needs for school facilities based on the district's enrollment projections and adopted standard of service;~~

~~BC. The long-range construction and capital improvements projects of the district;~~

~~C. The schools under construction or expansion;~~

D. The proposed locations and school capacities of expanded or new school facilities;

E. At least a six-year financing plan component, updated as necessary to maintain at least a six-year forecast period, for financing needed school facilities within projected funding levels, and identifying sources of financing for such purposes, including bond issues authorized by the voters and projected bond issues not yet authorized by the voters; and

F. Any other long-range projects planned by the district;

~~G. The current school capacity based on the district's adopted standard of service, and a plan to eliminate existing deficiencies, if any, without the use of impact fees; and~~

~~H. An inventory showing the location and capacity of existing school facilities.~~

18.21.020 Residential zones R-1, R-4 and R-6 – Use allowances.

The following uses listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-1, R-4 and R-6:

Exhibit 2

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Air transportation service¹</i>	<i>Ambulatory surgery center²⁵</i>	<i>Adult entertainment business</i>
<i>Arts, entertainment, indoor^{2,3}</i>	<i>Arts, entertainment, outdoor²⁶</i>	<i>Animal kennel/shelter</i>
<i>Day care⁴</i>	<i>Cemetery, columbarium or mausoleum²⁷</i>	<i>Auction house</i>
<i>Educational service⁵</i>	<i>College/university²⁵</i>	<i>Automotive sales and service, marine</i>
<i>Family child-care home⁶</i>	<i>Community residential facility²⁸</i>	<i>Automotive sales and service, non-marine</i>
<i>Fire or police facility^{7,8}</i>	<i>Eating and drinking place^{3,29}</i>	<i>Business service, intensive</i>
<i>Health care and social assistance^{9,10}</i>	<i>Hospital²⁵</i>	<i>Business service, standard</i>
<i>Multiple-family dwelling¹¹</i>	<i>Mobile home park³⁰</i>	<i>Construction and trade</i>
<i>Office¹²</i>	<i>Personal service³¹</i>	<i>Funeral home/crematory</i>
<i>Park¹³</i>	<i>Recreational facility, indoor^{9,16,32}</i>	<i>Laboratory</i>
<i>Recreational facility, outdoor^{14,15,16}</i>	<i>Regional land use^{33,34,35}</i>	<i>Manufacturing, heavy</i>
<i>Religious institution¹⁷</i>	<i>Retail sales^{31,36}</i>	<i>Manufacturing, light</i>
<i>Resource land use¹⁸</i>	<i>Temporary lodging³⁷</i>	<i>Marijuana business</i>
<i>Single detached dwelling unit^{19,20}</i>		<i>Marijuana cooperative</i>
<i>Standalone parking²¹</i>		<i>Mobile food service</i>
<i>Supportive living facility²²</i>		<i>Retail sales, bulk</i>

Exhibit 2

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Utility facility</i> ^{23,24}		<i>Secure facility</i>
		<i>Transportation</i>
		<i>Vehicle or equipment rental</i>
		<i>Vehicle refueling station</i>
		<i>Warehousing</i>
		<i>Wholesale trade</i>

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. Only (a) in a *building* listed on the National Register as a historic site or designated as a *City* landmark; (b) as a re-use of a surplus nonresidential facility; or (c) as a joint use of an existing public school facility. All subject to Chapter [18.50](#) KMC. Otherwise, a conditional *use*.
3. *Social card games* are prohibited.
4. 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;
 - c. Direct access to a developed arterial *street* shall be required in any residential zone; and

Exhibit 2

d. Hours of operation may be restricted to assure compatibility with surrounding development.

All other *day care uses* require a *conditional use permit*.

5. K-12 facilities only. All other *educational service uses* require a *conditional use permit*.

6. A *family child-care home* is subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title [170](#). The *family child-care home* shall meet the following requirements:

- a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
- b. A safe passenger loading area shall be provided;
- c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
- d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;
- e. All signage shall conform to the applicable requirements of Chapter [18.42](#) KMC;
- f. The *City* has the authority to limit the hours of operation to facilitate neighborhood compatibility; and
- g. Prior to receiving State licensing, the family child-care provider shall provide the *City* with proof of written notification informing immediately adjoining property owners of the intent to locate and maintain the *family child-care home*. The notification shall inform the notified parties that comments may be submitted to the DEL and provide contact information for submitting such comments to the DEL. The proof of notification shall be in the form of a written affidavit containing (1) the date and means of notification; (2) a copy of the notification; and (3) a list of the parties to whom the notification was distributed.

7. Limited to "storefront" police offices. Such offices shall not have:

- a. Holding cells;
- b. Suspect interview rooms; or
- c. Long-term storage of stolen properties.

Exhibit 2

All other *fire or police facility uses* require a *conditional use permit*, except police or fire training facilities, such as shooting ranges, auto test tracks, and fire suppression simulations, which are prohibited.

8. For conditionally permitted fire facilities:

- a. All *buildings* and *structures* shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
- b. Any *buildings* from which firefighting equipment emerges onto a street shall maintain a distance of 35 feet from such *street*; and
- c. No *outdoor storage*.

9. Only as a re-use of a public school facility. May be permitted as a *conditional use* if proposed as re-use of a surplus nonresidential facility. All subject to Chapter [18.50](#) KMC.

10. Veterinary clinics are prohibited.

11. *Townhouse* units only permitted and only on *lots* in a subdivision or short subdivision designed for *townhouse* units. Other *townhouse* units require a *conditional use permit*. *Apartments* are prohibited.

12. *Public agency or utility office* 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. Otherwise, *public agency or utility office* is a *conditional use*. All other office *uses* are prohibited.

13. 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 ~~required in provided under~~ KMC [Section 18.30.130](#) ~~and/or KMC Chapter 20.47-155~~. 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.

* * *

18.21.040 Residential zones R-12, R-18 and R-24 – Use allowances.

The following *uses* listed in Table C are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-12, R-18 and R-24:

Exhibit 2

Table C. R-12, R-18, and R-24 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Air transportation service¹</i>	<i>Ambulatory surgery center²⁵</i>	<i>Adult entertainment business</i>
<i>Arts, entertainment, indoor^{2,3}</i>	<i>Arts, entertainment, outdoor²⁶</i>	<i>Animal kennel/shelter</i>
<i>College/university^{4,5}</i>	<i>Cemetery, columbarium or mausoleum²⁷</i>	<i>Auction house</i>
<i>Community residential facility</i>	<i>Eating and drinking place^{3,28}</i>	<i>Automotive sales and service, marine</i>
<i>Construction and trade⁶</i>	<i>Hospital⁶</i>	<i>Automotive sales and service, non-marine</i>
<i>Day care⁷</i>	<i>Personal service²⁹</i>	<i>Business service, intensive</i>
<i>Educational service⁸</i>	<i>Recreational facility, indoor^{3,30,31}</i>	<i>Business service, standard</i>
<i>Family child-care home⁹</i>	<i>Regional land use³²</i>	<i>Funeral home/crematory</i>
<i>Fire or police facility^{10,11,12}</i>	<i>Retail sales^{29,33}</i>	<i>Laboratory</i>
<i>Health care and social assistance^{4,5,13}</i>	<i>Temporary lodging³⁴</i>	<i>Manufacturing, heavy</i>
<i>Mobile home park</i>	<i>Warehousing³⁵</i>	<i>Manufacturing, light</i>
<i>Multiple-family dwelling</i>		<i>Marijuana business</i>
<i>Office¹⁴</i>		<i>Marijuana cooperative</i>
<i>Park¹⁵</i>		<i>Mobile food service</i>
<i>Recreational facility, outdoor^{16,17}</i>		<i>Resource land use</i>
<i>Religious institution¹⁸</i>		<i>Retail sales, bulk</i>

Exhibit 2

Table C. R-12, R-18, and R-24 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Single detached dwelling unit</i> ^{19,20}		<i>Secure facility</i>
<i>Standalone parking</i> ²¹		<i>Transportation</i>
<i>Supportive living facility</i>		<i>Vehicle or equipment rental</i>
<i>Utility facility</i> ^{22,23,24}		<i>Vehicle refueling station</i>
		<i>Wholesale trade</i>

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

Exhibit 2

- 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;
- c. Direct access to a developed arterial *street* shall be required in any residential zone; and
- d. Hours of operation may be restricted to assure compatibility with surrounding development.

Otherwise, *day care II* requires a *conditional use permit*.

8. K-12 facilities only, except vocational school which is permitted only as a re-use of a surplus nonresidential facility subject to Chapter [18.50](#) KMC unless a *conditional use permit* is obtained. All other *educational service uses* require a *conditional use permit*.

9. A *family child-care home* is subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title [170](#). The *family child-care home* shall meet the following requirements:

- a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
- b. A safe passenger loading area shall be provided;
- c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
- d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;

Exhibit 2

- e. All signage shall conform to the applicable requirements of Chapter [18.42](#) KMC; and
 - f. The *City* has the authority to limit the hours of operation to facilitate neighborhood compatibility.
10. Limited to "storefront" police offices. Such offices shall not have:
- a. Holding cells;
 - b. Suspect interview rooms; or
 - c. Long-term storage of stolen properties.
- All other police facilities require a *conditional use permit*.
11. Fire facilities require a *conditional use permit*, subject to the following:
- a. All *buildings* and *structures* shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
 - b. Any *buildings* from which fire-fighting equipment emerges onto a *street* shall maintain a distance of 35 feet from such *street*; and
 - c. No *outdoor storage*.
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 ~~required in~~provided under KMC [Section 18.30.130](#) and/or [KMC Chapter 20.47.155](#). Setback requirements for *structures* in these on-

Exhibit 2

site required recreation areas shall be maintained in accordance with the zoning standards for the underlying residential zone.

* * *

18.20.1960 Park.

"Park" means a *site* designed or developed for recreational use by the public including, but not limited to:

A. Indoor facilities, such as:

1. Gymnasiums;
2. Swimming pools; or
3. Activity centers;

B. Outdoor facilities, such as:

1. Playfields;
2. Fishing areas;
3. Picnic and related outdoor activity areas;

C. Areas and *trails* for:

1. Hikers;
2. Equestrians;
3. Bicyclists;

D. Areas provided under KMC [Section 18.30.130](#) or [KMC Chapter 20.47-155](#);

E. Facilities for on-site maintenance.

18.45.130 Credit for improvements.

Whenever a *development* is granted approval subject to a condition that the development proponent actually provide a *permanent school facility* acceptable to the district, the development proponent [shall](#) be entitled to a credit for the actual cost of providing the facility, against the fee that would be chargeable under the formula provided by KMC Title [20](#). [The cost of construction shall be estimated at](#)

Exhibit 2

the time of approval, but must be documented and the documentation confirmed after the construction is completed to assure that an accurate credit amount is provided. If construction costs are less than the calculated fee amount, the difference remaining shall be chargeable as a school impact fee.

Attachment 2

**INTERLOCAL AGREEMENT
BY AND BETWEEN
THE CITY OF KENMORE, WASHINGTON
AND THE NORTSHORE SCHOOL DISTRICT
Contract 18-C1873**

THIS AGREEMENT is entered into this ____ day of _____, _____, by and between the City of Kenmore (hereinafter "City") and the Northshore School District (hereinafter "District").

WHEREAS, the Washington State Legislature passed the Growth Management Act, Chapter 36.70A RCW, and Chapter 82.02 RCW (hereinafter "Act"), which authorizes the imposition of impact fees on development activity as part of the financing for public facilities, which financing must provide for a balance between impact fees and other sources of public funds; and

WHEREAS, the Act permits the collection and expenditure of impact fees only for public facilities which are addressed by a capital facilities element of a comprehensive land use plan adopted under the Act; and

WHEREAS, the District has prepared a capital facilities plan that has been adopted by reference as part of the City's Comprehensive Plan; and

WHEREAS, the City has adopted Ordinance No. 18-0463 (the "school impact fee ordinance"), which describes the features of the school impact fee program, and allows the District to receive and expend school impact fees in conformance with the Act; and

WHEREAS, the City and the District enter into this Interlocal Agreement pursuant to Chapter 39.34 RCW, for the purposes of setting forth the duties and responsibilities of the parties with regard to the school impact fee program;

NOW, THEREFORE, in consideration of the mutual promises herein, the parties agree as follows:

I. RESPONSIBILITIES OF THE DISTRICT

The District, by and through its officials, employees, agents, and representatives, agrees to:

A. On or before July 1 of each calendar year, submit to the City a new or updated capital facilities plan as adopted by the school board, including an impact fee schedule.

B. Establish and maintain impact fee accounts as required by RCW 82.02.070.

C. Properly expend and account for impact fees as required in RCW 82.02.050(4) and 82.02.070(2).

D. Prepare and submit to the City on or before July 1 of each calendar year a report showing the source and amount of all moneys collected, earned or received, and all system improvements that were financed in whole or in part by impact fees during the preceding calendar year, together with all information necessary to allow the City to meet all of the requirements of RCW 82.02.070(1).

E. Encumber and expend impact fees as provided in RCW 82.02.070(3), and where the District has extraordinary and compelling reasons for noncompliance with this statute, the District shall identify such reasons in written findings to the City Council.

F. On behalf of the City, notify property owners of refunds under RCW 82.02.080.

G. Make timely payments of refunds due under RCW 82.02.080, together with any interest which may be due thereon.

H. Maintain all accounts and records necessary to ensure compliance with this Agreement, the school impact fee ordinance, and all other applicable law.

II. RESPONSIBILITIES OF THE CITY

The City, by and through its officers, officials, employees, agents and representatives, agrees to:

A. Timely review and take action on the District's updated Capital Facilities Plan and revised impact fee schedule.

B. Be responsible for the following aspects of the impact fee program:

1. Determine, pursuant to the school impact fee ordinance, whether or not residential development activity in the City is exempt from payment of fees;
2. Notify applicants of the requirement to pay school impact fees based on the fee schedule adopted by the City pursuant to the school impact fee ordinance;
3. Calculate the fee amount for any non-exempt residential development activity, based upon the schedule of fees adopted by the City pursuant to the school impact fee ordinance;
4. Collect school impact fees for new residential development activity prior to issuing a permit, consistent with Municipal Code Chapter 20.47.

5. Establish and maintain school impact fee accounts pursuant to RCW 82.02.070 so that impact fees can be transferred to the District on a monthly basis.

C. Provide an appeal process by which an aggrieved party may appeal the impact fee or independent fee calculation.

III. AUDIT

A. The District's records and documents with respect to all matters covered by the school impact fee ordinance or this Agreement shall be subject to inspection, review or audit by the City or an appropriate state agency.

B. The District agrees to cooperate with any monitoring or evaluation activities conducted by the City that pertain to the subject of this Agreement. The District agrees to allow the City or appropriate state agencies and/or any of their authorized officers, employees, agents or representatives to have full access to and the right to examine, audit, and make excerpts or transcripts during normal business hours, all of the District's records with respect to all matters covered by the school impact fee ordinance or this Agreement. The City shall provide fifteen (15) days advance written notice of fiscal audits to be conducted.

IV. INDEMNIFICATION AND HOLD HARMLESS

A. The District shall, at its own cost and expense, protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents, from any and all costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way resulting from the acts or omissions of the District, its officers, employees or agents, relating to the District's implementation of the school impact fee program, performance of the duties set forth in Section I of this Agreement, or compliance with the terms of the school impact fee ordinance, as passed by the City Council of the City of Kenmore on the ____ day of _____, _____. By way of example, and not of limitation, the District shall protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents, from any and all costs, claims, judgments, or awards of damages arising out of or in any way resulting from the District's (by its officers, employees, agents, or representatives) negligent acts or omissions, intentional acts or omissions; any liability arising from an audit of the District's impact fee account; or failure for any reason to comply with the terms of this Agreement, the terms of the school impact fee ordinance, or applicable law, all as may be amended from time to time.

B. The District further agrees that the District shall, at its own costs and expense, protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents from any and all costs, claims, judgments, or awards of damages, including attorney fees, arising out of or in any way resulting from the District's failure to refund impact fees, or interest on such impact fees, including but not limited to a determination that impact fees from development activity that was not completed are not refundable because the funds were expended or encumbered by the District whether or not the District's determination was made in good faith; provided, however,

that if the District offers to defend, the District shall not be liable for any of the City's attorney's fees or costs incurred after such offer to defend is made.

C. The District's duties to the City under this Section shall not be diminished or extinguished by the prior termination of this Agreement pursuant to Section V.

D. Except as provided in paragraphs A, B and C, the City shall, at its own cost and expense, protect, defend, indemnify and hold harmless the District, its officers, employees, or agents, from any and all costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way resulting from the acts or omissions of the City, its officers, employees or agents, relating to the City's implementation of the school impact fee program or performance of the duties set forth in Section II of this Agreement; provided, however, that if the City offers to defend, the City shall not be liable for any of the District's attorney's fees or costs incurred after such offer to defend is made; and provided further however, that the District shall promptly refund any fees as required by a final court order including payment of any pre- or post-judgment interest. The parties agree that the City shall bear no liability for any costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way arising out of information provided by the District and relied upon by the City in the adoption of a school impact fee ordinance or any subsequent revision to the fee schedule, and the City shall not be required to defend any appeal or challenge to the District's information, data, use of school impact fees, calculation of fees or decisions on reconsideration/appeal.

E. The City's duties to the District under this Section shall not be diminished or extinguished by prior termination of this Agreement pursuant to Section V.

V. TERMINATION

A. The District's authorization to receive and collect school impact fees under this Agreement may be terminated without cause by the City, in whole or in part, at any time, but only upon the repeal or invalidation of the school impact fee ordinance. All other obligations under this Agreement shall remain in effect until both of the following conditions shall have been satisfied:

1. The City or the District provides written notice that this Agreement is being terminated; and
2. The District no longer retains unexpended or unencumbered impact fees and interest earned thereon.

The obligations under Section IV, Indemnification, shall be continuing and shall not be diminished or extinguished by the termination of this Agreement.

B. The District shall, upon the repeal of the school impact fee ordinance and/or termination of this Agreement, either properly expend or refund any remaining unexpended or unencumbered impact fees together with interest earned thereon pursuant to Chapter 82.02 RCW.

C. Nothing herein shall limit, waiver or extinguish any right or remedy provided by this Agreement or by law that either party may have in the event that the obligation, terms and conditions set forth in this Agreement are breached by the other party.

VI. MODIFICATION

No changes or modifications of this Agreement shall be valid or binding upon either party unless such changes or modifications are in writing and executed by both parties.

VII. NONDISCRIMINATION

There shall be no discrimination against any employee or independent contractor paid by any funds which are the subject of this Agreement or against any applicant for such employment because of race, religion, color, sex, age, sexual orientation, handicap, or national origin. This provision shall include, but not be limited to the following: employment, upgrading, demotion, transfer, recruitment, advertising, lay-off or termination, rates of pay or other forms of compensation, and selection for training.

VIII. INTEGRATION

This Agreement, together with the school impact fee ordinance, contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to bind either party.

IX. SEVERABILITY

In the event that any term or condition of this Agreement or application thereof to any person or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications of this Agreement which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this Agreement are declared severable.

X. RIGHTS OF OTHER PARTIES

It is understood that this Agreement is solely for the benefit of the parties hereto and conveys no right to any other party.

XI. DISPUTES

Jurisdiction of any dispute arising under this Agreement shall be in King County Superior Court, and the substantially prevailing party shall be entitled to recover its costs and reasonable attorney fees.

XII. GOVERNING LAW AND FILING

This Agreement shall be construed and enforced in accordance with, and the validity and performance hereof shall be governed by, the laws of the State of Washington. This Agreement

shall be filed with the Secretary of the District's Board of Directors, the Clerk of the City of Kenmore, and the King County Recorder.

XIII. ADMINISTRATION

A. The City's representative for purposes of administering this Agreement is the City Manager or his/her designee.

B. The District's representative for purposes of administering this Agreement is the Superintendent or his/her designee.

XIV. WAIVER OF DEFAULT

Waiver of any default in the performance of this Agreement shall not be deemed to be a waiver of any subsequent default. Waiver or breach of any provision of the Agreement shall not be deemed to be waiver of any other or subsequent breach and shall not be construed to be a modification of this Agreement.

IN WITNESS WHEREOF, the undersigned have executed this Agreement on the date and year set forth below.

THE CITY OF KENMORE By _____ Its _____	NORTHSHORE SCHOOL DISTRICT By _____ Its _____
APPROVED AS TO FORM: OFFICE OF THE CITY ATTORNEY _____	APPROVED AS TO FORM: SCHOOL DISTRICT ATTORNEY _____
ATTEST/AUTHENTICATED: _____ City Clerk	

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that _____
is the person who appeared before me, and said person acknowledged that (he/she) signed this
instrument, on oath stated that (he/she) was authorized to execute the instrument and
acknowledged it as the _____ of the City of Kenmore to be the free and voluntary act
of such party for the uses and purposes mentioned in the instrument.

Dated: _____.

NOTARY PUBLIC in and for the State of
Washington, residing at _____
My Commission expires _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that _____
is the person who appeared before me, and said person acknowledged that (he/she) signed this
instrument, on oath stated that (he/she) was authorized to execute the instrument and
acknowledged it as the _____ of the Northshore School District to be the free and
voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____.

NOTARY PUBLIC in and for the State of
Washington, residing at _____
My Commission expires _____

Attachment 3



WEB: MBAKS.COM | OFFICE: 425.451.7920 | FAX: 425.646.5985
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004



April 4, 2018

The Honorable David Baker, Mayor
Kenmore City Council
18120 68th Ave NE
Kenmore, WA 98028

RE: Northshore School District Impact Fee Proposal

Dear Mayor and City Councilmembers:

On behalf of the nearly 2,900 member companies of the Master Builders Association of King and Snohomish Counties (MBAKS), I would like to ask for your thoughtful consideration when deliberating on the school impact fee proposal brought forward by Northshore School District. The MBA has concerns related to the large fee increase and the the effects on housing affordability in our region.

More specifically, the MBA has concern related to the discussion of collecting the single-family school impact fee for townhomes when this type of development is clearly defined in Kenmore Municipal Code as multi-family, reference KMC 18.20.835(B) dwelling, multiple-family, townhouse.

The definitions in code provide for clear distinctions and predictability. By defining townhomes as single-family strictly for the collection of school impact fees and retaining a multi-family definition otherwise, you are creating conflicts within your code and confusion for your customers.

For reference, in Snohomish County Code, townhomes are defined as multi-family and thus charged the appropriate multi-family impact fees. This code interpretation was recently upheld on Oct. 9, 2017 by the Snohomish County Hearing Examiner's decision to subject townhouse development to the multi-family impact fees as adopted in County Code, which is in alignment with the County's definition of a townhome.

In addition to creating uncertainty in your code, you may also be inadvertently discouraging further townhome development in your single-family neighborhoods. By charging attached townhome development the single-family fees you are encouraging the development of larger, more expensive, single-family homes. Townhome and other multifamily development and are key components to housing affordability for households across all income levels. Encouraging a variety of housing options is essential to help ensure housing availability for all.

The Northshore School District updates the Capital Facilities Plan (CFP) on an annual basis and carefully monitors enrollment projections against capacity needs. The District is currently working the annual update and it is my understanding it is to be



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335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004



complete near the end of April. It is likely the District will identify a multi-family fee, which would appropriately apply to townhomes. The 2017 approved Northshore CFP did not request a multifamily fee as the methodology used did not establish it was legally supportable.

The MBA strongly encourages your continued deliberation and postponed action until the District has updated its CFP. This will allow the District to determine if a multi-family impact fee is legally supportable and enable the city to maintain clear distinctions and predictability in code. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Anderson', written over a light blue horizontal line.

Jennifer Anderson
King County Government Affairs Manager
Master Builders Association of King and Snohomish Counties

cc: Laurie Anderson, Senior Planner





City Council Business Agenda Item City of Kenmore, WA

Subject/Topic: Public Hearing on School Impact Fees; Potential Adoption of Municipal Code Amendments related to School Impact Fees; and Authorization for the City Manager to Sign an Interlocal Agreement with the Northshore School District.

Proposed Council Action/Motion:
Hold a public hearing on the adoption of school impact fees for the Northshore School District.

Adopt Ordinance 18-0463 to amend the Municipal Code and adopt school impact fees for the Northshore School District.

Authorize the City Manager to sign an interlocal agreement, Contract 18-C1873, with the Northshore School District related to school impact fees.

For Council Meeting Agenda of: May 14, 2018

Department: Community Development

Prepared by: Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner

Initial & Date

Approved by Department Head: DS 4/30/18
Approved by City Attorney: pk, email, 4/30/18
Approved by Finance Director: n/a
Approved by City Manager: pk

Exhibits/Attachments:

1. Draft Ordinance 18-0463
2. Draft Interlocal Agreement, Contract 18-C1873
3. Letter from Master Builders Association

INFORMATION/BACKGROUND:

At the March 26, 2018 City Council meeting, Council directed staff to prepare Municipal Code amendments related to school impact fees. Those amendments are attached to Ordinance 18-0463 (see Attachment 1). The ordinance would impose an impact fee of \$10,573 on new single-family and townhouse construction.

As the City would collect the fees for the Northshore School District, an interlocal agreement is necessary. The draft interlocal agreement (Contract 18-C1873) has been reviewed by Northshore School District staff and is included as Attachment 2. The interlocal is scheduled to be considered by the School Board at their next meeting, also on May 14.

The Master Builders Association of King and Snohomish Counties has submitted a letter (see Attachment 3) describing possible confusion over the imposition of school impact fees on townhouses. In the Zoning Code (Municipal Code Title 18), townhouses are defined as multifamily development; the Northshore School District is not assessing a school impact fee for multifamily development at this time. The lack of a school impact fee on townhouses could serve as an incentive to building townhouses in the City's single-family zoning districts. To eliminate this incentive, Council directed that, for purposes of school impact fees, townhouses should be considered equivalent to single-family development. This is made clear in the amendments to Title 20. In fact, the Northshore School District Capital Facilities Plan impact fee schedule already has an assessment for townhomes, recognizing that this type of housing does generate students.

Background: In January 2017, the Northshore School District requested that the City assess school impact fees. Although the District may request school impact fees, it is a City Council decision to assess them. The Council also determines the appropriate amount of the fee after reviewing the calculations in the District's Capital Facilities Plan.

FISCAL CONSIDERATION:

None at this time.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

- Comprehensive Plan Policy PS-4.1.2: "Coordinate and communicate with the appropriate school districts on issues of mutual interest including school facility location/expansion, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community."

I:/City Clerk/Agenda Items/Templates

Attachment 1

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 18-0463**

**AN ORDINANCE OF THE CITY OF KENMORE,
WASHINGTON, RELATING TO SCHOOL IMPACT FEES;
AMENDING CHAPTER 20.47 OF THE KENMORE
MUNICIPAL CODE; AMENDING RELATED MUNICIPAL
CODE SECTIONS; ADOPTING SCHOOL IMPACT FEES;
ADDRESSING SEVERABILITY; AND PROVIDING AN
EFFECTIVE DATE.**

WHEREAS, the Northshore School District has requested imposition of school impact fees by the City of Kenmore on new development; and

WHEREAS, the City has authority to adopt impact fees to address the impact on school facilities caused by new development, pursuant to RCW 82.02.050 through 82.02.100; and

WHEREAS, the City's Comprehensive Plan Goal PS-4 is to, "Support the provision of quality educational opportunities to the Kenmore community"; and

WHEREAS, the Capital Facilities Element of the City's Comprehensive Plan incorporates by reference the Northshore School District Capital Facilities Plan and has, as a goal, to "Provide adequate public facilities concurrent with the impact of new development"; and

WHEREAS, the Northshore School District Capital Facilities Plan demonstrates continuing growth in student population as a result of new development, and has identified related school capacity needs; and

WHEREAS, the Northshore School District Capital Facilities Plan demonstrates a balance between impact fees and other sources of public funding in financing plans for needed school facilities; and

WHEREAS, the Northshore School District Capital Facilities Plan includes a schedule of recommended housing types and impact fees; and

WHEREAS, the impact fee schedule of the Northshore School District's Capital Facilities Plan includes an impact fee for townhomes, and another jurisdiction in the District has assessed school impact fees on townhouses; and

WHEREAS, the City's Zoning Code allows townhouses in the City's single-family residential zoning districts as a permitted use on lots in a plat designed for townhouse units or through the conditional use permit process; and

WHEREAS, the City's Comprehensive Plan Vision Statement reads, "In 2035, we see Kenmore as a fun, vibrant waterfront community that supports the character of its single-family residential neighborhoods"; and

WHEREAS, property-owners may develop townhouses in the City's single-family residential districts as a means to avoid school impact fees if townhouses are not assessed school impact fees; and

WHEREAS, on January 22, 2018 and March 26, 2018, the City Council considered policy issues related to the Northshore School District's request for school impact fees; and

WHEREAS, the Washington State Department of Commerce was notified regarding the proposed amendments of this Ordinance pursuant to RCW 36.70A.106; and

WHEREAS, the City Council held a public hearing and considered this Ordinance during its regular City Council meeting of May 14, 2018; and

WHEREAS, the City Council has determined that the impact fees adopted in this ordinance satisfy the requirements of RCW 82.02.050 through 82.02.100;

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

Section 1. Findings Adopted; Townhouses. The City Council adopts the foregoing recitals as findings, which are incorporated herein as if set forth in full. Specific to townhouses, the City will consider townhouses, as defined in KMC 18.20.835, as single-family residential development for purposes of school impact fees.

Section 2. Amendments to Chapter 20.47 of the City of Kenmore Municipal Code. The City Council amends certain sections of Chapter 20.47, as set forth in Exhibit 1, attached hereto and incorporated by reference.

Section 3. Amendments to Related Sections of the City of Kenmore Municipal Code. The City Council amends certain related sections of the Kenmore Municipal Code, as set forth in Exhibit 2, attached hereto and incorporated by reference.

Section 4. Adoption of School Impact Fees. The City Council adopts school impact fees as follows: \$10,573 for single-family residences (including townhouses); \$0 for multifamily development. Future school impact fee amounts shall be determined by the City Council by resolution.

Section 5. 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 pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 6. 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 publication.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE
__TH DAY OF ____, 2018.

CITY OF KENMORE

David Baker, Mayor

ATTEST/AUTHENTICATED:

Kelly Chelin, City Clerk

Approved as to form:

Rod P. Kaseguma, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Ordinance No.:
Date of Publication:
Effective Date:

Exhibit 1

Chapter 20.47
TRANSPORTATION AND 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.
- 20.47.035 Temporary suspension of road impact fees relating to change of use.
- 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 Park space in lieu of impact fee.

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* inserving the City of Kenmore, and the *council* finds that new growth and development should pay a proportionate

Exhibit 1

share of the cost of new facilities needed to serve the new growth and development. The City of Kenmore has prepared the *rate study* and the *parks study*, and has reviewed the *school impact fee analysis*, all of which documents have conducted extensive studies documenting the procedures for measuring the impact of new developments on *public facilities*; has prepared the *rate study* and *parks study*, and. The City of Kenmore hereby incorporates these studies and this analysis into this chapter by reference. Therefore, pursuant to Chapter 82.02 RCW, the council adopts this chapter to assess *impact fees* for transportation, and 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.

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*.

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 dwelling units* may share *kitchen facilities* with other dwelling units in place of providing *kitchen facilities* within each unit.

Exhibit 1

I. "Elderly" means a person aged 62 or older.

IJ. "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*.

JK. "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.

KL. "Gross floor area" means the total square footage of any building, structure, or use, including accessory uses.

LM. "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.

MN. "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. "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*.

NO. "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](#).

OP. "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.

PQ. "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.

Exhibit 1

RS. "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.

RT. "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.

SU. "Mobility unit" means one PM peak hour person trip end. Each person trip has two trip ends, one each at the origin and destination.

TV. "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).

UW. "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.

VX. "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, and *open space*.

WY. "Parks study" means the "Rate Study for Impact Fees for Parks," City of Kenmore, dated May 15, 2001.

XZ. "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.

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

ZBB. "Rate study" means the "Transportation Impact Fee Rate Study Update," prepared for the City of Kenmore by Fehr & Peers, dated December 2015.

Exhibit 1

AACC. "Residential" or "residential development" means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, duplex, triplex, and other multifamily development.

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

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

CCFF. "State" means the State of Washington.

DDGG. "System improvements" means *public facilities* that are included in the ~~City of Kenmore's 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 areas within the community at large, in contrast to *project improvements*.

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

FFII. "Trip generation" means the number of *mobility units* generated by a *development activity*.

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 single-family residences.

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.

Exhibit 1

CE. *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 **FH** of this section, *impact fees* shall be paid at the time the permit is issued by the City.

DF. Applicants that have been awarded credits pursuant to KMC 20.47.050 prior to the submittal of the complete *building permit* application pursuant to KMC 20.47.050 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 **FH** 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.

EG. Except as provided in subsection **FH** 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 ~~they~~ exceeds exemptions or credits provided pursuant to KMC 20.47.040 or 20.47.050.

FH. An applicant for a *building permit* for a single-family detached or attached residence 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 **FH**. 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

Exhibit 1

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 [city council](#), associated with implementing this subsection shall accompany the request.

20.47.035 Temporary suspension of road impact fees relating to change of use.

Notwithstanding any other provision of this chapter, the City temporarily eliminates the collection of the road *impact fee* from any applicant seeking *development approval* from the City for any change of use in an existing building in the north subarea of the regional business zone; provided, that this section shall not apply to *dwelling units*; provided further, that this section shall not apply to projects that add to, increase or expand the *gross floor area* of an existing building; and provided further, that this section shall apply only to the use, renovation or remodeling of an existing building and shall not apply to redevelopment projects or other projects in which an existing building is replaced or substantially redeveloped. The term "existing building" in this section means a building that was constructed before July 1, 2015. This section shall apply to projects for which a complete *development approval* application is filed with the City on April 1, 2017, through December 31, 2019. This section shall automatically expire on December 31, 2019.

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 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 that maintains its single-family character;

Exhibit 1

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. Any permit application that has been submitted to the City before closing time on the business day before the effective date of an amendment to this chapter and subsequently determined to be a complete application, based on the information on file as of the effective date of this amendment;

67. Pursuant to RCW 82.02.060, the City council may provide exemptions for *low-income housing* and other development activities with broad public purposes. The impact fees amounts waived in excess of 80 percent for low-income housing pursuant to RCW 82.02.060(3) will be paid for through the City's other funding sources, as identified in the December 2015 Transportation Impact Fees rate study by Fehr & Peers; Exemptions for school impact fees under this subsection shall be approved by the Northshore School District.

78. Accessory dwelling units; provided, that impact fees wouldshall be assessed if at any time the accessory dwelling unit wasis 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 non-exempt 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 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

Exhibit 1

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 (insert effective date of ordinance).

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 (insert effective date of ordinance).

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 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 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.

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 *rate 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 land improvements or construction completed shall be adjacent to other publicly owned land; or

Exhibit 1

b. Be within an area of the City designated within the City comprehensive plan as in need of *park space*.
or

c. Would in some other way further the goals and objectives of the *capital facilities plan* or other City plans.

B. The *city manager* shall determine if a requests 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 any such credit.

Exhibit 1

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](#).

20.47.060 Tax adjustments.

Pursuant to and consistent with the requirements of RCW [82.02.060](#), the *rate study* and, 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.

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 14 calendar days of the *feepayer's* payment of the *impact fees* at issue; 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*.

Exhibit 1

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*.

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 ~~two~~three separate *impact fee accounts* for the fees collected pursuant to this ~~title~~chapter: the transportation *impact account*, and 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 below. Funds withdrawn from the ~~set~~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.

CD. On an annual basis, the *city manager* shall provide a report to the *council* on each of the ~~two~~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*.

Exhibit 1

DE. *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 City to hold the fees beyond the 10-year period *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*.

20.47.090 Refunds.

A. 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.

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.

Exhibit 1

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*.

DE. *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.

EF. 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.

20.47.110 Review.

The council may review and adjust the fee rates set forth in Article II of this chapter may be reviewed and adjusted by the council 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 council may determine the amount of the adjustment and revise the fee rates set forth in Article II of this chapter. Absent such affirmative council adjustment, the city manager may adjust transportation *impact fees* annually in accordance with a five-year rolling average of the Washington State Department of Transportation Construction Cost Index ("CCI"), coinciding with the city council's annual fee resolution.

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 *rate 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* applicable to the type of development, in an amount imposed by the city council by resolution.

Exhibit 1

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 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* applicable to the type of *dwelling unit*, in an amount imposed by the **city council** by resolution.

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](#).

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](#) ~~or~~ [20.47.130](#) ~~or~~ [20.47.135](#) accurately describe or capture the impacts of a new development on transportation ~~or~~ 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](#) ~~or~~ [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 **city-council** by resolution, unless otherwise established by the *city manager*, and shall be paid by the *feepayer* prior to initiation of review.

D. There is a presumption that the calculations set forth in the *rate study*, ~~and~~ *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

Exhibit 1

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](#).

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.

20.47.155 Park space in lieu of impact fee.

A. 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, except as provided in subsection B of this section.

B. At the discretion of the City, the *feepayer* may be able to receive credit towards their *impact fee* for land dedicated, improvements made or other construction completed for park purposes:

1. Such land improvements or construction completed shall be adjacent to other publicly owned land; or
2. Be within an area of the City designated within the City comprehensive plan as in need of park space; or
3. Would in some other way further the goals and objectives of the *capital facilities plan* or other City plans;
4. All such improvements shall be constructed at an acceptable quality as determined by the City.

Exhibit 1

Chapter 20.50
SCHOOL IMPACT FEES

Sections:**20.50.010—School impact fees.****20.50.020—Severability.****20.50.010 School impact fees.**

School impact fees are assessed and collected by the Northshore School District No. 417 in an amount established by ordinance for each new single-family dwelling unit and for each new multifamily dwelling unit. Impact fees may be assessed and collected as long as the fees are used to fund capital and system improvements needed to serve the new development, and as long as the use of such fees is consistent with the requirements of Chapter 82.02 RCW. Pursuant to Chapter 82.02 RCW, impact fees may also be used to recoup capital and system improvement costs previously incurred by a school district to the extent that new growth and development will be served by the previously constructed improvements or incurred costs. [Ord. 11-0329 § 16; Ord. 99-0058 § 1; Ord. 98-0020 § 1 (KCC 27.44.010).]

20.50.020 Severability.

Should any section, subsection, paragraph, sentence, clause or phrase of this chapter or its application to any person or circumstance be held to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remainder of the chapter or the application of the invalidated provision to other persons or circumstances. [Ord. 99-0058 § 1; Ord. 98-0020 § 1 (KCC 27.44.100).]

Exhibit 2

AMENDMENTS TO OTHER MUNICIPAL CODE SECTIONS**Amend the following code sections as follows:****18.20.420 Capital facilities plan, school district.**

"School district capital facilities plan" means a district's facilities plan adopted by the school board consisting of:

A. An inventory showing the location and school capacity of existing school facilities;

AB. A forecast of future needs for school facilities based on the district's enrollment projections and adopted standard of service;

BC. The long-range construction and capital improvements projects of the district;

C. The schools under construction or expansion;

D. The proposed locations and school capacities of expanded or new school facilities;

E. At least a six-year financing plan component, updated as necessary to maintain at least a six-year forecast period, for financing needed school facilities within projected funding levels, and identifying sources of financing for such purposes, including bond issues authorized by the voters and projected bond issues not yet authorized by the voters; and

F. Any other long-range projects planned by the district;

G. The current school capacity based on the district's adopted standard of service, and a plan to eliminate existing deficiencies, if any, without the use of impact fees; and

H. An inventory showing the location and capacity of existing school facilities.

18.21.020 Residential zones R-1, R-4 and R-6 – Use allowances.

The following *uses* listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-1, R-4 and R-6:

Exhibit 2

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Air transportation service¹</i>	<i>Ambulatory surgery center²⁵</i>	<i>Adult entertainment business</i>
<i>Arts, entertainment, indoor^{2,3}</i>	<i>Arts, entertainment, outdoor²⁶</i>	<i>Animal kennel/shelter</i>
<i>Day care⁴</i>	<i>Cemetery, columbarium or mausoleum²⁷</i>	<i>Auction house</i>
<i>Educational service⁵</i>	<i>College/university²⁵</i>	<i>Automotive sales and service, marine</i>
<i>Family child-care home⁶</i>	<i>Community residential facility²⁸</i>	<i>Automotive sales and service, non-marine</i>
<i>Fire or police facility^{7,8}</i>	<i>Eating and drinking place^{3,29}</i>	<i>Business service, intensive</i>
<i>Health care and social assistance^{9,10}</i>	<i>Hospital²⁵</i>	<i>Business service, standard</i>
<i>Multiple-family dwelling¹¹</i>	<i>Mobile home park³⁰</i>	<i>Construction and trade</i>
<i>Office¹²</i>	<i>Personal service³¹</i>	<i>Funeral home/crematory</i>
<i>Park¹³</i>	<i>Recreational facility, indoor^{9,16,32}</i>	<i>Laboratory</i>
<i>Recreational facility, outdoor^{14,15,16}</i>	<i>Regional land use^{33,34,35}</i>	<i>Manufacturing, heavy</i>
<i>Religious institution¹⁷</i>	<i>Retail sales^{31,36}</i>	<i>Manufacturing, light</i>
<i>Resource land use¹⁸</i>	<i>Temporary lodging³⁷</i>	<i>Marijuana business</i>
<i>Single detached dwelling unit^{19,20}</i>		<i>Marijuana cooperative</i>
<i>Standalone parking²¹</i>		<i>Mobile food service</i>
<i>Supportive living facility²²</i>		<i>Retail sales, bulk</i>

Exhibit 2

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Utility facility</i> ^{23,24}		<i>Secure facility</i>
		<i>Transportation</i>
		<i>Vehicle or equipment rental</i>
		<i>Vehicle refueling station</i>
		<i>Warehousing</i>
		<i>Wholesale trade</i>

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. Only (a) in a *building* listed on the National Register as a historic site or designated as a *City* landmark; (b) as a re-use of a surplus nonresidential facility; or (c) as a joint use of an existing public school facility. All subject to Chapter [18.50](#) KMC. Otherwise, a conditional *use*.
3. *Social card games* are prohibited.
4. 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;
 - c. Direct access to a developed arterial *street* shall be required in any residential zone; and

Exhibit 2

d. Hours of operation may be restricted to assure compatibility with surrounding development.

All other *day care uses* require a *conditional use permit*.

5. K-12 facilities only. All other *educational service uses* require a *conditional use permit*.

6. A *family child-care home* is subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title [170](#). The *family child-care home* shall meet the following requirements:

- a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
- b. A safe passenger loading area shall be provided;
- c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
- d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;
- e. All signage shall conform to the applicable requirements of Chapter [18.42](#) KMC;
- f. The *City* has the authority to limit the hours of operation to facilitate neighborhood compatibility; and
- g. Prior to receiving State licensing, the family child-care provider shall provide the *City* with proof of written notification informing immediately adjoining property owners of the intent to locate and maintain the *family child-care home*. The notification shall inform the notified parties that comments may be submitted to the DEL and provide contact information for submitting such comments to the DEL. The proof of notification shall be in the form of a written affidavit containing (1) the date and means of notification; (2) a copy of the notification; and (3) a list of the parties to whom the notification was distributed.

7. Limited to "storefront" police offices. Such offices shall not have:

- a. Holding cells;
- b. Suspect interview rooms; or
- c. Long-term storage of stolen properties.

Exhibit 2

All other *fire or police facility uses* require a *conditional use permit*, except police or fire training facilities, such as shooting ranges, auto test tracks, and fire suppression simulations, which are prohibited.

8. For conditionally permitted fire facilities:

- a. All *buildings* and *structures* shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
- b. Any *buildings* from which firefighting equipment emerges onto a street shall maintain a distance of 35 feet from such *street*; and
- c. No *outdoor storage*.

9. Only as a re-use of a public school facility. May be permitted as a *conditional use* if proposed as re-use of a surplus nonresidential facility. All subject to Chapter [18.50](#) KMC.

10. Veterinary clinics are prohibited.

11. *Townhouse* units only permitted and only on *lots* in a subdivision or short subdivision designed for *townhouse* units. Other *townhouse* units require a *conditional use permit*. *Apartments* are prohibited.

12. *Public agency or utility office* 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. Otherwise, *public agency or utility office* is a *conditional use*. All other office *uses* are prohibited.

13. 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 ~~required in provided under~~ KMC [Section 18.30.130](#) ~~and/or KMC Chapter 20.47-155~~. 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.

* * *

18.21.040 Residential zones R-12, R-18 and R-24 – Use allowances.

The following *uses* listed in Table C are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-12, R-18 and R-24:

Exhibit 2

Table C. R-12, R-18, and R-24 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Air transportation service¹</i>	<i>Ambulatory surgery center²⁵</i>	<i>Adult entertainment business</i>
<i>Arts, entertainment, indoor^{2,3}</i>	<i>Arts, entertainment, outdoor²⁶</i>	<i>Animal kennel/shelter</i>
<i>College/university^{4,5}</i>	<i>Cemetery, columbarium or mausoleum²⁷</i>	<i>Auction house</i>
<i>Community residential facility</i>	<i>Eating and drinking place^{3,28}</i>	<i>Automotive sales and service, marine</i>
<i>Construction and trade⁶</i>	<i>Hospital⁶</i>	<i>Automotive sales and service, non-marine</i>
<i>Day care⁷</i>	<i>Personal service²⁹</i>	<i>Business service, intensive</i>
<i>Educational service⁸</i>	<i>Recreational facility, indoor^{3,30,31}</i>	<i>Business service, standard</i>
<i>Family child-care home⁹</i>	<i>Regional land use³²</i>	<i>Funeral home/crematory</i>
<i>Fire or police facility^{10,11,12}</i>	<i>Retail sales^{29,33}</i>	<i>Laboratory</i>
<i>Health care and social assistance^{4,5,13}</i>	<i>Temporary lodging³⁴</i>	<i>Manufacturing, heavy</i>
<i>Mobile home park</i>	<i>Warehousing³⁵</i>	<i>Manufacturing, light</i>
<i>Multiple-family dwelling</i>		<i>Marijuana business</i>
<i>Office¹⁴</i>		<i>Marijuana cooperative</i>
<i>Park¹⁵</i>		<i>Mobile food service</i>
<i>Recreational facility, outdoor^{16,17}</i>		<i>Resource land use</i>
<i>Religious institution¹⁸</i>		<i>Retail sales, bulk</i>

Exhibit 2

Table C. R-12, R-18, and R-24 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Single detached dwelling unit</i> ^{19,20}		<i>Secure facility</i>
<i>Standalone parking</i> ²¹		<i>Transportation</i>
<i>Supportive living facility</i>		<i>Vehicle or equipment rental</i>
<i>Utility facility</i> ^{22,23,24}		<i>Vehicle refueling station</i>
		<i>Wholesale trade</i>

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

Exhibit 2

- 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;
- c. Direct access to a developed arterial *street* shall be required in any residential zone; and
- d. Hours of operation may be restricted to assure compatibility with surrounding development.

Otherwise, *day care II* requires a *conditional use permit*.

8. K-12 facilities only, except vocational school which is permitted only as a re-use of a surplus nonresidential facility subject to Chapter [18.50](#) KMC unless a *conditional use permit* is obtained. All other *educational service uses* require a *conditional use permit*.

9. A *family child-care home* is subject to the requirements established by the Washington State Department of Early Learning (DEL) in WAC Title [170](#). The *family child-care home* shall meet the following requirements:

- a. The family child-care provider shall be licensed by DEL to operate a *family child-care home*;
- b. A safe passenger loading area shall be provided;
- c. The *family child-care home* shall comply with all applicable building, fire, safety, and health codes enforced by the *City*;
- d. The *family child-care home* shall comply with all applicable development standards of the *City*, unless determined to be legally nonconforming;

Exhibit 2

- e. All signage shall conform to the applicable requirements of Chapter [18.42](#) KMC; and
 - f. The *City* has the authority to limit the hours of operation to facilitate neighborhood compatibility.
10. Limited to "storefront" police offices. Such offices shall not have:
- a. Holding cells;
 - b. Suspect interview rooms; or
 - c. Long-term storage of stolen properties.
- All other police facilities require a *conditional use permit*.
11. Fire facilities require a *conditional use permit*, subject to the following:
- a. All *buildings* and *structures* shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
 - b. Any *buildings* from which fire-fighting equipment emerges onto a *street* shall maintain a distance of 35 feet from such *street*; and
 - c. No *outdoor storage*.
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 ~~required in~~provided under KMC [Section 18.30.130](#) and/or [KMC Chapter 20.47.155](#). Setback requirements for *structures* in these on-

Exhibit 2

site required recreation areas shall be maintained in accordance with the zoning standards for the underlying residential zone.

* * *

18.20.1960 Park.

"Park" means a *site* designed or developed for recreational use by the public including, but not limited to:

A. Indoor facilities, such as:

1. Gymnasiums;
2. Swimming pools; or
3. Activity centers;

B. Outdoor facilities, such as:

1. Playfields;
2. Fishing areas;
3. Picnic and related outdoor activity areas;

C. Areas and *trails* for:

1. Hikers;
2. Equestrians;
3. Bicyclists;

D. Areas provided under KMC [Section 18.30.130](#) or [KMC Chapter 20.47.155](#);

E. Facilities for on-site maintenance.

18.45.130 Credit for improvements.

Whenever a *development* is granted approval subject to a condition that the development proponent actually provide a *permanent school facility* acceptable to the district, the development proponent [shall](#) be entitled to a credit for the actual cost of providing the facility, against the fee that would be chargeable under the formula provided by KMC Title [20](#). [The cost of construction shall be estimated at](#)

Exhibit 2

the time of approval, but must be documented and the documentation confirmed after the construction is completed to assure that an accurate credit amount is provided. If construction costs are less than the calculated fee amount, the difference remaining shall be chargeable as a school impact fee.

Attachment 2

**INTERLOCAL AGREEMENT
BY AND BETWEEN
THE CITY OF KENMORE, WASHINGTON
AND THE NORTSHORE SCHOOL DISTRICT
Contract 18-C1873**

THIS AGREEMENT is entered into this ____ day of _____, _____, by and between the City of Kenmore (hereinafter "City") and the Northshore School District (hereinafter "District").

WHEREAS, the Washington State Legislature passed the Growth Management Act, Chapter 36.70A RCW, and Chapter 82.02 RCW (hereinafter "Act"), which authorizes the imposition of impact fees on development activity as part of the financing for public facilities, which financing must provide for a balance between impact fees and other sources of public funds; and

WHEREAS, the Act permits the collection and expenditure of impact fees only for public facilities which are addressed by a capital facilities element of a comprehensive land use plan adopted under the Act; and

WHEREAS, the District has prepared a capital facilities plan that has been adopted by reference as part of the City's Comprehensive Plan; and

WHEREAS, the City has adopted Ordinance No. 18-0463 (the "school impact fee ordinance"), which describes the features of the school impact fee program, and allows the District to receive and expend school impact fees in conformance with the Act; and

WHEREAS, the City and the District enter into this Interlocal Agreement pursuant to Chapter 39.34 RCW, for the purposes of setting forth the duties and responsibilities of the parties with regard to the school impact fee program;

NOW, THEREFORE, in consideration of the mutual promises herein, the parties agree as follows:

I. RESPONSIBILITIES OF THE DISTRICT

The District, by and through its officials, employees, agents, and representatives, agrees to:

A. On or before July 1 of each calendar year, submit to the City a new or updated capital facilities plan as adopted by the school board, including an impact fee schedule.

B. Establish and maintain impact fee accounts as required by RCW 82.02.070.

C. Properly expend and account for impact fees as required in RCW 82.02.050(4) and 82.02.070(2).

D. Prepare and submit to the City on or before July 1 of each calendar year a report showing the source and amount of all moneys collected, earned or received, and all system improvements that were financed in whole or in part by impact fees during the preceding calendar year, together with all information necessary to allow the City to meet all of the requirements of RCW 82.02.070(1).

E. Encumber and expend impact fees as provided in RCW 82.02.070(3), and where the District has extraordinary and compelling reasons for noncompliance with this statute, the District shall identify such reasons in written findings to the City Council.

F. On behalf of the City, notify property owners of refunds under RCW 82.02.080.

G. Make timely payments of refunds due under RCW 82.02.080, together with any interest which may be due thereon.

H. Maintain all accounts and records necessary to ensure compliance with this Agreement, the school impact fee ordinance, and all other applicable law.

II. RESPONSIBILITIES OF THE CITY

The City, by and through its officers, officials, employees, agents and representatives, agrees to:

A. Timely review and take action on the District's updated Capital Facilities Plan and revised impact fee schedule.

B. Be responsible for the following aspects of the impact fee program:

1. Determine, pursuant to the school impact fee ordinance, whether or not residential development activity in the City is exempt from payment of fees;
2. Notify applicants of the requirement to pay school impact fees based on the fee schedule adopted by the City pursuant to the school impact fee ordinance;
3. Calculate the fee amount for any non-exempt residential development activity, based upon the schedule of fees adopted by the City pursuant to the school impact fee ordinance;
4. Collect school impact fees for new residential development activity prior to issuing a permit, consistent with Municipal Code Chapter 20.47.

5. Establish and maintain school impact fee accounts pursuant to RCW 82.02.070 so that impact fees can be transferred to the District on a monthly basis.

C. Provide an appeal process by which an aggrieved party may appeal the impact fee or independent fee calculation.

III. AUDIT

A. The District's records and documents with respect to all matters covered by the school impact fee ordinance or this Agreement shall be subject to inspection, review or audit by the City or an appropriate state agency.

B. The District agrees to cooperate with any monitoring or evaluation activities conducted by the City that pertain to the subject of this Agreement. The District agrees to allow the City or appropriate state agencies and/or any of their authorized officers, employees, agents or representatives to have full access to and the right to examine, audit, and make excerpts or transcripts during normal business hours, all of the District's records with respect to all matters covered by the school impact fee ordinance or this Agreement. The City shall provide fifteen (15) days advance written notice of fiscal audits to be conducted.

IV. INDEMNIFICATION AND HOLD HARMLESS

A. The District shall, at its own cost and expense, protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents, from any and all costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way resulting from the acts or omissions of the District, its officers, employees or agents, relating to the District's implementation of the school impact fee program, performance of the duties set forth in Section I of this Agreement, or compliance with the terms of the school impact fee ordinance, as passed by the City Council of the City of Kenmore on the ____ day of _____, _____. By way of example, and not of limitation, the District shall protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents, from any and all costs, claims, judgments, or awards of damages arising out of or in any way resulting from the District's (by its officers, employees, agents, or representatives) negligent acts or omissions, intentional acts or omissions; any liability arising from an audit of the District's impact fee account; or failure for any reason to comply with the terms of this Agreement, the terms of the school impact fee ordinance, or applicable law, all as may be amended from time to time.

B. The District further agrees that the District shall, at its own costs and expense, protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents from any and all costs, claims, judgments, or awards of damages, including attorney fees, arising out of or in any way resulting from the District's failure to refund impact fees, or interest on such impact fees, including but not limited to a determination that impact fees from development activity that was not completed are not refundable because the funds were expended or encumbered by the District whether or not the District's determination was made in good faith; provided, however,

that if the District offers to defend, the District shall not be liable for any of the City's attorney's fees or costs incurred after such offer to defend is made.

C. The District's duties to the City under this Section shall not be diminished or extinguished by the prior termination of this Agreement pursuant to Section V.

D. Except as provided in paragraphs A, B and C, the City shall, at its own cost and expense, protect, defend, indemnify and hold harmless the District, its officers, employees, or agents, from any and all costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way resulting from the acts or omissions of the City, its officers, employees or agents, relating to the City's implementation of the school impact fee program or performance of the duties set forth in Section II of this Agreement; provided, however, that if the City offers to defend, the City shall not be liable for any of the District's attorney's fees or costs incurred after such offer to defend is made; and provided further however, that the District shall promptly refund any fees as required by a final court order including payment of any pre- or post-judgment interest. The parties agree that the City shall bear no liability for any costs, claims, judgments or awards of damages, including attorney fees, arising out of or in any way arising out of information provided by the District and relied upon by the City in the adoption of a school impact fee ordinance or any subsequent revision to the fee schedule, and the City shall not be required to defend any appeal or challenge to the District's information, data, use of school impact fees, calculation of fees or decisions on reconsideration/appeal.

E. The City's duties to the District under this Section shall not be diminished or extinguished by prior termination of this Agreement pursuant to Section V.

V. TERMINATION

A. The District's authorization to receive and collect school impact fees under this Agreement may be terminated without cause by the City, in whole or in part, at any time, but only upon the repeal or invalidation of the school impact fee ordinance. All other obligations under this Agreement shall remain in effect until both of the following conditions shall have been satisfied:

1. The City or the District provides written notice that this Agreement is being terminated; and
2. The District no longer retains unexpended or unencumbered impact fees and interest earned thereon.

The obligations under Section IV, Indemnification, shall be continuing and shall not be diminished or extinguished by the termination of this Agreement.

B. The District shall, upon the repeal of the school impact fee ordinance and/or termination of this Agreement, either properly expend or refund any remaining unexpended or unencumbered impact fees together with interest earned thereon pursuant to Chapter 82.02 RCW.

C. Nothing herein shall limit, waiver or extinguish any right or remedy provided by this Agreement or by law that either party may have in the event that the obligation, terms and conditions set forth in this Agreement are breached by the other party.

VI. MODIFICATION

No changes or modifications of this Agreement shall be valid or binding upon either party unless such changes or modifications are in writing and executed by both parties.

VII. NONDISCRIMINATION

There shall be no discrimination against any employee or independent contractor paid by any funds which are the subject of this Agreement or against any applicant for such employment because of race, religion, color, sex, age, sexual orientation, handicap, or national origin. This provision shall include, but not be limited to the following: employment, upgrading, demotion, transfer, recruitment, advertising, lay-off or termination, rates of pay or other forms of compensation, and selection for training.

VIII. INTEGRATION

This Agreement, together with the school impact fee ordinance, contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to bind either party.

IX. SEVERABILITY

In the event that any term or condition of this Agreement or application thereof to any person or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications of this Agreement which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this Agreement are declared severable.

X. RIGHTS OF OTHER PARTIES

It is understood that this Agreement is solely for the benefit of the parties hereto and conveys no right to any other party.

XI. DISPUTES

Jurisdiction of any dispute arising under this Agreement shall be in King County Superior Court, and the substantially prevailing party shall be entitled to recover its costs and reasonable attorney fees.

XII. GOVERNING LAW AND FILING

This Agreement shall be construed and enforced in accordance with, and the validity and performance hereof shall be governed by, the laws of the State of Washington. This Agreement

shall be filed with the Secretary of the District's Board of Directors, the Clerk of the City of Kenmore, and the King County Recorder.

XIII. ADMINISTRATION

A. The City's representative for purposes of administering this Agreement is the City Manager or his/her designee.

B. The District's representative for purposes of administering this Agreement is the Superintendent or his/her designee.

XIV. WAIVER OF DEFAULT

Waiver of any default in the performance of this Agreement shall not be deemed to be a waiver of any subsequent default. Waiver or breach of any provision of the Agreement shall not be deemed to be waiver of any other or subsequent breach and shall not be construed to be a modification of this Agreement.

IN WITNESS WHEREOF, the undersigned have executed this Agreement on the date and year set forth below.

THE CITY OF KENMORE By _____ Its _____	NORTHSHORE SCHOOL DISTRICT By _____ Its _____
APPROVED AS TO FORM: OFFICE OF THE CITY ATTORNEY _____	APPROVED AS TO FORM: SCHOOL DISTRICT ATTORNEY _____
ATTEST/AUTHENTICATED: _____ City Clerk	

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that _____
is the person who appeared before me, and said person acknowledged that (he/she) signed this
instrument, on oath stated that (he/she) was authorized to execute the instrument and
acknowledged it as the _____ of the City of Kenmore to be the free and voluntary act
of such party for the uses and purposes mentioned in the instrument.

Dated: _____.

NOTARY PUBLIC in and for the State of
Washington, residing at _____
My Commission expires _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that _____
is the person who appeared before me, and said person acknowledged that (he/she) signed this
instrument, on oath stated that (he/she) was authorized to execute the instrument and
acknowledged it as the _____ of the Northshore School District to be the free and
voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____.

NOTARY PUBLIC in and for the State of
Washington, residing at _____
My Commission expires _____

Attachment 3



WEB: MBAKS.COM | OFFICE: 425.451.7920 | FAX: 425.646.5985
335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004



April 4, 2018

The Honorable David Baker, Mayor
Kenmore City Council
18120 68th Ave NE
Kenmore, WA 98028

RE: Northshore School District Impact Fee Proposal

Dear Mayor and City Councilmembers:

On behalf of the nearly 2,900 member companies of the Master Builders Association of King and Snohomish Counties (MBAKS), I would like to ask for your thoughtful consideration when deliberating on the school impact fee proposal brought forward by Northshore School District. The MBA has concerns related to the large fee increase and the the effects on housing affordability in our region.

More specifically, the MBA has concern related to the discussion of collecting the single-family school impact fee for townhomes when this type of development is clearly defined in Kenmore Municipal Code as multi-family, reference KMC 18.20.835(B) dwelling, multiple-family, townhouse.

The definitions in code provide for clear distinctions and predictability. By defining townhomes as single-family strictly for the collection of school impact fees and retaining a multi-family definition otherwise, you are creating conflicts within your code and confusion for your customers.

For reference, in Snohomish County Code, townhomes are defined as multi-family and thus charged the appropriate multi-family impact fees. This code interpretation was recently upheld on Oct. 9, 2017 by the Snohomish County Hearing Examiner's decision to subject townhouse development to the multi-family impact fees as adopted in County Code, which is in alignment with the County's definition of a townhome.

In addition to creating uncertainty in your code, you may also be inadvertently discouraging further townhome development in your single-family neighborhoods. By charging attached townhome development the single-family fees you are encouraging the development of larger, more expensive, single-family homes. Townhome and other multifamily development and are key components to housing affordability for households across all income levels. Encouraging a variety of housing options is essential to help ensure housing availability for all.

The Northshore School District updates the Capital Facilities Plan (CFP) on an annual basis and carefully monitors enrollment projections against capacity needs. The District is currently working the annual update and it is my understanding it is to be



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335 116TH AVENUE SE | BELLEVUE, WASHINGTON 98004



complete near the end of April. It is likely the District will identify a multi-family fee, which would appropriately apply to townhomes. The 2017 approved Northshore CFP did not request a multifamily fee as the methodology used did not establish it was legally supportable.

The MBA strongly encourages your continued deliberation and postponed action until the District has updated its CFP. This will allow the District to determine if a multi-family impact fee is legally supportable and enable the city to maintain clear distinctions and predictability in code. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Anderson'.

Jennifer Anderson
King County Government Affairs Manager
Master Builders Association of King and Snohomish Counties

cc: Laurie Anderson, Senior Planner





City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Twin Springs Master Plan

Proposed Council Action/Motion: Motion to adopt the Twin Springs Master Plan, assuming Council questions are addressed 5/14/18 and there are no proposed changes to the plan.

For Council Meeting Agenda of: May 14, 2018

Department: Community Development

Prepared by: Debbie Bent, Community Development Director

Initial & Date

Approved by Department Head: DS 5/2/18

Approved by City Attorney:

Approved by Finance Director: ✓ n/a

Approved by City Manager: DSK

Exhibits/Attachments:

1. "Draft" Twin Springs Master Plan, February 2018

INFORMATION/BACKGROUND: On May 14, 2018 Staff and representatives from Berger Partnership will present the Twin Springs Master Plan and Phase I cost estimates (Attachment #1) for Council review and feedback. Public input into development of the master plan was received via an online survey and two public open houses (9/12/17 and 10/24/17).

Background: Background information is also available on the City's website, <http://www.kenmorewa.gov/TwinSpringsPark>. The Twin Springs 25-acre property was transferred to the City from King County on May 18, 2016 by Quit Claim Deed. The property must be used for public park, recreation or open space. The Interagency Agreement (Contract 16-C1509) and Surface Access Easement Agreement (Contract 16-C1509) between King County and the City (approved by Council 2/8/16) outlines the conditions of property transfer. Although the property now belongs to the City; King County continues to have certain maintenance responsibilities on the City property for several years.

On 7/25/16 Council direction was to keep Twin Springs park closed to the public pending: 1. Development of an interim use plan; 2. Resources are allocated for implementation of the plan; and 3. The recommendations of the Public Works Service Analysis in relation to bringing on a new park facility are available to consider in developing a maintenance plan for Twin Springs.

On 4/24/17 Council authorized execution of Contract 17-C1732 with the Berger Partnership in the amount of \$39,200 to develop a preliminary master plan (interim plan) for Twin Springs. The contract scope includes: Data gathering and review of existing documents to understand the sites physical assets and limits as well as regulatory realities; Development of 1-2 scenarios for how various near-term opportunities can exist on the site and document higher investment longer-term ideas generated from the first public outreach effort; Second public outreach effort to obtain feedback on the near-term scenarios; and Interim Plan Documentation including a narrative and graphic package and a high-level cost assumption document.

FISCAL CONSIDERATION: The amended Park Capital Improvement Program adopted 7/24/17 (Ordinance 17-0441) budgeted \$40,000 of King County Levy funds in 2017 for an interim use plan and \$25,000 in 2018 for seeking grant funds. In 2020 \$1.1m budgeted for construction of park improvements (utilizing a combination of potential grants \$500k) and City funds (REET \$300k and Impact fees \$300k).

I:/City Clerk/Agenda Items/Templates

The draft Park Capital Improvement Program presented to Council 5/7/18 removes the \$1.1 million project from the CIP and proposes an allocation of \$100,000 in 2019 for a first phase project for minimal improvements to get the park open. Preliminary cost estimates in the Twin Springs Master plan for Phase 1A (access from the south) estimated at \$74,396.57, Phase 1B (access from the north) \$137,982.07 and Phase 1C (crossing the creeks) \$49,616.51. Cost estimates for Phase 1 assume work contracted through an environmental service organization.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Consistent with the adopted Park, Recreation and Open Space (PROS) plan. Consistent with Council Goal #6, to continue to implement a Parks Improvement and Financial Plan.



TWIN SPRINGS
PARK, KENMORE



berger
PARTNERSHIP



OPPORTUNITY

Neighborhood Open Space & Connector	5
Expose Hidden Treasure	7
Enhance and Reveal Natural Features	9



VISION 11

Four Key Strategies 13

Connection 15

Program 17

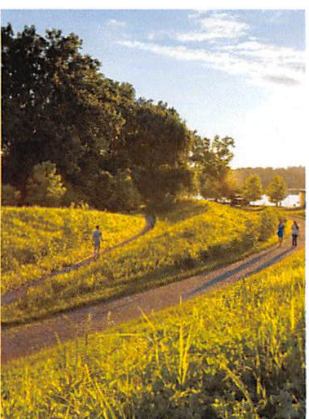
Environment 19

Culture 21



REALIZATION

Phasing	22
Cost Estimate	26
Appendix	28





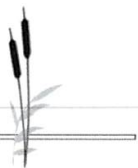
Neighborhood Values

Learning, playing and connecting to one another are at the heart of the Kenmore Community.

The exceptional opportunity of a reimagined Twin Springs Park as a community resource that becomes a place of escape and connection for Kenmore residents, a beacon that invites and strengthens the city's community and environment.



Neighborhood Open Space & Connector



TWIN SPRINGS

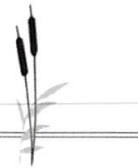
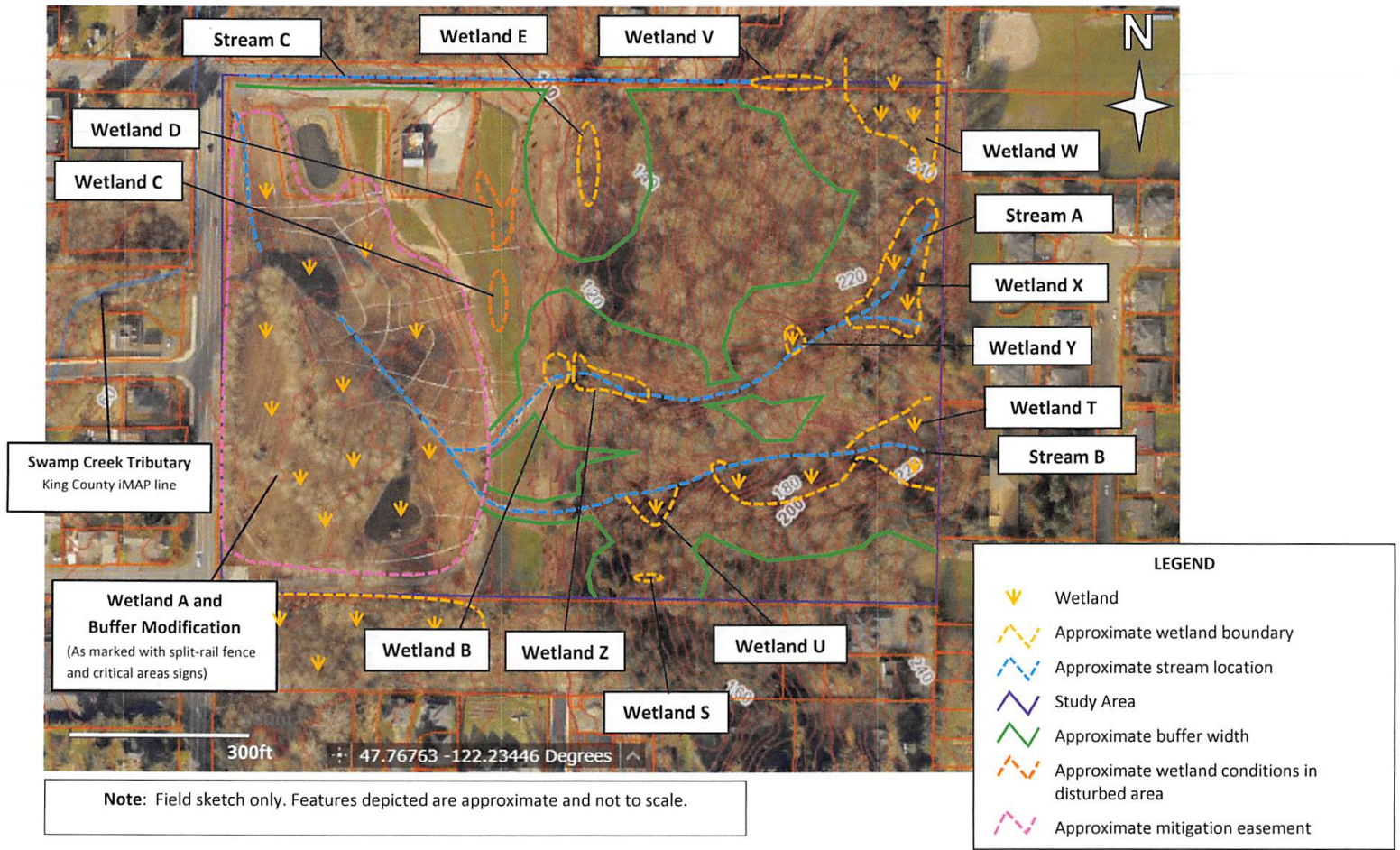
PARK, KENMORE



The recent past...

Prior to 2004, Twin Springs Park was a 25-acre, privately owned and operated horse ranch. From 2004 to 2015, the site was under construction as part of the Brightwater Regional Wastewater Treatment Project. Finally, in 2016, the City of Kenmore acquired the site from King County and has been devoted to developing a well-conceived master plan, relying heavily on community input. As a result of the Brightwater construction, the majority of the western edge of the park (running parallel to 80th Ave. NE) is dedicated to mitigation wetlands, capturing runoff from the steep slopes on the eastern edge of the site, which is an ecologically rich, dense forest.

Although the site has endured dramatic transitions through its recent history, there are **relics of its past** as a ranch as well as mature trees and **rich ecological treasures dotted throughout the hillside.**



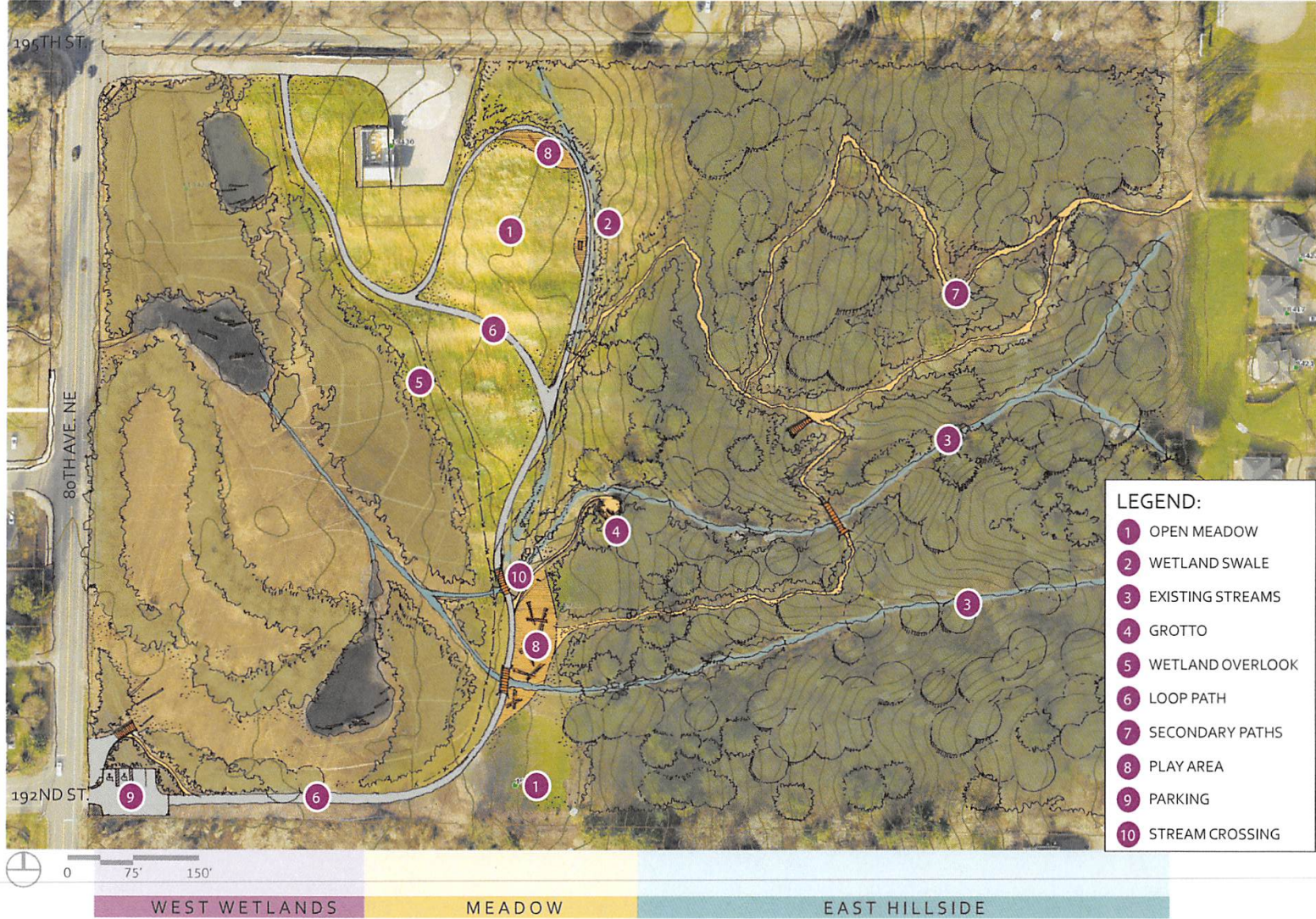


What's happening onsite?

Due to its long existing and recently enhanced mitigation wetlands along the west edge and steep topography along the east, a majority of the 25-acre site will remain undeveloped and serve as passive parkland with a naturalistic landscape. These ecologically rich zones present a unique opportunity to reveal and express natural systems as well as enhance the environment for native flora and fauna to thrive. A generous band of meadow stretches from north to south through the center of the site—this becomes the living room of the park, where visitors will **engage with the ecological edges and find opportunities to explore beyond.**

As part of this masterplan effort, a wetland reconnaissance report (including the map on the facing page) has been prepared for the site and is included in its entirety as an appendix to this document.

TWIN SPRINGS PARK MASTER PLAN

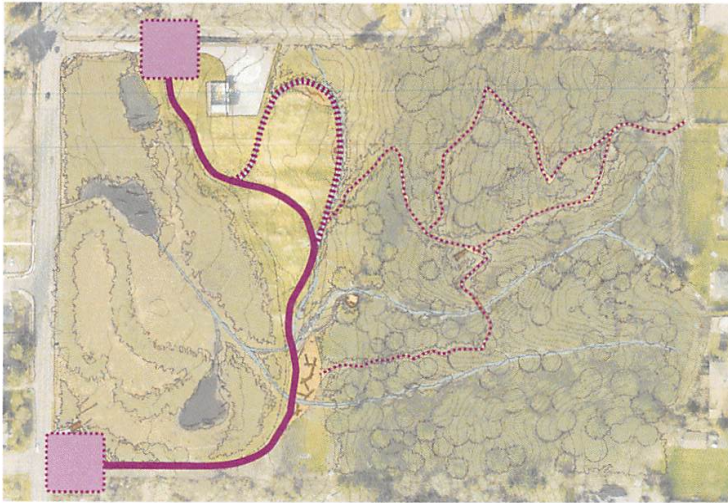


Twin Springs Park is blessed with opportunities to increase its value to the local community and surrounding neighborhoods. This master plan utilizes four key strategies to enhance the park:

1. **Identify the journey** into and through the park with portals and pathways for all abilities.
2. Create a predominantly passive neighborhood park with limited program elements added to **enrich the park experience** for all ages.
3. Protect, enhance and reveal **natural ecological systems** onsite.
4. **Layer with richness** and interest with enhanced gathering spaces, art, and culture.

The plan is presented in parts that make up the whole, each part with its own unique challenges, opportunities, and character. The parts work together to create a place with varied experience and a diversity of areas that are contemplative, active, or perfect for gatherings.

Throughout the plan, emphasis is placed on the joy of experience for the park user. Impacts on surrounding sensitive ecological zones are considered, avoided and integrated in all design moves.



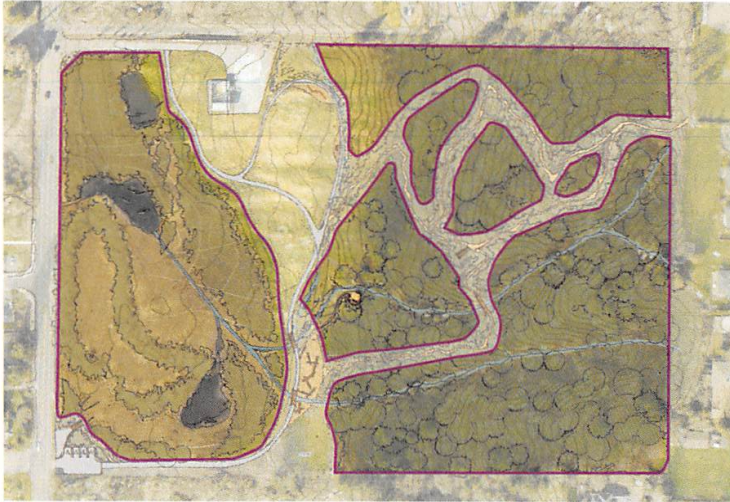
Identify the journey

The major points of arrival into the park would be along 80th Ave NE, at 192nd St. (where ADA parking would be available) and NE 195th St. At either entrance, an accessible primary path would **invite you into the heart of the site** where multiple tertiary paths would connect you throughout the site. A secondary portal would invite you into the hillside forest, provide moments of pause overlooking the lush ravine, eventually connecting to the NE corner of the site (to the Doug Allen Sportsfields and Westhill Elementary School).



Create Active and Passive Spaces

Once you arrive, a main circulation spine **connects the treasures in the park** and the entry points to the hillside climb. The large swath of open meadow would provide opportunity for **play** with disc golf courses, natural play equipment, and open space for games and gatherings. The meadow would also offer places for **pause** with seating opportunities overlooking the wetlands or amongst the many nooks and eddies, picnic benches, and large grassy spaces for tossing out a blanket and relaxing. The hillside climb would be laced with trails to **explore and discover** within the lush forest.



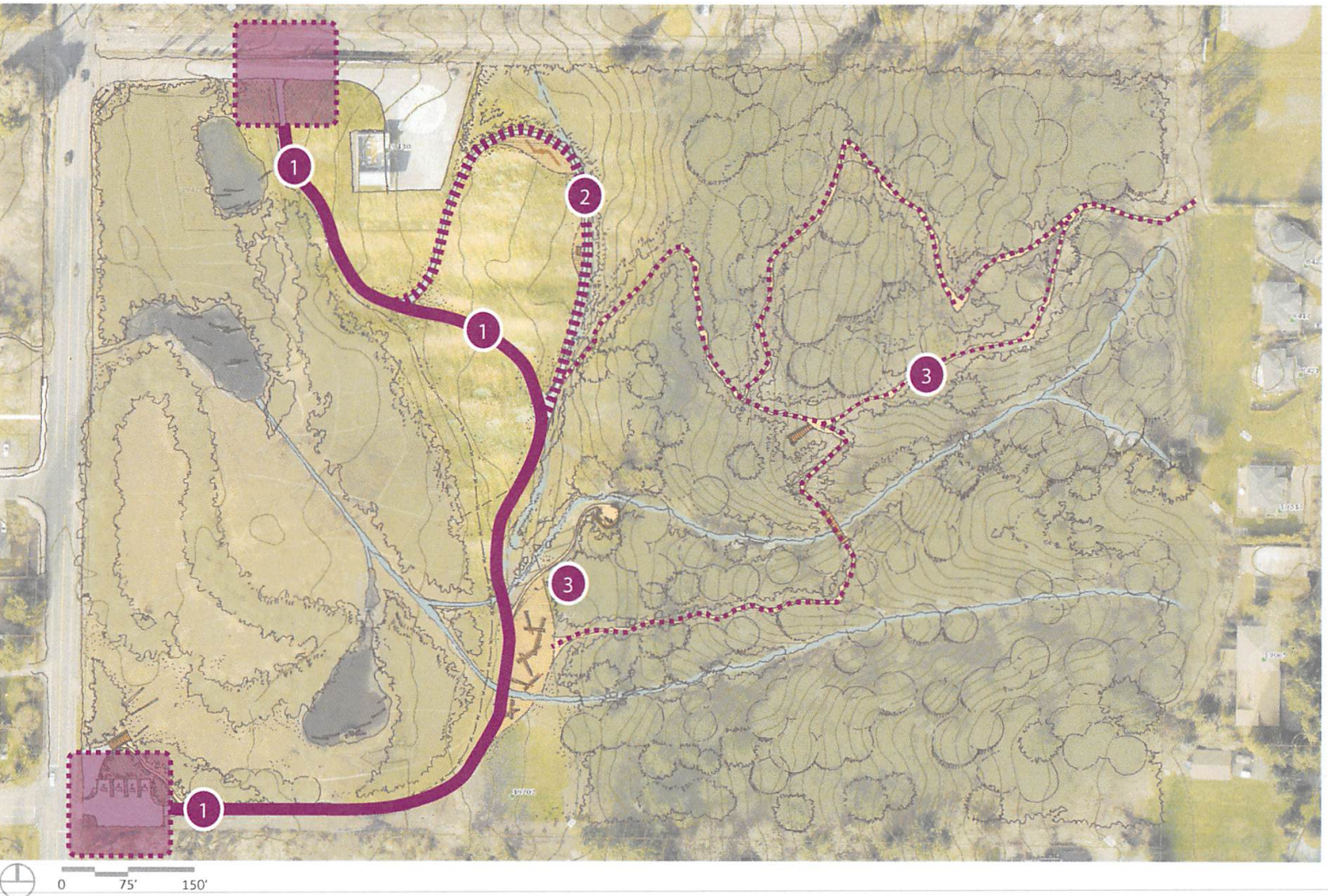
Protect, Enhance and Reveal

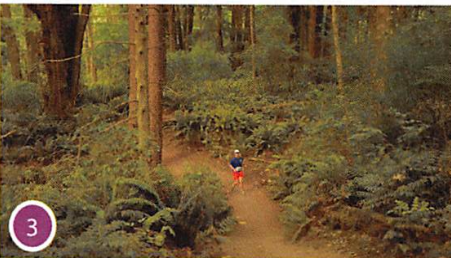
Twin Springs Park is akin to a critical organ in the body, **cleansing, clarifying and restoring** the abundant hydrological flows that run through the site, eventually joining Lake Washington. Both the natural and constructed wetlands will be protected from human interference, but celebrated by providing views, overlooks and educational signage for the community. The native surroundings of the wetlands and palustrine forest will continue to mature and provide **critical habitat for many plant and animal species**.



Layer with richness

Twin Springs Park contains so many interesting elements. This park can be made even richer by **layering** art, culture, and gathering opportunities everywhere, using the meadows, paths, trees, and even the ravines as a canvas. Everywhere you look, there are intriguing opportunities to invite further **exploration and discovery**.

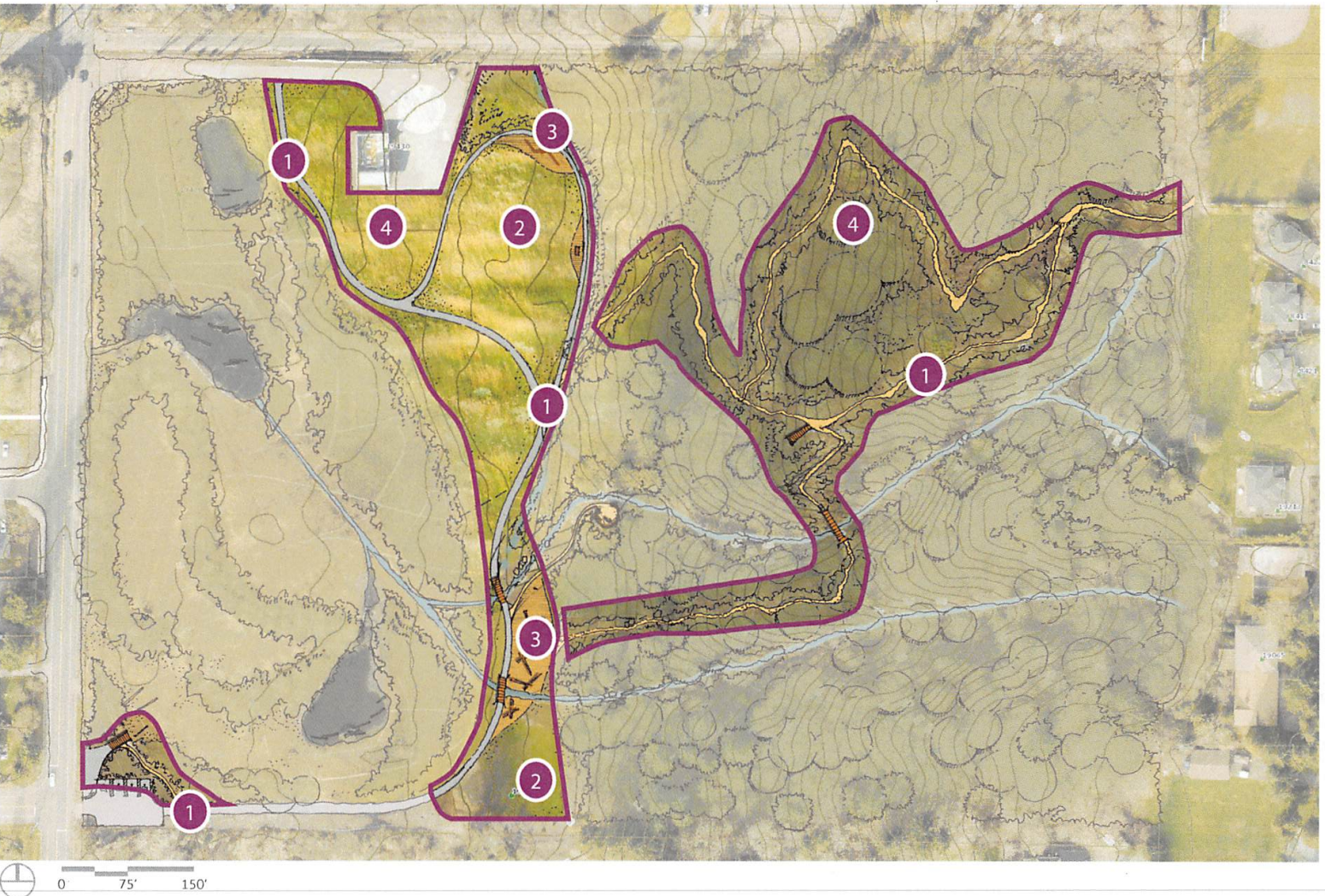




Connection

Connectivity through the site runs north-south with paved, ADA accessible pathways, and east-west with smaller scale wandering paths that may vary from crushed rock through the meadow to dirt trails running throughout the wooded hillside.

- 1 Direct: The primary pathway through the site would be a 6-10 foot wide trail ADA accessible materials and low, ramping bridges that cross the two creeks as they run from the hillside, through the meadow, and into the lower wetlands.
- 2 Wander: The secondary pathways would range from 4-foot to 7-foot wide crushed gravel (through the meadow) and dirt paths (through the forest). These tertiary trails would invite one to experience the fringe edges of the park.
- 3 Discover: The goat paths are intended to be found as you wander through the forest. They would be small offshoots from the Wander trails that invite one to discover moments of natural beauty among the trees and ravine.





1



2



3



4

Program | active & passive

Twin Springs Park has a great variety of opportunities to create diverse programs of activity throughout the site, both physically active and passive. The open meadow running through the center of the site would provide space for games as well as small nooks for play, lounging, and gathering.

- 1 Trails: From simply taking a scenic route on your daily walk to running the wooded trails for those who want to crank up their heart rate, there would be a range of trail experiences and levels of difficulty.
- 2 Play Meadow: The meadow is the heart of the park. It will host gatherings, events and games as well as provide spaces for respite and relaxation. It is the starting point for further exploration and discovery.
- 3 Deconstructed Play: Between the Twin Springs creeks, as they cross the meadow, a protected nook of play space would provide naturalistic play equipment (i.e., logs, boulders, sand and wood chips) for climbing, jumping, building and balancing.
- 4 Disc Golf: The park's long stretch of open space could host a small disc golf course that runs from the meadow up into the northern portion of the wooded hillside.

VISION
Program





E n v i r o n m e n t

Twin Springs Park comprises three landscape typologies: upland forest, meadow, and wetland. Lacing these three typologies together are the ravines running through the upland slopes, crossing the open meadows as creeks, and integrating with the lower wetlands. These typologies are host to countless native plant and animal species that often get diminished with sprawl and major development. Twin Springs offers 25 acres to encourage native plant species, which will in turn attract and create habitat for animals.

- 1 Twin Springs: Two ravines run from east to west, concentrating into creeks that cross the southern end of the meadow. These creeks were reinforced to slow and direct water down to the lower wetlands. The creeks should be further reinforced with native plantings and stabilized with large boulders.
- 2 Palustrine Forest: The upland forest is composed of mostly deciduous, native trees (such as big leaf maples and alderwood) with clusters of evergreen conifers (mostly douglas fir).
- 3 Meadow: The meadow needs to be restored due to its soil compaction (post construction); however, this location is prime for open lawn space and a variety of mowed and non-mowed landscape rooms and pathways.
- 4 Wetlands: The obvious wetlands are the constructed areas that are delineated with split-rail fencing along the entire western edge of the property; however, the forested hillside is dotted with upland wetlands, which the master plan has respectively designed to limit disturbance within required buffer zones.
- 5 Wetland Swale: At the toe of the east hillside, a swale will capture and control runoff and route it to the constructed wetlands to the West of the meadow.

VISION
Environment





Culture

Many of the well-loved parks in our area have large expanses of open space, which create opportunity for people to come together and create their own menu of experiences within the landscape. From family picnics to informal concerts, these open spaces enable the community to share their neighborhood amenity.

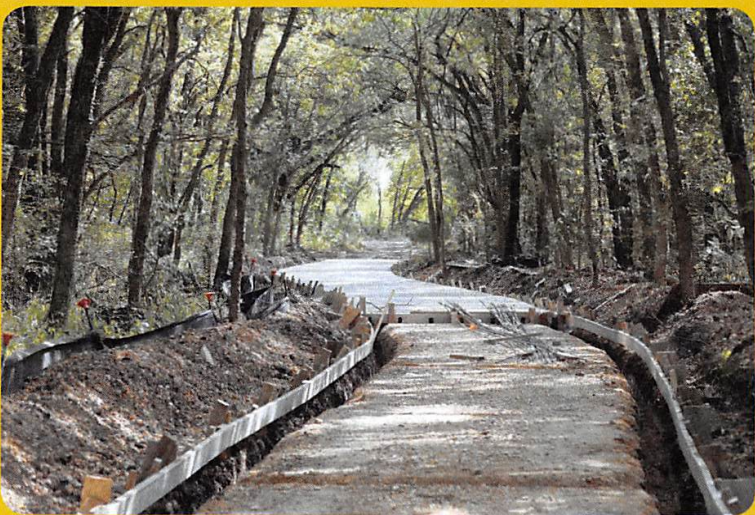
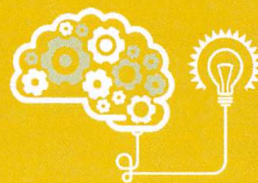
- 1 Temporary art installations: These have become increasingly popular in parks and well-loved moments for visitors to view and experience.
- 2 Creating places for events and gatherings: The open meadow is flexible and informal. From a simple picnic in the lawn to an organized gathering of many, the meadow will bring people together.
- 3 Moments of awesomeness: Unique experiences await visitors among some of the more inconspicuous areas within the park. These moments would vary in scale and type.

VISION
Culture

TWIN SPRINGS MASTER PLAN

Phasing the Vision

The purpose of the Twin Springs Master Plan is to get this great natural asset open to the public soon, but in a way that is responsible, safe, and can be adequately maintained by the city yet developed with an eye to the future. Most parks lend themselves to phasing, and Twin Springs is no exception. This master plan identifies near term phases and future opportunities, but with no specific time tables allowed (as there is no established funding schedule) to guide the priorities for phasing.



Phase 1 | near term

Phase 1: Near Term

The near-term goal for the park is to open the Twin Springs site to the public with modest improvements to allow for appropriate access, care and maintenance. The proposed first phase of work is a set of defined improvement to allow that to happen. These improvements are likely to be taken over several years (assumed to be 3 years in this document). These improvements are targeted for completion by working with environmental service organizations and community organizations for non-traditional procurement to allow the investment in site work to be maximized and minimize soft-costs. No irrigation is planned in this phase; however, portions of the existing established system may be salvaged and reused.

Phase 1A: access from the South:

- (2) Modest park signs to convey name address and park rules. (North and South).
- Install trash cans (and possibly recycle) at park entries adjacent to 8th Ave. NE to service park
- Minimally stripe, patch and repair existing asphalt are to accommodate parking include (1-2) ADA stalls.
- Improve exiting crushed rock path to meet ADA requirements to access the south side of creeks
- Provide one paved (crushed rock or CIP concrete) amenity terrace (20'x20') with seating, tables and other valued site furnishings.

Phase 1B: Access form the North:

- Construct a new crushed rock path (6 feet min. width) to meet ADA requirements to access the North side of creeks
- Create natural stormwater features to intercept groundwater on the east side of the bench and dewater the great meadow.
- Limited soil/stormwater improvements to improve lawn meadow area(s)

Phase 1C: Crossing the creeks!

- Complete a looping path through the park's "living room" connecting the two entries. The path would be a 6-foot wide, crushed rock surface to meet ADA requirements.
- Fortify existing naturalistic creek crossings (with existing or new stones/river rock) to prevent erosion
- Limited soil/stormwater improvements to improve lawn meadow area(s).
- Create natural stormwater features to intercept groundwater on the east side of the bench and dewater the great meadow.

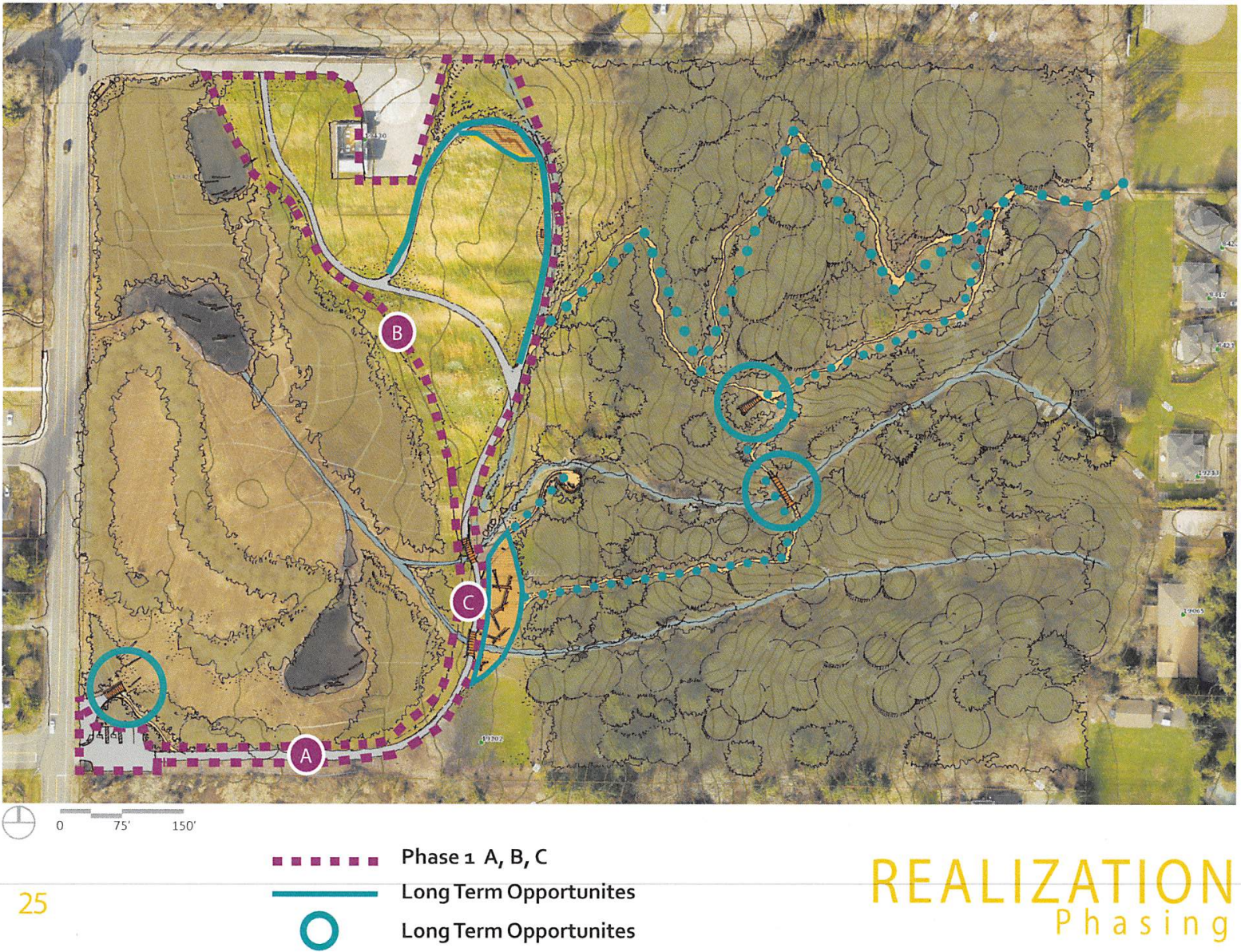
TWIN SPRINGS MASTER PLAN

long term opportunities

Input from stakeholders generated ideas and support for significant park elements. The amazing natural riches of the site provide an opportunity for enhanced ecology and enhanced human experience; however, working in environmentally sensitive areas requires intensive regulatory review and will require a more significant investment in time and money. (Budgets are not yet included for these features.)

Long-term improvements include:

- Deconstructed play elements
 - North play spot (tire swing or other)
 - Twin Springs play spot (log jam)
- Secondary paths
- Trail and bridge crossing ravine
- Ravine promontory
- Lower wetlands trail loop



TWIN SPRINGS MASTER PLAN

Appendix Cost Estimate phase 1a

Probable Cost of Construction

Project: Twin Springs Park MasterPlan				Date: 4.25.2018
Description:	Quantity	Unit	Unit Cost	Total
PHASE 1A (access from the South):				
02200 Earthwork				
Rough grading (amently pad 20'x20')	400	SF	5.00	2,000.00
Fine grading (path from parking to south creek)	3,968	SF	0.50	1,984.00
Import crushed rock 1/4" minus	3,968	SF	4.00	15,872.00
Imported crushed rock 5/8 graded washed	3,968	SF	3.00	11,904.00
Earthwork Subtotal				31,760.00
32 90 00 Plant Materials				
Meadow seed mix	3,000	SF	0.30	900.00
Plant Materials Subtotal				\$900.00
32 33 00 Site Furnishings				
Tables	1	EA	3500.00	3,500.00
Benches	2	EA	2000.00	4,000.00
Trash receptacles	1	EA	1250.00	1,250.00
Site Furnishings Subtotal				\$8,750.00
ADA Parking Area Paint				
	1	Allow	10,000	\$10,000.00
Pakring Area Paint Subtotal				\$10,000.00
Park Signage (North and South off 80th)				
	2	Allow	2,000	\$4,000.00
Signage Subtotal				\$4,000.00
Project Subtotal				\$55,410.00
*Design Contingency (0%)				\$0.00
Project Subtotal				\$55,410.00
**General Conditions (12%)				\$6,649.20
Subtotal				\$62,059.20
**Contractor Overhead (8%)				\$4,964.74
Subtotal				\$67,023.94
**Contractor Profit (11%)				\$7,372.63
TOTAL Construction Contract Amount				\$74,396.57
Escalation (undetermined %)				\$0.00

THESE COSTS ARE ASSUMING ALL WORK TO BE CONTRACTED THROUGH ENVIRONMENTAL SERVICE ORGANIZATIONS

*Alternate procurement with site based layout should eliminate design contingency risk

**Noted soft costs and percentages are indicative of traditional design bid/build contracting. Alternate procurement, as intended for this project, may significantly reduce these soft costs.

Not including W.S.S.T., design fees, permits, taxes (INCLUDE ALL ASSUMPTIONS HERE)

phase 1b

Probable Cost of Construction

Project: Twin Springs Park MasterPlan
Description:

Date: 4.25.2018
Quantity Unit Unit Cost Total

PHASE 1B (access from the North):

02200 Earthwork

Rough grading (swale along E edge of meadow)	2,800	SF	5.00	14,000.00
Fine grading (grading using hand tools) (ada path)	5,648	SF	0.50	2,824.00
Imported crushed rock 5/8 minus (ada path)	5,648	SF	3.00	16,944.00
Earthwork Subtotal				33,768.00

32 90 00 Plant Materials

Amended soil (roto w/imported mulch)	30,000	SF	2.00	60,000.00
Meadow seed mix	30,000	SF	0.30	9,000.00
Plant Materials Subtotal				\$69,000.00

Project Subtotal 102,768.00

*Design Contingency (0%) \$0.00

Project Subtotal \$102,768.00

**General Conditions (12%) \$12,332.16

Subtotal \$115,100.16

**Contractor Overhead (8%) \$9,208.01

Subtotal \$124,308.17

**Contractor Profit (11%) \$13,673.90

TOTAL Construction Contract Amount \$137,982.07

Escalation (undetermined %) \$0.00

THESE COSTS ARE ASSUMING ALL WORK TO BE CONTRACTED THROUGH ENVIRONMENTAL SERVICE ORGANIZATIONS

*Alternate procurement with site based layout should eliminate design contingency risk

**Noted soft costs and percentages are indicative of traditional design bid/build contracting. Alternate procurement, as intended for this project, may significantly reduce these soft costs.

Not including W.S.S.T., design fees, permits, taxes (INCLUDE ALL ASSUMPTIONS HERE)

phase 1c

Probable Cost of Construction

Project: Twin Springs Park MasterPlan
Description:

Date: 4.25.2018
Quantity Unit Unit Cost Total

PHASE 1C (crossing the creeks):

02200 Earthwork

Fine grading (grading using hand tools)	6,144	SF	0.50	3,072.00
Imported crushed rock 5/8 graded washed	6,144	SF	3.00	18,432.00
Earthwork Subtotal				\$21,504.00

32 90 00 Plant Materials

Amended soil (roto w/imported mulch)	55	CY	50.00	2,750.00
Meadow seed mix	9,000	SF	0.30	2,700.00
Plant Materials Subtotal				\$5,450.00

Boulders / river rock (creek enhancement)

1 Allow 10,000 \$10,000.00

Project Subtotal \$36,954.00

*Design Contingency (0%) \$0.00

Project Subtotal \$36,954.00

**General Conditions (12%) \$4,434.48

Subtotal \$41,388.48

**Contractor Overhead (8%) \$3,311.08

Subtotal \$44,699.56

**Contractor Profit (11%) \$4,916.95

TOTAL Construction Contract Amount \$49,616.51

Escalation (undetermined %) \$0.00

THESE COSTS ARE ASSUMING ALL WORK TO BE CONTRACTED THROUGH ENVIRONMENTAL SERVICE ORGANIZATIONS

*Alternate procurement with site based layout should eliminate design contingency risk

**Noted soft costs and percentages are indicative of traditional design bid/build contracting. Alternate procurement, as intended for this project, may significantly reduce these soft costs.

Not including W.S.S.T., design fees, permits, taxes (INCLUDE ALL ASSUMPTIONS HERE)



SCIENCE & DESIGN

February 21, 2018

Guy Michaelsen
 The Berger Partnership
 Via email: guym@bergerpartnership.com
 Cc: Shannon Leslie
 Via email: shannonl@bergerpartnership.com

Re: Twin Springs Park, Wetland and Stream Reconnaissance Report
 The Watershed Company Reference Number: 170403

Dear Guy:

A wetland and stream reconnaissance study was conducted by Ecologists from The Watershed Company in July 2017 and February 2018 at the Twin Springs Park property located at 19202 80th Ave NE in Kenmore, Washington (parcel #0126049013). A reconnaissance field sketch is attached to this letter. The identified wetland and streams were classified per the City of Kenmore Municipal Code (KMC) 18.55. In summary, twelve wetlands and two streams were found within the subject parcel. One wetland and stream were found offsite. The buffers for each of these features extend onto the subject parcel. A summary of wetland and stream classification and buffer widths are provided in Table 2 below.

Methods

Public-domain information on the subject properties was reviewed for this reconnaissance study and include the following:

- USDA Natural Resources Conservation Service, Web Soil Survey (WSS) application
- U.S. Fish and Wildlife Service National Wetland Inventory (NWI) maps
- Washington Department of Fish and Wildlife interactive mapping programs (PHS on the Web, SalmonScape)
- Washington Department of Natural Resources, Forest Practices Application Mapping Tool (FPARS)
- Washington Department of Natural Resources, Wetlands of High Conservation Value Map Viewer
- King County's GIS mapping website (iMAP)
- City of Kenmore (COK) critical area maps

Twin Springs Park - Wetland & Stream Reconnaissance Report
Berger Partnership
February 21, 2018
Page 2

Characterization of climatic conditions for precipitation was determined using the WETS table methodology from the *USDA NRCS document Part 650 Engineering Field Handbook, National Engineering Handbook, Hydrology Tools for Wetland Identification and Analysis, Chapter 19* (September 2015). The Seattle-Tacoma International AP station as recorded by NOAA from 1981-2010 (<http://agacis.rcc-acis.org/>) was used as a source for precipitation data. The WETS table methodology uses climate data from the three months prior to the site visit month to determine if normal conditions are present.

Wetlands

The study area was evaluated for wetlands using methodology from the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region Version 2.0* (Regional Supplement) (US Army Corps of Engineers [Corps] May 2010). Wetland boundaries were determined on the basis of an examination of vegetation, soils, and hydrology. Areas meeting the criteria set forth in the Regional Supplement were determined to be wetland. Soil, vegetation, and hydrologic parameters were sampled at several locations along wetland boundaries to make the determination. Identified wetlands within and adjacent to the property were rated using the wetland classification system as outlined in KMC 18.55.300 (B)(1).

Streams

The study area was evaluated for streams based on the presence or absence of an ordinary high water mark (OHWM) as defined by the Revised Code of Washington (RCW) 90.58.030 and the Washington Administrative Code (WAC) 220-660-030. The OHWM edge was located by examining the bed and bank physical characteristics and vegetation, using recent guidance from the Department of Ecology, *Determining the Ordinary High Water Mark for Shoreline Management Act Compliance in Washington State* (Publication no. 16-06-029). Onsite streams were classified using the stream typing system as outlined in KMC 18.55.400 (A)(1).

Findings

A summary of public-domain information on the subject property is provided in Table 1 below.

Twin Springs Park - Wetland & Stream Reconnaissance Report
 Berger Partnership
 February 21, 2018
 Page 3

Table 1. Summary of online mapping and inventory resources.

Resource	Summary
USDA Natural Resources Conservation Service, Web Soil Survey (WSS) application	Alderwood gravelly sandy loam, 8 to 15 percent slopes, Alderwood gravelly sandy loam, 15 to 30 percent slopes, Everett gravelly sandy loam, 8 to 15 percent slopes, and Bellingham silt loam
U.S. Fish and Wildlife Service National Wetland Inventory (NWI) maps	PEM1C (Palustrine, emergent, persistent, seasonally flooded)
Washington Department of Fish and Wildlife, Priority Habitats and Species (PHS on the Web)	Coho (<i>Oncorhynchus kisutch</i>), sockeye (<i>O. nerka</i>) in the mitigation easement area (Wetland A and associated stream), west side of property Wetland polygons covering western edge of property
Washington Department of Fish and Wildlife, SalmonScape	Modeled presence of salmonids, in northwestern corner of the property.
Washington Department of Natural Resources, Forest Practices Application Mapping Tool (FPARS)	Type F stream mapped in northwestern corner of property
King County's GIS mapping website (iMAP)	Mapped stream just offsite to the west of the property
City of Kenmore maps	Mapped offsite stream to the west of the property, mapped wetland on west edge of property
WETS weather conditions based on precipitation from the prior three months	Wetter than normal

The west side of the park contains a large recently enhanced wetland and buffer area, Wetland A. The modified buffer is marked with split-rail fencing and critical area signs; it is a designated mitigation easement. Streams A and B join within Wetland A (see enclosed sketch). Two other areas within the 2012 active construction area exhibited

Twin Springs Park - Wetland & Stream Reconnaissance Report
 Berger Partnership
 February 21, 2018
 Page 4

wetland characteristics; they are noted as Wetlands C and D, on the enclosed sketch. These features are within an area that was disturbed by construction in 2012 and hydroseeded (source: King County iMap). The channels of Streams A and B within the clearing were graded and the buffers were planted in association with mitigation completed by King County wastewater treatment division.

Several of the identified wetlands are in the forested portion of the site. Six wetlands are associated with the on-site streams. Wetlands B, X, Y and Z are wetlands associated with Stream A. Wetlands T and U are slope wetlands associated with Stream B. Wetland B is on the edge of the clearing and is characterized by emergent plants. All other wetlands along Streams A and B are comprised of palustrine forested and scrub-shrub vegetation classes. Wetlands E and S are also forested. Dominant forest vegetation includes red alder, western red cedar, and black cottonwood. Dominant scrub/shrub vegetation includes salmonberry and vine maple.

Wetland W, in the northeast corner, contains forested, scrub/shrub, and emergent vegetation classes, including a large patch of cattails. Dominant vegetation includes red alder, salmonberry, broadleaf cattail, giant horsetail, and lady fern. Off-site, Wetland V is on a relatively steep slope within the transmission line corridor to the north. Dominant emergent vegetation within Wetland V includes small-fruited bulrush, creeping buttercup, and hardhack.

Wetland soils throughout the study area showed hydric conditions and observed hydric indicators included redox dark surface, depleted matrix, and hydrogen sulfide. Surface seeps and standing water were often seen throughout many of the wetlands. Hydrology indicators included saturation, high water table, and the presence of surface water.

One stream, Stream C, originates from groundwater seeps in Wetland V. Stream C is ditched along the north edge of the park. The stream was approximated to have a bank-full width of less than 2 feet. At the time of the site visit, Stream C was flowing with high-gradient riffles.

Streams A and B had clear incised channels with bank-full widths estimated at an average greater than 2 feet wide. At the time of the site visit, both streams were flowing and habitat types included high-gradient and low-gradient riffles.

Local Regulations

Streams and wetlands in the City of Kenmore are regulated under the Kenmore Municipal Code (KMC), Chapter 18.55 – Critical Areas.

According to KMC 18.55.400 (A)(4), Streams A, B, and C are classified as Type 4 waters (not used by fish) with buffer widths of 25 feet [KMC 18.55.420(B)(1)]. Streams A and B

Twin Springs Park - Wetland & Stream Reconnaissance Report
 Berger Partnership
 February 21, 2018
 Page 5

are estimated to have gradients of 19 and 17 percent, respectively, which are both above the 16 percent gradient threshold as outlined by WAC 222-16-031 for fish habitat criteria. Furthermore, both Streams A and B have estimated contributing basins less than 50 acres. As such, both Streams A and B are classified as Type 4 streams (not used by fish). Stream C has an estimated average bank-full width of less than 2 feet and an estimated gradient of 17 percent over 600 feet. These attributes are outside the fish habitat criteria as outlined in WAC 222-16-031.

Wetlands B and V are estimated to be larger than 1,000 square feet and do not have any characteristics of Class 1 or 2 wetlands as outlined in KMC 18.55.300(B)(1). Therefore, wetlands B and V are classified as Class 3 wetlands. Wetlands E, S, T, U, W, X, Y, and Z all have forested classes within each wetland and therefore are classified as Class 2 wetlands per KMC 18.55.300(B)(1).

Wetlands C and D appear to have been incidentally created during recent construction and associated soil compaction. They do not appear to appear to meet the City's definition of a regulatory wetland (KMC 18.20.3280).

Table 2. Summary of wetland and stream classification, and standard buffer widths per KMC 18.55.320 (F)(1) and 18.55.420 (B)(1).

Feature Name	Class/Type	Standard Buffer Width (ft)
Stream A	Type 4	25
Stream B	Type 4	25
Stream C (offsite)	Type 4	25
Wetland A*	N/A	See Mitigation Easement
Wetland B	Class 3	60
Wetland C**	--	--
Wetland D**	--	--
Wetland E	Class 2	100
Wetland S	Class 2	100
Wetland T	Class 2	100
Wetland U	Class 2	100
Wetland V (offsite)	Class 3	60
Wetland W	Class 2	100
Wetland X	Class 2	100
Wetland Y	Class 2	100
Wetland Z	Class 2	100

* Wetland A and its buffer were modified for construction of the King County waste water treatment facility. The split-rail fence marks the modified buffer area. The recent

Twin Springs Park - Wetland & Stream Reconnaissance Report
Berger Partnership
February 21, 2018
Page 6

modification and recorded Easement Agreement and/or Native Growth Protection Area (NGPA) are presumed to apply (City of Kenmore Contract No. 16-C1508).

**** Wetlands C and D are within the 2012 active construction area associated with King County waste water treatment improvements. These features appear to have formed incidentally over compacted soil; they may not be jurisdictional wetlands.**

Wetland A is within the Brightwater Wetland Area covered under the Brightwater Transfer Interagency Agreement between Brightwater and the City of Kenmore. The agreement states in part that, *"At the end of the Sensitive Area Monitoring Period and pursuant to the Deed and Land Transfer Agreement, the City shall maintain the Brightwater Wetland Area of the Transferred Property in perpetuity as wetland habitat. At the end of the Sensitive Area Monitoring Period the City shall continue to prohibit both active recreation and motorized recreation in the Brightwater Wetland Area unless the requirement for such prohibition is removed or modified by the written agreement of the Corps, the State of Washington and the City."*

Park improvements, including trails and stream crossings may be permitted within wetland and stream buffers pursuant to KMC 18.55.320 (F)(6)(b) and KMC 18.55.420 (B)(6)(b). Provisions for walkways and trails within wetland buffers are outlined below and similar language is provided in KMC 18.55.420 for uses in stream buffers.

"6. Buffer Uses. The following uses may be permitted within a wetland buffer in accordance with the review procedures of this chapter, provided they are not prohibited by any other applicable law and they are conducted in a manner so as to minimize impacts to the buffer and adjacent wetland:

a. Conservation and Restoration Activities. Conservation or restoration activities aimed at protecting the soil, water, vegetation, or wildlife;

b. Passive Recreation. Passive recreation facilities designed in accordance with an approved critical areas report, including:

(1) Walkways and trails; provided, that those pathways that are generally parallel to the perimeter of the wetland shall be located in the outer 25 percent of the buffer area;

(2) Walkway and trail surfaces shall be made of pervious materials except that public multipurpose trails may be of impervious materials if they meet all other requirements, including water quality;

(3) Wildlife viewing structures; and

(4) Fishing access areas;

Twin Springs Park - Wetland & Stream Reconnaissance Report
Berger Partnership
February 21, 2018
Page 7

c. Stormwater Management Facilities. Grass-lined swales and dispersal trenches may be located in the outer 25 percent of the buffer area of Class 2 and 3 wetlands only. All other surface water management facilities are not allowed within the buffer area."

Stream crossings may be permitted pursuant to KMC 18.55.420:

C. Stream Crossings. Stream crossings may be allowed and may encroach on the otherwise required stream buffer if:

- 1. All crossings use bridges or other construction techniques which do not disturb the stream bed or bank, except that bottomless culverts or other appropriate methods demonstrated to provide fisheries protection may be used for Type 2 or 3 streams if the applicant demonstrates that such methods and their implementation will pose no harm to the stream nor inhibit migration of fish;*
- 2. All crossings are constructed during the summer low flow and are timed to avoid stream disturbance during periods when use is critical to salmonids;*
- 3. Crossings do not occur over salmonid spawning areas unless the City determines that no other possible crossing site exists;*
- 4. Bridge piers or abutments are not placed within the Federal Emergency Management Agency (FEMA) floodway or below the ordinary high water mark;*
- 5. Crossings do not diminish the flood-carrying capacity of the stream;*
- 6. Underground utility crossings are laterally drilled and located at a depth of four feet below the maximum depth of scour for the base flood predicted by a civil engineer licensed by the State of Washington. Temporary bore pits to perform such crossings may be permitted within the stream buffer established in this chapter; and*
- 7. Crossings are minimized and serve multiple purposes and properties whenever possible.*

Permitted uses within critical area buffers require an approved critical areas report and mitigation plan to demonstrate how the project meets avoidance and minimization requirements outlined in KMC 18.55.210 and provides compensatory mitigation.

Twin Springs Park - Wetland & Stream Reconnaissance Report
Berger Partnership
February 21, 2018
Page 8

Any proposed trail segments that do not meet the code criteria above after considering critical area impact avoidance and minimization options may be considered through a variance pursuant to KMC 18.55.170.

Mitigation Opportunities

Wetland and stream buffers within the forest are characterized by a predominately deciduous forest with an understory of native shrub and groundcover vegetation. Locally dominant patches of non-native blackberry vines are also common. The largest invasive blackberry patch is in the northeast quadrant of the site between Wetlands X and W. Mitigation for trails may include invasive blackberry removal and re-establishment of native vegetation. The forest would also benefit from in-fill planting with native conifers. Additionally, Wetland W contains invasive reed canarygrass and it could be enhanced with native plants. The west side of the site was recently enhanced and unless existing mitigation areas are expanded, there are fewer opportunities for mitigation on that side of the park.

State and Federal Regulations

Wetlands and streams are regulated by the Corps under section 404 of the Clean Water Act. Any proposed filling or other direct impacts to Waters of the U.S., including wetlands (except isolated wetlands), would require notification and permits from the Corps. Unavoidable impacts are typically required to be compensated through implementation of an approved mitigation plan.

Federally permitted actions that could affect endangered species may also require a biological assessment study and consultation with the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service. Compliance with the Endangered Species Act must be demonstrated for activities within jurisdictional wetlands and the 100-year floodplain. Application for Corps permits may also require an individual 401 Water Quality Certification and Coastal Zone Management Consistency determination from Ecology and a cultural resource study in accordance with Section 106 of the National Historic Preservation Act.

Washington Department of Ecology

Similar to the Corps, Ecology, under Section 401 of the Clean Water Act, is charged with reviewing, conditioning, and approving or denying certain federally permitted actions that result in discharges to state waters. However, Ecology review would only become necessary if a Section 404 permit from the Corps was issued. Therefore, if filling activities are avoided, authorization from Ecology would not be needed.

Twin Springs Park - Wetland & Stream Reconnaissance Report
Berger Partnership
February 21, 2018
Page 9

If filling is proposed, a JARPA could be submitted to Ecology in order to obtain a Section 401 Water Quality Certification (WQC) and Coastal Zone Management Consistency Determination. Ecology permits are either issued concurrently with the Corps permit or within 90 days following the Corps permit.

Washington Department of Fish and Wildlife (WDFW)

Chapter 77.55 RCW (the Hydraulic Code) gives WDFW the authority to review, condition, and approve or deny "any construction activity that will use, divert, obstruct, or change the bed or flow of state waters." This provision includes any in-water work, the crossing or bridging of any state waters and can sometimes include stormwater discharge to state waters. If a project meets regulatory requirements, WDFW will issue a Hydraulic Project Approval (HPA).

Through issuance of an HPA, WDFW can also restrict activities to a particular timeframe. Work is typically restricted to late summer and early fall. However, WDFW has in the past allowed crossings that don't involve in-stream work to occur at any time during the year.

In general, neither the Corps nor Ecology or WDFW regulates wetland and stream buffers, unless direct impacts are proposed. When direct impacts are proposed, mitigated wetlands and streams may be required to employ buffers based on Corps and Ecology joint regulatory guidance.

Disclaimer

The information contained in this letter is based on the application of technical guidelines currently accepted as the best available science and in conjunction with the manuals and criteria outlined in the methods section. All discussions, conclusions and recommendations reflect the best professional judgment of the author(s) and are based upon information available to us at the time the study was conducted. All work was completed in good faith, within the constraints of budget, scope, and timing. The findings of this report are subject to verification and agreement by the appropriate local, State and Federal regulatory authorities. No warranty, expressed or implied, is made.

Twin Springs Park - Wetland & Stream Reconnaissance Report
Berger Partnership
February 21, 2018
Page 10

Should you have any questions or concerns regarding our findings, please feel free to contact us.

Sincerely,



Peter Heltzel, MSc, CFP
Fisheries Biologist

And



Nell Lund, PWS
Senior Ecologist

Enclosures

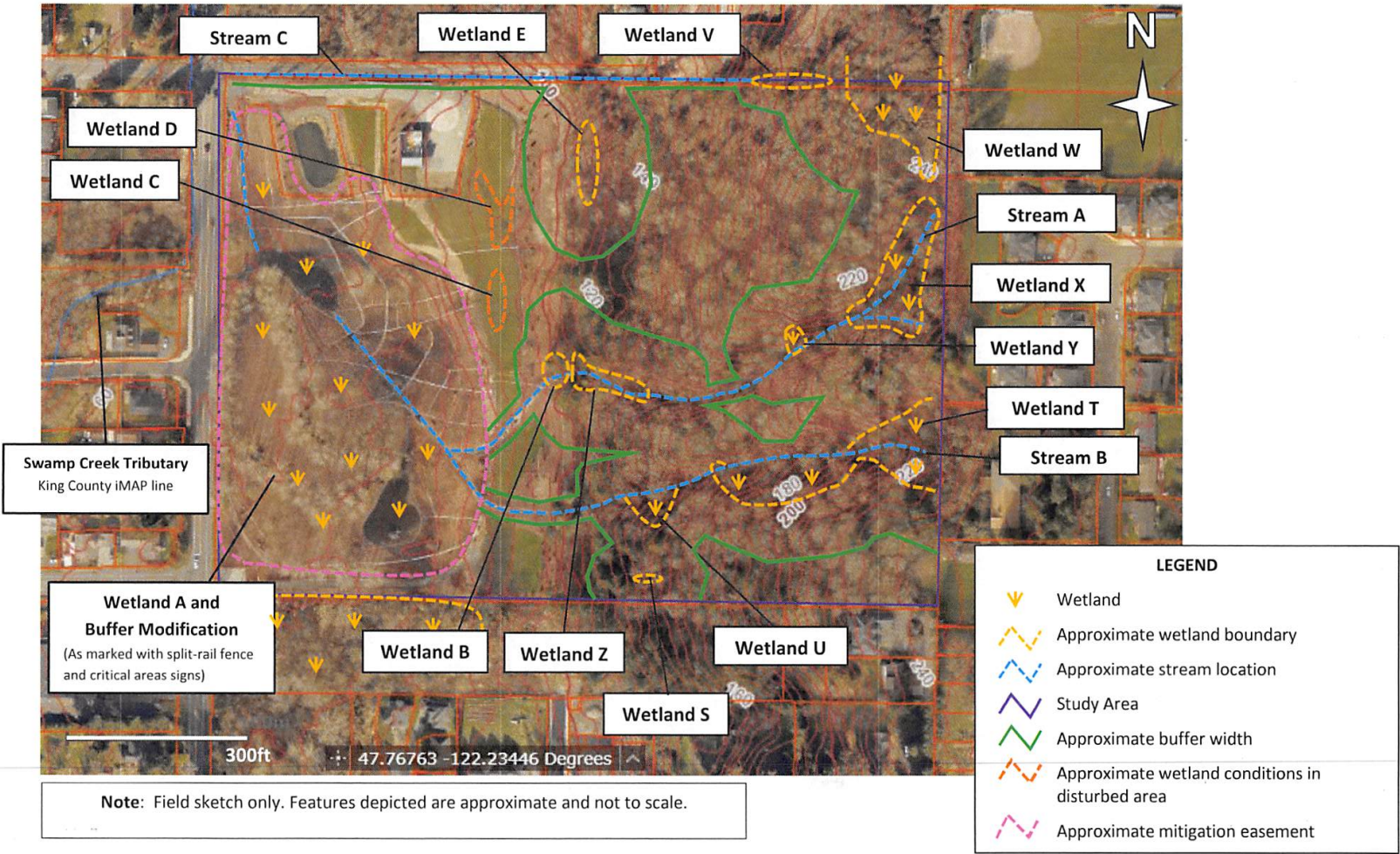
- 1) Stream, Wetland and Buffer field sketch
- 2) City of Kenmore Contract No. 16-C1508: Interagency agreement between King County and City of Kenmore relating to the Brightwater property and the transferred property.



750 Sixth Street South | Kirkland | WA 98033
p 425.822.5242 f 425.827.8136

Wetland and Stream Reconnaissance Sketch

Site Address:	19202 80 th Ave NE, Kenmore, WA 98028	Prepared for:	Guy Michaelsen, Berger Partnership
Parcel Number:	0126049013	TWC Ref. No.:	170403
Site Visit Date:	February 8, 2018		





City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Informational presentation on tree regulations. Proposed Council Action/Motion: No action requested.	For Council Meeting Agenda of: <u>May 14, 2018</u> Department: <u>Development Services</u> Prepared by: <u>Samantha Loyuk, Associate Planner</u> <table style="width: 100%;"> <tr> <td style="width: 70%;"></td> <td style="width: 30%; text-align: center;"><u>Initial & Date</u></td> </tr> <tr> <td>Approved by Department Head:</td> <td style="text-align: center;"><u>SA 4/27/18</u></td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: center;"><u>N/A</u></td> </tr> <tr> <td>Approved by Finance Director: ✓</td> <td style="text-align: center;"><u>n/a</u></td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: center;"><u>pk</u></td> </tr> </table> Exhibits/Attachments: 1) Memorandum dated 12/12/2017; 2) PowerPoint Presentation.		<u>Initial & Date</u>	Approved by Department Head:	<u>SA 4/27/18</u>	Approved by City Attorney:	<u>N/A</u>	Approved by Finance Director: ✓	<u>n/a</u>	Approved by City Manager:	<u>pk</u>
	<u>Initial & Date</u>										
Approved by Department Head:	<u>SA 4/27/18</u>										
Approved by City Attorney:	<u>N/A</u>										
Approved by Finance Director: ✓	<u>n/a</u>										
Approved by City Manager:	<u>pk</u>										
<u>INFORMATION/BACKGROUND:</u> At the direction of the City Council, Development Services has prepared an informational presentation on Kenmore Municipal Code (KMC) 18.57 ("tree regulations"). In the memorandum dated 12/12/2017, prepared by the Community Development Department, a brief history of the tree-related code updates is provided (Attachment 1). This document provides useful background information and helps illustrate the development of the code and where we are today with tree regulations. The intent of the presentation (Attachment 2) is to provide an overview of how KMC 18.57 is implemented, primarily as it relates to new development.											
<u>FISCAL CONSIDERATION:</u> N/A											
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> To continue to implement the Council's vision of providing a safe and secure community; sustainable, healthy environment; and a desirable place to work and live.											

ATTACHMENT #2

KENMORE TREE REGULATIONS

AN OVERVIEW



DEVELOPMENT SERVICES

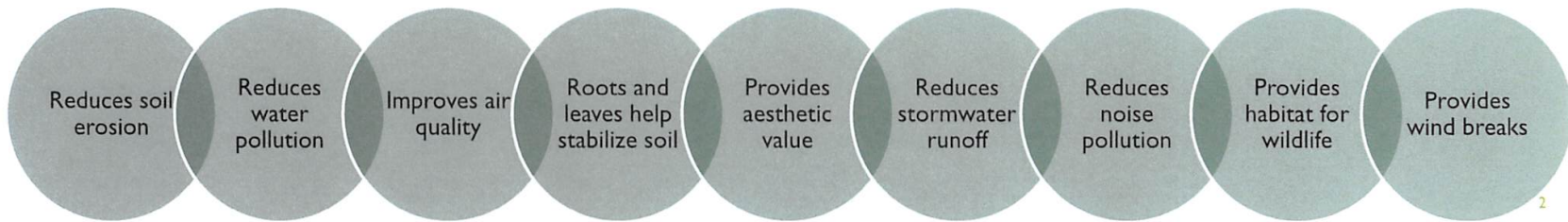
SAMANTHA LOYUK, PLANNER & CERTIFIED ARBORIST
BRYAN HAMPSON, DEVELOPMENT SERVICES DIRECTOR

KMC 18.57.015

PURPOSE

1. Increase the livability of an area by helping to screen people and buildings from wind and inclement weather;
2. Create a special sense of identity, a sense of community and civic pride, and a memorable place to live and work;
3. Preserve and enhance the City's physical and aesthetic character by preventing untimely and indiscriminate removal or destruction of trees;
4. Promote site planning, construction practices, and horticultural practices that are consistent with the reasonable use of property;
5. Implement the goals and objectives of the City's comprehensive plan; and
6. Implement the goals and objectives of the City's parks and recreation master plan

VALUE



TREE CODE DEVELOPMENT: 1998 – 2018

1998

- At incorporation, Ordinance 98-0026 adopted the King County Code.

2004

- Ordinance 04-0214 repealed the King County rules, required tree surveys and a tree protection plan and established a minimum tree density of 20 tree units per acre for new development.

2009

- Ordinance 09-0295 required more tree credits for new development (30 tree units per acre), penalties for non-compliance, monitoring, and focused on retaining perimeter trees.

2015

- Ordinance 15-0409 required a windthrow evaluation as part of the tree protection plan, for new development.

Source: Memorandum prepared by Debbie Bent and Lynn Anders, 10/10/2018

DO I NEED A PERMIT?

Removal of a Significant Tree requires a permit application.

The most common type of tree removal is:

1. Individual tree removal; and
2. Tree removal for development

KMC 18.20.2730

“Significant Tree” means an existing healthy tree that is not a hazard tree (i.e., a tree that does not have a high probability of imminently falling due to a debilitating disease or structural defect) and that, when measured four and one-half feet above grade, has a minimum diameter of:

- 8” for evergreen trees
- 12” for deciduous trees

On-site replacement is required.

5

Page 372 of 388

I. INDIVIDUAL TREE REMOVAL

A typical single-family lot in Kenmore can remove two (2) trees, per year

Lot Size	Trees removed, per year
Up to 10,000 SF	2 trees
10,001 SF – 20,000 SF	4 trees
20,001 SF – 30,000 SF	6 trees
30,001 SF +	8 trees

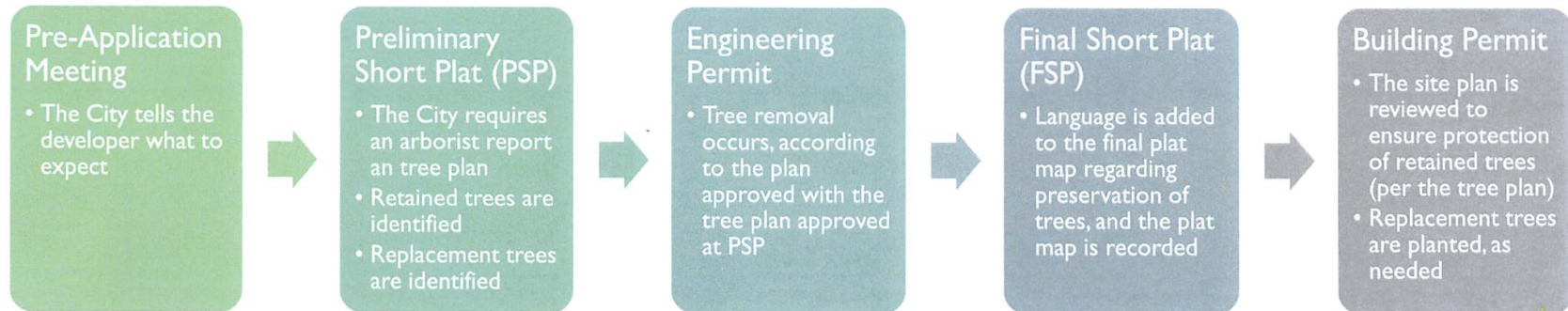
THE FINE PRINT

KMC 15.25.070

- Lot must contain an existing single-family residence;
- Tree cannot be located in a critical area, shoreline, buffer, native growth protection area, or wildlife protection zone;
- Tree cannot be previously designated for protection.

2. TREE REMOVAL RELATED TO DEVELOPMENT

Development requires a Tree Management & Protection Plan (“Tree Plan”)

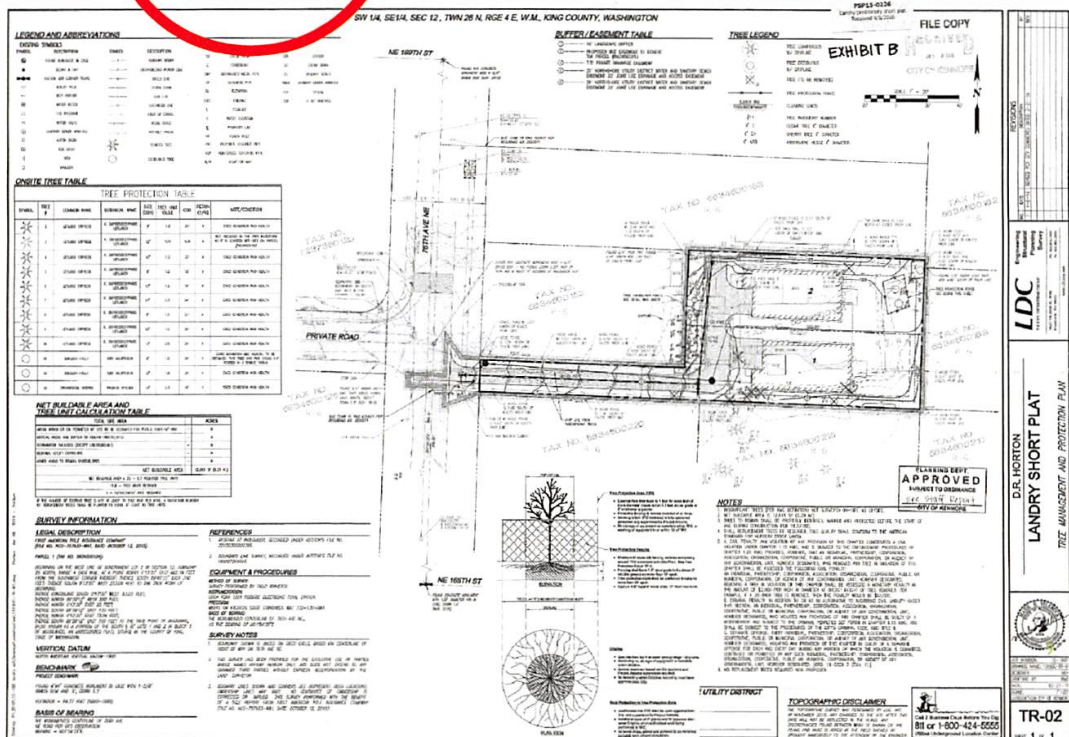




At the Pre-Application Meeting, the City said:

A tree protection plan prepared in compliance with KMC 18.57 is required to be reviewed and approved concurrent with the preliminary short plat application. A minimum of 30 tree units per net buildable acre is required on site. The preliminary short plat map will need to provide the total net buildable area. Based on a rough calculation the net buildable area is approximately 12,715 square feet (0.29 acre). Based on this, a minimum of 8.7 tree units are required. It is essential to first assess the value of existing trees before considering replacement trees. **The City values preservation of existing healthy trees. Indiscriminate removal or destruction of trees conflicts with City values.**

At Preliminary Short Plat (PSP) application, the applicant provided a Tree Plan & Arborist Report:



EXAMPLE: LANDRY 2-LOT SHORT PLAT

Pre-Application Meeting
• The City tells the developer what to expect

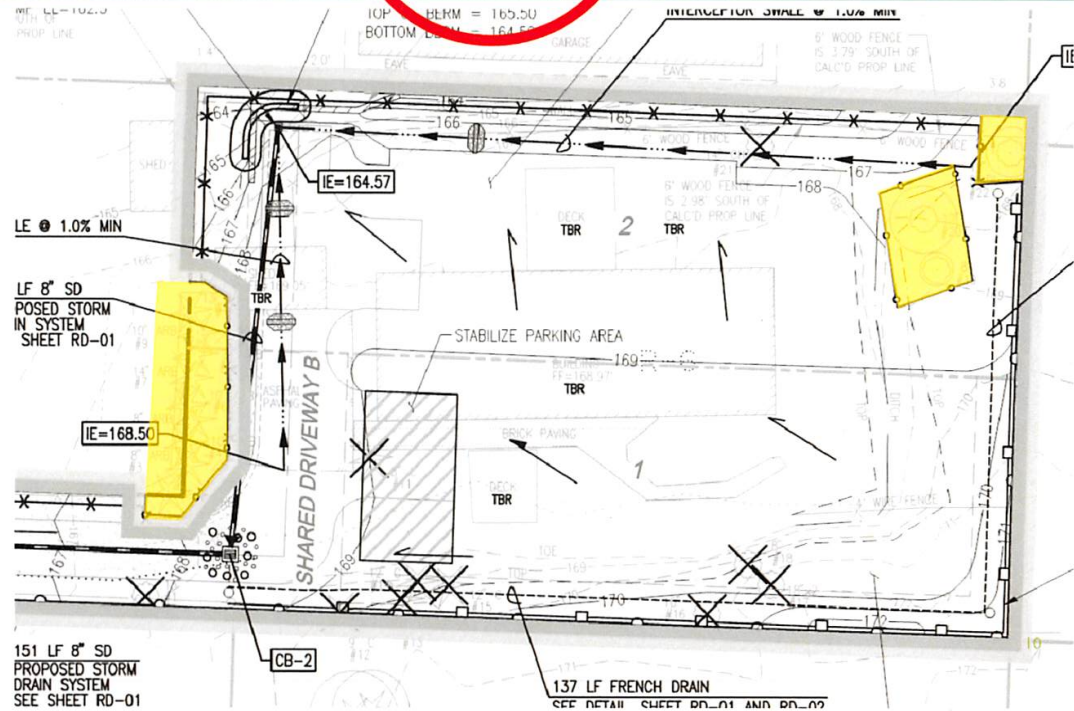
Preliminary Short Plat (PSP)
• The City requires an arborist report on tree management plan
• Retained tree are identified
• Replacement trees are identified

Engineering Permit
• Tree removal occurs, according to the plan approved with the PSP

Final Short Plat (FSP)
• Language is added to the final plat map regarding preservation of trees, and the plat map is recorded

Building Permit
• The site plan is reviewed to ensure protection of retained trees (per the tree plan)
• Replacement trees are planted, as needed

At the time of Engineering permit, the City verified that the civil plans complied with the tree plan:



EXAMPLE: LANDRY 2-LOT SHORT PLAT

Pre-Application Meeting

- The City tells the developer what to expect



Preliminary Short Plat (PSP)

- The City requires an arborist report and tree management plan
- Retained trees are identified
- Replacement trees are identified



Engineering Permit

- Tree removal occurs, according to the plan approved with the PSP



Final Short Plat (FSP)

- Language is added to the final plat map regarding preservation of trees, and the plat map is recorded



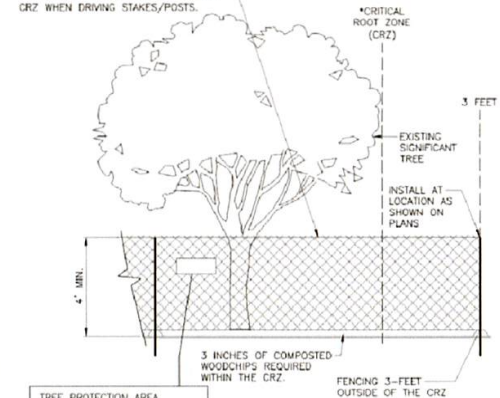
Building Permit

- The site plan is reviewed to ensure protection of retained trees (per the tree plan)
- Replacement trees are planted, as needed

Prior to construction activity on site, the City inspected tree protection measures. ✓

TREE PROTECTION DURING CONSTRUCTION

CHAIN-LINK FENCE OR ORANGE PLASTIC FENCE FASTENED TO STEEL STAKES/POSTS DRIVEN SECURELY INTO THE GROUND. DEVELOPER SHALL AVOID CRZ WHEN DRIVING STAKES/POSTS.



• THE CRITICAL ROOT ZONE (CRZ) IS THE AREA WHERE THE TREE'S ESSENTIAL MASS OF ROOTS IS LOCATED. THE AREA SURROUNDING THE TREE AT A DISTANCE WHICH IS EQUAL TO ONE FOOT FOR EVERY INCH OF TRUNK DIAMETER AT BREAST HEIGHT (DBH) OR THE AREA OF A CIRCLE WITH RADIUS EXTENDING FROM A TREE'S TRUNK TO A POINT NO LESS THAN THE END OF A TREE'S LONGEST BRANCH, WHICHEVER IS GREATER.

EXAMPLE: LANDRY 2-LOT SHORT PLAT

Pre-Application Meeting

- The City tells the developer what to expect

Preliminary Short Plat (PSP)

- The City requires an arborist report on tree management plan
- Retained tree are identified
- Replacement trees are identified

Engineering Permit

- Tree removal occurs, according to the plan approved with the PSP

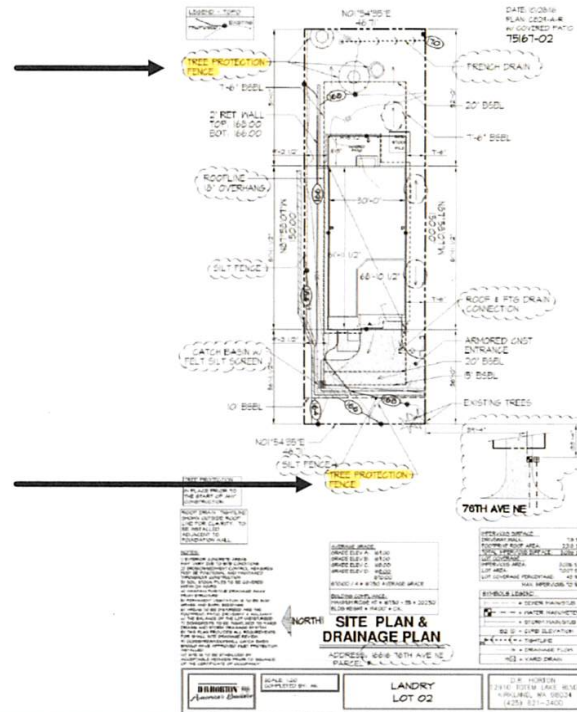
Final Short Plat (FSP)

- Language is added to the final plat map regarding preservation of trees, and the plat map is recorded

Building Permit

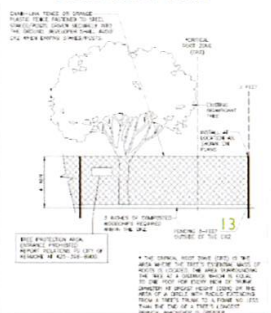
- The site plan is reviewed to ensure protection of retained trees (per the tree plan)
- Replacement trees are planted, as needed

The building permit site plan identifies the retained trees and provides protection throughout construction:



Prior to construction activity on site, the City inspected tree protection measures.

TREE PROTECTION DURING CONSTRUCTION



OLD TREE PLANS: HOW DO WE COMPARE?

Case Study: West Creek Village

NE 193rd Place & 80th Avenue NE



WEST CREEK VILLAGE (18 LOTS): *Subject to the 2004 tree code*

Project Milestones:

- 9/12/2005: Application determined complete;
- 3/8/2007: Hearing Examiner published decision;

Shortly thereafter, the nation experienced the Great Recession and the project was put on hold. During this time the State granted time extension to many subdivision approvals – including West Creek Village. As the project sat idle, it remained active through the State’s extension.



The site is subject to tree management and protection requirements found at KMC Chapter 18.42. Developers in Kenmore are prohibited from removing trees without obtaining approval of a tree protection plan from the Department of Community Development Director. The minimum tree density requirement for each site is 20 trees per net buildable acre.⁸ The minimum of 20 trees per net buildable acre can be achieved through retained trees, replacement trees, or a combination of the two. *KMC 18.42.050-.060*. The net buildable area of the subject property is 2.34 acres. The Applicant would submit a tree planting plan if there are not enough trees on site to meet the tree unit requirements. *Exhibit 1, page 14. KMC Chapter 18.42.*

- 9/19/2011: Engineering permit issued;

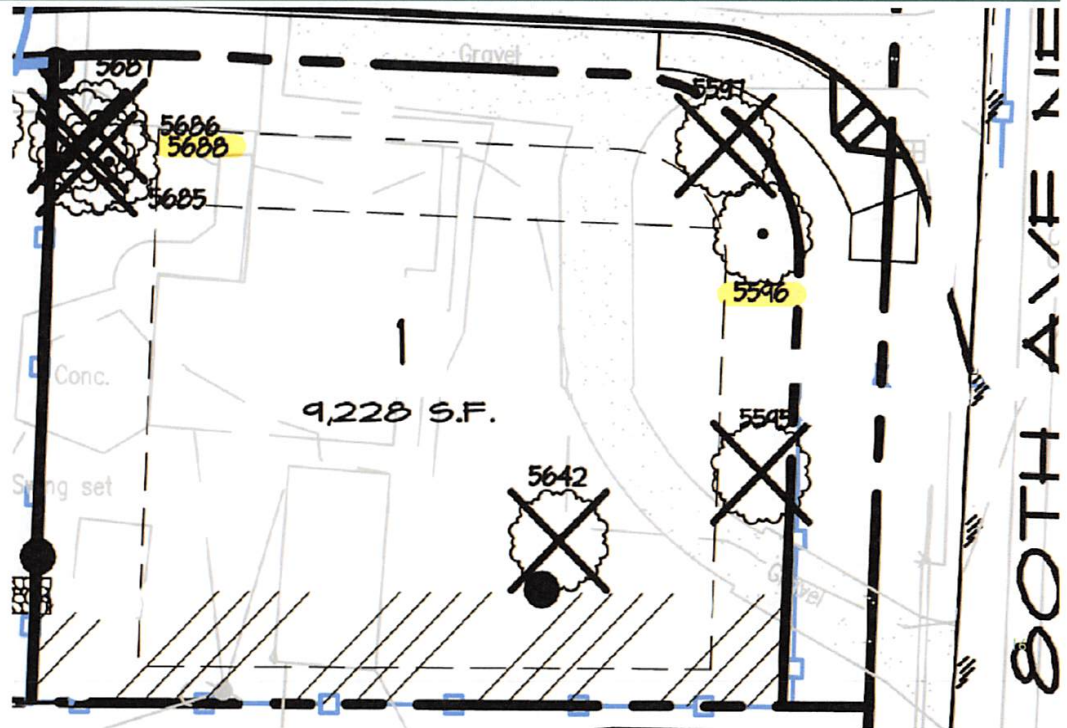


Tree Management & Protection Plan APPROVED

15

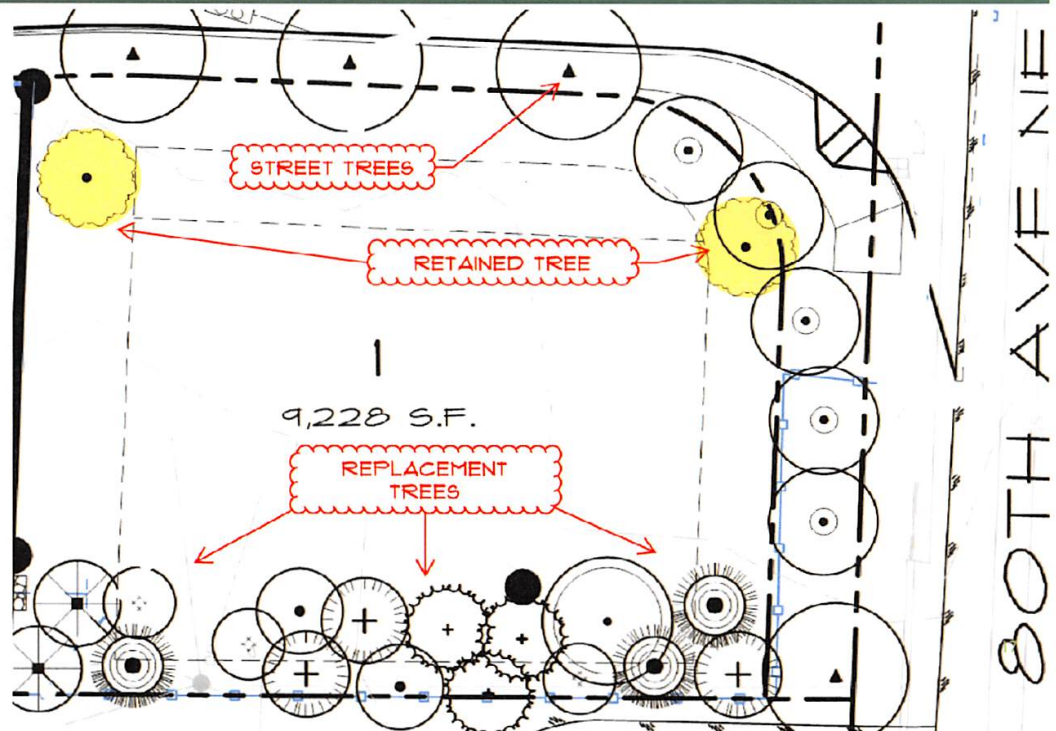
WEST CREEK VILLAGE TREE PLAN: *Subject to the 2004 tree code*

- **Tree Inventory:** This image shows eight (8) existing trees on site, prior to development. Of those, two (2) trees are retained.

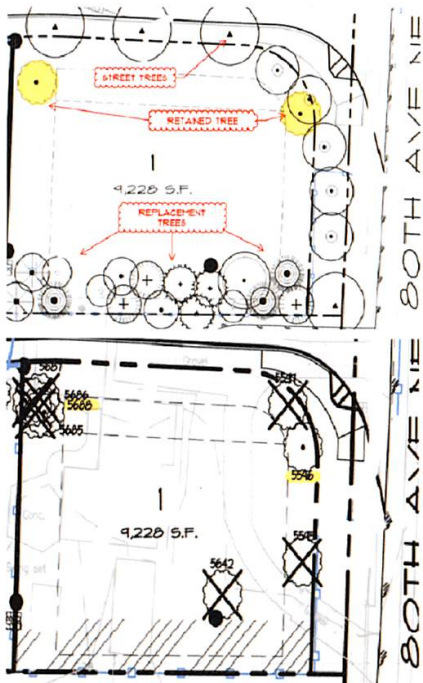


WEST CREEK VILLAGE TREE PLAN: *Subject to the 2004 tree code*

- **Tree Retention and Re-Planting Plan:** This image shows 2 retained trees, and 17 replacement trees. NOTE: Street trees (9) are a separate road standards requirement; street trees do not count towards the minimum tree density requirement.



WEST CREEK VILLAGE TREE PLAN: *How today's code would change this plan*



The current code would change this plan by requiring:

1. Arborist report
 1. Assess the health of existing trees;
 2. Windthrow analysis;
 3. Strong justification for removal of Trees # 5685 – 8687, 5595, & 5597
2. Increased tree density
3. Tree protection measures
4. Replacement trees require more space between plantings
5. 3-year Agreement and Financial Guarantee (i.e. bond)

QUESTIONS

KENMORE TREE REGULATIONS



19



ATTACHMENT #1

City of Kenmore, Washington

Memorandum

Date: December 12, 2017

To: Rob Karlinsey, City Manager

From: Debbie Bent, Community Development Director *DB*
Lauri Anderson, Senior Planner *LWK*

Re: Tree Regulations

Kenmore has adjusted its tree regulations three times since incorporation, and a minor amendment to better align tree cutting penalties and enforcement provisions between Title 15 (land alteration standards) and Title 18 (tree regulations) is proposed for 2018.

Tree-related amendments from the time of incorporation are as follows:

1998—The City adopted King County Code at incorporation.

2004—The City developed new tree regulations (Ordinance 04-0214) that repealed the King County rules, required tree surveys and a tree protection plan and established a minimum tree density of 20 tree units per acre for new development. (Tree density is calculated by assigning points based on size to each protected tree in the net buildable area divided by the total acreage of the net buildable area. If the tree density total is less than the required density, more trees must be protected or replacement trees are required.) The 2004 amendments also established protection measures (fencing, grading limits, etc.) and exempted some proposals from needing a permit. While the tree regulations addressed new development, tree rules on lots with an existing single-family residence were handled through the land alteration (Title 15) requirements of the Code.

2009—The City amended the tree regulations (Ordinance 09-0295) to require more tree credits for new development—30 tree units per acre. The amendments also focused on retaining perimeter trees, prevention of “loner” trees that might become a hazard, incentives for replacement of coniferous trees, penalties for non-compliance with a tree retention plan, and monitoring requirements for trees retained and/or replaced.

2015—The City amended the tree regulations (Ordinance 15-0409) to address tree windthrow. Tree windthrow occurs when a tree trunk acts as a lever under the pressure of the wind and the tree is uprooted. Trees most at risk are those whose environment recently has changed (in the last 5-10 years). When trees that were living in the midst of the urban forest lose the protection of a rim of trees and become stand-alones on new housing lots, or become the new edge of trees

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in the urban forest, they are vulnerable to windthrow. The new regulations required a tree windthrow evaluation as part of the tree protection plan preparation and review for new development. Per Council direction, the standards for tree removal on lots with an existing single-family residence did not change.

2018 (scheduled)—Proposed amendments to align tree enforcement standards and penalties.

We experience citizen complaints regarding cutting of trees—primarily on development sites in single-family neighborhoods. These complaints have been steady over the years, with no recent increase.

During the Great Recession, the State granted time extensions to many subdivision approvals—in some cases up to 10 years. In several of the cases cited in complaints about treatment of trees, the projects were approved for development prior to the tree regulation updates in 2006. That development, then, reflects standards from the old tree cutting regulations—not the most recent amendments. ~~2009~~

The City has encouraged staff training on tree issues and, in 2017, a Development Services staff member obtained certification as an “ISA Certified Arborist” and “Qualified Tree Risk Assessor,” able to provide professional review of arborist reports and make recommendations for tree preservation.