



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

City of Kenmore
City Council Special Meeting Agenda
5:30 p.m., Monday, September 8, 2014

City of Kenmore
City Council Regular Meeting Agenda
7:00 p.m., Monday, September 8, 2014
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. 5:30 p.m. - CALL SPECIAL MEETING TO ORDER**
- II. EXECUTIVE SESSION**
Pursuant to RCW 42.30.110(1)(i), Potential Litigation, and RCW 42.30.110(1)(c),
Property Disposition
- III. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION**
- IV. ADJOURN SPECIAL MEETING**
- V. 7:00 p.m. - CALL REGULAR MEETING TO ORDER**
- VI. ROLL CALL**
- VII. FLAG SALUTE**
- VIII. AGENDA APPROVAL**
- IX. PROCLAMATIONS**
 - A. Northshore Schools Foundation Proclamation
[Proclamation](#)
 - B. National Senior Center Month Proclamation
[Proclamation](#)
- X. 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.

XI. CONSENT AGENDA

- A. Adopt Minutes for the July 21, July 28, and August 18, 2014 City Council Meetings
[Draft 07 21 14 Minutes](#)
[Draft 07 28 14 Minutes](#)
[Draft 08 18 14 Minutes](#)
- B. Approve Check Nos. 30492 - 30587 in the Amount of \$1,322,761.81 and Electronically Transferred Payroll Funds Totaling \$74,736.17 and Investment Purchases Totaling \$1,974,703.33 for the Period Ending August 15, 2014
[Checks for Approval](#)
- C. Receive and File July 2014 Financial Report
[Agenda Bill & Attachment](#)
- D. Adopt Resolution No. 14-246 - The Arbors at Wallace Creek Final Plat Approval
[Agenda Bill & Attachments](#)
- E. Adopt Resolution No. 14-247 - Dahlia Court Final Plat Approval
[Agenda Bill & Attachments](#)
- F. Adopt Resolution No. 14-248 - Emerald Vue Final Plat Approval
[Agenda Bill & Attachments](#)
- G. Approve Contract No. 04-C363 Amendment E - Conservation Futures Interlocal Agreement with King County for Open Space Acquisition Projects
[Agenda Bill & Attachments](#)
- H. Change Insurance Provider of Long-term Disability Insurance and Life / AD&D Insurance
[Agenda Bill](#)

XII. BUSINESS AGENDA

- A. Acceptance of Glenn M. Rogers Resignation, City Council Position No. 7
[Letter](#)
- B. Appointment of Stacey Denuski to Council Position No. 7, to take office immediately and serve the remainder of the unexpired term.
- C. Citizen Pedestrian and Bicycle Safety Ad Hoc Committee Report - Kris Overleese, Engineering and Environmental Services Director
[PowerPoint Presentation](#)
[Agenda Bill & Attachment](#)
- D. Pavement Rating Report - Jennifer Gordon, Public Works Operations Manager,

and Darrell Smith, Perteet Consultant

[Agenda Bill](#)

[Report](#)

[PowerPoint Presentation](#)

- E. Adopt Resolution No. 14-245 - 2015 Fee Schedule - Bryan Hampson, Development Services Director

[Agenda Bill & Attachments](#)

XIII. STAFF REPORT

- A. Mid-Year Development Services Update - Bryan Hampson, Development Services Director
[Report](#)
- B. St. Edward Seminary Building Update - Nancy Ousley, Assistant City Manager, and Rob Karlinsey, City Manager
- C. Town Green and Kenmore Village Updates - Rob Karlinsey, City Manager

XIV. COUNCILMEMBER REPORTS & COMMENTS

XV. COUNCILMEMBER INITIATIVES

XVI. ADJOURNMENT

UPCOMING MEETINGS:

Mon., September 15, 2014 City Council Regular & Joint Planning Commission Mtg. 7 p.m.
Tues., September 16, 2014 Planning Commission Regular Meeting 7:00 p.m.
Mon., September 22, 2014 City Council Regular Meeting 7:00 p.m.
Wed., September 24, 2014 Town Green Public Workshop 6:00 to 8:00 p.m.

City of Kenmore, Washington Proclamation

WHEREAS, the Northshore Schools Foundation exists to raise funds and build partnerships to support academic success and excellence for all Northshore students for career- and/or college-readiness at graduation, in alignment with Northshore School District priorities of: Student Achievement and Success at Grades Pre-Kindergarten through 12 and Beyond, High Standards of Performance, Fiscal Stability to Support Student Learning, and Effective Communications and Community Involvement; and

WHEREAS, the Northshore Schools Foundation has established the following priorities to direct NSD funding through a granting program for district-wide curriculum enhancements, Innovative Classroom Grants, scholarships for teachers pursuing National Board Teacher Certification as well as Literacy & Arts, Science, Technology, Engineering and Math [STEM], Advanced & Disadvantaged Learners and Health & Enrichment; and

WHEREAS, the Northshore Schools Foundation represents the public arm of support for public education in the Northshore area, operating separately from the Northshore School District; and

WHEREAS, Northshore Schools Foundation plays a key role in the Northshore School District's recognition as one of the top school districts in Washington State and across the nation; and

WHEREAS, the Northshore Schools Foundation has granted over \$1 million dollars to schools in the Northshore School District, funding programs and resources that benefit every student at least 7 to 9 times during their school career from Kindergarten through High School; and

WHEREAS, the Northshore Schools Foundation is funded solely through private contributions made annually through the ALL IN FOR KIDS Fall campaign, the LIGHT A FIRE FOR LEARNING Spring luncheon, the MILK MONEY campaign, workplace giving, corporate matching grants, legacy giving, Amazon shopping, plus other events from supporters which include students, parents, teachers, staff, residents, local businesses, regional industry, and community-wide supporters of our schools and students; and

WHEREAS, the Northshore Schools Foundation has mobilized a significant volunteer effort of over 200 people to support the mission of the Foundation in all of the Northshore School District schools; and

WHEREAS, the Northshore Schools Foundation has earned the GOLD participation level through the GuideStar Exchange,

NOW, THEREFORE, I, David Baker, Mayor of the City of Kenmore, Washington, on behalf of the City Council, am pleased to proclaim September 2014 to be

"Northshore Schools Foundation Month"

in the City of Kenmore, and I urge all citizens to join with the City Council in supporting the Northshore Schools Foundation.

IN WITNESS WHEREOF, signed this 8th day of September, 2014.

Signed: _____
David Baker, Mayor

Attested: _____
Patty Safrin, City Clerk

City of Kenmore, Washington
Proclamation
National Senior Center Month

WHEREAS, older Americans are valuable members of our society, investing their wisdom and experience to help enrich and better the lives of younger generations; and

WHEREAS, senior centers preserve the quality of life for older adults; and

WHEREAS, centers act as catalysts for mobilizing the creativity, energy, vitality, and involvement of older residents throughout Kenmore; and

WHEREAS, through the wide array of services, programs, and activities, senior centers empower older adults of Kenmore to contribute to their own health and well-being and the health and well-being of their fellow community members of all ages; and

WHEREAS, senior centers embrace and celebrate the diversity within their communities, ensuring all older adults and their families feel welcome and supported; and

WHEREAS, the senior centers in Kenmore affirm the dignity, self worth, and independence of older persons by facilitating their decisions and actions; tapping their experiences, skills, and knowledge; and enabling their continued contributions to the community,

NOW, THEREFORE, I, David Baker, Mayor of the City of Kenmore, Washington, on behalf of the City Council, am pleased to proclaim September 2014 to be

“National Senior Center Month”

in the City of Kenmore, and call upon all to recognize the special contributions of the senior center participants and the special efforts of the staff and volunteers who work every day to enhance the well-being of the older residents of our community.

IN WITNESS WHEREOF, signed this 8th day of September, 2014.

Signed: _____
David Baker, Mayor

Attested: _____
Patty Safrin, City Clerk

**City of Kenmore, Washington
City Council Regular Meeting
Minutes
July 21, 2014**

CALL TO ORDER – The regular meeting of the Kenmore City Council was called to order by Mayor David Baker at 7:01 p.m.

Councilmembers present: Mayor David Baker and Councilmembers Brent Smith, Laurie Sperry, Milton Curtis, Nigel Herbig, Allan Van Ness (attending via conference phone), and Stacey Denuski

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Joanne Gregory, Finance & Administration Director; Kris Overleese, Engineering & Environmental Services Director; Richard Sawyer, Surface Water Program Manager; Brett Lee, Management Intern; Elliott Fitzgerald, Surface Water Intern; Rod Kaseguma, City Attorney; and Patty Safrin, City Clerk

FLAG SALUTE

Mayor Baker led the flag salute.

AGENDA APPROVAL

It was Council consensus to approve the agenda as submitted.

CITIZEN COMMENTS

Bob Greene, 6250 NE 182nd Street, Kenmore, was present to state his concern about industrial noise in our community, particularly along the water. He expressed his appreciation of Police Chief Sether.

John Hendrickson, 5717 NE 202nd Lane, Kenmore, was present to state his concerns about City finances. He submitted a handout to Council.

Yi-Lin Lee, 7448 NE 145th Street, Kenmore, was present to express his interest in the surface water presentation.

David Mason, 20305 60th Avenue NE, Kenmore, was present to state his concern regarding the traffic light at the intersection of NE 181st Street and 61st Avenue NE.

Mayor Baker thanked the citizens for their comments. City Manager Karlinsey stated that our City Engineer has been working with WSDOT on the traffic light at 181st and 61st. City Engineer Overleese stated that Mr. Mason is correct about the traffic light. WSDOT installed some new technology in that light a couple of months ago, and they are having a harder time with it than anticipated. She stated that she expects the problem will be fixed.

CONSENT AGENDA

Councilmember Curtis moved to approve the consent agenda as submitted. Mayor Baker seconded the motion to Adopt the Minutes of the June 23, 2014 City Council Meeting ; Approve Check Nos. 30209 - 30303 in the Amount of \$670,990.91 and Payroll Check No. 211474 in the Amount of \$205.25 and Electronically Transferred Payroll Funds Totaling \$73,025.92 for the Period Ending July 3, 2014; Award Construction Contract No. 14-C1309 to Kamins Construction for the SR 522 A Concrete Package; and Accept a Transportation Alternatives Program (TAP) Grant for NE 181st Sidewalk Project. The motion passed unanimously.

BUSINESS AGENDA

Surface Water Management Discussion – Kris Overleese, Engineering & Environmental Services Director, and Richard Sawyer, Surface Water Program Manager, were present to give a PowerPoint presentation covering an update of the Surface Water Master Plan, update of the Surface Water Element of the Comprehensive Plan, and update of Kenmore Municipal Code (KMC) Chapter 13.40. They were also available to answer any questions.

They requested Council feedback and direction on several policies, including private property surface water management; surface water easements; surface water service charge reduction for privately maintained drainage facilities; surface water service charge reduction for school district properties; and surface water service charge for City streets and State highways. An additional policy, beaver and nutria management, was presented to Council for their information, with no direction being requested at this time.

It was Council consensus to support staff's recommendation to develop policies that maintain current levels of involvement in managing private property surface water issues.

It was Council consensus to support staff's recommendation to develop policies that clarify the City's practices regarding existing drainage easements on private property and, in rare cases when needed, develop policies that clarify the City's practices for acquiring new easements on private property.

It was Council direction to keep a rate adjustment for privately maintained drainage facilities but bring back to Council a proposal for a modified rate adjustment program.

It was Council consensus to support staff's recommendation to remove the existing rate adjustment policy for school district properties.

It was Council consensus to support staff's recommendation to remove Kenmore Municipal Code (KMC) Section 13.40.050 (J), which states that City streets and State highways will be assessed a surface water service charge.

AGENDA MODIFICATION

At this time Mayor Baker noted that King County Councilmember Rod Dembowski was in attendance and asked him to speak. Councilmember Dembowski gave an update on transit activity in the County Council and took questions from City Councilmembers.

BUSINESS AGENDA, continued

Price of Government Report – Rob Karlinsey, City Manager, and Brett Lee, Management Intern, were present to give a PowerPoint presentation. They were also available to answer any questions. City Manager Karlinsey stated that the report was divided into two sections, 1) looking at property taxes and sales taxes as a backdrop to the price of government and 2) the price of government. He stated that the price of government is a metric to understand what a typical citizen pays to the City for government services, as a percentage of citizen income. The main value in the price of government calculation is to compare the City against itself over time.

Video Camera Discussion and Decision - Brett Lee, Management Intern, was present to summarize the direction given by Council at their January 2014 Retreat to investigate the options for videotaping Council meetings and their decisions at the June 23, 2014 Council meeting to use live video through an installed camera system. He gave a PowerPoint presentation detailing the options and pricing for video cameras in the Council Chambers. He and Patty Safrin, City Clerk, were available to answer any questions.

Councilmember Curtis moved to install one fixed camera with the Presentation Integration feature, which would allow the camera to switch to a slide presentation. Councilmember Sperry seconded the motion. The motion passed 7-0.

Councilmember Sperry moved to begin using video for Council meeting recordings during the 2015-2016 budget cycle. Councilmember Curtis seconded the motion. The motion passed 7-0.

STAFF REPORTS

Sound Transit Draft Environmental Impact Statement (EIS) Comments - Kris Overleese, Engineering & Environmental Services Director, was present to give a brief report. She stated that in the past year the City has written several letters to Sound Transit, encouraging them to study the SR 522 corridor and to consider high capacity transit (HCT). HCT can be light rail, bus rapid transit, express buses, or commuter rail. She has reviewed the Executive Summary from the Sound Transit website, and learned that they are updating their long-term plan. Their first regional plan was adopted in 1996. It was updated in 2005, and now they are updating it again. The past version showed regional buses on SR 522, which we already have. In the current update, 522 is still labeled "HCT;" however, there is a note that 522 will be evaluated for light rail and bus rapid transit. She stated that the City will let them know that our SR 522 volumes have gone up due to regional tolling and that we want high capacity transit on 522. She was also available to answer any questions.

Kenmore Village Update - Rob Karlinsey, City Manager, was present to give a brief report. He distributed a fact sheet about the Kenmore Village Town Green. He stated that the City is looking at having the Town Green on the north side of NE 181st Street. The first Town Green Public Workshop is scheduled for Wednesday, July 23rd. He stated that the City has been working with Kenmore Camera, since the proposed Town Green goes through an existing driveway easement of theirs. He was also available to answer any questions.

STAFF COMMENTS

City Manager Karlinsey stated that he would like to talk to the Councilmembers in their one-on-ones this week regarding increased costs for the SR 522 West A project and the need for more funding. Staff will bring this topic to the July 28th meeting. City Engineer Kris Overleese spoke about the need to change the Capital Improvement Program (CIP) at the July 28th meeting. She stated that a decision has to be made right away to meet the Puget Sound Regional Council (PSRC) deadline of mid-August, showing that the project is fully funded. She noted that in the areas where our costs are higher, such as utility undergrounding, outside funding is not available.

City Manager Karlinsey stated that this Wednesday and Thursday the State Parks Commission will meet in Bellingham. One of the topics will be the St. Edward Seminary, so City staff will attend that meeting.

CITY COUNCILMEMBER REPORTS & COMMENTS

Councilmember Herbig thanked his fellow Councilmembers for voting to install a camera.

Mayor Baker asked Councilmembers Van Ness and Smith to let him know if they are available to cook for Play Day on August 9th.

ADJOURNMENT

Mayor Baker adjourned the regular meeting at 10:34 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

**City of Kenmore, Washington
City Council Regular Meeting
Minutes
July 28, 2014**

CALL TO ORDER – The regular meeting of the Kenmore City Council was called to order by Mayor David Baker at 7:02 p.m.

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

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Joanne Gregory, Finance & Administration Director; Kris Overleese, Engineering & Environmental Services Director; Debbie Bent, Community Development Director; Bryan Hampson, Development Services Director; Kent Vaughan, Senior Civil Engineer; Lauri Anderson, Senior Planner; Rod Kaseguma, City Attorney; and Patty Safrin, City Clerk

FLAG SALUTE

Mayor Baker led the flag salute.

AGENDA APPROVAL

It was Council consensus to approve the agenda as submitted.

PROCLAMATION

National Recovery Month, September 2014 – Mayor Baker read the proclamation into the record.

COMMENDATION

Mayor Baker read a Good Samaritan Commendation into the record and presented it to Tristan Warren, age 14. Tristan was present to receive the commendation, along with his mom and his brother. A member of the Northshore Fire Department was also present in support of the commendation.

CITIZEN COMMENTS

John Hendrickson, 5919 NE 202nd Lane, Kenmore, was present to state his concern about the City budget. He submitted a handout to Council.

Ken Jones, 18844 SE 42nd Street, Issaquah, was present to speak in favor of the City lifting the moratorium on recreational cannabis.

Mayor Baker thanked the citizens for their comments.

CONSENT AGENDA

Councilmember Smith moved to approve the consent agenda with a correction to the July 14, 2014 Minutes. Councilmember Sperry seconded the motion to Adopt the Minutes of the July 14, 2014 City Council Meeting with the provision that the sentence on page 2 reading, "It was Council direction to lower the speed limit on 68th Avenue NE, northbound from NE 170th Street to SR 522, to 25 miles per hour, leaving the southbound speed at 35 miles per hour" be removed from the Minutes as inaccurate; Approve Check Nos. 30304 - 30398 in the Amount of \$638,523.41 and Payroll Check No. 211521 in the Amount of \$874.00 and Electronically Transferred Payroll Funds Totaling \$74,106.90 and Electronically Transferred Property Purchase Funds in the Amount of \$645,798.51 for the Period Ending July 18, 2014; and Cancel City Council Regular Meetings for August 11, 18, and 25, 2014. The motion passed unanimously.

PUBLIC HEARING

Public Hearing to Receive Public Testimony on Options for Regulating Marijuana Businesses – Debbie Bent, Community Development Director, and Lauri Anderson, Senior Planner, were present to briefly review the two ordinances being presented for Council consideration. They were also available to answer any questions.

Mayor Baker opened the public hearing to receive public testimony on this issue at 7:23 p.m.

The following citizens spoke:

Glenn Rogers, 19823 64th Avenue NE, Kenmore, was present to state that he would like the Council to ban marijuana businesses in the City.

Don Walker, 1830 243rd Place SW, Bothell, was present to state that he would like the Council to ban marijuana businesses in the City.

Doreen Bomar, P.O. Box 47296, Seattle, was present to state that she represents a potential Initiative 502 lottery winner who may want to locate in Kenmore, and she is in favor of marijuana businesses in Kenmore.

John Hendrickson, 5919 NE 202nd Lane, Kenmore, was present to suggest that, given the difficulty of this decision, a City-wide advisory vote be conducted electronically in order to determine what citizens want.

Steve Snow, 19517 63rd Place NE, Kenmore, was present to state that in his opinion the recreational uses of marijuana are not valid in our society.

David Hardy, 7205 NE 150th Street, Kenmore, e-mailed his comments to City Hall as he was unable to attend the meeting. He stated that he is opposed to marijuana businesses in Kenmore.

As there was no further testimony, Mayor Baker closed the public hearing at 7:41 p.m.

BUSINESS AGENDA

Adopt Ordinance No. 14-0384 for Regulating Marijuana Businesses in the City OR Adopt Ordinance No. 14-0385 to Prohibit Marijuana Businesses in the City – Debbie Bent, Community Development Director, and Lauri Anderson, Senior Planner, were present to answer any additional questions from Council. Councilmember Curtis distributed a handout to Council.

Councilmember Curtis moved to table the marijuana ordinance decision for one week or until the next regular Council meeting. Councilmember Sperry seconded the motion. The motion failed 3-4, with Councilmembers Herbig, Denuski, Smith and Van Ness voting no.

Councilmember Herbig moved to Adopt Ordinance No. 14-0384 for Regulating Marijuana Businesses in the City. Councilmember Smith seconded the motion.

Councilmember Curtis moved to amend the main motion by adding a section into Ordinance No. 14-0384 to provide legal representation and indemnification to defend a claim or charge brought against any City Councilmember or City employee by the federal government as a result of the passage, implementation, administration or enforcement of this ordinance. Councilmember Van Ness seconded the motion. The amendment passed 7-0.

Councilmember Curtis moved to amend the main motion with a requirement that Ordinance No. 14-0384 not go into effect until the federal government moves marijuana off the Controlled Substances Act Schedule I list. Councilmember Sperry seconded the motion. The motion failed 3-4, with Mayor Baker and Councilmembers Denuski, Herbig and Smith voting no.

The main motion, to Adopt Ordinance No. 14-0384 for Regulating Marijuana Businesses in the City, passed 4-3, with Councilmembers Van Ness, Curtis and Sperry voting no.

Presentation and Discussion of Sno-King Watershed Council's Application for Grant Funding to the Salmon Recovery Funding Board for Squires Landing Park Restoration – Debbie Bent, Community Development Director; Eric Adman, President of the Sno-King Watershed Council; and Cleve Steward, Executive Director of the Sustainable Fisheries Foundation, were present to give a brief report. Eric Adman gave some background on the events leading up to the grant application. Cleve Steward stated that Swamp Creek is an important holding point for migrating salmon and that the park is largely degraded. This grant represents an opportunity to restore the park for salmon habitat and make it more accessible to citizens. This would be the first step in a longer process. They were also available to answer any questions.

Councilmember Sperry moved to support the Sno-King Watershed Council's Application for Grant Funding to the Salmon Recovery Funding Board for Squires Landing Park Restoration. Councilmember Van Ness seconded the motion. The motion passed 7-0.

Adopt Ordinance No. 14-0386 Amending the Capital Improvement Program (CIP) to Allocate Funds for the SR 522 West A 61st to 65th Avenue Project – Kent Vaughan, Senior Civil Engineer; Kris Overleese, Engineering & Environmental Services Director; and Joanne

Gregory, Finance & Administration Director were present to provide a PowerPoint presentation giving an overview of the SR 522 West A Project. Senior Engineer Vaughan explained that the amount of money needed to complete the project has gone up due to underestimation of costs by a previous contractor. He detailed the proposed project funding. Director Gregory showed where the extra \$1.8 million for the project could come from. As a result, some other projects had to be removed or reduced. They were also available to answer any questions.

Councilmember Smith moved to Adopt Ordinance No. 14-0386 Amending the 2013-2018 Capital Improvement Program (CIP) to Allocate Additional Funding for Capital Project T-6, the SR 522 West A (61st to 65th Avenues) Project. Councilmember Denuski seconded the motion. The motion passed 7-0.

Adopt Resolution No. 14-243, Memorial Signage Policy – Rob Karlinsey, City Manager, and Kris Overleese, Engineering & Environmental Services Director. City Manager Karlinsey summarized the Memorial Sign Policy. He noted that a few citizens who have lost loved ones recently have weighed in on the policy. They were also available to answer any questions.

Councilmember Curtis moved to Adopt Resolution No. 14-243, Memorial Signage Policy. Councilmember Van Ness seconded the motion. The motion passed 7-0.

Approve Contract No. 14-C1298 with Northshore Canoe & Kayak Club (NCKC) for Hand-Powered Watercraft Programming Services at Squires Landing Park – Rob Karlinsey, City Manager, and five members of the NCKC board were present to give a brief report. City Manager Karlinsey reviewed that the City recently purchased the Twedt property and sent out a Request for Proposals (RFP) for recreational hand-powered watercraft programming at the site. The one proposal received was from the NCKC, consisting of several organizations grouping themselves together. He detailed the highlights of the proposed agreement. They were available to answer any questions.

Councilmember Curtis moved to Approve Contract No. 14-C1298 with Northshore Canoe & Kayak Club for Hand-Powered Watercraft Programming Services at Squires Landing Park. Councilmember Denuski seconded the motion. The motion passed 7-0.

June 2014 Financial Report – Joanne Gregory, Finance & Administration Director, was present to give a brief report. She stated that in this biennium revenues have turned upwards again, after declining for several years. She stated that the Transportation Benefit District report is also included in the report, but has an error in it, which she detailed. On the expenditure side, the main area of concern is the City's legal fees. The account could potentially be around \$20,000 over budget at the end of the biennium. All other funds and departments are tracking close to or under budget currently. She was also available to answer any questions.

It was Council consensus to accept the June 2014 Financial Report as submitted.

STAFF REPORTS

St. Edward Seminary Building Update – Nancy Ousley, Assistant City Manager, and Rob Karlinsey, City Manager, were present to give a brief update. The Chief of Staff of Bastyr University was also present. Assistant City Manager Ousley distributed two handouts to

Council. She noted the City's desire to be involved in preserving the building and the recent interest by Daniels Real Estate, who are very well qualified for this project. She and City Manager Karlinsey met with the State Parks Commission at their work session in Bellingham to discuss the City's interest in partnering with them. City Manager Karlinsey stated that he was very encouraged by the reaction of the State Parks Commission. They were also available to answer any questions.

Kenmore Village Update – Rob Karlinsey, City Manager, was present to give a brief update. He stated that last week's Town Green workshop was fun, well attended and productive. He was also available to answer any questions.

CITY COUNCILMEMBER REPORTS & COMMENTS

Councilmember Sperry stated that she attended the recent Kenmore Art Show opening and enjoyed it very much. She also met the City's newest business incubator resident.

Councilmember Van Ness reported on the National League of Cities (NLC) transportation and infrastructure committee meeting, which he recently attended in St. Paul, Minnesota.

Mayor Baker reported on the NLC information and technology committee meeting, which he attended. He noted that there are two brand new pickle ball courts at Rhododendron Park. He announced that this is the last regular Council meeting until September 8th.

CITY COUNCILMEMBER INITIATIVES

Councilmember Smith would like to see the City move as quickly as possible to get signs eliminating some of the trailer parking at the boat launch.

It was Council consensus to have the City Manager move forward with this.

ADJOURNMENT

Mayor Baker adjourned the regular meeting at 10:23 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

**City of Kenmore, Washington
City Council Special Meeting
Minutes
August 18, 2014**

CALL TO ORDER – The special meeting of the Kenmore City Council was called to order by Mayor David Baker at 5:01 p.m.

Councilmembers present: Mayor David Baker and Councilmembers Milton Curtis, Nigel Herbig, Allan Van Ness and Stacey Denuski

Councilmembers excused: Councilmembers Brent Smith and Laurie Sperry

Staff present: Rob Karlinsey, City Manager; Joanne Gregory, Finance & Administration Director; Kris Overleese, Engineering & Environmental Services Director; Dawn Reitan, City Attorney; and Patty Safrin, City Clerk

CONSENT AGENDA

Councilmember Herbig moved to approve the consent agenda as submitted. Councilmember Denuski seconded the motion to Approve Check Nos. 30399 - 30491 in the Amount of \$523,903.74 and Electronically Transferred Payroll Funds Totaling \$75,974.39 for the Period Ending August 1, 2014. The motion passed unanimously.

EXECUTIVE SESSION

Mayor Baker recessed the regular meeting to an executive session at 5:03 p.m. to discuss Pending Litigation, pursuant to RCW 42.30.110(1)(i). He stated that the executive session will last for approximately 15 minutes and that action is anticipated when the meeting is reconvened. Mayor Baker extended the executive session for 15 minutes at 5:17 p.m.

Mayor Baker reconvened the special meeting at 5:30 p.m.

POSSIBLE ACTION RESULTING FROM EXECUTIVE SESSION

Councilmember Curtis moved to Authorize the City Manager to settle pending litigation with Mr. Robert Melvin, owner of Parcel No. 73, for an amount not to exceed \$195,000. Councilmember Van Ness seconded the motion. The motion passed unanimously.

ADJOURNMENT

Mayor Baker adjourned the regular meeting at 5:33 p.m.

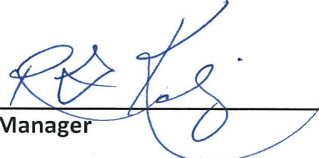
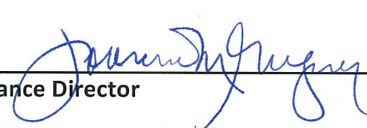
David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

City of Kenmore Voucher Certification and Approval

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the following claims, paid by checks 30492-30587 which total \$1,322,761.81, and electronically transferred payroll funds totalling \$74,736.17, and investment purchases totalling \$1,974,703.33, are just, due and unpaid obligations against the City of Kenmore/King County/Washington, and that I am authorized to authenticate and certify to said claims.

 _____ City Manager	8/26/14 _____ Date
 _____ Finance Director	8/25/14 _____ Date

Check #	Vendor Name	Description	Check Amount
30492	U-SAVE OIL CO., INC.	6115 NE Bthl Wy Possession/Use Agreement	6,950.00
30493	LEE, BRETT	Reimburse Out of Pocket Expenses	56.94
30494	NATIONWIDE FINANCIAL 401a	Social Security Replacement Plan	10,411.56
30495	NATIONWIDE RETIREMENT SOLUTIONS 457	Deferred Comp Payroll Deduction	285.00
30496	ICMA RETIREMENT TRUST 457 - 304745	Deferred Comp Payroll Deduction	3,067.81
30497	DRS 457	Deferred Comp Payroll Deduction	1,090.00
30498	CITY OF KENMORE FS	Flexible Spending Medical Plans	232.15
30499	BANK OF AMERICA 941	Payroll Taxes	16,783.25
30500	DEPARTMENT OF RETIREMENT SYSTEMS	WA State Retirement	13,213.99
30501	STATE OF FLORIDA DISBURSEMENT UNIT	Payroll Deduction	275.00
30502	LYONS, LIZANNE & HAMMOND, JAMES	Claim for Hotel Expenses	2,000.00
30503	KING COUNTY REAL ESTATE SVCS	SR522 W. A Easement Processing	3,000.00
30504	BRABEC, MARY	Summer Concert Booking Service	3,500.00
30505	CITY OF BELLEVUE	MyBuildingPermit.com Qtr 2 2014	3,546.36
30506	CITY OF LAKE FOREST PARK	July Public Works Crew Billing	71,455.97
30507	REPUBLIC SERVICES	July Rhododendron Park & City Hall Trash Svc	854.16
30508	FERGUSON ENTERPRISES INC #1539	Catch Basin/ Frame/ Pipe/ Grate	626.45
30509	FIRST AMERICAN TITLE	6100 NE Bthl Wy/ Melvin Trust	799.35
30510	FIRST AMERICAN TITLE	6126 NE Bthl Wy/Redfield Properties	416.10
30511	FIRST AMERICAN TITLE	6230 NE Bthl Wy/Value Driven LLC	76.00
30512	FIRST AMERICAN TITLE	6319 NE Bthl Wy/Robert E. Olson	77.00
30513	FIRST AMERICAN TITLE	6126 NE Bthl Wy/Redfield Properties	264.85
30514	FIRST AMERICAN TITLE	6410 NE Bthl Wy/William J. Chadek	161.00
30515	FRUHLING SAND & TOPSOIL	Asphal & Vegetation Dumping	192.50
30516	CALPORTLAND COMPANY	Drainage Material	46.47
30517	GRAY & OSBORNE, INC	Prof Svcs 5/26 -7/19 Trib 0057	2,646.61

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30518	HOPELINK	Qtr 1 & 2 13-C1124 Housing	2,875.00
30519	HOPELINK	Qtr 1 & 2 Adult Education Program	2,500.00
30520	HOPELINK	Qtr 1 & 2 Emergency Financial Program	8,000.00
30521	HOPELINK	Qtr 1 & 2 2014 Emergency Food Program	9,500.00
30522	HOUGH BECK & BAIRD INC	Twedt Property Svcs April - July	4,698.75
30523	JET CITY PRINTING	Police Flyers & Public Hearing Postcards	366.82
30524	KING COUNTY FINANCE	July Road Svcs -Overlay/Bridge/Signs/Traffic	155,490.80
30525	KING COUNTY FINANCE	July Dump Fees	22.00
30526	KING COUNTY SHERIFF	July Police Services	256,517.42
30527	KING COUNTY SHERIFF	Kenmore Schools June Police Dept. Overtime	9,280.46
30528	KING COUNTY SUPERIOR COURT CLERK	West A ROW (Jack in the Box) Possession/Use	228,100.00
30529	LIGHTHOUSE CONSULTING INC	July IT/Software Services	3,749.50
30530	NORTHSHORE SENIOR CENTER	Qtr 2 2014 Human Svcs Funding	1,650.00
30531	NORTHSHORE UTILITY DIST	July Vehicle Maintenance/Fuel/Utility Bills	7,898.80
30532	OFFICE DEPOT	Office Supplies	113.92
30533	PACIFIC TOPSOILS	6/27-7/24 Vegetation/Asphalt Dumping	510.42
30534	PEOPLES STORAGE	Sept. Rent Unit #C304	184.00
30535	PETTY CASH CUSTODIAN	Petty Cash Fund Reimbursement	419.50
30536	PUGET SOUND ENERGY	7/2-7/31 Street Lights/Signals/Electric/Gas	46,420.12
30537	CEMEX	Materials/Catch Basin Replacement/Asphalt	318.48
30538	SEATTLE TIMES	7/18 & 7/31 Legal Notice	185.02
30539	WA ASSOC OF BUILDING OFFICIALS	Job Posting for Building Inspector	50.00
30540	WA STATE CONSOLIDATED TECH SVCS	July ListServ	175.00
30541	WASHINGTON STATE O.M.W.B.E.	7/1/13-6/30/15 Dues	100.00
30542	ZORNES, GARY	Airfare/Lodging/Meals for Police Dept Training	1,472.19
30543	UPS STORE	July Printing/Copying Charges	77.13
30544	KEEP POSTED INC	Summer Concerts Poster Delivery	278.00
30545	SEES TREES AND EXCAVATION INC	Emergency Tree Removal & Trimming Svcs	3,972.12
30546	KONICA MINOLTA BUSINESS SOLUTIONS	July Business Incubator Copier	209.32
30547	WA STATE DEPT OF TRANSPORTATION	May & June Services SR522 West A ROW	201.92
30548	DIGITAL REPROGRAPHICS SERVICES INC.	Public Record Request Copies	271.22
30549	HDR	SR522 West A/June Design/ROW Svcs	20,834.12
30550	QUALITY BUSINESS SYSTEMS	1st & 2nd Floor Xerox Copy Chgs 6/2-8/1/14	1,330.22
30551	TOPIA TECHNOLOGY/ BIS	Bus. Directory Website Addition/Aug. Hosting	6,020.00
30552	SHRED-IT	7/23 Shredding Service	55.44
30553	ZUMAR	Signs for City Hall & Parks	687.47
30554	COMCAST	8/14-9/13 City Hall Internet	130.80
30555	GORDON THOMAS HONEYWELL	July Government Affairs Consulting	3,621.64
30556	TOWNE CENTRE HARDWARE	July Purchases of Tools & Equipment	575.46
30557	VOID	Void	-
30558	SARAH ROBERTS	July Prosecution Services	10,302.00
30559	INTEGRA TELECOM	8/8-9/7 City Hall Phone Service	851.62
30560	FRONTIER	7/28-8/27/14 City Hall & Elevator Phone Svc	1,005.66
30561	WELLS FARGO FINANCIAL	7/21-8/20 1st & 2nd Floor Xerox Lease	1,041.25
30562	DEVRIES, DENIS	Mileage Expense Reimbursement	33.60
30563	TRANE U.S. INC.	City Hall HVAC Repairs	9,840.77
30564	KAMINS CONSTRUCTION	Citywide Safety Improvements Pay Request #2	85,971.19
30565	VERIZON WIRELESS	7/27-8/26 Cell Phones/I-Pads	1,023.56
30566	INNOVAC	Root Trimming near 15000 Juanita	921.44

30567	WEISBAND, BARRY	June Business Incubator Consulting	3,000.00
30568	WINTERBOURNE LANDSCAPE	2nd Qtr Green Roof Maintenance	542.03
30569	BUENA VISTA SERVICES, INC.	July Incubator Janitorial Service	495.00
30570	G & H PRINTING	"Play Day" Posters	64.55
30571	MOBILE MINI, INC.	7/22-8/18 Log Boom/Rhod Pk Container Rent	220.98
30572	NORTHWEST LANDSCAPE SERVICES	SR522 ROW August Landscaping Contract	1,199.81
30573	HP'S SMOKEHOUSE BBQ	7/31 Concert Volunteer Meals	21.00
30574	MACDONALD MILLER FACILITY SOLUTIONS	City Hall Fountain Maintenance	52.56
30575	SCORE	June & July Jail Services/ Inmate Housing	67,370.00
30576	SCORE	May Inmate Health Services	2,771.28
30577	PACIFICA LAW GROUP LLP	July Atty Svcs/ St. Edward Seminary	1,089.00
30578	GOBBLE EXPRESS	7/31 Concert/ Volunteer Meals	14.00
30579	MEITZNER BROTHERS	ROW Agreement Cash Deposit Release	7,500.00
30580	A-1 LANDSCAPING & CONSTRUCTION, INC	Trib. 0057 Construction 14-C1250	166,136.14
30581	HEWITT	Prof. Services 4/1-7/31 -Skate Park	5,975.00
30582	DWAYNE LANE'S	2014 Dodge Grand Caravan/City Fleet Vehicle	24,259.73
30583	CENTER FOR PRIORITY BASED BUDGETING	5/1-6/9 Consulting Services	8,500.00
30584	METROPOLITAN TRANS. COMMISSION	Pavement Management Software	1,500.00
30585	VOID	Void	-
30586	HOME DEPOT	Public Works Tools/Equipment	77.18
30587	HORIZON DISTRIBUTORS	Weed Spray for Juanita/68th Bridge	90.88
8/8/2014	PAYROLL	Direct Deposit	74,736.17
			<u>\$ 1,397,497.98</u>

2014	PRIOR VENDOR ACTIVITY	TOTAL	FOR 2014
	314 PIE	Fireworks Show Volunteer Meal	7.00
	6270 BOTHELL WAY LLC		10,000.00
	A+ CONFERENCING		51.42
	AA ASPHALTING, INC		17,426.93
	AA PARTY RENTALS		740.77
	AAA FLAG & BANNER MFG. CO., INC.		1,920.25
	ACADEMI TRAINING CENTER, LLC		800.00
	ACF WEST INC		469.79
	ACTION ENTERTAINMENT		395.00
	ADVANCE TESTING & SERVICE INC		540.00
	AFLAC		3,585.89
	ALCALDE & FAY		35,704.12
	ALPHAGRAPHS US718		491.41
	AMERICAN GENERAL		3,045.42
	AMERICAN PLANNING ASSOCIATION		1,990.00
	AMERICAN PUBLIC WORKS ASSOCIATION		780.00
	ANDERSON, LAURI		142.38
	ARTS OF KENMORE		200.00
	ASP, DANIEL		437.50
	ASSOCIATION OF WA CITIES		17,456.62
	AURORA RENTS		1,291.11
	AV CAPTURE ALL, INC.		2,176.87
	AWC EMPLOYEE BENEFITS		274,446.77
	BADGLEY'S LANDSCAPE LLC		3,941.75
	BAKER, DAVID		1,860.65
	BANK OF AMERICA 941		210,201.59
	BANNER BANK BAKER		11,574.93
	BANNER BANK BH		2,474.96
	BANNER BANK CS		2,843.30
	BANNER BANK DB		998.95
	BANNER BANK JG		6,738.53
	BANNER BANK JGORDON		9,583.90
	BANNER BANK KENMORE		13,976.88
	BANNER BANK LD		5,359.20
	BANNER BANK NO		6,603.80
	BANNER BANK PS		1,315.82
	BANNER BANK ROGERS		2,536.68
	BANNER BANK VAN NESS		4,838.26
	BASTYR UNIVERSITY		50,200.00
	BAUER, ANDREW		341.86
	BAYE ENTERPRISES, INC.		833.30
	BEARCOM		170.82
	BEEGEE TOLPA		700.00
	BETHANY BIBLE CHURCH		35,850.00
	BINW		1,138.63
	BIOBAG AMERICAS INC.		710.83
	BRIEN, GAYLYNN		250.00
	BUENA VISTA SERVICES, INC.		2,970.00

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BUILDERS EXCHANGE OF WASHINGTON INC	45.70
BULGER SAFE & LOCK, INC.	704.47
CALPORTLAND COMPANY	911.28
CAMPOS APPRAISALS, INC.	3,200.00
CANTEEN REFRESHMENT SERVICES	2,450.28
CASCADE PEST CONTROL	1,423.50
CEMEX	1,593.26
CENTER FOR HUMAN SERVICES	12,500.00
CHARLENE COLLINS FREEMAN	50.00
CHICAGO TITLE	10,000.00
CITY OF BELLEVUE	70,457.20
CITY OF KENMORE	988,899.41
CITY OF KENMORE FS	3,250.10
CITY OF KENT	500.00
CITY OF LAKE FOREST PARK	431,021.96
CITY OF SHORELINE	1,307.90
CITYWORKS/ AZTECA SYSTEMS INC.	9,995.00
CLARITY SIGNS	650.10
CLK CONSTRUCTION LLC	3,171.48
CLOWNS UNLIMITED, INC.	711.75
COASTAL WEAR PRODUCTS INC	1,356.71
COASTWIDE LABORATORIES	4,036.11
CODE PUBLISHING COMPANY	350.00
COLUMBIA BANK	13,725.10
COLUMBIA RIDGE LANDFILL	3,850.99
COMCAST	2,212.66
COMPUCOM	7,207.85
CONSOLIDATED PRESS	7,437.19
CONTECH ENGINEERED SOLUTIONS, INC	2,999.42
CONTOUR FENCE CO. INC.	2,318.12
CPS CONSTRUCTION LLC	4,000.00
CROWN PRODUCTS LLC	811.32
CULLEY, AMBERLY	4,000.00
CUNNINGHAM, ED	250.00
CURTIS, DR. MILTON	67.76
DACO ENTERPRISES	2,975.00
DAILY JOURNAL OF COMMERCE	2,167.00
DANSOUND INC	6,817.50
DAY WIRELESS SYSTEMS	229.32
DEPARTMENT OF ECOLOGY	20,012.74
DEPARTMENT OF LABOR AND INDUSTRIES	16,400.32
DEPARTMENT OF NATURAL RESOURCES	500.00
DEPARTMENT OF RETIREMENT SYSTEMS	178,040.62
DEVELOPMENTAL RESOURCES, INC.	350.00
DEVRIES, DENIS	45.92
DIGITAL REPROGRAPHICS SERVICES INC.	192.05
DORIA, JOSEPH	1,000.00
DRS 457	11,590.00
DURRANT, JEFF	167.75
EMERALD FIRE LLC	303.32

EMERGENCY SERVICE COORDINATING AGCY	48,964.00
ENTERTAINMENT FIREWORKS INC	17,000.00
ENVIROCERT INTERNATIONAL, INC.	100.00
ENVIRONMENTAL SYSTEMS RESEARCH INST	7,675.95
ESTATE OF HARRY S. CHRISTIAN	5,350.00
EVERGREEN PRINT SOLUTIONS	741.14
EVERGREEN SAFETY COUNCIL	199.00
EVER-MARK, LLC	786.81
FABULOUS CLEANERS	16.42
FASTSIGNS	578.16
FAZZARI MARKETING	2,071.48
FEDEX OFFICE	120.72
FERGUSON ENTERPRISES INC #1539	2,287.82
FIRE PROTECTION, INC	5,278.18
FIRST AMERICAN TITLE	5,297.10
FITZGERALD, ELLIOTT	150.00
FRAUSE	10,437.61
FRONTIER	5,885.69
FRUHLING SAND & TOPSOIL	2,718.46
G & H PRINTING	337.84
GEOENGINEERS INC	10,287.50
GIPSON FOOD COMPANY, LLC	360.00
GLOCK PROFESSIONAL, INC	390.00
GOBBLE EXPRESS	49.00
GOODSELL POWER EQUIPMENT #2 INC.	26.21
GORDON THOMAS HONEYWELL	22,019.39
GOVDELIVERY	6,150.00
GOVERNMENT FINANCE OFFICERS ASSOC	190.00
GOVERNMENTAL ACCT STANDARDS BOARD	225.00
GRAINGER	135.11
GRAY & OSBORNE, INC	7,094.23
GREATER BOTHELL CHAMBER OF COMMERCE	725.00
GREGORY, JOANNE	358.11
GSC PRODUCTION	300.00
HAPA WORLD MUSIC, LLC	2,250.00
HARRIS COMPUTER SYSTEMS	7,105.83
HARRIS, LESLIE	2,759.60
HDR	502,068.18
HERBIG, NIGEL	149.79
HERO HOUSE	700.00
HESTON VISUAL ARTS	700.80
HIGHWIRE	5,439.96
HOFFMAN, GAYLE	1,500.00
HOME COURT ADVANTAGE INC.	1,368.75
HOME DEPOT CREDIT SERVICES	1,576.16
HONEY BUCKET	1,064.00
HOPELINK	11,437.50
HOPKINS, CRAIG	110.32
HORIZON DISTRIBUTORS INC	338.62
HOUGH BECK & BAIRD INC	8,813.75

HP'S SMOKEHOUSE BBQ	91.00
HWA GEOSCIENCES INC.	900.00
ICMA RETIREMENT TRUST 457 - 304745	40,849.34
INDEPENDENT STATIONERS	1,438.91
INGALLINAS BOX LUNCH	60.63
INGLEMOOR HIGH SCHOOL MUSIC BOOSTER	100.00
INNOVAC	14,235.88
INSLEE, BEST, DOEZIE & RYDER, P.S.	120,652.69
INTEGRA TELECOM	5,539.85
INTERNATIONAL CITY/CNTY MGMT ASSOC	1,273.71
INTERNATIONAL INST OF MUNI CLERKS	210.00
iWORQ SYSTEMS	1,000.00
JACOBS ENGINEERING GROUP	106,757.33
JET CITY PRINTING	1,042.94
JOHN E. REID & ASSOCIATES	420.00
JOYCE ZIKER PARKINSON	18,445.00
KAMINS CONSTRUCTION	109,997.22
KARLINSEY, ROB	814.69
KCDA PURCHASING COOP	95,358.31
KENMORE COMMERCIAL LLC	22,967.00
KENMORE ELEMENTARY PTA	6,000.00
KENMORE INVESTMENT PROPERTIES, LLC	33,700.00
KING COUNTY ANIMAL SVCS	2,635.00
KING COUNTY FINANCE	445,750.66
KING COUNTY FINANCE W.L.R.D.	53,039.23
KING COUNTY FINANCE/ GIS	744.00
KING COUNTY MUNICIPAL CLERKS ASSOC	25.00
KING COUNTY OFFICE OF FINANCE	4,443.47
KING COUNTY RADIO COMM SERVICES	543.90
KING COUNTY RECORDER'S OFFICE	784.00
KING COUNTY SHERIFF	1,561,075.71
KING COUNTY TREASURY	33,246.11
KING CTY EASTSIDE TRANSP PARTNERSH	200.00
KINGMAN, ASHLEY	2,000.00
KOMPAN, INC	976.96
KONICA MINOLTA BUSINESS SOLUTIONS	1,262.45
KUSTOM SIGNALS, INC.	9,260.26
LANGUAGE LINE SERVICES, INC.	182.22
LIGHTHOUSE CONSULTING INC	24,369.69
MACDONALD MILLER FACILITY SOLUTIONS	7,000.04
MAIL FINANCE	1,998.59
MARINE FLOATS CORPORATION	68,748.76
MCALLISTER, TERESA	63.28
MEDELES, JOSE	600.00
MICRONET, INC.	450.00
MILLER STEPHENS, MARY	6,250.00
MILLER'S EQUIPMENT & RENT ALL INC.	46.81
MINZGHOR, NICHOLAS	343.75
MOBILE MINI, INC.	1,260.90
MORGAN SOUND INC	1,381.89

MR. T'S TROPHIES	633.18
MULVIHILL, MARJORIE	250.00
NATIONAL BARRICADE CO	191.41
NATIONAL BUSINESS INCUBATION ASSOC.	525.00
NATIONAL LIFE OF VERMONT	1,644.23
NATIONWIDE FINANCIAL 401a	141,243.25
NATIONWIDE RETIREMENT SOLUTIONS 457	3,850.00
NEW PIG	3,440.64
NEWELL, HEATHER	1,519.05
NORTH COAST ELECTRIC	1,154.78
NORTH CREEK DESIGN	60.00
NORTHSHORE FIRE DEPT	4,573.00
NORTHSHORE PARK & REC SERVICE AREA	1,360.00
NORTHSHORE PAVING INC	6,099.11
NORTHSHORE ROTARY CLUB	202.00
NORTHSHORE SENIOR CENTER	15,950.00
NORTHSHORE UTILITY DIST	190,681.45
NORTHSHORE YOUTH & FAMILY SERVICES	12,500.00
NORTHWEST LANDSCAPE SERVICES	28,842.32
NORTHWEST PLAYGROUND EQUIPMENT INC.	1,053.94
NORTHWEST VENTURES, LLC	9,500.00
OFFICE DEPOT	4,265.10
OFFICE TEAM	643.95
OLSON, ROBERT & KRISTIN	3,800.00
OLYMPIC ENVIRONMENTAL RESOURCES INC	21,816.24
OLYMPUS PURSUITS/ SHAWN JOHNSON	600.00
OSBORN CONSULTING INC.	100,389.55
OUSLEY, NANCY	907.43
OVERLEESE, KRISTEN	223.86
PACIFIC TOPSOILS	5,661.24
PACIFICA LAW GROUP LLP	1,881.00
PART WORKS INC	810.73
PASSPORT TRAVEL AND TOURS	540.00
PAWS	3,300.00
PENDLETON, MICHAEL	5,113.94
PEOPLES STORAGE	1,288.00
PERTEET INC.	230,223.19
PETTY CASH CUSTODIAN	857.13
PHAM, NY THI	500.00
PHSI PURE WATER FINANCE	955.95
POLYRHYTHMICS, LLC	1,750.00
PRO-VAC	5,672.10
PUBLIC HEALTH DEPT. OF KING COUNTY	100.00
PUGET SOUND BUSINESS JOURNAL	97.00
PUGET SOUND CLEAN AIR AGENCY	11,500.00
PUGET SOUND ENERGY	93,836.40
PUGET SOUND FINANCE OFFICERS ASSOC	50.00
PURE WATER TECHNOLOGY OF PUGET SOUND	224.26
QUALITY BUSINESS SYSTEMS	4,835.41
RAZZ CONSTRUCTION	23,077.53

REDFIELD PROPERTIES LLC	2,975.00
REITZ, THERESA dba MISS TESS	1,500.00
REPUBLIC SERVICES	5,106.71
RICHARDSON, ZACK	656.88
RNR CONSULTING	15,532.00
ROAD CONSTRUCTION NW, INC.	286,854.55
ROD STEVENS	950.00
RODGERS, DEUTSCH & TURNER PLLC	750.00
ROGERS, GLENN	64.96
RONGERUDE, JOHN	300.00
SAFRIN, PATTY	58.80
SAMYN, DR. JEFFREY	250.00
SARAH ROBERTS	61,812.00
SATO, EDWIN	101.32
SCHINDLER ELEVATOR CORPORATION	950.94
SCHUMACHER, JAMIE	2,710.25
SCHWARZWALTER, MARK	180.00
SCORE	31,020.00
SEATTLE TIMES	8,181.09
SEES TREES AND EXCAVATION INC	1,434.45
SESAC	343.00
SHARAM FAMILY	3,484.30
SHELTON, CINDY	34.72
SHRED-IT	315.32
SIGN UP, SIGN CO, INC	295.65
SIMPSON, ARTHUR	150.00
SKAGIT GARDENS	1,318.20
SMITH, BRENT	68.32
SNOHOMISH COUNTY	4,388.00
SNOHOMISH COUNTY SHERIFF'S OFFICE	9,761.31
SNOHOMISH COUNTY TREASURER/ SHERIFF	44,513.99
SOUND CITIES ASSOC	11,850.97
SOUND EMPLOYMENT SOLUTIONS, INC.	4,539.60
SOUND LAW CENTER	4,102.00
SOUND PUBLISHING, INC.	3,886.67
SPERRY, LAURIE	63.84
SPOT HOT DOG & BRATS	125.00
ST OF WA DEPT OF FISH & WILDLIFE	66,100.00
STATE OF FLORIDA DISBURSEMENT UNIT	3,850.00
STATE OF WA DEPT. OF LICENSING	30.00
STEWART MACNICHOLS HARMELL, INC.	28,000.00
STRIPE RITE, INC.	34,000.00
SUSSMAN/PREJZA & CO, INC	2,455.75
TACOMA SCREW PRODUCTS, INC.	88.37
TELESYSTEMS WEST	1,773.91
THE KIPLINGER LETTER	99.00
TIMEMARK INCORPORATED	111.58
TITAN OUTDOOR, LLC	1,505.95
TOPIA TECHNOLOGY/ BIS	1,400.00
TOTAL LANDSCAPE CORP	39,792.47

TOWNE CENTRE HARDWARE	1,303.22
TRAILER BOSS	2,933.81
TRANE U.S. INC.	8,255.24
TRINITY CONTRACTORS, INC.	141,225.28
UNITED RENTALS NW, INC	6,418.82
UNITED STATES POSTMASTER	4,668.47
UNITED WAY OF KING COUNTY	3,420.00
UNIVERSAL FIELD SERVICES	12,087.52
UPS STORE	551.42
URBAN LAND INSTITUTE	215.00
US POSTAL SERVICE (HASLER)	8,259.62
UTILITIES UNDERGROUND LOCATION CTR	829.47
VALUE DRIVEN LLC	7,200.00
VAN NESS, ALLAN	1,754.83
VERIZON WIRELESS	6,634.94
VERTICAL VISUAL SOLUTIONS INC.	15,795.37
VOLGISTICS, INC	186.00
W.S.S.O. Advanced Training	250.00
WA ASSOC OF BUILDING OFFICIALS	600.00
WA ASSOC OF PUBLIC RECORDS OFFICERS	140.00
WA CITIES INSURANCE AUTHORITY	186,543.00
WA FINANCE OFFICERS ASSOCIATION	475.00
WA GUARANTEED EDUCATION TUITION	700.00
WA STATE CONSOLIDATED TECH SVCS	1,050.00
WA STATE DEPT OF LABOR & INDUSTRIES	125.30
WA STATE DEPT OF TRANSPORTATION	3,951.33
WA WILDLIFE & RECREATION COALITION	125.00
WAGE WORKS	350.00
WALL, JOHN	1,792.84
WANG, YU SHENG & HUI KUAN	8,850.00
WASHINGTON MUNICIPAL CLERKS ASSOC	75.00
WASHINGTON STATE DEPT OF REVENUE	1.56
WASHINGTON TOURISM ALLIANCE	500.00
WEIGEL, JON	83.85
WEISBAND, BARRY	15,258.74
WELLS FARGO FINANCIAL	7,792.34
WEST, ELI	1,750.00
WESTERBECK ARCHITECTURE LLC	704.47
WIESE ENTERPRISES, INC.	1,220.34
WILDCLIFFE MANOR, LLC	7,956.00
WINDOW CLEANING & MORE	2,400.00
WONDERLAND DEVELOPMENT	6,750.00
ZHANG, LIJUAN	206.00
ZONAR SYSTEMS	525.33
ZORNES, GARY	196.00
ZUMAR	1,736.09
	<u><u>\$ 8,226,475.86</u></u>

Subject/Topic: July 2014 Financial Report Presentation Proposed Council Action/Motion: Receive and File July 2014 Financial Report for the City of Kenmore, Washington	For Council Meeting Agenda of: September 8, 2014 Department: Finance and Administration Prepared by: Joanne Gregory <u>Initial & Date</u> Approved by Department Head: [Signature] 8/20/14 Approved by City Attorney: [Signature] Approved by Finance Director: [Signature] 8/20/14 Approved by City Manager: [Signature] Exhibits/Attachments: July 2014 Financial Report for the City of Kenmore, Washington.
Expenditure Required N/A	Amount Budgeted \$53,651,122 Revenues, as amended \$55,617,808 Expenditures, as amended
<u>INFORMATION/BACKGROUND:</u> The July 2014 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 2013-2014 amended biennial budget. The adopted budget was amended on March 25, 2013, December 2, 2013, and May 12, 2014 and this report reflects the amended appropriations. It also provides an opportunity to identify any potential variances or fluctuations from the budget.	
<u>FISCAL CONSIDERATION:</u> July marks the 19th month of the 24 month 2013-2014 biennium and, as a benchmark, the City is 79% through the budget period. The monthly schedules attached include the Transportation Benefit District Fund for informational purposes although it is a separate entity. As of the end of July, the national unemployment rate was 6.2% and the Dow Jones closed down from June at 16,563,.	
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Kenmore Budget Policy 9a: A revenue/expenditure report will be produced monthly so that it can be directly compared to the actual results of the fiscal year to date. Kenmore Budget Policy 9b: All budget amendments, both revenues and expenditures, will be noted in the monthly report.	



The City of Kenmore

PO Box 82607
KENMORE, WASHINGTON 98028

MEMORANDUM

TO: Rob Karlinsey, City Manager
FROM: Joanne Gregory, Finance Director
DATE: August 21, 2014
RE: July 2014 Financial Reports for the City of Kenmore, Washington

July 2014 financial information is presented for your review and delivery to the City Council. Attached you will find the following reports:

- General Fund Summary
- General Fund Revenue Graphs
- General Fund Expenditure Graphs
- All Funds Cash Summary
- Street Fund Summary - New
- Other Funds Monthly Activity
- Cash and Investment Report
- Schedule of Investments
- Sales Tax Receipts by Business Type
- Retail Sales and Use Tax Distribution
- Real Estate Excise Tax Report
- Monthly Report for Kenmore Village
- Report for Transportation Benefit District

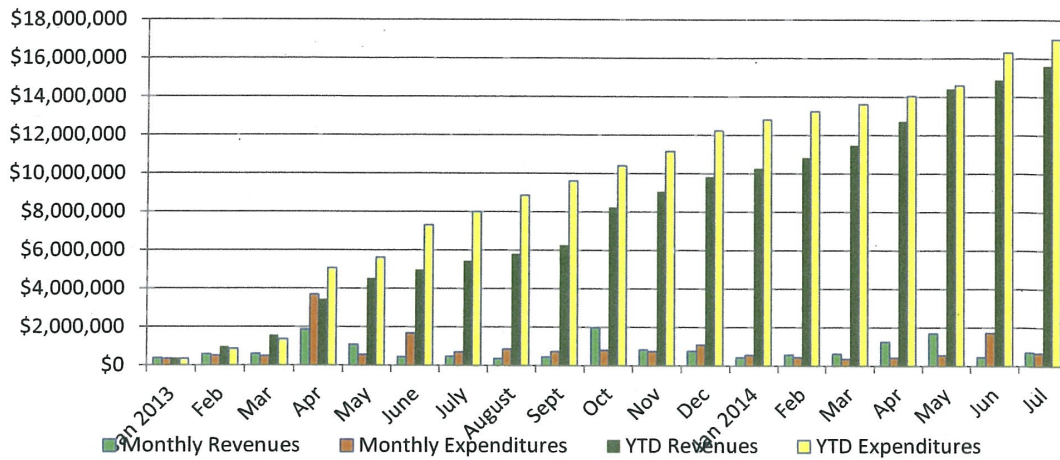
If you would like additional information or have any questions regarding the financial reports, please feel free to contact me.

GENERAL FUND

The first section of the monthly financial report is a review of the General Fund. This fund accounts for operational activities and includes all financial resources except those required or elected to be accounted for in another fund. Revenues include various taxes, per capita distributions from the State, fines and forfeitures, permits and licenses, and fees for service. In the context of the biennial budget, July is the nineteenth month (79%) of the 2013-2014 biennial budget period. For the month of July, revenues exceeded expenditures in the General Fund by \$47,432. Biennium expenditures exceed revenue by \$1,390,757, however removing the one-time \$2.5M transfer to the Strategic Opportunities Fund from the comparison shows that biennium to date revenues exceed expenditures by \$1,109,243.

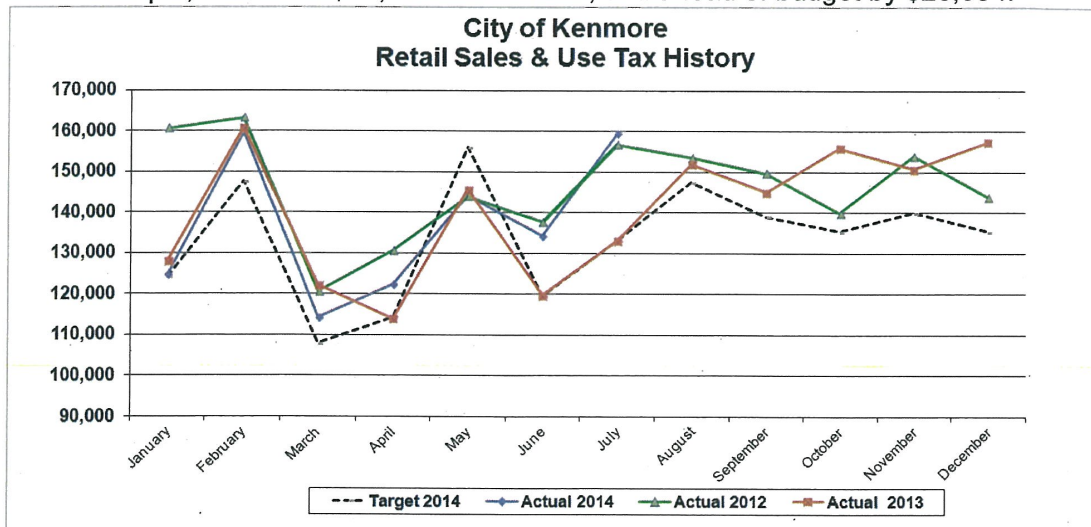
The following chart illustrates the monthly revenue and expenditure activity in the General Fund through July 2014.

City of Kenmore, Washington
Monthly Financial Report
July 2014



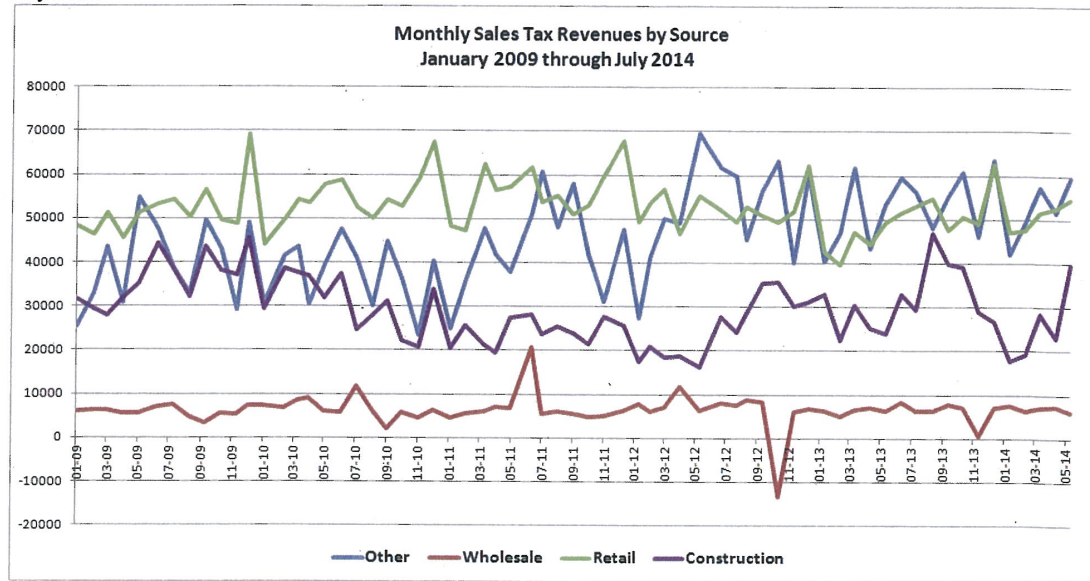
Total **revenues** for the month were **\$722,723**. Biennium to date revenues are \$15,604,964 which is 81% of the budgeted revenues of \$19,234,471. Primary sources of revenue for the month included property taxes in the amount of \$26,379, development fees & permits in the amount of \$151,391, retail sales and use taxes in the amount of \$134,390, franchise fees in the amount of \$147,627 (\$78K from cable, \$69K from water/sewer), and utility taxes in the amount of \$91,160.

A summary of sales tax revenues received in July is attached. These receipts are based on May sales activity. The chart below gives a historical perspective of monthly sales tax receipts over the last several years. The black dotted Target 2014 line is a monthly average of actual receipts during 2011, 2012, and 2013. The blue line represents 2014 actual receipts, which are \$26,541 above 2013, and ahead of budget by \$26,534.

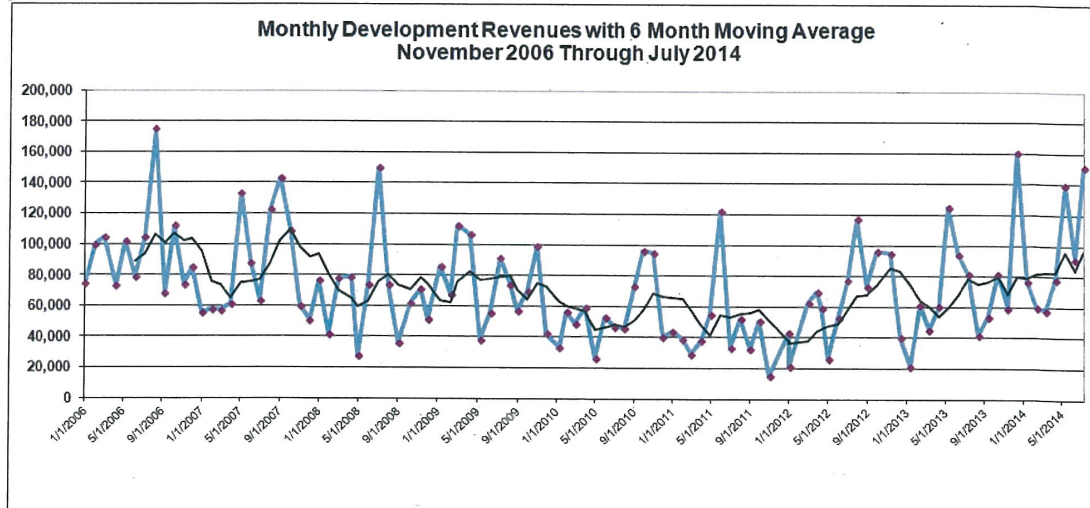


The following chart illustrates the historical trends of sales tax receipts from the major segments: construction, retail, wholesale, other (agriculture, services, manufacturing, transportation and utilities) from January 2009 through July 2014.

City of Kenmore, Washington
Monthly Financial Report
July 2014



The following chart illustrates the development revenue activity over the last seven years.



July 2014 expenditures were **\$675,291**. Biennium to date expenditures are \$16,995,721, which is 76.7% of the amended budget expenditures of \$22,156,570, a high percentage due to the \$3M interfund transfers recorded in April 2013. Removing the one-time \$2.5M transfer to the Strategic Opportunities Fund from the expenditure balance indicates that expenditures are right at 70% of the biennial budget.

City of Kenmore, Washington
Monthly Financial Report
July 2014

The July cash activity for all funds is presented on the attached All Funds Cash Summary. Total City cash (\$9,435,635) and long term investments (\$11,064,893), at the end of July, totaled \$20,500,528. The Other Funds Monthly Activity graphs compare biennium to date revenues and expenditures to the 2013-2014 biennial budget.

Total non-General Fund revenues were \$661,090 and total non-General Fund expenditures were \$840,737.

In the **Street Fund** revenue from gas tax distributions was \$37,477. The attached Street Fund Summary Report is a new report that illustrates the monthly and budget-to-date activity of the fund.

There was \$236,626 in revenues for the **Park Impact Fee** fund during the month of July. \$223,940 of the total was impact fees related to the construction at Kenmore Village. The revenues are at 126% of the budget.

There was \$188,953 in revenues for the **Transportation Impact Fee** fund during the month of July. \$138,349 of the total was impact fees related to the construction at Kenmore Village. The revenues are at 96% of the budget. There are adequate funds available for the projects currently budgeted and proposed in the CIP.

The **Real Estate Excise Tax** Fund received \$116,858 of real estate excise taxes (REET) in July from sales activity that occurred in June. 56 transactions were reported this month. Biennial to date revenue exceeds the 2013-14 budget by \$496,525.

The **Transportation Benefit District** Fund received \$33,719 in vehicle license fees during the month bringing the biennium to date revenues to \$346,060 which is 65% of the \$535,000 budgeted for biennium.

The **Surface Water Fund** revenues are tracking ahead of budget (78%) and operating expenditures are at 52%.

SUMMARY

This concludes the financial report for the City of Kenmore as of **July 31, 2014**. I appreciate your feedback and encourage you to contact me if you have any questions prior to the City Council meeting.

City of Kenmore, Washington
General Fund Summary Report
July 31, 2014



	CURRENT PERIOD 2013-2014				PRIOR PERIOD 2011-2012			
	MONTH July 2014	BIENNIUM TO DATE 2013-2014	% of BUDGET	BUDGET 2013-2014	MONTH July 2012	BIENNIUM TO DATE 2011-2012	% of BUDGET	BIENNIUM BUDGET 2011-2012
REVENUES								
Beginning Fund Balance		5,539,954		5,338,942				4,941,884
Property Taxes	26,379	6,631,739	77.6%	8,542,053	27,194	6,368,604	77.2%	8,254,387
Sales and Use Taxes	200,546	3,392,036	85.7%	3,960,331	192,325	3,386,339	78.0%	4,339,202
Utility Taxes	91,160	2,210,275	75.1%	2,942,395	100,756	2,307,069	76.8%	3,002,082
Other Taxes	461	73,703	120.2%	61,300	3,915	47,821	45.9%	104,104
Development Fees & Permits	151,391	1,544,185	105.4%	1,465,185	77,839	929,198	64.6%	1,439,095
Franchise Fees	147,627	605,947	61.1%	992,405	65,837	596,530	91.7%	650,588
Intergovernmental and Grants	25,509	576,798	90.1%	639,866	51,279	625,708	82.2%	761,476
Investment Interest	33,715	111,434	190.8%	58,400	2,524	84,630	151.1%	56,000
Fines and Forfeitures	-595	-2,500	0.0%	0	0	669	n/a	0
Transfers and Other Revenues	46,530	461,347	80.6%	572,536	152	215,395	63.6%	338,662
Total Revenues	722,723	15,604,964	81.1%	19,234,471	521,821	14,561,963	76.9%	18,945,596
Total Revenues & Beginning Fund Balance		21,144,919		24,573,413				23,887,480

	CURRENT PERIOD 2013-2014				PRIOR PERIOD 2011-2012			
	MONTH July	BIENNIUM TO DATE 2013-2014	% of BUDGET	BUDGET 2013-2014	MONTH July	BIENNIUM TO DATE 2011-2012	% of BUDGET	BIENNIUM BUDGET 2011-2012
EXPENDITURES								
Cost Center								
City Council	11,465	170,746	79.8%	213,950	10,100	195,984	90.0%	217,644
City Manager	122,513	1,688,976	77.6%	2,176,804	93,868	1,541,858	85.8%	1,796,600
City Clerk	7,528	159,746	65.7%	243,139	11,796	420,426	78.4%	536,261
Finance	24,752	508,672	65.7%	773,929	27,028	498,354	78.0%	639,213
Legal	1,881	326,018	67.9%	480,000	41,605	443,895	89.8%	494,285
Non-Departmental	4,331	1,273,791	80.0%	1,592,487	112,937	1,581,087	103.1%	1,532,818
Interfund Transfers*	0	3,316,000	81.8%	4,056,101	0	1,247,000	79.7%	1,564,000
Public Safety	288,205	5,662,464	74.5%	7,600,348	302,398	5,175,502	72.1%	7,179,563
Engineering	85,081	1,106,499	81.3%	1,361,385	56,558	875,830	83.8%	1,045,741
Planning & Community Dev	35,227	751,750	80.0%	939,441	26,930	525,454	73.7%	712,632
Land Dev & Permitting	53,237	1,010,557	74.2%	1,361,715	44,027	892,417	59.4%	1,501,147
Parks & Facility Maintenance	41,069	1,020,503	75.2%	1,357,271	46,809	1,046,019	61.7%	1,695,042
Total Expenditures	675,291	16,995,721	76.7%	22,156,570	774,057	14,443,827	76.4%	18,914,946
Ending Fund Balance		4,149,198		2,416,843			0.0%	4,972,534
Total Expenditures and Ending Fund Balance		21,144,919		24,573,413				23,887,480

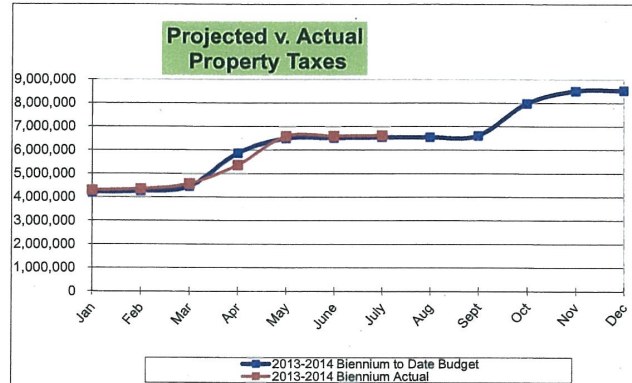
*Interfund Transfers in 2013 include one time \$2.5M transfer to Strategic Opportunities Fund.

**City of Kenmore, Washington
General Fund Revenue Graphs
July 31, 2014**

PROPERTY TAXES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	4,213,917	4,286,383
Jan	4,225,990	4,303,470
Feb	4,273,536	4,360,664
Mar	4,467,727	4,576,272
Apr	5,875,364	5,369,199
May	6,501,422	6,589,051
June	6,526,310	6,605,360
July	6,554,092	6,631,739
Aug	6,561,697	
Sept	6,622,547	
Oct	7,984,205	
Nov	8,521,972	
Dec	8,542,053	

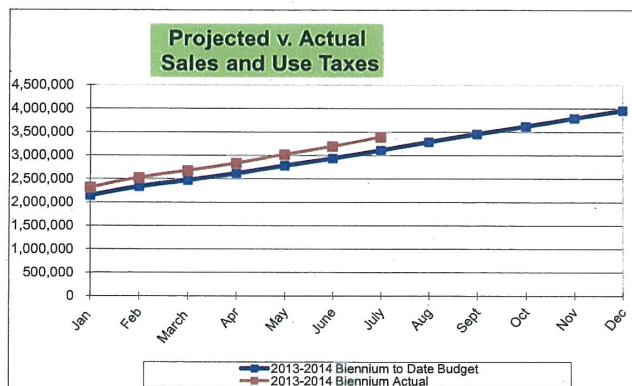
Year To Date
Actual v. Projected 101%



SALES, USE, CRIM JUSTICE TAXES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	1,975,227	2,151,641
Jan	2,151,044	2,315,482
Feb	2,338,721	2,524,411
March	2,475,114	2,675,389
Apr	2,621,639	2,833,010
May	2,785,165	3,017,826
June	2,939,366	3,191,490
July	3,114,057	3,392,036
Aug	3,288,505	
Sept	3,458,591	
Oct	3,620,443	
Nov	3,796,178	
Dec	3,960,331	

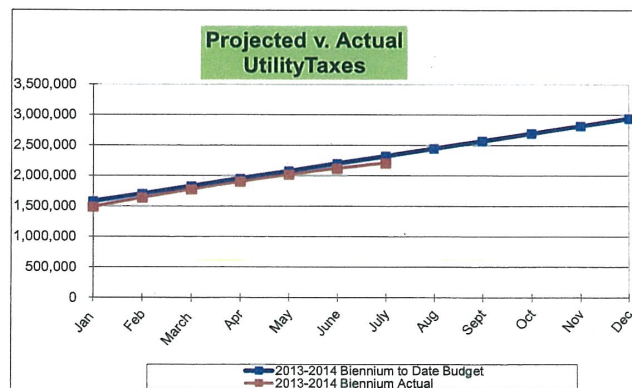
Year To Date
Actual v. Projected 109%



UTILITY TAXES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	1,458,389	1,352,891
Jan	1,582,056	1,489,689
Feb	1,705,723	1,639,874
March	1,829,391	1,776,666
Apr	1,953,058	1,902,958
May	2,076,725	2,019,052
June	2,200,392	2,119,115
July	2,324,059	2,210,275
Aug	2,447,726	
Sept	2,571,394	
Oct	2,695,061	
Nov	2,818,728	
Dec	2,942,395	

Year To Date
Actual v. Projected 95%

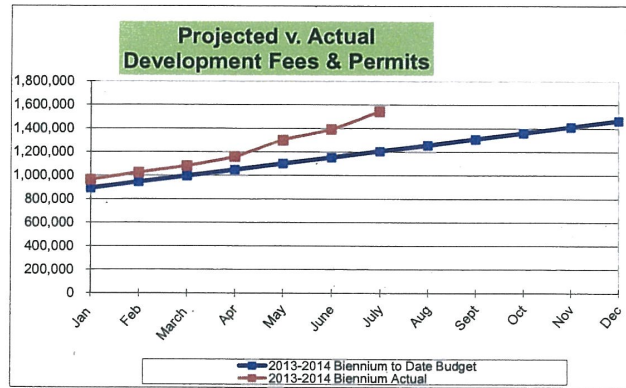


**City of Kenmore, Washington
General Fund Revenue Graphs
July 31, 2014**

DEVELOPMENT FEES & PERMITS

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	842,335	888,463
Jan	894,239	965,292
Feb	946,143	1,025,424
March	998,048	1,083,266
Apr	1,049,952	1,161,337
May	1,101,856	1,301,298
June	1,153,760	1,392,794
July	1,205,664	1,544,185
Aug	1,257,568	
Sept	1,309,473	
Oct	1,361,377	
Nov	1,413,281	
Dec	1,465,185	

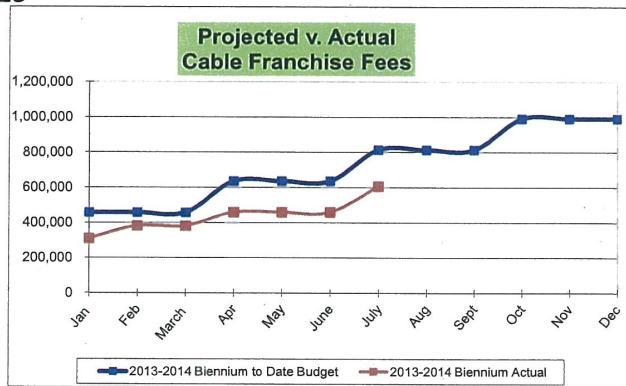
Year To Date
Actual v. Projected 128%



CABLE/WATER/SEWER FRANCHISE FEES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	280,537	303,218
Jan	458,504	309,382
Feb	458,504	380,667
March	458,504	380,667
Apr	636,471	458,319
May	636,471	458,319
June	636,471	458,319
July	814,438	605,947
Aug	814,438	
Sept	814,438	
Oct	992,405	
Nov	992,405	
Dec	992,405	

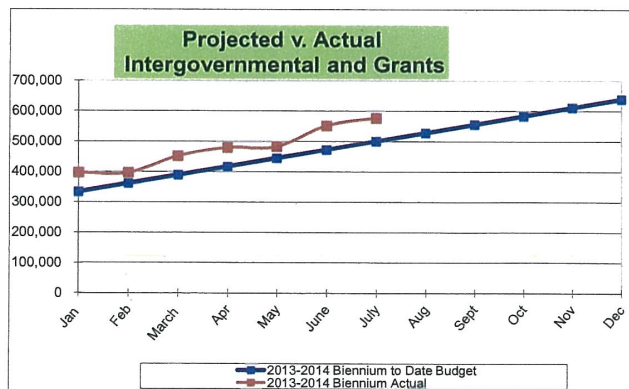
Year To Date
Actual v. Projected 74%



INTERGOVERNMENTAL & GRANTS

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	305,882	366,889
Jan	333,714	396,495
Feb	361,546	396,495
March	389,378	451,412
Apr	417,210	479,277
May	445,042	482,627
June	472,874	551,289
July	500,706	576,798
Aug	528,538	
Sept	556,370	
Oct	584,202	
Nov	612,034	
Dec	639,866	

Year To Date
Actual v. Projected 115%

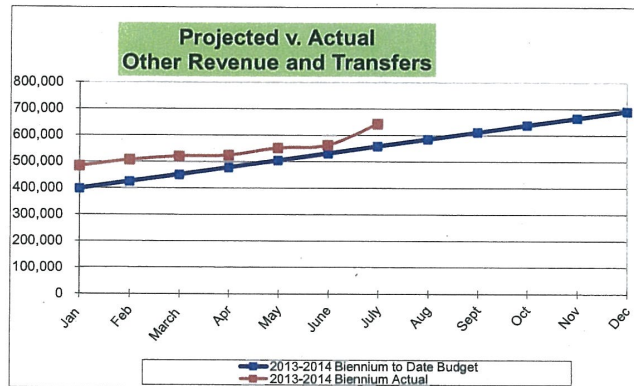


**City of Kenmore, Washington
General Fund Revenue Graphs
July 31, 2014**

OTHER REVENUES AND TRANSFERS

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	371,901	472,991
Jan	398,596	483,827
Feb	425,290	507,647
March	451,985	521,850
Apr	478,679	525,425
May	505,374	552,680
June	532,069	563,874
July	558,763	643,985
Aug	585,458	
Sept	612,152	
Oct	638,847	
Nov	665,541	
Dec	692,236	

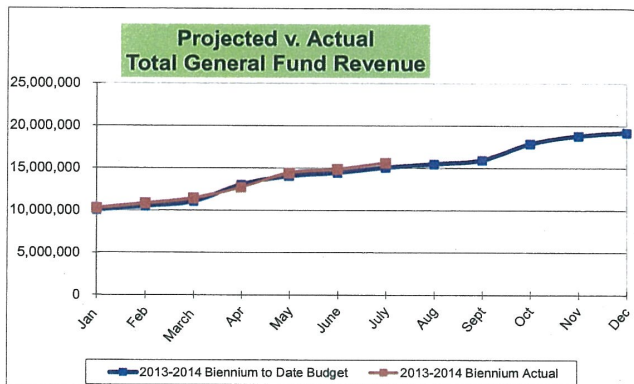
Year To Date
Actual v. Projected 115%



TOTAL GENERAL FUND REVENUE

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
Jan	10,044,143	10,263,636
Feb	10,509,463	10,835,183
March	11,070,146	11,465,523
Apr	13,032,373	12,729,526
May	14,052,055	14,420,853
June	14,461,242	14,882,242
July	15,071,779	15,604,965
Aug	15,483,930	
Sept	15,944,965	
Oct	17,876,540	
Nov	18,820,139	
Dec	19,234,470	

Year To Date
Actual v. Projected 104%



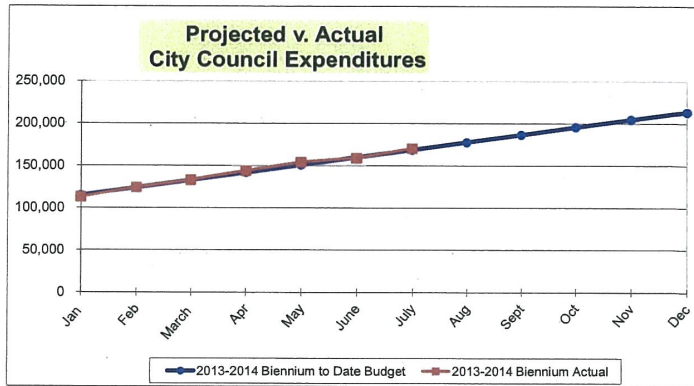
**City of Kenmore, Washington
General Fund Expenditure Graphs
July 31, 2014**

CITY COUNCIL

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	106,114	105,395
Jan	115,100	113,127
Feb	124,087	124,585
March	133,073	133,214
Apr	142,059	144,162
May	151,046	154,451
June	160,032	159,280
July	169,018	170,746
Aug	178,005	
Sept	186,991	
Oct	195,977	
Nov	204,964	
Dec	213,950	

Year To Date
Actual v. Projected

101%

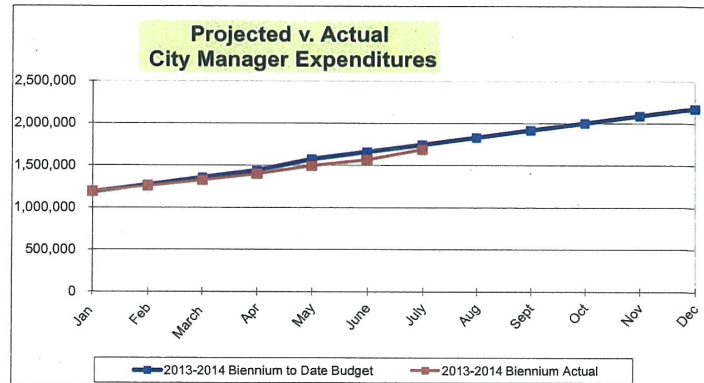


CITY MANAGER

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	1,097,895	1,130,965
Jan	1,183,852	1,189,496
Feb	1,269,809	1,257,866
March	1,355,766	1,324,359
Apr	1,441,723	1,398,892
May	1,527,105	1,495,261
June	1,611,062	1,566,463
July	1,747,019	1,688,976
Aug	1,832,976	
Sept	1,918,933	
Oct	2,004,890	
Nov	2,090,847	
Dec	2,176,804	

Year To Date
Actual v. Projected

97%

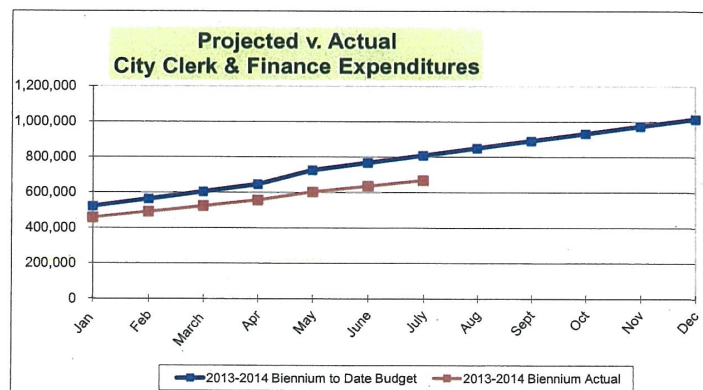


CITY CLERK & FINANCE

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	480,650	425,025
Jan	522,143	457,052
Feb	563,636	490,739
March	605,130	523,431
Apr	646,623	556,263
May	726,616	602,975
June	768,109	636,138
July	809,602	668,418
Aug	851,095	
Sept	892,589	
Oct	934,082	
Nov	975,575	
Dec	1,017,068	

Year To Date
Actual v. Projected

83%



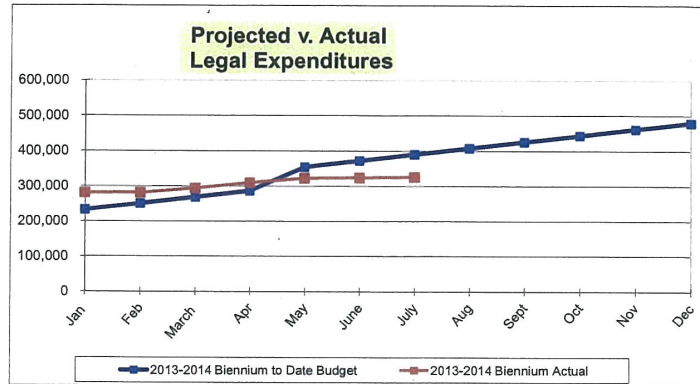
**City of Kenmore, Washington
General Fund Expenditure Graphs
July 31, 2014**

LEGAL

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	215,000	281,017
Jan	232,917	281,092
Feb	250,833	281,317
March	268,750	294,026
Apr	286,667	309,629
May	354,583	323,120
June	372,500	324,136
July	390,417	326,017
Aug	408,333	
Sept	426,250	
Oct	444,167	
Nov	462,083	
Dec	480,000	

Year To Date
Actual v. Projected

84%

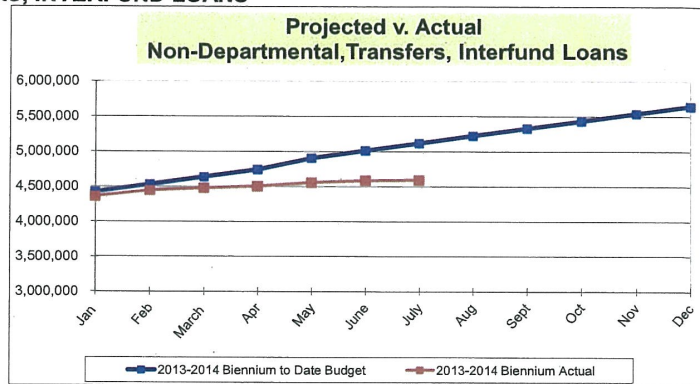


NON-DEPARTMENTAL, TRANSFERS, INTERFUND LOANS

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	4,318,276	4,104,765
Jan	4,424,219	4,357,541
Feb	4,530,161	4,443,879
March	4,636,104	4,475,316
Apr	4,742,047	4,500,992
May	4,906,989	4,554,891
June	5,012,932	4,585,459
July	5,118,875	4,589,791
Aug	5,224,817	
Sept	5,330,760	
Oct	5,436,703	
Nov	5,542,645	
Dec	5,648,588	

Year To Date
Actual v. Projected

90%

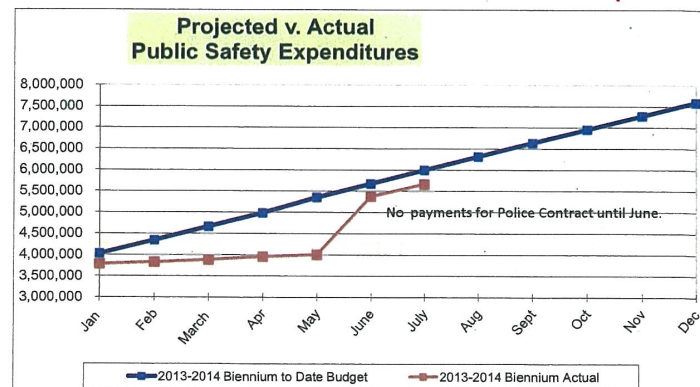


PUBLIC SAFETY

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	3,707,398	3,758,635
Jan	4,027,894	3,779,350
Feb	4,348,390	3,826,193
March	4,668,886	3,879,765
Apr	4,989,381	3,958,434
May	5,356,877	4,002,791
June	5,677,373	5,374,259
July	5,997,869	5,662,464
Aug	6,318,365	
Sept	6,638,861	
Oct	6,959,356	
Nov	7,279,852	
Dec	7,600,348	

Year To Date
Actual v. Projected

94%

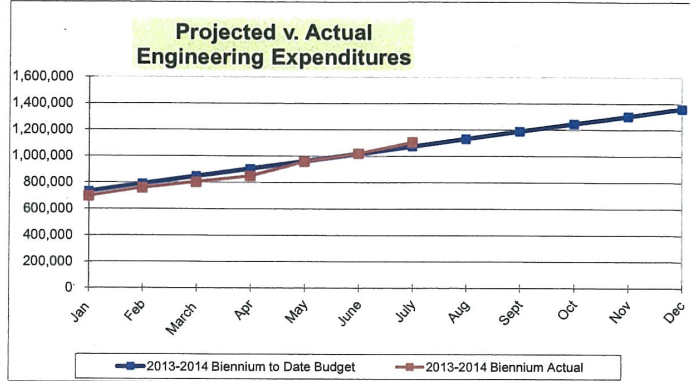


**City of Kenmore, Washington
General Fund Expenditure Graphs
July 31, 2014**

ENGINEERING

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	676,151	654,546
Jan	733,254	698,559
Feb	790,357	759,345
March	847,460	803,854
Apr	904,562	850,150
May	961,665	960,052
June	1,018,768	1,021,417
July	1,075,871	1,106,498
Aug	1,132,974	
Sept	1,190,077	
Oct	1,247,179	
Nov	1,304,282	
Dec	1,361,385	

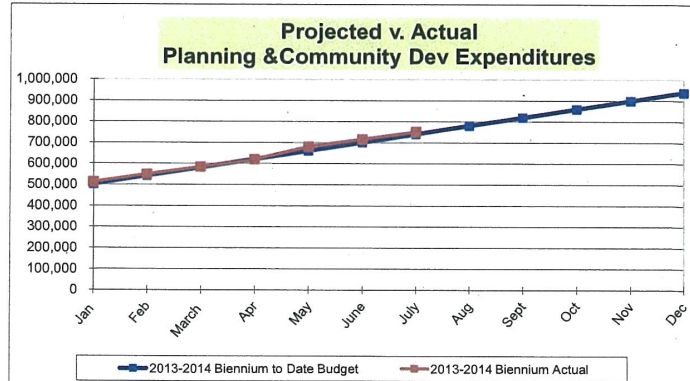
Year To Date
Actual v. Projected 103%



PLANNING & COMMUNITY DEV

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	462,482	477,890
Jan	502,229	512,492
Feb	541,975	549,038
March	581,722	583,810
Apr	621,468	619,806
May	661,215	680,519
June	700,962	716,522
July	740,708	751,750
Aug	780,455	
Sept	820,201	
Oct	859,948	
Nov	899,694	
Dec	939,441	

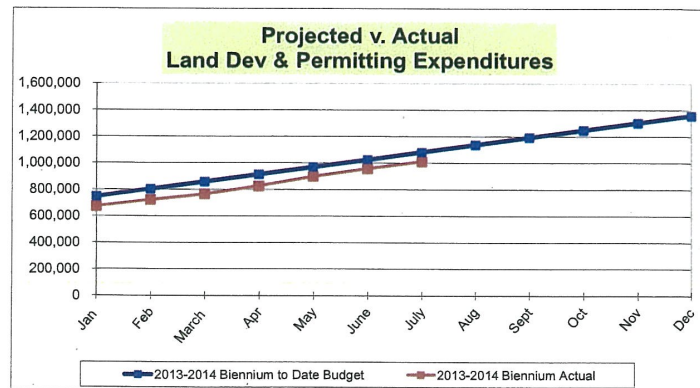
Year To Date
Actual v. Projected 101%



LAND DEV & PERMITTING

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	691,577	629,252
Jan	747,422	672,655
Feb	803,267	721,497
March	859,112	764,921
Apr	914,956	824,980
May	970,801	897,667
June	1,026,646	957,320
July	1,082,491	1,010,558
Aug	1,138,336	
Sept	1,194,181	
Oct	1,250,025	
Nov	1,305,870	
Dec	1,361,715	

Year To Date
Actual v. Projected 93%

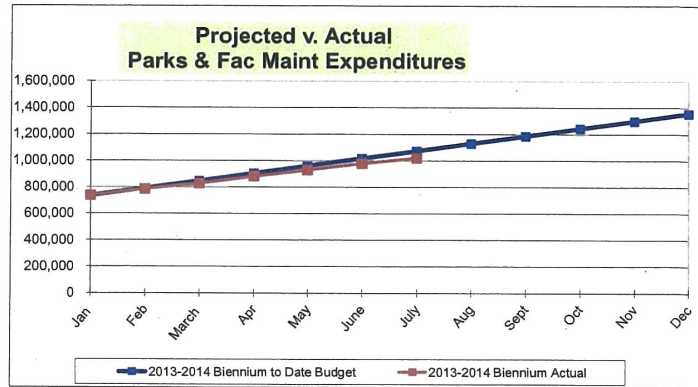


**City of Kenmore, Washington
General Fund Expenditure Graphs
July 31, 2014**

PARKS & FACILITY MAINT

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
2013	678,530	671,352
Jan	735,092	738,323
Feb	791,654	787,241
March	848,215	828,858
Apr	904,777	882,640
May	961,339	930,174
June	1,017,901	979,434
July	1,074,462	1,020,503
Aug	1,131,024	
Sept	1,187,586	
Oct	1,244,148	
Nov	1,300,709	
Dec	1,357,271	

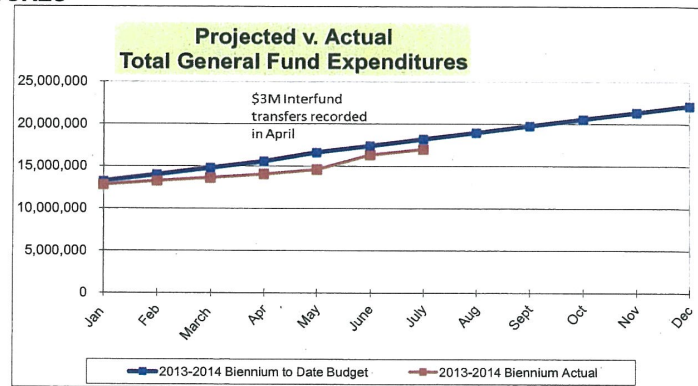
Year To Date
Actual v. Projected 95%



TOTAL GENERAL FUND EXPENDITURES

	2013-2014 Biennium to Date Budget	2013-2014 Biennium Actual
Jan	13,224,121	12,799,687
Feb	14,014,168	13,241,700
March	14,804,216	13,611,555
Apr	15,594,264	14,045,948
May	16,626,236	14,601,902
June	17,416,284	16,320,430
July	18,206,332	16,995,721
Aug	18,996,379	
Sept	19,786,427	
Oct	20,576,475	
Nov	21,366,522	
Dec	22,156,570	
2013-2014	21,914,645	

Year To Date
Actual v. Projected 93%



City of Kenmore, Washington
All Funds Cash Summary
July 31, 2014



	2011-2012			2013-2014
	BIENNIUM TO DATE	BUDGET	July	BIENNIUM TO DATE
GENERAL FUND				
Beginning Cash	4,941,884	4,337,249		4,337,249
Interfund Loan Repayment	0	0		1,200,000
Revenues	18,860,927	19,234,470	722,723	15,604,964
Total Sources	23,802,811	23,571,719	722,723	21,142,213
Interfund Loans	1,200,000	0		0
Expenditures	18,262,857	22,156,570	675,291	16,995,721
Ending Cash	4,339,954	1,415,149		4,146,493
Total Uses	23,802,811	23,571,719	675,291	21,142,213
STREET FUND				
Beginning Cash	2,040,582	1,513,938		1,513,938
Interfund Loan	0	0		0
Revenues	2,144,716	3,514,173	37,477	2,078,985
Total Sources	4,185,298	5,028,111	37,477	3,592,923
Expenditures	2,672,835	3,534,126	161,898	1,838,087
Ending Cash	1,512,463	1,493,985		1,754,836
Total Uses	4,185,298	5,028,111	161,898	3,592,923
TRANSPORTATION CAPITAL FUND				
Beginning Cash	1,209,197	427,539		427,539
Revenues	4,657,682	12,656,875	0	2,370,522
Total Sources	5,866,879	13,084,414	0	2,798,061
Expenditures	4,447,557	12,246,837	389,836	2,790,845
Ending Cash	1,419,322	837,577		7,217
Total Uses	5,866,879	13,084,414	389,836	2,798,061
PUBLIC ART FUND				
Beginning Cash	68,244	68,540		68,540
Revenues	1,296	600	0	447
Total Sources	69,540	69,140	0	68,987
Expenditures	1,000	1,766	0	1,557
Ending Cash	68,540	67,374		67,430
Total Uses	69,540	69,140	0	68,987
PARK IMPACT FEE FUND				
Beginning Cash	1,354,455	1,610,440		1,610,440
Revenues	285,604	346,567	236,626	435,089
Total Sources	1,640,059	1,957,007	236,626	2,045,528
Expenditures	29,620	1,105,000	0	659,000
Ending Cash	1,610,439	852,007		1,386,528
Total Uses	1,640,059	1,957,007	0	2,045,528
TRANSPORTATION IMPACT FEE FUND				
Beginning Cash	545,655	240,535		240,535
Revenues	916,135	876,670	188,953	845,017
Total Sources	1,461,790	1,117,205	188,953	1,085,552
Expenditures	1,221,255	822,500	0	248,000
Ending Cash	240,535	294,705		837,552
Total Uses	1,461,790	1,117,205	0	1,085,552
SWAMP CREEK BASIN FUND				
Beginning Cash	1,762,640	1,581,067		1,581,067
Revenues	16,536	16,000	0	10,057
Total Sources	1,779,176	1,597,067	0	1,591,124
Expenditures	198,109	160,000	0	109,873
Ending Cash	1,581,067	1,437,067		1,481,251
Total Uses	1,779,176	1,597,067	0	1,591,124
TRANSPORTATION BENEFIT DISTRICT FUND				
Beginning Cash	0	0		0
Revenues	0	535,000	33,719	346,060
Total Sources	0	535,000	33,719	346,060
Expenditures	0	535,000	0	7,500
Ending Cash	0	0		338,560
Total Uses	0	535,000	0	346,060
SAMMAMISH BRIDGE REPLACEMENT FUND				
Beginning Cash	0	0		0
Revenues	0	80,000	0	80,264
Total Sources	0	80,000	0	80,264
Expenditures	0	80,000	0	0
Ending Cash	0	0		80,264
Total Uses	0	80,000	0	80,264

City of Kenmore, Washington
All Funds Cash Summary
July 31, 2014



	2011-2012			2013-2014
	BIENNIUM TO DATE	BUDGET	July	BIENNIUM TO DATE
REAL ESTATE EXCISE TAX FUND				
Beginning Cash	1,866,318	1,965,806		1,965,806
Revenues	1,497,557	1,147,317	116,858	1,403,072
Total Sources	3,363,874	3,113,123	116,858	3,368,877
Expenditures	2,386,812	2,757,050	0	1,181,929
Ending Cash	977,062	356,073		2,186,948
Total Uses	3,363,874	3,113,123	0	3,368,877
KENMORE VILLAGE FUND				
Beginning Cash	60,725	163,588		163,588
Interfund Loan	1,200,000			0
Revenues	555,153	4,576,500	0	4,627,423
Total Sources	1,815,878	4,740,088	0	4,791,011
Interfund Loans	0	0		1,200,000
Expenditures	1,663,002	2,500,646	13,942	317,361
Ending Cash	152,875	2,239,442		3,273,650
Total Uses	1,815,878	4,740,088	13,942	4,791,011
PARK CAPITAL FUND				
Beginning Cash	0	0		0
Revenues	0	1,916,534	8,670	839,149
Total Sources	0	1,916,534	8,670	839,149
Expenditures	0	1,873,000	143,349	1,671,991
Ending Cash	0	43,534		(832,842)
Total Uses	0	1,916,534	143,349	839,149
SURFACE WATER MANAGEMENT FUND				
Beginning Cash	1,590,280	1,419,392		1,419,392
Revenues	3,739,336	3,824,176	5,964	2,985,256
Total Sources	5,329,616	5,243,568	5,964	4,404,648
Expenditures	3,908,437	4,908,887	114,420	2,533,957
Ending Cash	1,421,179	334,681		1,870,691
Total Uses	5,329,616	5,243,568	114,420	4,404,648
SURFACE WATER CAPITAL FUND				
Beginning Cash	0	0		0
Revenues	0	1,988,261	0	493,045
Total Sources	0	1,988,261	0	493,045
Expenditures	0	1,988,261	6,039	258,815
Ending Cash	0	0		234,230
Total Uses	0	1,988,261	6,039	493,045
STRATEGIC RESERVE FUND				
Beginning Cash	1,264,464	1,264,464		1,264,464
Interfund Loan Repayment	0		0	0
Revenues	0	0	0	0
Total Sources	1,264,464	1,264,464	0	1,264,464
Interfund Loans	0			0
Expenditures	0	0	0	0
Ending Cash	1,264,464	1,264,464		1,264,464
Total Uses	1,264,464	1,264,464	0	1,264,464
STRATEGIC OPPORTUNITIES FUND				
Beginning Cash	0	0		0
Revenues	0	3,301,862	1,500	2,532,434
Total Sources	0	3,301,862	1,500	2,532,434
Expenditures	0	1,190,900	4,442	969,830
Ending Cash	0	2,110,962		1,562,603
Total Uses	0	3,301,862	4,442	2,532,434
EQUIPMENT REPLACEMENT FUND				
Beginning Cash	524,310	490,603		490,603
Revenues	188,365	155,142	0	52,858
Total Sources	712,675	645,745	0	543,461
Expenditures	222,072	276,250	6,809	88,682
Ending Cash	490,603	369,495		454,778
Total Uses	712,675	645,745	6,809	543,461
TRUST AND AGENCY (NON BUDGETED FUND)*				
Beginning Cash	278,859	247,209		247,209
Revenues	122,994	0	31,323	165,601
Total Sources	401,854	247,209	31,323	412,810
Expenditures	154,645	0	0	27,338
Ending Cash	247,209	247,209		385,472
Total Uses	401,854	247,209	0	412,810
TOTALS				
Beginning Cash	17,507,613	15,330,369		15,330,369
Interfund Loan	0	0		1,200,000
Revenues	32,986,301	54,170,147	1,383,813	34,870,242
Total Sources	50,493,914	69,500,516	1,383,813	51,400,611
Interfund Loans	1,200,000	0		1,200,000
Expenditures	34,970,092	56,136,793	1,516,028	29,700,485
Ending Cash	15,325,713	13,363,723		20,500,126
Total Uses	51,495,805	69,500,516	1,516,028	51,400,611

City of Kenmore, Washington
Street Fund Summary Report
July 31, 2014

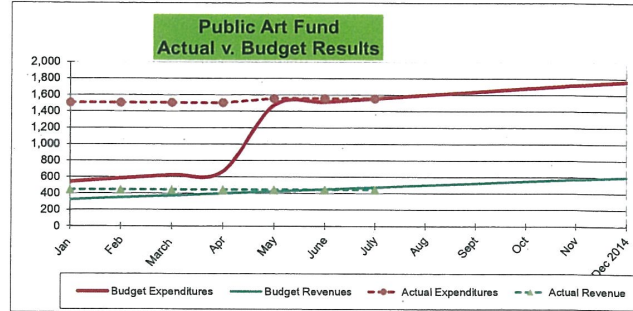


	MONTH <u>July 2014</u>	BIENNIUM TO DATE <u>2013-2014</u>	% of <u>BUDGET</u>	BUDGET <u>2013-2014</u>
<u>REVENUES</u>				
Beginning Fund Balance		1,512,154		1,513,938
Fuel Tax	37,477	680,482	80.7%	843,072
FEMA Assistance	0	100	-	0
Brightwater Mitigation	0	250,000	-	250,000
Investment Interest	0	11,941	59.7%	20,000
Miscellaneous	0	462	-	0
Transfer from General Fund	0	736,000	49.9%	1,476,101
Transfer from REET	0	400,000	100.0%	400,000
Transfer from TBD	0	0	0.0%	525,000
Total Revenues	37,477	2,078,985	59.2%	3,514,173
Total Revenues & Beginning Fund Balance		3,591,139		5,028,111

	MONTH <u>July</u>	BIENNIUM TO DATE <u>2013-2014</u>	% of <u>BUDGET</u>	BUDGET <u>2013-2014</u>
<u>EXPENDITURES</u>				
Salary and Benefits	17,189	285,392	75.9%	375,821
Maintenance & Operations	123,900	1,165,492	73.7%	1,581,305
Overlay	18,863	327,620	23.6%	1,386,000
Capital (Wayfinding and Banners	1,946	34,583	86.5%	40,000
Transfer to Transportation Capital	0	0	0.0%	86,000
Transfer to Surface Water Mgt.	0	25,000	100.0%	25,000
Total Expenditures	161,898	1,838,087	52.6%	3,494,126
Ending Fund Balance		1,753,052		1,533,985
Total Expenditures and Ending Fund Balance		3,591,139		5,028,111

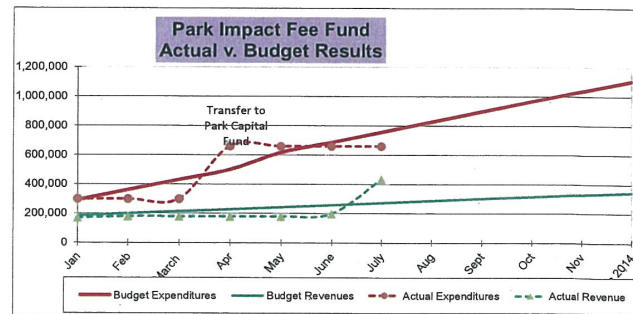
**City of Kenmore, Washington
Other Funds Monthly Activity
July 31, 2014**

PUBLIC ART FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	500	1,507	300	447
Jan	542	1,507	325	447
Feb	583	1,507	350	447
March	625	1,507	375	447
Apr	667	1,507	400	447
May	1,474	1,557	425	447
June	1,516	1,557	450	447
July	1,558	1,557	475	447
Aug	1,599		500	
Sept	1,641		525	
Oct	1,683		550	
Nov	1,724		575	
Dec 2014	1,766		600	
2013-2014	1,000		600	
Total Actual to Date vs Total Budget		156%		75%



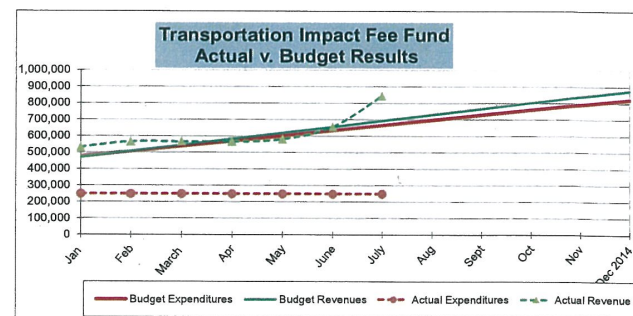
This fund accounts for public art authorized by Ordinance 01-0115. One percent (1%) of public project construction contracts is contributed to this fund to provide for public art displays or performing arts events as authorized by the City Council.

PARK IMPACT FEE FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	220,000	297,921	172,214	145,576
Jan	289,917	297,921	186,743	170,556
Feb	359,833	297,921	201,273	180,704
March	429,750	297,921	215,802	180,704
Apr	499,667	659,000	230,332	180,704
May	615,583	659,000	244,861	180,704
June	685,500	659,000	259,391	198,463
July	755,417	659,000	273,920	435,089
Aug	825,333		288,449	
Sept	895,250		302,979	
Oct	965,167		317,508	
Nov	1,035,083		332,038	
Dec 2014	1,105,000		346,567	
2013-2014	1,059,000			
Total Actual to Date vs Total Budget		62%		126%



This fund accounts for City imposed park impact fees on new development. Expenditures are for public park acquisitions and improvements. In the 2011-2012 budget, expenditures represent transfers to Municipal Capital Fund for improvements to City parks.

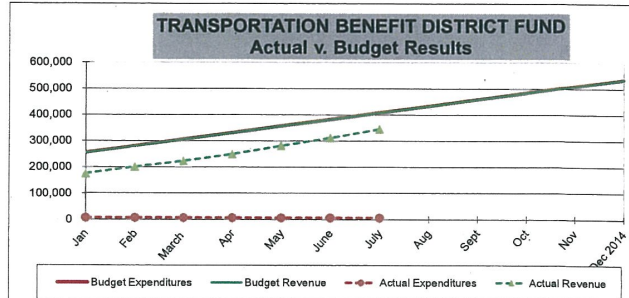
TRANSPORTATION IMPACT FEE FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	442,500	248,000	435,973	423,858
Jan	474,167	248,000	472,698	532,620
Feb	505,833	248,000	509,423	566,356
March	537,500	248,000	546,147	566,356
Apr	569,167	248,000	582,872	566,356
May	600,833	248,000	619,597	581,691
June	632,500	248,000	656,322	656,063
July	664,167	248,000	693,046	845,017
Aug	695,833		729,771	
Sept	727,500		766,496	
Oct	759,167		803,221	
Nov	790,833		839,945	
Dec 2014	822,500		876,670	
2013-2014	822,500		876,670	
Total Actual to Date vs Total Budget		30%		96%



This fund accounts for City imposed transportation impact fees on new development. Expenditures are for public transportation improvements.

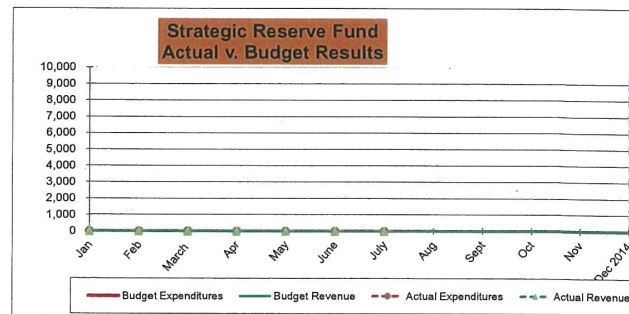
**City of Kenmore, Washington
Other Funds Monthly Activity
July 31, 2014**

TRANSPORTATION BENEFIT DISTRICT FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	230,000	5,000	230,000	151,178
Jan	255,417	7,500	255,417	175,714
Feb	280,833	7,500	280,833	201,632
March	306,250	7,500	306,250	224,211
Apr	331,667	7,500	331,667	250,268
May	357,083	7,500	357,083	282,106
June	382,500	7,500	382,500	312,341
July	407,917	7,500	407,917	346,060
Aug	433,333		433,333	
Sept	458,750		458,750	
Oct	484,167		484,167	
Nov	509,583		509,583	
Dec 2014	535,000		535,000	
2013-2014	535,000		535,000	
Total Actual to Date vs Total Budget		1%		65%



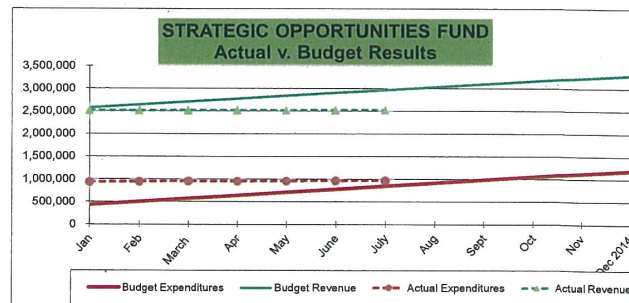
The Transportation Benefit District fund accounts for the \$20 vehicle license tab fees levied on vehicles located in the Kenmore city limits. The revenue generated will be used in maintaining the City's transportation system.

STRATEGIC RESERVE FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	0	0	0	0
Jan	0	0	0	0
Feb	0	0	0	0
March	0	0	0	0
Apr	0	0	0	0
May	0	0	0	0
June	0	0	0	0
July	0	0	0	0
Aug	0		0	
Sept	0		0	
Oct	0		0	
Nov	0		0	
Dec 2014	0		0	
2013-2014	0		0	
Total Actual to Date vs Total Budget		0%		0%



This fund was created to serve as the City's emergency reserve fund. Per State Statute, the fund cannot exceed \$.375 per \$1,000 of the City's assessed value and is fully funded at \$1,264,464 for 2011. No expenditures are anticipated or have been budgeted at this time.

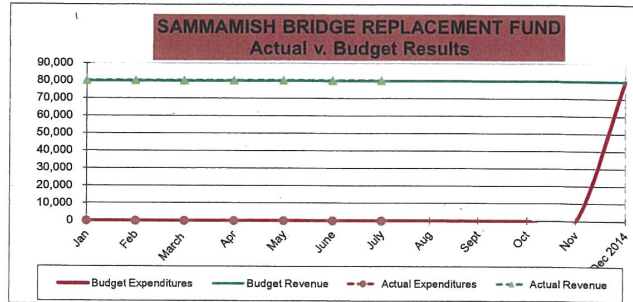
STRATEGIC OPPORTUNITIES FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	364,100	928,553	2,512,500	2,521,694
Jan	433,000	932,712	2,578,280	2,522,844
Feb	501,900	941,850	2,644,060	2,523,544
March	570,800	953,684	2,709,841	2,525,844
Apr	639,700	952,558	2,775,621	2,527,934
May	708,600	957,849	2,841,401	2,529,084
June	777,500	965,388	2,907,181	2,530,934
July	846,400	969,831	2,972,961	2,532,434
Aug	915,300		3,038,741	
Sept	984,200		3,104,522	
Oct	1,053,100		3,170,302	
Nov	1,122,000		3,236,082	
Dec 2014	1,190,900		3,301,862	
2013-2014	1,190,900		3,301,862	
Total Actual to Date vs Total Budget		81%		77%



The purpose of the Strategic Opportunities Fund is to have funds available for the City to make key investments or take advantage of strategic opportunities as they present themselves. For 2013-14, the Business Incubator expenditures are budgeted in this fund.

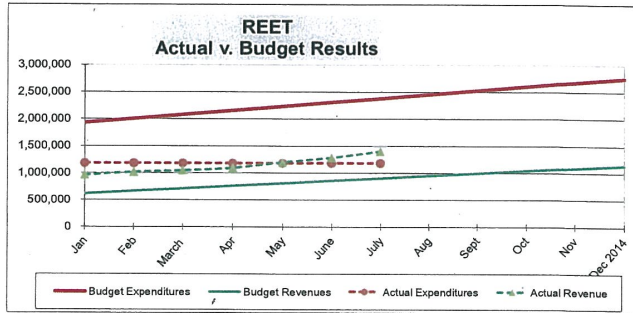
**City of Kenmore, Washington
Other Funds Monthly Activity
July 31, 2014**

SAMMAMISH BRIDGE REPLACEMENT FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	0	0	80,000	80,264
Jan	0	0	80,000	80,264
Feb	0	0	80,000	80,264
March	0	0	80,000	80,264
Apr	0	0	80,000	80,264
May	0	0	80,000	80,264
June	0	0	80,000	80,264
July	0	0	80,000	80,264
Aug	0		80,000	
Sept	0		80,000	
Oct	0		80,000	
Nov	0		80,000	
Dec 2014	80,000		80,000	
2013-2014	80,000		80,000	
Total Actual to Date vs Total Budget		0%		100%



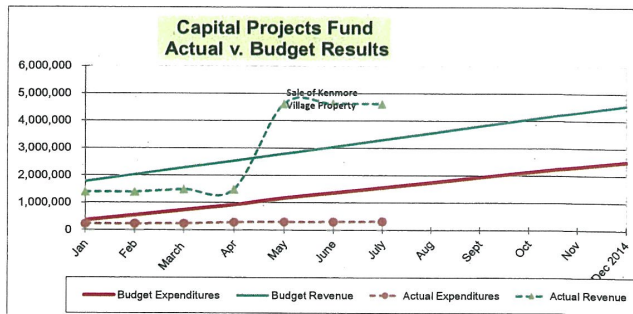
The Sammamish Bridge Replacement fund is a fund used to put money aside for the replacement of the West Sammamish bridge.

REAL ESTATE EXCISE TAX FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	1,852,050	1,181,929	569,468	894,198
Jan	1,927,467	1,181,929	617,622	966,304
Feb	2,002,883	1,181,929	665,776	1,020,343
March	2,078,300	1,181,929	713,930	1,050,769
Apr	2,153,717	1,181,929	762,084	1,095,886
May	2,229,133	1,181,929	810,238	1,198,143
June	2,304,550	1,181,929	858,393	1,286,214
July	2,379,967	1,181,929	906,547	1,403,072
Aug	2,455,383		954,701	
Sept	2,530,800		1,002,855	
Oct	2,606,217		1,051,009	
Nov	2,681,633		1,099,163	
Dec 2014	2,757,050		1,147,317	
2013-2014	2,757,050		1,147,317	
Total Actual to Date vs Total Budget		43%		122%



The Real Estate Excise Tax Fund accounts for the 1/2% real estate excise taxes levied by the City which are restricted to capital projects and improvements. Expenditures include transfers to the Park Capital Fund for park improvements and Transportation Capital Fund for transportation improvements.

KENMORE VILLAGE FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	161,600	223,689	1,523,020	1,403,543
Jan	352,357	228,343	1,777,477	1,403,543
Feb	543,114	232,785	2,031,933	1,404,293
March	733,872	240,111	2,286,390	1,495,043
Apr	924,629	287,786	2,540,847	1,496,055
May	1,165,346	300,610	2,795,303	4,626,943
June	1,356,103	303,418	3,049,760	4,627,422
July	1,546,860	317,360	3,304,217	4,627,422
Aug	1,737,617		3,558,673	
Sept	1,928,375		3,813,130	
Oct	2,119,132		4,067,587	
Nov	2,309,889		4,322,043	
Dec 2014	2,500,646		4,576,500	
2013-2014	2,450,686		4,576,500	
Total Actual to Date vs Total Budget		13%		101%

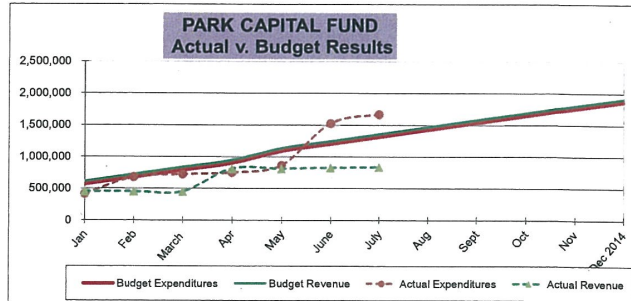


The Kenmore Village Fund accounts for leasing activity and property transactions within Kenmore Village

**City of Kenmore, Washington
Other Funds Monthly Activity
July 31, 2014**

PARK CAPITAL FUND

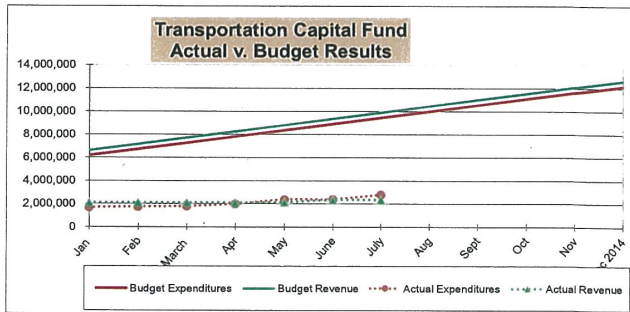
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	460,000	416,605	503,534	435,869
Jan	571,417	416,605	614,951	453,684
Feb	682,833	681,756	726,367	453,684
March	794,250	727,532	837,784	453,684
Apr	905,667	754,427	949,201	814,763
May	1,093,083	867,757	1,136,617	814,763
June	1,204,500	1,528,642	1,248,034	830,479
July	1,315,917	1,671,991	1,359,451	839,148
Aug	1,427,333		1,470,867	
Sept	1,538,750		1,582,284	
Oct	1,650,167		1,693,701	
Nov	1,761,583		1,805,117	
Dec 2014	1,873,000		1,916,534	
2013-2014	1,797,000		1,840,534	
Total Actual to Date vs Total Budget		93%		46%



The Park Capital fund will account for Park Capital Projects formerly included in the Municipal Capital fund. In addition, distributions from the King County Proposition 2 Parks Expansion Levy will be receipted into this fund

TRANSPORTATION CAPITAL FUND

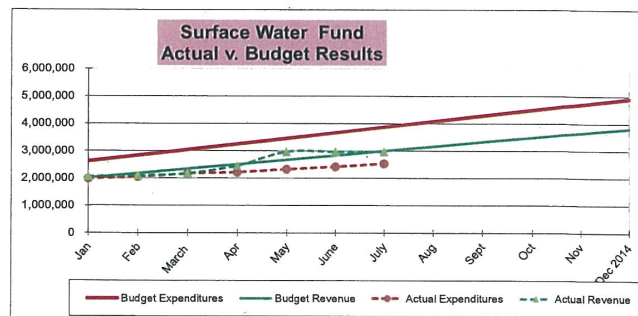
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	5,635,750	1,671,348	6,081,950	2,127,659
Jan	6,179,174	1,679,339	6,629,860	2,127,659
Feb	6,722,598	1,739,110	7,177,771	2,127,659
March	7,266,022	1,794,315	7,725,681	2,127,659
Apr	7,809,446	1,990,022	8,273,592	2,127,659
May	8,352,870	2,365,172	8,821,502	2,166,383
June	8,896,294	2,401,009	9,369,413	2,370,522
July	9,439,717	2,790,845	9,917,323	2,370,522
Aug	9,983,141		10,465,233	
Sept	10,526,565		11,013,144	
Oct	11,069,989		11,561,054	
Nov	11,613,413		12,108,965	
Dec 2014	12,156,837		12,656,875	
2013-2014	12,156,837		12,656,875	
Total Actual to Date vs Total Budget		23%		19%



The Transportation Capital Fund accounts for capital improvements to the City's streets and SR 522, funded by various grants plus City resources from real estate excise tax and transportation impact fees. All phases of improvements to SR 522 are now accounted for in this fund. There is a time lag between project expenditures and reimbursements from grants; this accounts for the lower revenues compared to the expenditures.

SURFACE WATER MANAGEMENT FUND

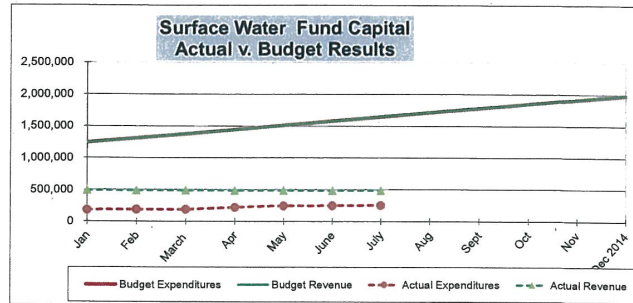
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	2,407,615	1,947,517	1,859,138	2,068,281
Jan	2,616,054	1,984,043	2,022,891	2,072,887
Feb	2,824,494	2,048,468	2,186,644	2,100,032
March	3,032,933	2,174,549	2,350,398	2,180,736
Apr	3,241,372	2,214,282	2,514,151	2,460,553
May	3,449,812	2,328,898	2,677,904	2,975,029
June	3,658,251	2,419,536	2,841,657	2,979,292
July	3,866,690	2,533,957	3,005,410	2,985,256
Aug	4,075,130		3,169,163	
Sept	4,283,569		3,332,917	
Oct	4,492,008		3,496,670	
Nov	4,700,448		3,660,423	
Dec 2014	4,908,887		3,824,176	
2013-2014	4,908,887		3,824,176	
Total Actual to Date vs Total Budget		52%		78%



This fund accounts for receipts from surface water assessments. The assessments are collected through the property tax billings; the majority of the receipts are collected in May and November. Expenditures are for surface water maintenance activities such as sweeping and drainage as well as capital improvements.

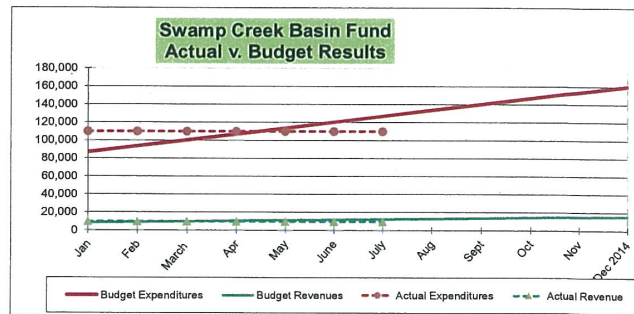
**City of Kenmore, Washington
Other Funds Monthly Activity
July 31, 2014**

SURFACE WATER CAPITAL FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	1,175,250	178,118	1,175,250	493,045
Jan	1,243,001	186,350	1,243,001	493,045
Feb	1,310,752	192,993	1,310,752	493,045
March	1,378,503	193,047	1,378,503	493,045
Apr	1,446,254	224,776	1,446,254	493,045
May	1,514,005	249,094	1,514,005	493,045
June	1,581,756	252,775	1,581,756	493,045
July	1,649,506	258,815	1,649,506	493,045
Aug	1,717,257		1,717,257	
Sept	1,785,008		1,785,008	
Oct	1,852,759		1,852,759	
Nov	1,920,510		1,920,510	
Dec 2014	1,988,261		1,988,261	
2013-2014	1,988,261		1,988,261	
Total Actual to Date vs Total Budget		13%		25%



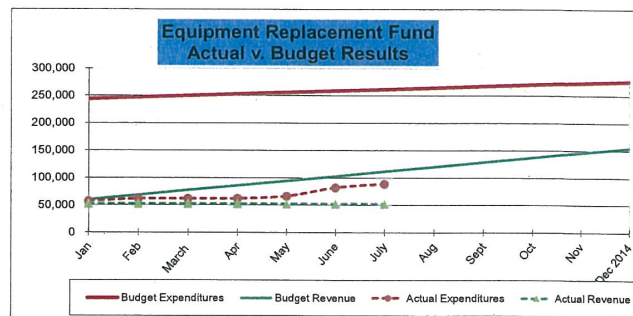
This fund accounts for the expenditures for Surface Water Capital Improvements. Revenue sources for this fund include a variety of federal, state, or local grants, surface water management fees transferred from the Surface Water Management Fund and real estate excise taxes.

SWAMP CREEK BASIN FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	80,000	109,873	8,200	10,057
Jan	86,667	109,873	8,850	10,057
Feb	93,333	109,873	9,500	10,057
March	100,000	109,873	10,150	10,057
Apr	106,667	109,873	10,800	10,057
May	113,333	109,873	11,450	10,057
June	120,000	109,873	12,100	10,057
July	126,667	109,873	12,750	10,057
Aug	133,333		13,400	
Sept	140,000		14,050	
Oct	146,667		14,700	
Nov	153,333		15,350	
Dec 2014	160,000		16,000	
2013-2014	160,000		16,000	
Total Actual to Date vs Total Budget		69%		63%



This fund accounts for the Memorandum of Agreement with King County which provided funds reserved for surface water projects, improvements, and maintenance within the Swamp Creek Basin.

EQUIPMENT REPLACEMENT FUND				
	2013-2014 Budget Expenditures	2013-2014 Actual Expenditures	2013-2014 Budget Revenue	2013-2014 Actual Revenue
2013	241,250	57,389	51,850	52,858
Jan	244,167	57,389	60,458	52,858
Feb	247,083	61,687	69,065	52,858
March	250,000	61,687	77,673	52,858
Apr	252,917	62,104	86,281	52,858
May	255,833	66,341	94,888	52,858
June	258,750	81,873	103,496	52,858
July	261,667	88,682	112,104	52,858
Aug	264,583		120,711	
Sept	267,500		129,319	
Oct	270,417		137,927	
Nov	273,333		146,534	
Dec 2014	276,250		155,142	
2013-2014	276,250		155,142	
Total Actual to Date vs Total Budget		32%		34%



This fund is used to maintain a reserve for future replacement of equipment, including, but not limited to furniture, computers and vehicles. Payments are received from various operating departments and funds that benefit from or use the assets.

City of Kenmore, Washington
Cash and Investment Report
July 31, 2014



Fund	Beg. Cash & Inv.	Monthly	Monthly	End. Cash & Inv.
	from Prev. Mo.	Revenues	Expenditures	Current Month
General	\$4,099,758	\$722,723	\$675,291	4,147,189
Street	1,877,781	37,477	161,898	1,753,360
Transportation Capital	1,388,837	0	389,836	999,001
Public Art	67,431	0	0	67,431
Park Impact Fee	1,154,561	236,626	0	1,391,187
Transportation Impact Fee	648,600	188,953	0	837,553
Swamp Creek Basin	1,481,252	0	0	1,481,252
Transportation Benefit District	304,840	33,719	0	338,560
Sammamish Bridge Replacement	80,264	0	0	80,264
Real Estate Excise Tax	1,081,345	116,858	0	1,198,203
Kenmore Village	3,276,877	0	13,942	3,262,934
Park Capital	-698,163	8,670	143,349	(832,842)
Surface Water Management	1,980,936	5,964	114,420	1,872,479
Surface Water Capital	240,270	0	6,039	234,230
Strategic Reserve	1,264,465	0	0	1,264,465
Strategic Opportunities	1,565,546	1,500	4,442	1,562,603
Equipment Replacement	461,586	0	6,809	454,777
Trust & Agency	354,145	31,323	0	385,468
Totals	\$20,630,329	\$1,383,813	\$1,516,028	\$20,498,115

Fund	Cash, Savings, Local Govt Investment Pool	(> One Year) Fixed Investments	Total
General	-\$1,319,023	\$5,479,894	4,160,871
Street	903,360	850,000	1,753,360
Transportation Capital	7,218	0	7,218
Public Art	52,431	15,000	67,431
Park Impact Fee	456,530	930,000	1,386,530
Transportation Impact Fee	807,554	30,000	837,554
Swamp Creek Basin	81,252	1,400,000	1,481,252
Transportation Benefit District	338,560	0	338,560
Sammamish Bridge Replacement	80,264	0	80,264
Real Estate Excise Tax	2,186,947	0	2,186,947
Kenmore Village	2,811,148	450,000	3,261,148
Park Capital	-832,842	0	(832,842)
Surface Water Management	1,360,692	510,000	1,870,692
Surface Water Capital	234,230	0	234,230
Strategic Reserve	414,465	850,000	1,264,465
Strategic Opportunities	1,562,603	0	1,562,603
Equipment Replacement	4,778	450,000	454,778
Trust & Agency	285,468	100,000	385,468
Totals	\$9,435,636	\$11,064,894	\$20,500,530

City of Kenmore, Washington
Schedule of Investments
July 31, 2014



Report by Security	Investment #	Type	Average Yield to Maturity-Securities				Possible Call Date	Overall Average Yield	0.60%	
			Maturity Date	Purchase Date	Rate	Yield		Principal or Balance	Yield Equivalents	
Piper Jaffray										
	313371PC4	FHLB	12/12/2014	6/7/2011	0.88%	0.88%	no call	991,238.90	8,722.90	
	31771J4M9	FICO	9/26/2017	8/14/2012	1.13%	1.13%	non callable	894,731.88	10,137.31	
Total Piper Jaffrey Purchases								1,885,970.78	18,860.21	
Time Value Investments										
	3136G1BT5	FNMA	8/7/2017	7/2/2013	1.30%	1.30%	8/7/2013	982,099.00	12,767.29	
	3135G0XK4	FNMA	5/25/2018	11/25/2013	1.38%	1.38%	2/25/2014	985,750.00	13,583.64	
	3135G0XK4	FNMA	5/25/2018	2/27/2014	1.30%	1.30%	2/25/2014	989,691.00	12,865.98	
	3134G43V8	FHLB	5/15/2018	7/23/2014	1.36%	1.36%	8/15/2014	988,450.00	13,462.69	
	3133EA5T1	FFCB	1/23/2019	7/23/2014	1.59%	1.59%	7/28/2014	984,270.00	15,689.26	
	31359MEL3	FNMA	4/22/2017	10/22/2012	0.86%	0.86%	no call	999,468.08	8,595.43	
Total TVI Purchases								5,929,728.08	76,964.28	
Banner Bank CD's										
	5740005425	CD	2/6/2016	2/6/2014	0.32%	0.32%		1,000,000.00	3,200.00	
Total Banner Bank CD's								1,000,000.00	3,200.00	
Sound Community Bank CD's										
	18299229	CD	2/11/2016	2/14/2014	0.80%	0.80%		1,000,000.00	8,000.00	
Total Sound Community Bank CD's								1,000,000.00	8,000.00	
Opus Bank CD's										
	280140042	CD	3/16/2015	3/15/2011	1.15%	1.15%		249,194.49	2,865.74	
	11495975	CD	8/10/2015	2/10/2014	0.35%	0.35%		1,000,000.00	3,500.00	
Total Cascade Bank CD's								1,249,194.49	6,365.74	
TOTAL ALL SECURITIES								\$ 11,064,893.35	\$ 113,390.23	
Banner Checking and Savings						0.07% Banner		2,191,836.20	1,534.29	
Cash								1,005.00	-	
Local Government Investment Pool						0.10% LGIP		7,242,793.45	7,228.31	
Total Accounts								\$ 20,500,528.00	122,152.83	

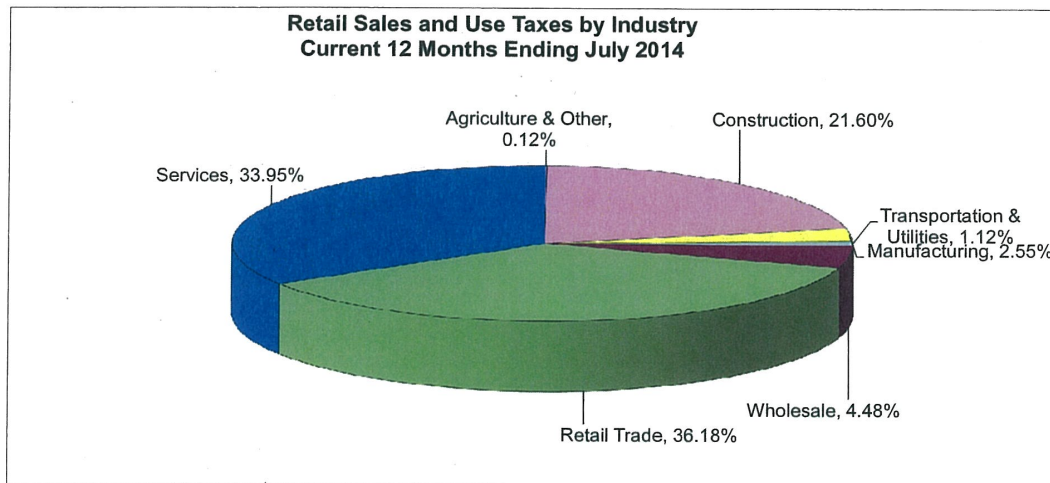
City of Kenmore, Washington
SALES TAX RECEIPTS BY BUSINESS TYPE
 July 2014

	SALES TAX	USE TAX	TOTAL	PERCENT
AGRICULTURE & OTHER	462.84	0.00	462.84	0.3%
CONSTRUCTION	38,974.16	534.91	39,509.07	24.7%
MANUFACTURING	2,649.84	1.38	2,651.23	1.7%
TRANSPORTATION & UTILITIES	672.30	934.86	1,607.16	1.0%
WHOLESALE	6,094.41	58.53	6,152.94	3.9%
RETAIL TRADE	54,360.82	210.58	54,571.40	34.2%
SERVICES	43,404.58	721.42	44,125.99	27.6%
INFORMATION	8,002.10	83.13	8,085.22	5.1%
PUBLIC SERVICES	15.99	2,505.43	2,521.42	1.6%
	<u>154,637.04</u>	<u>5,050.23</u>	<u>159,687.27</u>	<u>100.0%</u>

City of Kenmore, Washington
Retail Sales and Use Tax Distribution
July 31, 2014

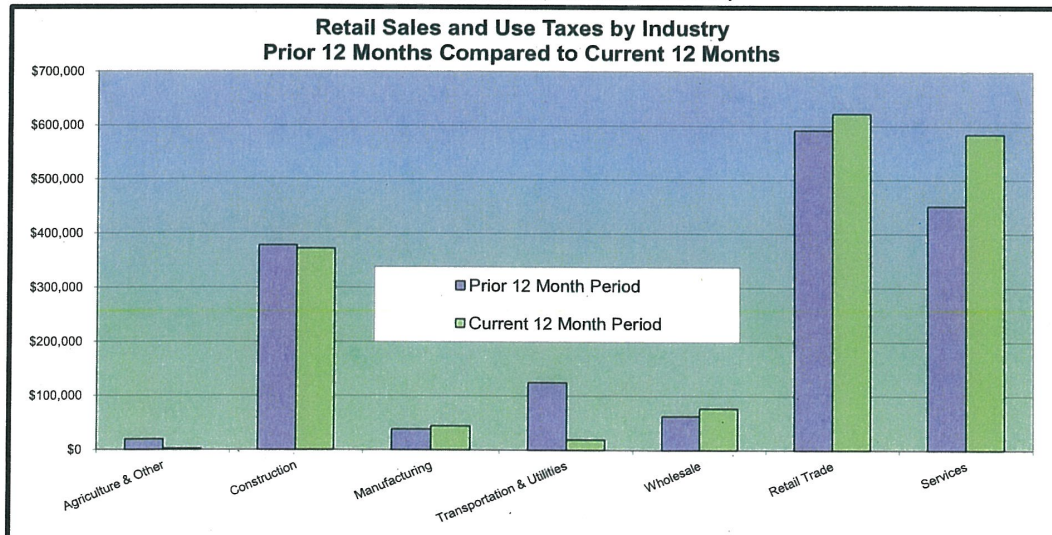


Industry	Prior 12 Months ending July 2013	Current 12 Months ending July 2014	% Increase/ (Decrease)	% of Total
Agriculture & Other (Landscaping, Animal Hospitals)	\$19,564	\$1,982	-89.87%	0.12%
Construction	377,689	371,671 *	-1.59%	21.60%
Manufacturing (Printing, Publishing, Other Manuf.)	37,936	43,902	15.73%	2.55%
Transp/Comm/Utilities (Telecomm., Air Transport.)	124,682	19,326	-84.50%	1.12%
Wholesale (Lumber, Other Wholesale)	62,863	77,130	22.69%	4.48%
Retail Trade (Eating, Merchandise, Food Stores)	591,535	622,752	5.28%	36.18%
Services (Auction, Recreation, Auto Repair, Financial)	451,020	584,285	29.55%	33.95%
Totals	\$1,665,287	\$1,721,048	3.35%	100%
Increase/(Decrease)		\$55,761	3.35%	



NOTE: Due to the City's Confidentiality Agreement with the Department of Revenue, specific business information cannot be disclosed.

There is a sixty-day lag between sales taxes collected and when they are remitted to the City



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City of Kenmore, Washington
Real Estate Excise Tax Report
July 31, 2014

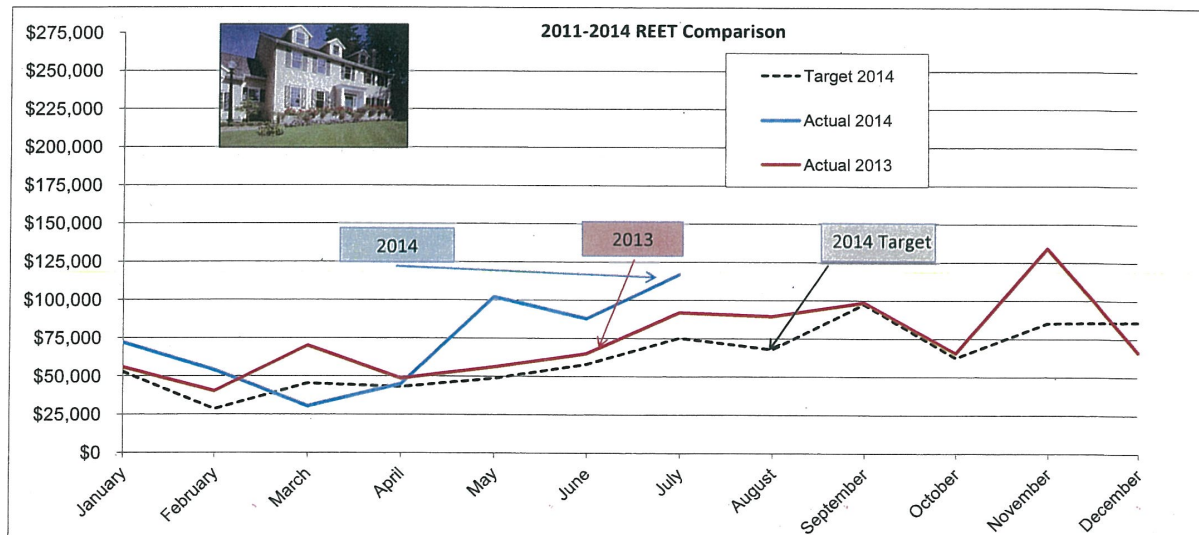


Real Estate Excise Taxes (REET) 2011 - 2014 Monthly Receipts					
	Actual 2011	Actual 2012	Actual 2013	Actual 2014	Target 2014
January	48,679	54,359	55,801	72,106	52,921
February	27,294	18,064	40,281	54,038	28,533
March	36,507	29,691	69,946	30,426	45,360
April	50,463	30,662	48,671	45,118	43,245
May	37,671	52,575	56,178	102,257	48,785
June	48,938	60,408	64,938	88,070	58,067
July	53,012	81,316	91,779	116,858	75,333
August	57,471	56,626	89,496		67,832
September	111,107	82,785	98,573		97,442
October	61,805	60,265	65,596		62,525
November	33,475	88,057	134,286		85,232
December	39,510	152,262	66,342		85,997
	\$605,931	\$767,070	\$881,886		\$751,629

For 2014, REET is \$81,279 more than the same period last year and more than the 2014 target by \$56,630

* NOTE THE 2014 target is computed on a 3 year average (2011-2013) of actual receipts

Real Estate Excise Taxes (REET) 2011 - 2014 Property Sales > \$500,000 (The sales actually occur in the prior month; there is a 30 day lag between sales and when the City receives the revenue)								
Taxes from > \$500,000 Sale Amounts								
	2011	2012	2013	2014	2011	2012	2013	2014
January	1,046,085	5,515,283	3,380,165	4,699,850	5,178	27,301	16,732	23,264
February	547,257	1,152,000	3,417,500	3,930,920	2,709	5,702	16,917	19,458
March	1,100,000	750,000	3,514,000	2,175,430	5,445	3,713	17,394	10,768
April	1,075,000	870,000	1,570,450	4,266,725	5,321	4,307	7,774	21,120
May	2,372,000	2,796,250	3,634,210	12,347,730	11,741	13,841	17,989	61,121
June	2,605,000	1,215,000	2,761,500	7,353,999	12,895	6,014	13,669	36,402
July	3,354,950	4,196,500	8,478,706	15,071,601	16,607	20,773	41,970	74,604
August	3,045,950	1,756,200	6,131,455		15,077	8,693	30,351	0
September	15,691,044	4,859,500	10,911,500		77,671	24,055	54,012	0
October	7,873,950	3,087,500	5,568,400		38,976	15,283	27,564	0
November	875,000	8,334,960	18,620,230		4,331	41,258	92,170	0
December	2,189,000	23,033,200	4,606,450		10,836	114,014	22,802	0
	\$41,775,236	\$57,566,393	\$72,594,566	\$49,846,255	206,787	284,954	359,344	246,737



City of Kenmore, Washington
Monthly Report for Kenmore Village Fund
July 31, 2014



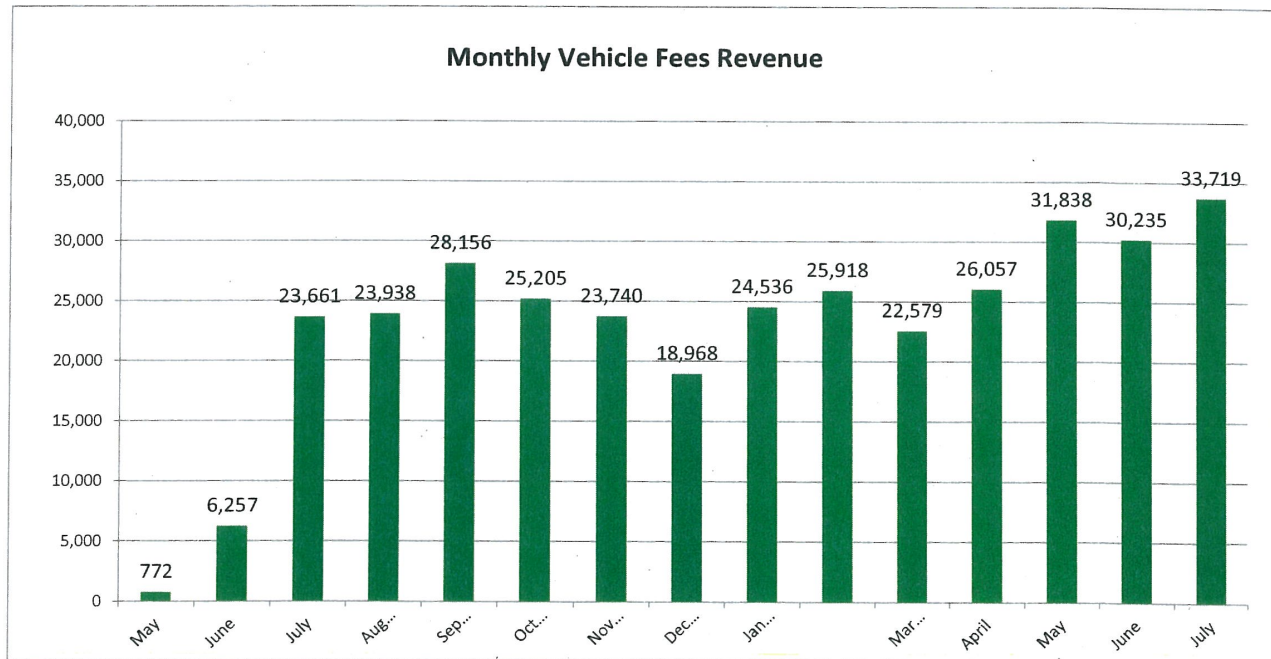
<u>Revenues</u>	<u>July 2014</u>	<u>Biennium-to- Date</u>	<u>Biennium Budget</u>
Lease Income (USPS & Kenmore Village)	0	50,750	102,100
Return of Security Deposit	0	0	0
Other Rent Income	0	15,100	15,000
Landlord Expense (CAM*) Reimbursement	0	0	0
Investment Interest	0	933	4,500
Sale of Property	0	4,555,922	4,440,000
Leasehold Excise Returned	0	4,718	14,900
Total Revenues	0	4,627,423	4,576,500
<u>Expenditures</u>			
6700 Building Improvements	0	0	11,000
Downtown Plan Services	0	214,752	228,168
Property Management	0	3,263	43,200
Utilities and Insurance - Kenmore Village	0	44,965	6,600
Repairs, Maintenance, Other Services	13,942	37,958	34,918
Transfers to Other Funds	0	0	926,800
Total Expenditures	13,942	300,938	1,250,686
Net Income (Loss)	-13,942	4,326,486	3,325,814

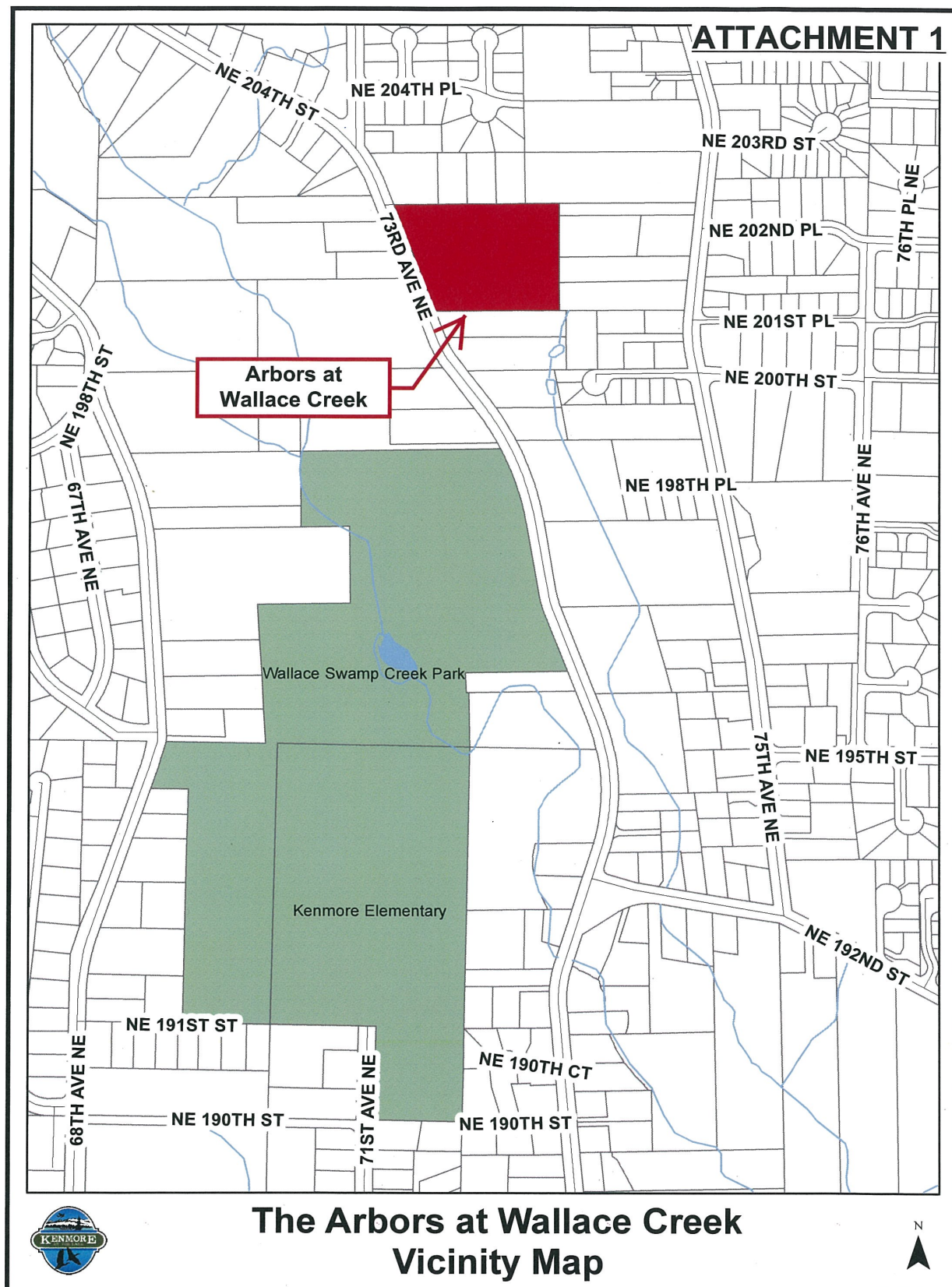
NOTE: This schedule only reflects activity occurring on the City books and does not include the lease revenue and expenditures accounted for by the property management firm.

Kenmore Transportation Benefit District
Monthly Report
July 31, 2014



<u>Revenues</u>	<u>July 2014</u>	<u>Biennium-to-Date</u>	<u>Biennium Budget</u>
Vehicle Fees			
Total Revenues	\$ 33,719	\$345,579	\$535,000
<u>Expenditures</u>			
WCIA Insurance		7,500	10,000
Reimbursement to Street Fund		0	525,000
Total Expenditures	0	7,500	535,000
Net Income (Loss)	\$ 33,719	\$338,079	\$0





ATTACHMENT 2

**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 14-246**

**A RESOLUTION OF THE CITY OF KENMORE,
WASHINGTON, GRANTING FINAL PLAT APPROVAL FOR
THE ARBORS AT WALLACE CREEK PLAT (File FLP2006-
043)**

WHEREAS, the City Council desires to grant final plat approval for the Arbors at Wallace Creek Plat;

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

Section 1. Plat Approval. Pursuant to RCW 58.17.170, the City Council of the City of Kenmore finds that all conditions of preliminary plat approval for the Arbors at Wallace Creek Plat have been satisfied, and hereby grants final plat approval. Pursuant to RCW 58.17.195, the City Council further finds that the Arbors at Wallace Creek Plat, as approved, conforms with all applicable City of Kenmore zoning and other land use regulations. See attached Exhibit A for plat layout.

Section 2. Authorization. The City Manager and/or his designee(s) are hereby authorized by the City Council to sign the face of the plat for the Arbors at Wallace Creek Plat and to cause the plat to be recorded with King County.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON,
AT A REGULAR MEETING THEREOF THIS 8TH DAY OF SEPTEMBER 2014.

CITY OF KENMORE

David Baker, Mayor

ATTEST/AUTHENTICATED:

Patty Safrin, City Clerk

Approved as to form:

Rod Kaseguma, City Attorney

The Arbors at Wallace Creek

VOL/Pg
ATTACHMENT 3
EXHIBIT A RESOLUTION 14-246

Legal Description:

Lot 1, Block 3, Alderwood Manor No. 14, according to the plat thereof, recorded in Volume 26 of Plats, Page 4, in King County, Washington.
Situate in the County of King, State of Washington.

Dedication:

KNOW ALL PEOPLES BY THESE PRESENTS that we, the undersigned owners of interest in the land hereby subdivided, hereby declare this plat to be the graphic representation of the subdivision made hereby, and do hereby dedicate to the use of the public forever all street and avenues not shown as private hereon and dedicate the use thereof for all public purposes not inconsistent with the use thereof for public highway purposes, and also the right to make all necessary slopes for cuts and fills upon the lots shown thereon in the original reasonable grading of said streets and avenues, and further dedicate to the use of the public all the easements and tracts shown on this plat for all public purposes as indicated thereon, including but not limited to parks, open space, utilities, and drainage unless such easements or tracts are specifically identified on this plat as being dedicated or conveyed to a person or entity other than the public, in which case we do hereby dedicate such streets, easements, or tracts to the person or entity identified and for the purpose stated.

Further, the undersigned owners of the land hereby subdivided, waive for themselves, their heirs and assigns and any person or entity deriving title from the undersigned, any and all claims for damages against the City of Kenmore, its successors and assigns which may be occasioned by the establishment, construction, or maintenance of roads and/or drainage systems within this subdivision other than claims resulting from inadequate maintenance by the City of Kenmore.

Further, the undersigned owners of the land hereby subdivided, are for themselves, their heirs and assigns to indemnify and hold the City of Kenmore, its successors and assigns, harmless from any damage, including any costs of defense, claims by persons within or without this subdivision to have been caused by alterations of the ground surface, vegetation, drainage, or surface or sub-surface water flows within this subdivision or by establishment, construction or maintenance of the roads within this subdivision. Provided, this waiver and indemnification shall not be construed as releasing the City of Kenmore, its successors or assigns, from liability for damages, including the cost of defense, resulting in whole or in part from the negligence of the City of Kenmore, its successors, or assigns.

This subdivision, dedication, waiver of claims and agreements to hold harmless is made with the free consent and in accordance with the desires of said owners.

In witness whereof, we set our hands and seals:

Mietzner Brothers Properties, LLC, a Washington limited liability company

By: Michael Mietzner
its: President

Richard H. Mietzner
Richard H. Mietzner

Lorraine Mietzner
By Att. in Law, P.O.A.
Lorraine Mietzner

N.W. 1/4 & N.E. 1/4, OF N.W. 1/4, SEC. 1, TWP. 26 N., R. 4 E., W.M.
CITY OF KENMORE, KING COUNTY, WASHINGTON

Acknowledgment:

STATE OF WASHINGTON)
COUNTY OF Snohomish) SS

I, certify that I know or have satisfactory evidence that Michael Mietzner signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the President of Mietzner Brothers Properties, LLC to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.



Dated: 7-22-14
Signature of Notary Public: Melanie D. Steffan
Printed name of Notary Public: Melanie D. Steffan
Title: Notary
Residing at: Everett
My Appointment Expires: 6-29-15

STATE OF WASHINGTON)
COUNTY OF Snohomish) SS

I certify that I know or have satisfactory evidence that Richard H. Mietzner is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.



Dated: 7-22-14
Signature of Notary Public: Melanie D. Steffan
Printed name of Notary Public: Melanie D. Steffan
Title: Notary
Residing at: Everett
My Appointment Expires: 6-29-15

STATE OF WASHINGTON)
COUNTY OF Snohomish) SS

On This day personally appeared Richard H. Mietzner, to me known to be the person described in and who executed the within and foregoing instrument as attorney in fact under a Durable Financial Power of Attorney for Lorraine Mietzner, as Principal, and on oath stated that he was authorized to execute said instrument on behalf of said Principal, and acknowledged the same to be the free and voluntary act of said Principal, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this 22nd day of July, 2014



Signature of Notary Public: Melanie D. Steffan
Printed name of Notary Public: Melanie D. Steffan
Title: Notary
Residing at: Everett
My Appointment Expires: 6-29-15

Approvals:

City of Kenmore
Examined and approved this _____ day of _____, 20____

Development Services Director, City of Kenmore
Examined and approved this _____ day of _____, 20____

City Manager, City of Kenmore
Examined and approved this _____ day of _____, 20____

City Clerk, City of Kenmore

King County Department of Assessments
Examined and approved this _____ day of _____, 20____

King County Assessor Deputy King County Assessor
Account Number: 0114100080.

Finance Division Certificate
I hereby certify that all property taxes are paid, that there are no delinquent special assessments certified to this office for collection and that all special assessments certified to this office for collection on any of the property herein contained dedicated as streets, alleys, or for any other public use, are paid in full.
This _____ day of _____, 20____

FINANCE DIVISION
Manager, Finance Division Deputy

Land Surveyor's Certificate

I hereby certify that this plat of The Arbors at Wallace Creek is based upon an actual survey and subdivision of Section 1, Township 26 North, Range 4 East, W.M., that the courses and distances are shown correctly thereon; that the monuments will be set and the lot and block corners will be staked correctly on the ground as construction is completed and that I have fully complied with the provisions of the platting regulations.



David G. West Jr.
DAVID G. WEST Jr., Professional Land Survey,
Certificate Number: 30442
David West & Co.
13614 Ash Way
Everett, Wa. 98204
Phone: (509) 630-0783

Manager	Superintendent of Records	David WEST & Co. PROFESSIONAL LAND SURVEYORS 13614 ASH WAY EVERETT, WA. 98204 509-630-0783 (CELL)	PLAT OF: The Arbors at Wallace Creek FLP NO. 2006-043 N.W. 1/4 & N.E. 1/4, OF N.W. 1/4, SEC. 1, TWP. 26 N., R. 4 E., W.M. CITY OF KENMORE, KING COUNTY, WASHINGTON	SCALE: 1" = 40' DATE: 1/15/2014 JOB NO: 2003-4 SHEET/OF: 1/3
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The Arbors at Wallace Creek

N.W. 1/4 & N.E. 1/4, OF N.W. 1/4, SEC. 1, TWP. 26 N., R. 4 E., W.M.
CITY OF KENMORE, KING COUNTY, WASHINGTON

Plat Notes

1. The Street Trees shall be owned and maintained by the homeowner's association unless and until the City of Kenmore or its successor agency has adopted a maintenance program. In the event the homeowner's association ceases to exist, the street trees shall be maintained by the adjacent lot owner.
2. The lots within this plat shall meet the minimum development standards of the zone in which it is located.
3. The lots within this plat are subject to park and traffic impact fees. Park and traffic impact fees shall be paid at the time of building permit issuance pursuant to the impact fee ordinance in effect at the time of building permit application.
4. The lots within this plat shall comply with the approved tree management plan on file with City of Kenmore (File ENG2013-0287). Any deviation from this plan shall be approved by the City of Kenmore.
4. School Impact Fees due for the plat shall be assessed and collected by the Northshore School District at the time of building permit issuance, using the fee schedules in effect when the building permit is submitted to The City of Kenmore.
5. New driveways shall conform to the requirements outlined in KCRS 3.01, KMC 12.50.080, KMC 18.30.030.B.8, and KMC 18.30.200. These requirements will be verified at building permit plan review stage.
6. "All building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain outlet as shown on the approved construction drawings No. ENG2013-0287 on file with the City of Kenmore. This plan shall be submitted with the application for any building permit. All connections of the drains must be constructed and approved prior to the final building permit. For those lots that are designated for individual lot infiltration or dispersion systems, the systems shall be constructed at the time of the building permit and shall comply with said plans. All individual stub-outs, infiltration, and dispersion systems shall be privately owned and maintained by the lot owner."
7. Rights of the public to make necessary slopes for cuts or fills upon the Land in the reasonable original grading of streets, avenues, alleys and roads, as disclosed in the original plat of Alderwood Manor No. 14, as recorded in Volume 26 of Plats, Page 4, in King County, Washington.
8. Terms and conditions of Notice of Charges by water, sewer, and/or storm and surface water utilities, recorded under Recording Number 9207300895.

Impervious Surface Notes:

1. Lots 1 through 13 shall be at the zoning code maximum of 70% of the lot area.
2. Lots 14 through 18 shall have roof areas no larger than the following table and the driveways no larger than 25% of the lot size.

Lot 14 ~ 1,803 S.F.
Lot 15 ~ 1,773 S.F.
Lot 16 ~ 1,905 S.F.
Lot 17 ~ 2,006 S.F.
Lot 18 ~ 1,660 S.F.

3. Driveways for Lots 12 through 18 shall drain toward the road, and the roof areas shall be dispersed toward the wetland.

Covenants:

All Lots and Tracts within this Plat are subject to the Declaration of Covenants, Conditions and Restrictions for The Arbors at Wallace Creek, recorded under Recording Number _____, records of King County, Washington.

Tract Notes:

Tracts 997, 998 and 999 are considered "tracts" pursuant to KMC 19.04.460. A "tract" is land reserved for special uses such as open space, surface water retention, utilities, or access. Tracts are not counted as lots nor considered a residential building site except as allowed by the City of Kenmore.

Tract 997 is an Access Tract. Lots 8, 9, 10 and 11 are hereby granted and conveyed an equal and undivided interest in said tract, together with all maintenance obligations.

Tract 998 is a Recreation Tract and is conveyed to the The Arbors at Wallace Creek Homeowners Association upon the recording of this plat. The The Arbors at Wallace Creek Homeowners Association shall be responsible for the maintenance of said Tract. In the event the homeowners association ceases to exist, the lots within the plat shall hold equal and undivided interest in Tract 998 for ownership and maintenance responsibility.

Tract 999 is an Environmentally Critical Area Tract, the ownership, maintenance, and protection of Tract 999 is dedicated to the The Arbors at Wallace Creek Homeowners Association upon recording. In the event the homeowners association ceases to exist, the lots within the plat shall hold equal and undivided interest in Tract 999 for ownership and maintenance responsibility.

Storm Drainage Facilities:

All underground and surface stormwater facilities and stormwater improvements constructed as a part of this plat, not located on public roadways or public drainage easements shall be maintained by The Arbors at Wallace Creek Home Owners Association unless otherwise noted on map. The City of Kenmore is hereby granted the right to enter the private drainage easements along with Tracts 997, 998 and 999, for necessary emergency purposes and inspection. This right of entry, however shall not be deemed a grant to the public for access or any other purpose. The City of Kenmore is not responsible for the maintenance of surface improvements outside of the right of way.

Should The Arbors at Wallace Creek Homeowners Association cease to exist for any reason the storm drainage facilities not on public property shall be maintained by the private property owners on which the improvements exist unless responsibilities are assigned in future documents, prepared in accordance with city, state and federal regulations and recorded with King County. A copy of any such document shall be provided to the City of Kenmore upon recording.

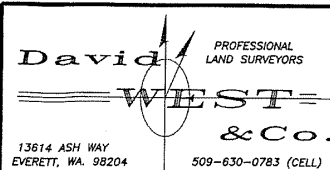
The City of Kenmore is a third party beneficiary of the maintenance of the storm drainage detention facilities (if any) and all storm drainage pipes and structures not on public right of way, with the right, but not the obligation, to cause enforcement. This covenant cannot be amended or repealed without written consent by the City of Kenmore.

Easement Provision:

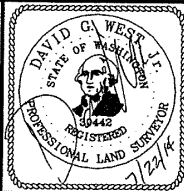
1. An easement is hereby reserved for and granted to City of Kenmore, Northshore Utility District, Verizon, Puget Sound Energy and Comcast and their respective successors and assigns, under and upon the exterior 10 feet parallel with and adjoining the street frontage of all lots and tracts as shown on the map in which to install, lay, construct, renew, operate and maintain underground conduits, mains, cables, and wires with necessary facilities and other equipment for the purpose of serving this subdivision and other property with sanitary sewer, water, electric, telephone, storm drainage, TV, and gas service, together with the right to enter upon the lots at all times for the purpose herein stated. These easements entered upon for these purposes shall be restored as near as possible to their original condition by the utility. No lines or wires for the transmission of electric current, telephone or cable TV shall be placed or be permitted to be placed upon any lot unless the same shall be underground or in a conduit attached to a building.
2. An easement is hereby reserved for and granted to the City of Kenmore, their respective successors and assigns under and upon Tracts 997, 998 and 999 in which to inspect, maintain and repair the storm drainage system thereon, together with the right to enter upon the tracts at all times for the purposes herein stated. These easements entered upon for these purposes shall be restored as near as possible to their original condition by the city.
3. Water and Sewer Easements shown hereon are granted to Northshore Utility District and are for the purposes of constructing, reconstructing, operating and maintaining the sanitary sewer and water main system, together with the right of ingress and egress for such purposes. All easements shall be free from all permanent structures. No fences or obstructions shall be constructed between the edge of the Right-of-Way and the water meters which restricts access by Northshore Utility District.
4. An easement is hereby reserved for and granted to The Arbors at Wallace Creek Homeowner's Association as shown on Lot 1 for the purposes of constructing, reconstructing, and maintaining an entry sign, together with the right of ingress and egress for such purposes.
5. An easement is hereby reserved for and granted to the owners of tax parcel No. 011410-0111, Kimberly Lane 9, LLC, and/or their successors or assigns, as shown on Lot 11, for the purposes of constructing, reconstructing, and maintaining storm drainage, together with the right of ingress and egress for such purposes.

Easements of Record:

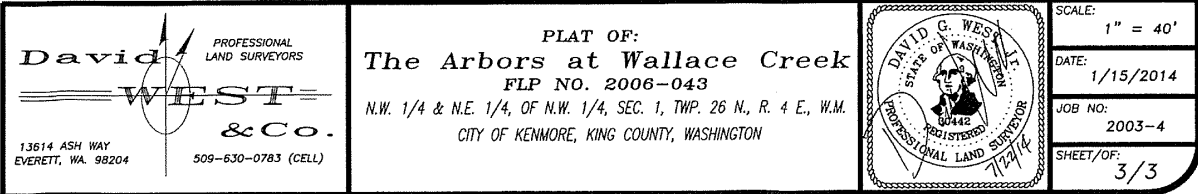
1. Subject to N.U.D. Water Easement Rec. No. 20131213000703
2. Subject to N.U.D. Sanitary Sewer Easement Rec. No. 20131213000704
3. Subject to Puget Sound Energy, Inc. Easement Rec. No. 20140121000706



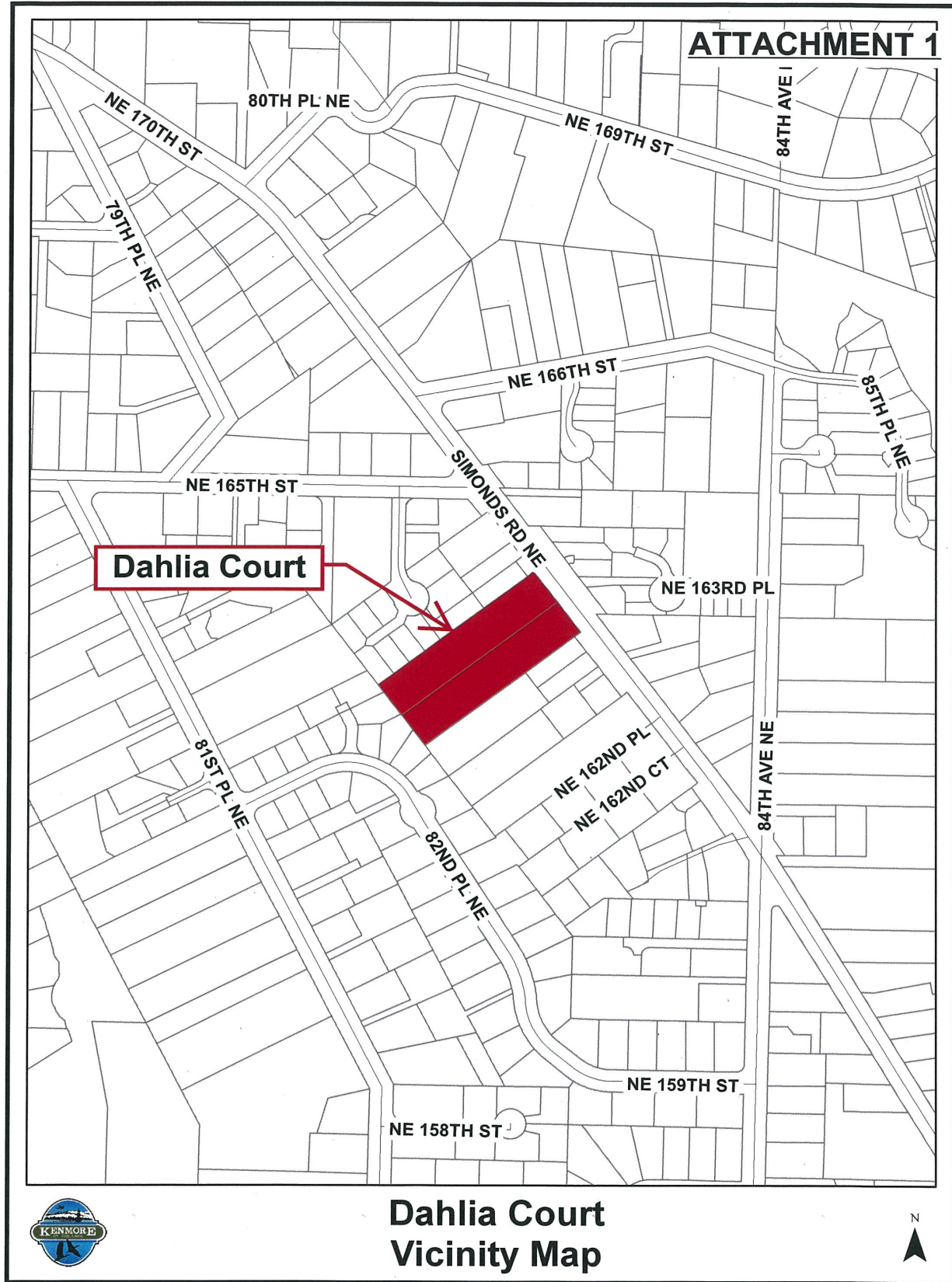
PLAT OF:
The Arbors at Wallace Creek
FLP NO. 2006-043
N.W. 1/4 & N.E. 1/4, OF N.W. 1/4, SEC. 1, TWP. 26 N., R. 4 E., W.M.
CITY OF KENMORE, KING COUNTY, WASHINGTON



SCALE: 1" = 40'
DATE: 1/15/2014
JOB NO: 2003-4
SHEET/OF: 2/3



Subject/Topic: Dahlia Court Final Plat – Resolution No. 14-247 Proposed Council Action/Motion: Adopt Resolution No. 14-247 Granting Final Plat Approval for Dahlia Court	For Council Meeting Agenda of: September 8, 2014 Department: Development Services Prepared by: Andrew Bauer, Associate Planner <u>Initial & Date</u> Approved by Department Head: BA 8/22/14 Approved by City Attorney: NA BA Approved by Finance Director: Jax 8/21/14 Approved by City Manager: ROK 8/26 Exhibits/Attachments: 1. Vicinity Map 2. Resolution 14-247 3. Dahlia Court Final Plat Map	
Expenditure Required \$0	Amount Budgeted \$ N/A	Appropriation Required \$ N/A
<u>INFORMATION/BACKGROUND:</u> The Dahlia Court final plat is ready to record. The Hearing Examiner granted conditional preliminary plat approval of the plat on October 17, 2007. Conditions of preliminary plat approval have been satisfied and required financial guarantees have been submitted. To obtain final plat approval the Council needs to pass a resolution approving the final plat. The final plat then needs to be signed by the City prior to being recorded with King County. The plat of Dahlia Court is a 13 lot single-family residential development on a 2.29 acre site zoned R-6 (residential 6 dwelling units per acre). All of the lots will access from the new public road serving the plat. The new road connects from Simonds Road NE and terminates with a cul-de-sac turnaround. The new road, right-of-way improvements, and stormwater facility will be dedicated to the City and maintenance responsibilities will be taken over by the City after a two-year maintenance period is completed by the applicant. Tract A contains an underground stormwater detention vault and a recreation space. The tract will be owned by the property owners within the plat, with an easement granted to the City for maintenance of the stormwater facility. The applicant has posted the required financial guarantees for maintenance of roadways and drainage. Traffic and parks impact fees will be assessed at the time of building permit for each individual lot.		
<u>FISCAL CONSIDERATION:</u> Permit fees will be collected upon approval of the plat and issuance of building permits. Subsequent expansion of single-family property tax base.		
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> To provide clear, accurate, and predictable permitting services in a timely and efficient manner.		



ATTACHMENT 2

CITY OF KENMORE

WASHINGTON

RESOLUTION NO. 14-247

**A RESOLUTION OF THE CITY OF KENMORE,
WASHINGTON, GRANTING FINAL APPROVAL FOR THE
PLAT OF DAHLIA COURT (File FLP2006-103)**

WHEREAS, the City Council desires to grant final plat approval for the Plat of Dahlia Court;

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

Section 1. Plat Approval. Pursuant to RCW 58.17.170, the City Council of the City of Kenmore finds that all conditions of preliminary plat approval for the Plat of Dahlia Court have been satisfied, and hereby grants final plat approval. Pursuant to RCW 58.17.195, the City Council further finds that the Plat of Dahlia Court, as approved, conforms with all applicable City of Kenmore zoning and other land use regulations. See attached Exhibit A for plat layout.

Section 2. Authorization. The City Manager and/or his designee(s) are hereby authorized by the City Council to sign the face of the plat for Dahlia Court and to cause the plat to be recorded with King County.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON,
AT A REGULAR MEETING THEREOF THIS 8TH DAY OF SEPTEMBER 2014.

CITY OF KENMORE

David Baker, Mayor

ATTEST/AUTHENTICATED:

Patty Safrin, City Clerk

Approved as to form:

Rod Kaseguma, City Attorney

DAHLIA COURT

A PORTION OF SECTION 13, TOWNSHIP 26 NORTH, RANGE 4 EAST, W.M.,
CITY OF KENMORE, KING COUNTY, WASHINGTON

VOL./PG.

LEGAL DESCRIPTION

THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 26 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTH LINE OF SAID SUBDIVISION AT A POINT 775.27 FEET WEST OF THE NORTHEAST CORNER THEREOF;
THENCE SOUTH 38°16' EAST, ALONG THE SOUTHWESTERLY MARGIN OF SIMONDS COUNTY ROAD, 277.99 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
THENCE SOUTH 51°44' WEST, AT RIGHT ANGLES TO SAID SOUTHWESTERLY ROAD MARGIN, 500 FEET;
THENCE SOUTH 38°16' EAST 200 FEET;
THENCE NORTH 51°44' EAST 500 FEET TO THE SOUTHWESTERLY MARGIN OF SAID COUNTY ROAD;
THENCE NORTH 38°16' WEST, ALONG SAID ROAD MARGIN, 200 FEET TO THE TRUE POINT OF BEGINNING.

(ALSO KNOWN AS TRACTS 13 AND 14, IN BLOCK "I", MOORLAND HEIGHTS, AN UNRECORDED PLAT).

APPROVALS

CITY OF KENMORE

EXAMINED AND APPROVED THIS _____ DAY OF _____, 2014.

DEVELOPMENT SERVICES DIRECTOR

EXAMINED AND APPROVED THIS _____ DAY OF _____, 2014.

CITY MANAGER, CITY OF KENMORE

EXAMINED AND APPROVED THIS _____ DAY OF _____, 2014.

CITY CLERK, CITY OF KENMORE

DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SUBDIVIDED, HEREBY DECLARE THIS PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SUBDIVISION MADE HEREBY, AND DO HEREBY DEDICATE TO THE CITY OF KENMORE FOR THE USE OF THE PUBLIC FOREVER, ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON AND DEDICATE THE USE THEREOF FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC HIGHWAY PURPOSES, SUBJECT TO THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THE LOTS SHOWN THEREON IN THE ORIGINAL REASONABLE GRADING OF SAID STREETS AND AVENUES, AND FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL THE EASEMENTS AND TRACTS SHOWN ON THIS PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACES, UTILITIES AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS PLAT AS BEING GRANTED AND CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC, IN WHICH CASE WE DO HEREBY GRANT AND CONVEY SUCH STREETS, EASEMENTS, OR TRACTS TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND SUBDIVIDED HEREBY WAIVE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS AND ANY PERSON OR ENTITY DERIVING TITLE FROM THE UNDERSIGNED, ANY AND ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF KENMORE, ITS SUCCESSORS AND ASSIGNS WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION, OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SUBDIVISION OTHER THAN CLAIMS RESULTING FROM INADEQUATE MAINTENANCE BY THE CITY OF KENMORE.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND SUBDIVIDED HEREBY AGREE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS TO INDEMNIFY AND HOLD THE CITY OF KENMORE, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING ANY COSTS OF DEFENSE, CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE, OR SURFACE OR SUB-SURFACE WATER FLOWS WITHIN THIS SUBDIVISION OR BY ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF THE ROADS WITHIN THIS SUBDIVISION. PROVIDED, THIS WAIVER AND INDEMNIFICATION SHALL NOT BE CONSTRUED AS RELEASING THE CITY OF KENMORE, ITS SUCCESSORS OR ASSIGNS, FROM LIABILITY FOR DAMAGES, INCLUDING THE COST OF DEFENSE, RESULTING IN WHOLE OR IN PART FROM THE NEGLIGENCE OF THE CITY OF KENMORE, ITS SUCCESSORS, OR ASSIGNS.

THIS SUBDIVISION, DEDICATION, WAIVER OF CLAIMS AND AGREEMENT TO HOLD HARMLESS IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNERS.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS.

SSH, LLC, A DELAWARE LIMITED LIABILITY COMPANY DBA DR HORTON
BY: SHLR OF WASHINGTON INC., A WASHINGTON CORPORATION, ITS MANAGER

BY: Tia Brotherton Heim TITLE: VICE PRESIDENT
TIA BROTHERTON HEIM

ACKNOWLEDGMENT

STATE OF WASHINGTON } SS
COUNTY OF KING }

ON THIS 21st DAY OF August, 2014, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, PERSONALLY APPEARED TIA BROTHERTON HEIM TO ME KNOWN TO BE THE VICE PRESIDENT OF SHLR OF WASHINGTON INC., A WASHINGTON CORPORATION, THE MANAGER OF SSH, LLC, A DELAWARE LIMITED LIABILITY COMPANY DBA DR HORTON, THAT EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED SAID INSTRUMENT TO BE THE FREE AND VOLUNTARY ACT AND DEED OF SAID COMPANY FOR THE USES AND PURPOSES THEREIN MENTIONED AND ON OATH STATED THAT SHE WAS AUTHORIZED TO EXECUTE SAID INSTRUMENT.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

RAEYLN HULQUIST

COMMISSION EXPIRES 10-19-2017

NOTARY PUBLIC

STATE OF WASHINGTON

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, RESIDING AT Everett
MY COMMISSION EXPIRES : 10-19-2017

RECORDING CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF THE CITY OF KENMORE THIS _____ DAY OF _____, 2014 A.D., AT _____ MINUTES PAST _____ M. AND RECORDED IN VOLUME _____ OF PLATS, PAGES _____, RECORDS OF KING COUNTY, WASHINGTON.

DIVISION OF RECORDS AND ELECTIONS

MANAGER _____ SUPERINTENDENT OF RECORDS _____

RECORDING NO. _____

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT OF "DAHLIA COURT" IS BASED UPON A SURVEY OF SECTION 13, TOWNSHIP 26 NORTH, RANGE 4 EAST, W.M., THAT ALL COURSES AND DISTANCES ARE SHOWN CORRECTLY THEREON, THAT THE MONUMENTS WILL BE SET AND THE LOT AND BLOCK CORNERS WILL BE STAKED CORRECTLY ON THE GROUND AS CONSTRUCTION IS COMPLETED AND THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF THE PLATING REGULATIONS.

Rick A. Foxworthy 8-20-14
RICK A. FOXWORTHY, PROFESSIONAL LAND SURVEYOR DATE
CERTIFICATE NO. 35142

RICK A. FOXWORTHY

STATE OF WASHINGTON

PROFESSIONAL LAND SURVEYOR

35142

RENEWED

CITY OF KENMORE FILE NO. FLP2006-103
\\ESM8\ENGR\ESM-JOB5\410\066\013\SURVEY PLOTS\FP-01.DWG

NE 1/4 OF NE 1/4 OF
SECTION 13, TOWNSHIP 26 NORTH,
RANGE 4 EAST, W.M.

ESM CONSULTING ENGINEER

33400 8th Avenue S.
Suite 205
Federal Way, WA 98003
www.esmcivil.com

FEDERAL WAY
EVERETT

Civil Engineering
Public Works

Land Surveying
Project Management

Land Plan
Landscap.

JOB NO. 410-066-013-0013

DATE: 2014-08-20

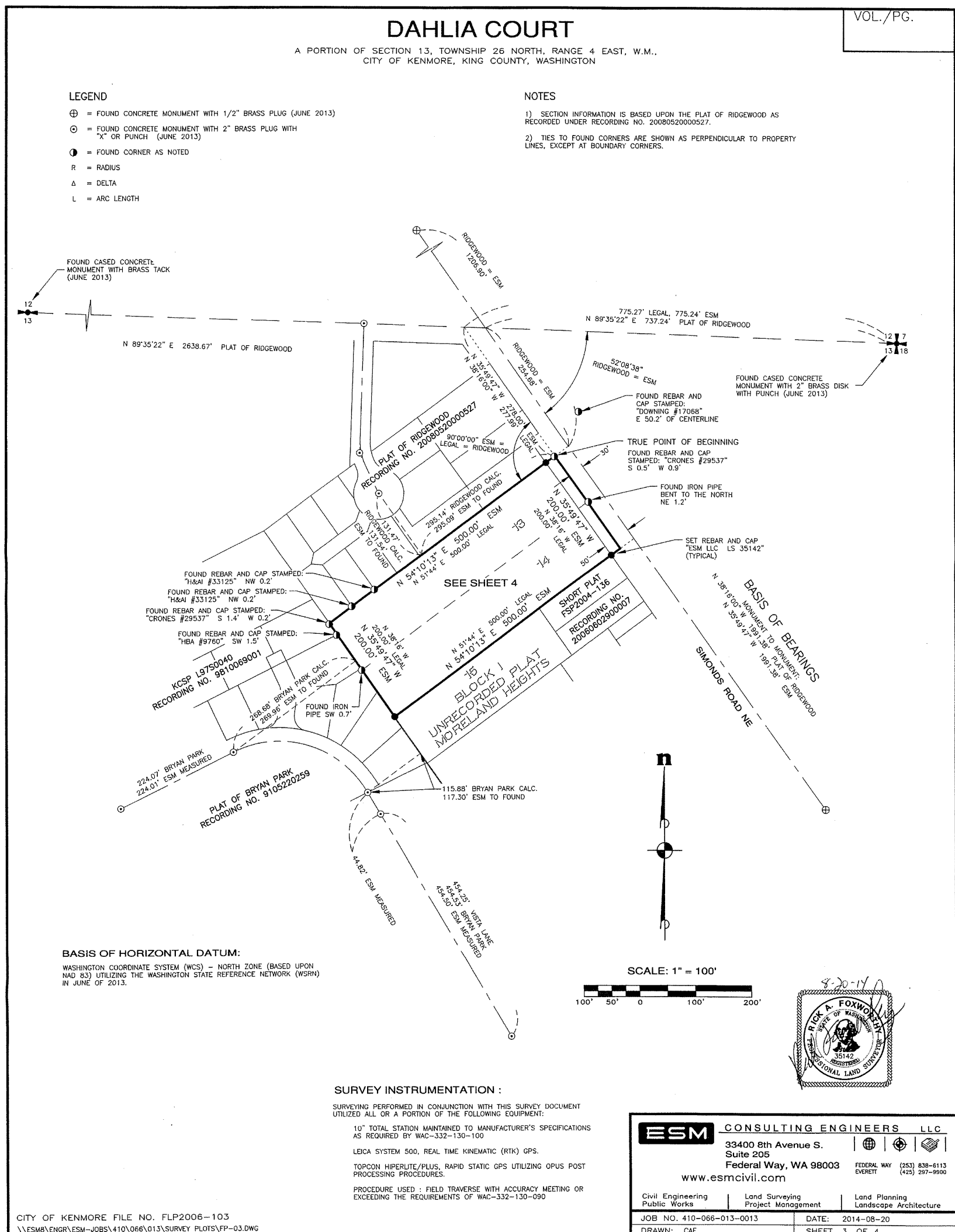
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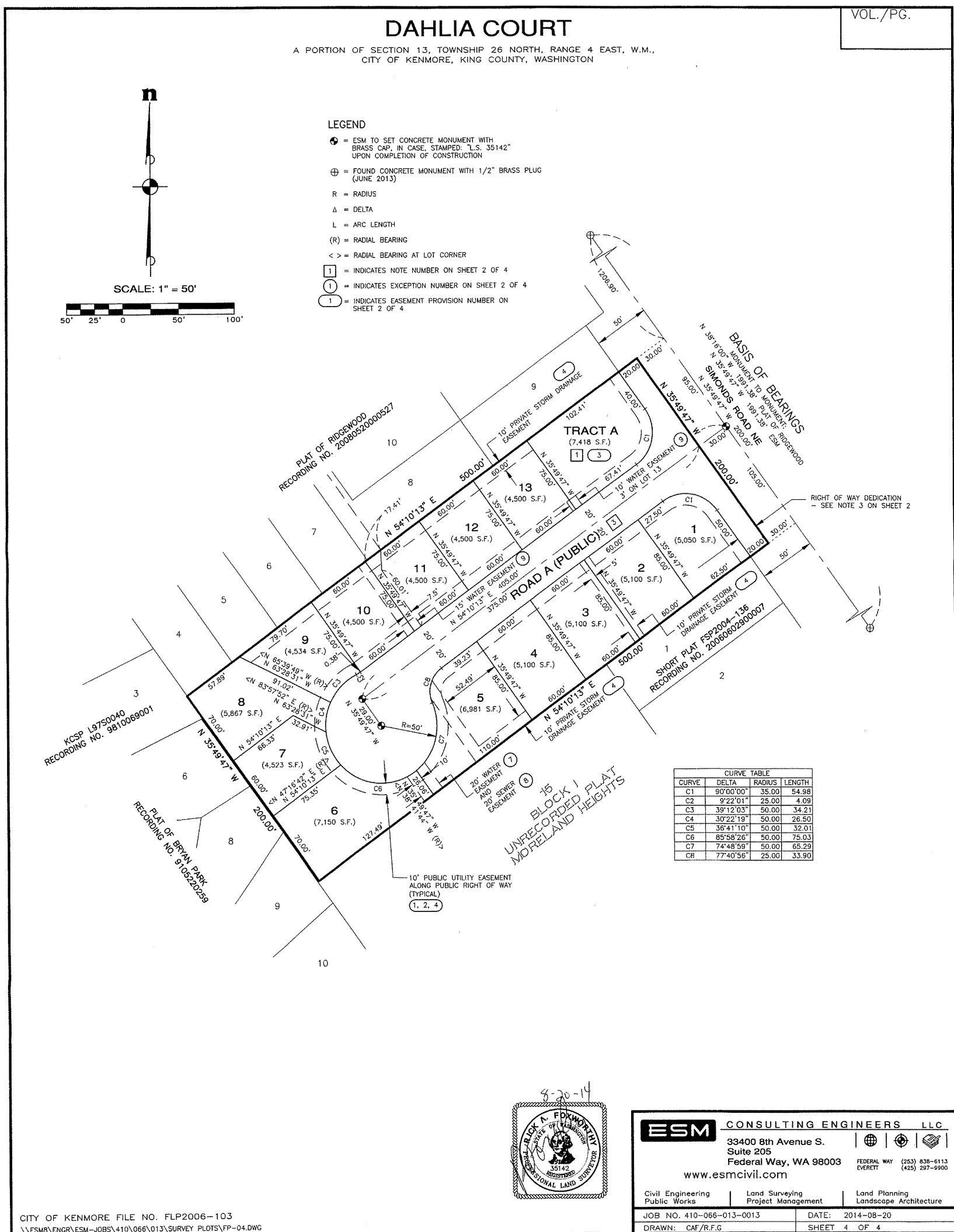
SHEET 1 OF 4

EXHIBIT A RESOLUTION 14-247

ATTACHMENT 3

XI. E. Adopt Resolution No. 14-247 - Dahlia Court Final Pla...

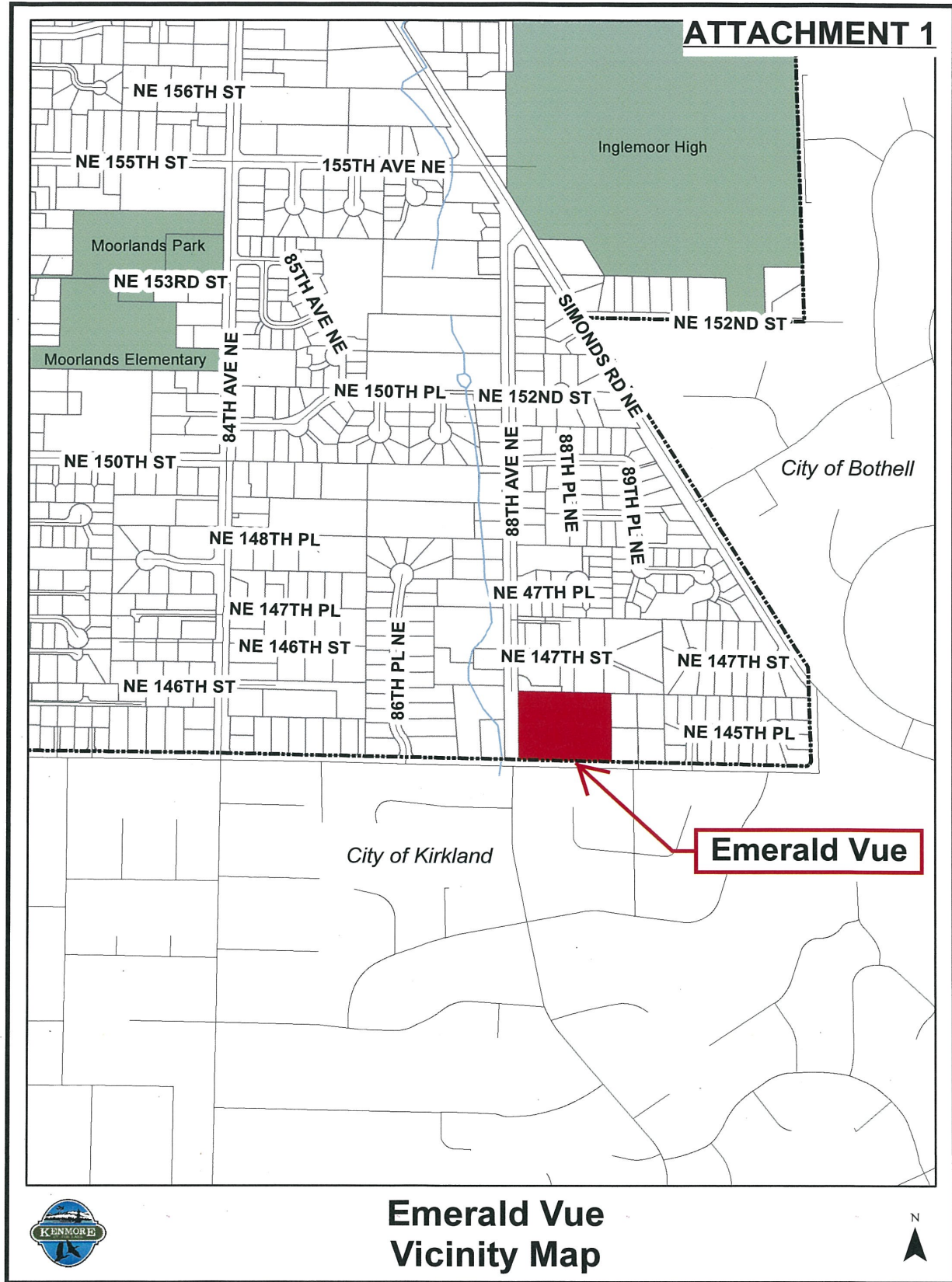






**City Council Business Agenda Item
City of Kenmore, WA**

Subject/Topic: Emerald Vue Final Plat – Resolution No. 14-248	For Council Meeting Agenda of: September 8, 2014											
Proposed Council Action/Motion: Adopt Resolution No. 14-248 Granting Final Plat Approval for Emerald Vue	Department: Development Services Prepared by: Andrew Bauer, Associate Planner <table border="0"> <tr> <td></td> <td align="right"><u>Initial & Date</u></td> </tr> <tr> <td>Approved by Department Head:</td> <td align="right"><u>BA 8/22/14</u></td> </tr> <tr> <td>Approved by City Attorney:</td> <td align="right"><u>NA BA</u></td> </tr> <tr> <td>Approved by Finance Director:</td> <td align="right"><u>Gay 8/22/14</u></td> </tr> <tr> <td>Approved by City Manager:</td> <td align="right"><u>BA</u></td> </tr> </table> Exhibits/Attachments: - Vicinity Map - Resolution 14-248 - Emerald Vue Final Plat Map			<u>Initial & Date</u>	Approved by Department Head:	<u>BA 8/22/14</u>	Approved by City Attorney:	<u>NA BA</u>	Approved by Finance Director:	<u>Gay 8/22/14</u>	Approved by City Manager:	<u>BA</u>
	<u>Initial & Date</u>											
Approved by Department Head:	<u>BA 8/22/14</u>											
Approved by City Attorney:	<u>NA BA</u>											
Approved by Finance Director:	<u>Gay 8/22/14</u>											
Approved by City Manager:	<u>BA</u>											
Expenditure Required \$0	Amount Budgeted \$ N/A	Appropriation Required \$ N/A										
<u>INFORMATION/BACKGROUND:</u> The Emerald Vue final plat is ready to record. The Hearing Examiner granted conditional preliminary plat approval of the plat on May 10, 2013. Conditions of preliminary plat approval have been satisfied and required financial guarantees have been submitted. To obtain final plat approval the Council needs to pass a resolution approving the final plat. The final plat then needs to be signed by the City prior to being recorded with King County. The plat of Emerald Vue is a 14 lot single-family residential development on a 2.77 acre site zoned R-6 (residential 6 dwelling units per acre). All of the lots will access from the new public road serving the plat. The new road connects from NE 145th Street and terminates with a cul-de-sac turnaround. The new road, right-of-way improvements, and stormwater facility will be dedicated to the City and maintenance responsibilities will be taken over by the City after a two-year maintenance period is completed by the applicant. Tract 999 contains a stormwater detention pond, Tract 998 is for protection of environmentally critical areas and their buffers (stream/wetlands), and Tract 100 contains a recreation space. All of the tracts will be owned by the property owners within the plat. An easement will be granted to the City on Tract 999 for maintenance of the stormwater facility. The applicant has posted the required financial guarantees for maintenance of roadways and drainage. Traffic and parks impact fees will be assessed at the time of building permit for each individual lot.												
<u>FISCAL CONSIDERATION:</u> Permit fees will be collected upon approval of the plat and issuance of building permits. Subsequent expansion of single-family property tax base.												
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> To provide clear, accurate, and predictable permitting services in a timely and efficient manner.												



ATTACHMENT 2

CITY OF KENMORE

WASHINGTON

RESOLUTION NO. 14-248

**A RESOLUTION OF THE CITY OF KENMORE,
WASHINGTON, GRANTING FINAL APPROVAL FOR THE
PLAT OF EMERALD VUE (File FLP2012-044)**

WHEREAS, the City Council desires to grant final plat approval for the Plat of Emerald Vue;

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

Section 1. Plat Approval. Pursuant to RCW 58.17.170, the City Council of the City of Kenmore finds that all conditions of preliminary plat approval for the Plat of Emerald Vue have been satisfied, and hereby grants final plat approval. Pursuant to RCW 58.17.195, the City Council further finds that the Plat of Emerald Vue, as approved, conforms with all applicable City of Kenmore zoning and other land use regulations. See attached Exhibit A for plat layout.

Section 2. Authorization. The City Manager and/or his designee(s) are hereby authorized by the City Council to sign the face of the plat for Emerald Vue and to cause the plat to be recorded with King County.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON,
AT A REGULAR MEETING THEREOF THIS 8TH DAY OF SEPTEMBER 2014.

CITY OF KENMORE

David Baker, Mayor

ATTEST/AUTHENTICATED:

Patty Safrin, City Clerk

Approved as to form:

Rod Kaseguma, City Attorney

VOLUME/PAGE

EMERALD VUE

BEING A PORTION OF THE SE1/4 OF THE SW1/4
SECTION 18, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN
CITY OF KENMORE, KING COUNTY, WASHINGTON

LEGAL DESCRIPTION

THE WEST 400 FEET OF THE FOLLOWING:

THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 18,
TOWNSHIP 26 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 30 FEET THEREOF AND EXCEPT THE SOUTH 30 FEET THEREOF, IN KING COUNTY, WASHINGTON;

(ALSO KNOWN AS A PORTION OF LOT 5, BLOCK 1, MOORLAND GARDENS, ACCORDING TO THE UNRECORDED PLAT THEREOF).

CITY OF KENMORE APPROVALS

DEVELOPMENT SERVICES

EXAMINED AND APPROVED THIS _____ DAY OF _____, 2014.

DEVELOPMENT SERVICES DIRECTOR

EXAMINED AND APPROVED THIS _____ DAY OF _____, 2014.

CITY MANAGER

EXAMINED AND APPROVED THIS _____ DAY OF _____, 2014.

CITY CLERK

KING COUNTY APPROVALS

KING COUNTY DEPARTMENT OF ASSESSMENTS

EXAMINED AND APPROVED THIS _____ DAY OF _____, 2014.

KING COUNTY ASSESSOR

DEPUTY KING COUNTY ASSESSOR

ACCOUNT NUMBER: 563050-0100

FINANCE DIVISION CERTIFICATE

I HEREBY CERTIFY THAT ALL PROPERTY TAXES ARE PAID, THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS
CERTIFIED TO THIS OFFICE FOR COLLECTION AND THAT ALL SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR
COLLECTION ON ANY OF THE PROPERTY HEREIN CONTAINED, DEDICATED AS STREETS, ALLEYS OR FOR ANY OTHER
PUBLIC USE, ARE PAID IN FULL, THIS _____ DAY OF _____, 2014.

MANAGER, FINANCE DIVISION

DEPUTY

DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SUBDIVIDED,
HEREBY DECLARE THIS PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SUBDIVISION MADE HEREBY, AND DO HEREBY
DEDICATE TO THE USE OF THE PUBLIC FOREVER ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON AND DEDICATE
THE USE THEREOF FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC HIGHWAY PURPOSES,
AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THE LOTS AND TRACTS SHOWN THEREON
IN THE ORIGINAL REASONABLE GRADING OF SAID STREETS AND AVENUES, AND FURTHER DEDICATE TO THE USE OF THE PUBLIC
ALL THE EASEMENTS AND TRACTS SHOWN ON THIS PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON, INCLUDING BUT
NOT LIMITED TO PARKS, OPEN SPACE, UTILITIES AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY
IDENTIFIED ON THIS PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC; IN WHICH
CASE WE DO HEREBY DEDICATE AND CONVEY SUCH STREETS, EASEMENTS, OR TRACTS TO THE PERSON OR ENTITY IDENTIFIED
AND FOR THE PURPOSE STATED.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND HEREBY SUBDIVIDED, WAIVE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS
AND ANY PERSON OR ENTITY DERIVING TITLE FROM THE UNDERSIGNED, ANY AND ALL CLAIMS FOR DAMAGES AGAINST CITY OF
KENMORE, ITS SUCCESSORS AND ASSIGNS WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION, OR
MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SUBDIVISION OTHER THAN CLAIMS RESULTING FROM
INADEQUATE MAINTENANCE BY CITY OF KENMORE.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND HEREBY SUBDIVIDED, AGREE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS
TO INDEMNIFY AND HOLD CITY OF KENMORE, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING ANY
COSTS OF DEFENSE, CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF
THE GROUND SURFACE, VEGETATION, DRAINAGE, OR SURFACE OR SUBSURFACE WATER FLOWS WITHIN THIS SUBDIVISION OR BY
THE ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF THE ROADS WITHIN THIS SUBDIVISION. PROVIDED, THIS WAIVER AND
INDEMNIFICATION SHALL NOT BE CONSTRUED AS RELINQUISHING CITY OF KENMORE, ITS SUCCESSORS OR ASSIGNS, FROM LIABILITY
FOR DAMAGES, INCLUDING THE COST OF DEFENSE, RESULTING IN WHOLE OR IN PART FROM THE NEGLIGENCE OF CITY OF
KENMORE, ITS SUCCESSORS, OR ASSIGNS.

THIS SUBDIVISION, DEDICATION, WAIVER OF CLAIMS, AND AGREEMENT TO HOLD HARMLESS IS MADE WITH THE FREE CONSENT
AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNERS.

IN WITNESS WHEREOF WE SET OUR HANDS AND SEALS:

henley usa llc.

A WASHINGTON LIMITED LIABILITY COMPANY

By: Vanessa Normandin

its Chief operating officer

Sumitomo Forestry America, Inc.

A WASHINGTON CORPORATION

By: ATSUSHI IWASAKI

ITS PRESIDENT

ACKNOWLEDGMENTS

STATE OF WASHINGTON

SS:

COUNTY OF KING

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT Vanessa Normandin IS THE PERSON
WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT SHE SIGNED THIS INSTRUMENT, ON OATH STATED
SHE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE Chief operating officer
OF HENLEY USA LLC. TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE
INSTRUMENT.

DATED THIS 20th DAY OF August, 2014.

Stephannie L. Karisson

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

RESIDING AT Benton, WA

PRINTED NAME Stephannie L. Karisson

COMMISSION EXPIRES 5-16-15

STEPHANIE LYNNE KARISSON

COMMISSION EXPIRES

NOTARY PUBLIC

5-16-15

STATE OF WASHINGTON

STATE OF WASHINGTON

SS:

COUNTY OF KING

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT ATSUSHI IWASAKI IS THE PERSON
WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE SIGNED THIS INSTRUMENT, ON OATH STATED
HE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE PRESIDENT
OF SUMITOMO FORESTRY AMERICA, INC. TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES
MENTIONED IN THE INSTRUMENT.

DATED THIS 20th DAY OF August, 2014.

Stephannie L. Karisson

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

RESIDING AT Benton, WA

PRINTED NAME Stephannie L. Karisson

COMMISSION EXPIRES 5-16-15

STEPHANIE LYNNE KARISSON

COMMISSION EXPIRES

NOTARY PUBLIC

5-16-15

STATE OF WASHINGTON

CITY OF KENMORE FILE NO. 2012-044

RECORDING CERTIFICATE:

Recording No. _____

Filed for record at the request of the City of Kenmore this _____

day of _____, 20____, at _____ minutes

past _____ m. and recorded in Volume _____ of Plats at

pages _____ through _____, records of King County, Washington.

DIVISION OF RECORDS AND ELECTIONS

Manager _____

Director of Records _____

LAND SURVEYOR'S CERTIFICATE:

I hereby certify that this plat of EMERALD VUE is based upon an

actual survey and subdivision of Section 18, Township 26 North,

Range 5 East, W.M., that the courses and distances are shown

correctly thereon; that the monuments will be set and the lot and

block corners will be staked correctly on the ground; as

construction is completed and that I have fully complied with the

provisions of the platting regulations.

OWEN B. HILLE

REGISTERED LAND SURVEYOR

40016

DATE SIGNED 8/20/2014

8/20/2014

Date

OWEN B. HILLE

REGISTERED LAND SURVEYOR

40016

DATE SIGNED 8/20/2014

Barghausen

Consulting Engineers, Inc

Civil Engineering, Land Planning, Surveying, Environmental Services

18215 72nd Avenue South Kent, WA 98032

Telephone: (425) 251-6222 Fax: (425) 251-8782

SE1/4 OF SW1/4, SEC, 18, T26N-R5E, W.

SHEET 1 OF 3

EXHIBIT A RESOLUTION 14-248

ATTACHMENT 3

FILED: P:\16000a\16422\survey\plots\16422p01.dwg LAYOUT: Sheet 1 Date/Time: 8/19/2014 4:34 PM Scale: 1" = 1' OHILLE Xref: _____

XI. F. Adopt Resolution No. 14-248 - Emerald Vue Final Plat...

VOLUME/PAGE

EMERALD VUE

BEING A PORTION OF THE SE1/4 OF THE SW1/4

SECTION 18, TOWNSHIP 26 NORTH, RANGE 5 EAST, WILLAMETTE MERIDIAN

CITY OF KENMORE, KING COUNTY, WASHINGTON

PLAT NOTES:

- THE ARTICLES OF INCORPORATION FOR THE EMERALD VUE HOMEOWNERS' ASSOCIATION ARE ON FILE WITH THE STATE OF WASHINGTON IN OLYMPIA.
- TRACT 100 IS A RECREATION TRACT FOR THE BENEFIT OF ALL LOT OWNERS IN THIS PLAT. EACH OWNERSHIP OF A LOT (1-14 INCLUSIVE) IN THIS PLAT INCLUDES AN EQUAL AND UNDIVIDED OWNERSHIP INTEREST IN SAID TRACT. THE EMERALD VUE HOMEOWNERS' ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE TRACT. SHOULD THE HOMEOWNERS' ASSOCIATION FAIL TO PROPERLY MAINTAIN TRACT 100, THEN THE LOT OWNERS OF ALL LOTS SHALL BE EQUALLY RESPONSIBLE FOR THE MAINTENANCE OF SAID TRACT.
- TRACT 998 IS AN OPEN SPACE TRACT CONTAINING CRITICAL AREAS FOR THE BENEFIT OF ALL LOT OWNERS IN THIS PLAT. EACH OWNERSHIP OF A LOT (1-14 INCLUSIVE) IN THIS PLAT INCLUDES AN EQUAL AND UNDIVIDED OWNERSHIP INTEREST IN SAID TRACT. THE EMERALD VUE HOMEOWNERS' ASSOCIATION SHALL BE RESPONSIBLE FOR THE MONITORING OF POTENTIAL VIOLATIONS OF THE USES OF THE TRACT ALONG WITH THE NECESSARY MAINTENANCE. SHOULD THE HOMEOWNERS' ASSOCIATION FAIL TO PROPERLY MAINTAIN SAID TRACT, THEN THE LOT OWNERS OF ALL LOTS SHALL BE EQUALLY RESPONSIBLE FOR THE MAINTENANCE OF SAID TRACT. ANY PORTION OF A WETLAND OR WETLAND BUFFER IN A CRITICAL AREA TRACT THAT IS TEMPORARILY AFFECTED POST-CONSTRUCTION BY MAINTENANCE OR REPAIRS TO UTILITY LINES MUST BE REPLANTED WITH NATIVE SHRUBS SIMILAR TO THOSE REMOVED.
- TRACT 999 IS A STORM DRAINAGE TRACT AND IS HEREBY CONVEYED TO THE CITY OF KENMORE FOR OWNERSHIP AND MAINTENANCE PURPOSES UPON THE RECORDING OF THIS PLAT.
- THIS PLAT IS SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS (CC&R'S) AS RECORDED UNDER RECORDING NO. _____.
- THE STREET TREES AND/OR REPLACEMENT TREES, PLANTED AS A CONDITION OF PLAT APPROVAL, SHALL BE PLANTED ACCORDING TO THE APPROVED LANDSCAPE PLANS ON FILE WITH THE CITY OF KENMORE. THE STREET TREES AND/OR REPLACEMENT TREES PLANTED WITHIN THE PLANTER ISLANDS (IF ANY) WITHIN THE CUL-DE-SAC OR WITHIN THE PUBLIC RIGHT OF WAY WHICH ADJUT THE PRIVATE TRACTS WITHIN THIS PLAT SHALL BE OWNED AND MAINTAINED BY THE EMERALD VUE HOMEOWNERS' ASSOCIATION. THE STREET TREES AND/OR REPLACEMENT TREES PLANTED WITHIN THE LOTS, AND WITHIN THE PUBLIC RIGHT OF WAY WHICH ADJUT THE LOTS, SHALL BE MAINTAINED BY THE EMERALD VUE HOMEOWNERS' ASSOCIATION. IN THE EVENT THE HOMEOWNERS' ASSOCIATION CEASES TO EXIST, THE STREET TREES SHALL BE MAINTAINED BY THE ADJACENT LOT OWNER.
- THE ROAD AND STORM DRAINAGE SYSTEMS SHALL BE CONSTRUCTED ACCORDING TO THE APPROVED PLAN AND PROFILE ON FILE WITH CITY OF KENMORE. ANY DEVIATION FROM THE APPROVED PLANS WILL REQUIRE WRITTEN APPROVAL FROM THE CITY OF KENMORE.
- ALL LOTS ARE REQUIRED TO BE REVIEWED AT THE TIME OF BUILDING PERMIT APPLICATION TO CONFIRM SPRINKLER SYSTEM REQUIREMENTS.
- ANY NEW STRUCTURES WITHIN THE PLAT ARE SUBJECT TO THE REQUIREMENTS OF THE R-6 ZONE, INCLUDING, BUT NOT LIMITED TO, BUILDING SETBACKS, HEIGHT, AND IMPERVIOUS SURFACE LIMITATIONS. THESE ITEM WILL BE VERIFIED AT THE TIME OF BUILDING PERMIT REVIEW.
- DIRECT DRIVEWAY ACCESS TO LOTS WILL NOT BE PERMITTED ONTO NE 145TH STREET.
- THE APPLICANT IS RESPONSIBLE FOR PAYMENT OF PARK IMPACT, TRAFFIC IMPACT, AND SCHOOL IMPACT FEES AT THE TIME OF BUILDING PERMIT APPLICATION FOR NEW SINGLE-FAMILY DWELLING BASED UPON THE IMPACT FEE ORDINANCE IN EFFECT AT THE TIME OF APPLICATION.
- THIS PLAT IS SUBJECT TO THE APPROVED TREE PLAN ON FILE WITH THE CITY OF KENMORE.
- TWO OFF-STREET PARKING SPACES SHALL BE PROVIDED FOR EACH DWELLING, LOCATED WITHIN A GARAGE, CARPORT, OR APPROVED IMPERVIOUS SURFACE, IN ACCORDANCE WITH KMC 18.40 AND DRIVEWAY STANDARDS OF KMC 12.50. DRIVEWAY AND MINIMUM PARKING REQUIREMENTS WILL BE VERIFIED AT THE TIME OF BUILDING PERMIT APPLICATION.
- ALL PRIVATE STORM DRAINAGE EASEMENTS (PSDE) SHOWN HEREON ARE HEREBY CONVEYED TO THE LOT OWNER WHO WOULD BENEFIT FROM THE EASEMENT. MAINTENANCE OF DRAINAGE FACILITIES WITHIN THE PSDE'S SHALL BE THE RESPONSIBILITY OF THE LOT OWNER WHO BENEFITS FROM THE EASEMENT (OR IN EQUAL SHARES AMONGST MULTIPLE LOT OWNERS WHO BENEFIT FROM THE EASEMENT).

THE PSDE WITHIN LOTS 1 THROUGH 5 IS FOR THE BENEFIT OF LOTS 1 THROUGH 6.
THE PSDE WITHIN LOTS 8 THROUGH 10 IS FOR THE BENEFIT OF LOTS 7 THROUGH 10.
THE PSDE WITHIN TRACTS 100 AND 998 IS FOR THE BENEFIT OF LOT 11.
THE PSDE WITHIN LOT 13 AND 14 IS FOR THE BENEFIT OF LOTS 12 THROUGH 14.

- ALL DRAINAGE ON INDIVIDUAL LOTS WITHIN THE PLAT SHALL COMPLY WITH THE APPROVED PLANS ON FILE WITH THE CITY OF KENMORE UNDER PRJ2014-044. PER THE APPROVED DRAINAGE PLAN ALL LOTS WITHIN THE PLAT, EXCEPT LOTS #5 AND #11 AS NOTED BELOW, MAY NOT EXCEED 2,700 SQUARE FEET OF IMPERVIOUS AREA WITHOUT ADDITIONAL DRAINAGE MITIGATION IN ACCORDANCE WITH KMC 13.35. LOT 5 MAY NOT EXCEED 3,400 SQUARE FEET OF IMPERVIOUS AREA AND LOT #11 MUST UTILIZE FULL DISPERSION PER KCSWDM C.2.1.

EASEMENTS AND RESERVATIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF KENMORE, PUGET SOUND ENERGY, INC., FRONTIER COMMUNICATIONS, COMCAST AND NORTSHORE UTILITY DISTRICT AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, UNDER AND UPON THE EXTERIOR TEN (10) FEET OF ALL LOTS AND TRACTS LYING PARALLEL WITH AND ADJOINING THE PROPOSED STREET FRONTS IN WHICH TO CONSTRUCT, OPERATE, MAINTAIN, REPAIR, REPLACE, ENLARGE UNDERGROUND PIPES, CONDUITS, CABLES AND WIRES WITH ALL NECESSARY OR CONVENIENT UNDERGROUND OR GROUND-MOUNTED APPURTENANCES THERETO, FOR THE PURPOSE OF SERVING THIS SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC, GAS, TELEPHONE, TELEVISION, WATER, SEWER, PUBLIC AND PRIVATE STORM DRAINAGE AND OTHER UTILITY SERVICE, TOGETHER WITH THE RIGHT TO ENTER UPON THE LOTS, TRACTS AND SPACES AT ALL TIME FOR THE PURPOSES HEREIN STATED.

THESE EASEMENTS ENTERED UPON FOR THESE PURPOSES SHALL BE RESTORED AS NEAR AS POSSIBLE TO THEIR ORIGINAL CONDITION BY THE UTILITY. NO LINES OR WIRES FOR TRANSMISSION OF ELECTRIC CURRENT OR FOR TELEPHONE USE OR CABLE TELEVISION SHALL BE PLACED OR PERMITTED TO BE PLACED UPON ANY LOT OR TRACT UNLESS THE SAME SHALL BE UNDERGROUND OR IN CONDUIT TO A BUILDING.

TITLE NOTES:

- PER CHICAGO TITLE INSURANCE COMPANY, ORDER NO.: 0017423-06 DATED AUGUST 14, 2014:
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: NORTSHORE UTILITY DISTRICT, A MUNICIPAL CORPORATION
PURPOSE: WATER LINES WITH NECESSARY APPURTENANCES
RECORDING DATE: SEPTEMBER 27, 2013 RECORDING NO.: 20130927000340 (SHOWN)
 - EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: PUGET SOUND ENERGY, INC., A WASHINGTON CORPORATION
PURPOSE: UTILITY SYSTEMS
RECORDING DATE: MAY 15, 2014 RECORDING NO.: 20140515000837
EASEMENT NO. 1: ALL STREETS AND ROAD RIGHTS-OF-WAY (BOTH PRIVATE AND PUBLIC) AS NOW OR HEREAFTER DESIGNED, PLATTED, AND/OR CONSTRUCTED WITHIN THE HEREIN DESCRIBED PROPERTY. (WHEN SAID STREETS AND ROADS ARE DEDICATED TO THE PUBLIC, THIS CLAUSE SHALL BECOME NULL AND VOID)
EASEMENT NO. 2: A STRIP OF LAND 10 FEET IN WIDTH ACROSS ALL LOTS, TRACTS AND OPEN SPACES LOCATED WITHIN THE HEREIN DESCRIBED PROPERTY BEING PARALLEL TO AND COINCIDENT WITH THE BOUNDARIES OF SAID PRIVATE AND PUBLIC STREETS AND ROAD RIGHTS-OF-WAY. (SHOWN)
EASEMENT NO. 3: AN EASEMENT AREA 10 FEET IN WIDTH HAVING 5 FEET OF SUCH WIDTH ON EACH SIDE OF THE CENTERLINE OF GRANTEE'S FACILITIES AS NOW CONSTRUCTED, TO BE CONSTRUCTED, EXTENDED OR RELOCATED, LYING WITHIN THE WEST 20 FEET OF THE NORTH 100 FEET OF THE HEREIN DESCRIBED PROPERTY.
 - COVENANTS, CONDITIONS AND RESTRICTIONS, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT.
RECORDING DATE: JULY 13, 1993 RECORDING NO.: 9307131566
 - INTENTIONALLY DELETED
 - RIGHT TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS UPON PROPERTY HEREIN DESCRIBED AS GRANTED OR RESERVED IN DEED IN FAVOR OF KING COUNTY.
RECORDING DATE: AUGUST 23, 1951 RECORDING NO.: 4164228
(AREA OF SLOPES NOT PLOTTABLE AS DESCRIBED. DOCUMENT IS FOR NE 145TH ST. R-0-W)

SURVEYOR'S NOTES:

BASIS OF BEARINGS: (NAD 83/91)
SOUTH LINE OF THE SOUTHWEST QUARTER, SECTION 18, TOWNSHIP 26 NORTH, RANGE 5 EAST, W.M., KING COUNTY, WASHINGTON, BEING NORTH 87°43'20" WEST, AS HELD BETWEEN WGS POINT 472 AND WGS POINT 473.

- REFERENCE SURVEYS:
- AMBER HEIGHTS, VOL. 162, PGS. 63-67
 - INGLEMOOR COURT, VOL. 222, PGS. 034-037
 - BELMONT HEIGHTS, VOL. 157, PGS. 16-18

PROCEDURE / NARRATIVE:

A FIELD TRAVERSE USING A TOPCON QS AND A TOPCON GR-5 SUPPLEMENTED WITH FIELD NOTES, WAS PERFORMED, ESTABLISHING THE ANGULAR, VERTICAL AND DISTANCE RELATIONSHIPS BETWEEN THE MONUMENTS, PROPERTY LINES AND IMPROVEMENTS. THE RESULTING DATA MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC 332-130-090.

NOTE:

ALL FRONT AND BACK LOT AND TRACT CORNERS WILL BE STAKED WITH A 1/2-INCH BY 12-INCH REBAR WITH PLASTIC CAP MARKED "BCE 40016" AS PLAT CONSTRUCTION IS COMPLETED.

CITY OF KENMORE FILE NO. 2012-044



JOB NO. 16422

Barghausen Consulting Engineers, Inc.
Civil Engineering, Land Planning, Surveying, Environmental Services
18215 72nd Avenue South Kent, WA 98032
Telephone: (425) 251-6222 Fax: (425) 251-8782

SE1/4 OF SW1/4, SEC. 18, T26N-R5E, W.M.

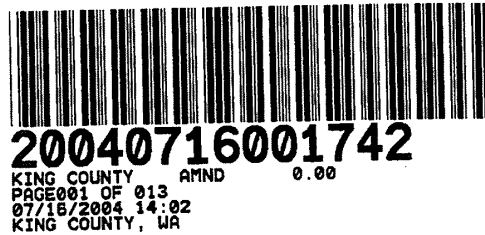
SHEET 2 OF 3

\\filerp1\160005\16422\p01.dwg LAYOUT:Sheet 2 Date/Time:8/19/2014 4:34 PM Scale:1" = 1' OHILLE Xref: VOLUME/PAGE

Subject/Topic: 2013 Conservation Futures (CFT) Proceeds	For Council Meeting Agenda of: 9/8/2014	
	Department:	<u>Engineering</u>
	Prepared by:	<u>Zack Richardson</u>
	To Be Presented By:	<u>Zack Richardson</u>
Proposed Council Action/Motion: Authorize the City Manager to execute Amendment 'E' to Contract Number 04-C363 with King County as required to accept funds awarded to the City through the 2013 Conservation Futures (CFT) Application process.		
	Approved by Department Head:	<u>Initial & Date</u> <u>KMO 8/20/14</u>
	Approved by City Attorney:	<u>N/A</u>
	Approved by Finance Director:	<u>[Signature] 8/28/14</u>
	Approved by City Manager:	<u>[Signature] 8/26/14</u>
	Exhibits/Attachments: Contract Number 04-C363 Amendment E	
Expenditure Required \$ 0	Amount Budgeted \$ 0	Appropriation Required \$ 0
<u>INFORMATION/BACKGROUND:</u>		
Prior to demolition of the structures on the City-owned parcels along 73 rd Ave NE, staff had applied and received award of King County Conservative Futures Tax (CFT) funding for the acquisition of the "Abagobez Property" located at 18804 73 rd Ave NE. The City has been awarded up to \$185,218 in 2013 CFT funding, but collecting the funds requires the City to sign the attached amendment to the open space agreement which was originally signed in 2004. Attachment 'A' though 'D' have already been added to the agreement as the City has received previous rounds of CFT funding for other sites; each attachment, including the one before the council, simply extends the agreement to a new piece (or pieces) of property. Once the agreement is completed, the land must remain as 'open space' which generally restricts uses on the site to certain recreation opportunities such as trails and wildlife viewing. Several of the adjacent properties have already been designated as open space through the same process and award of CFT funds.		
<u>FISCAL CONSIDERATION:</u>		
In budgeting for the acquisition and demolition of the properties along 73 rd Ave NE, staff had anticipated receiving the CFT funding and had budgeted accordingly. The demolition work was completed within budget in 2013.		
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u>		
The purchase of properties within the Swamp Creek Basin is part of the Council's goal #12 to ' <i>address watershed issues affecting the City</i> '; grant funding allows the City to maximize efforts to address watershed issues within the current City budget.		
The properties along the Swamp Creek corridor present an opportunity to establish a trail system along the stream which would help address the Council's Goal #11 to ' <i>move the City Council's interconnectivity vision forward toward implementation (parks, trails, open space, institutions, and shuttle bus)</i> '.		

Contract No. 04-C363

King County
Department Of Natural Resources And
Water And Land Resources Division
Open Space Acquisitions Unit
Attention: Pat Ross
MS – KSC-NR-600
201 SOUTH JACKSON, SUITE 600
Seattle, WA 98104-1614
(206) 296-8337
(206) 296-0192 FAX



Conservation Futures
Interlocal Cooperation Agreement
Between King County and the City of Kenmore for
Open Space Acquisition Projects

July 16, 2004

Department:	DNRP/WLRD Capital Projects & Open Space Acquisitions Section
Parties	City of Kenmore and King County
Project:	Conservation Futures

Contract No. 04-C363

**INTERLOCAL COOPERATION AGREEMENT BETWEEN KING COUNTY
AND THE CITY OF KENMORE FOR
OPEN SPACE ACQUISITION PROJECTS**

THIS INTERLOCAL COOPERATION AGREEMENT is entered into between the CITY OF KENMORE ("City") and KING COUNTY ("County").

Article I. Recitals

On February 27, 1989, the King County Council passed Ordinance 8867, which established a process to allocate the proceeds of the Conservation Futures Fund, including matching contribution requirements for jurisdiction receiving funds.

On September 21, 1989, the King County Council passed Ordinance 9128, which established a Conservation Futures Levy Fund to provide for the receipt and disbursement of Conservation Future tax levy proceeds and established conditions for use of the Fund, including conditions covering allowable cost and expenses.

On July 21, 2003, the King County Council passed Ordinance 14714, authorizing funding allocation procedures for King County Conservation Futures tax levy collections and amending Ordinance 8867, Section 2, as amended, and K.C.C. 26.12.020, adding new sections to K.C.C. chapter 26.12 and recodifying K.C.C. 26.12.020.

The Open Space Citizens Advisory Committee has recommended an allocation of Conservation Futures funds to specific projects from the Conservation Futures Levy fund following notification to the suburban cities that funds were available, provision of an opportunity for the suburban cities to respond and receipt by the committee of requests for funding, all pursuant to Ordinance 8867, as amended by Ordinance 14714.

The King County Council, by Ordinance 14409 allocated Conservation Futures funds to certain suburban cities projects and by Ordinance 14850 has authorized the King County Executive to enter into an interlocal cooperation agreement with the City in order to initiate the Swamp Creek Floodplain project.

Pursuant to King County Ordinances 8867, 9128 and 14714, Washington Statute Chapter 84.34 RCW and Washington Statute Chapter 39.34, the parties agree to the following:

Article II. Definitions

1. Open Space

The term "open space" or "open space land" means: (a) any land area so designated by an official comprehensive land use plan adopted by any city or county and zoned accordingly; or (b) any land area, the preservation of which in its present use would (i) conserve and enhance natural or scenic resources, or (ii) protect streams or water supply; or (iii) promote conservation of soils, wetlands, beaches or tidal marshes, or (iv) enhance the value to the public of abutting or neighboring parks, forests, wildlife reserves, natural reservations or sanctuaries or other open space, or (v) enhance recreational activities, or (vi) preserve historic sites, or (vii) preserve visual quality along highway, road, and street corridors or scenic vistas, or (viii) retain in its natural state tracts of land of not less than one acre situated in an urban area and open to public use on such conditions as may be reasonably required by the legislative body granting the open space classification, or (c) any land meeting the definition of farms and agricultural conservation under subsection (8) of RCW 84.34.020. As a condition of granting open space classification, the legislative body

may not require public access on land classified under (b) (iii) of this subsection for the purpose of promoting conservation of wetlands.

2. Project

The term "Project" means specific projects which meet open space criteria as described in King County Ordinance 8867, as amended by Ordinance 14714 and RCW 84.34.020, and which are attached to and incorporated by reference in King County Ordinance 14409 or added to the list of approved projects by the County.

3. Conservation Futures

The term "Conservation Futures" means developmental rights which may be acquired by purchase, gift, grant, bequest, devise, lease or otherwise, except by eminent domain, and may consist of fee simple or any lesser interest, development right, easement, covenant, or other contractual right necessary to protect, preserve, maintain, improve restore, limit future use of, or otherwise converse open space land, all in accordance with the provisions of Washington Statute Chapter 84.34 RCW and King County Ordinance 8867, as amended by Ordinance 14714.

Article III. Purpose of the Agreement

The purpose of this agreement is to create a cooperative arrangement between the City and the County relating to the Projects and to define the terms and conditions governing both parties' obligations created by this agreement.

Article IV. Term of Agreement

This agreement shall be continued in full force and effect and binding upon the parties hereto upon execution of the agreement by both parties. The terms of the agreement shall be indefinite. The agreement will be terminated if the City is unable or unwilling: 1) to expend the funds provided through this agreement; 2) to satisfy the matching requirements contained in this agreement; and 3) upon reimbursement by the City to the County of all unexpended funds provided by the County pursuant to this agreement in the manner and amounts described below.

Article V. Conditions of Agreement

Section 5.1 -- Project Descriptions. Funds available pursuant to this agreement may be used only for Projects listed in Attachment A, which is incorporated herein by reference, or such substituted Projects as may be approved by the County as set forth below. All County funded Projects must meet open space criteria as described in King County Ordinance 8867, as amended by Ordinance 14714, and Washington Statute Chapter 84.34.020 RCW.

Section 5.2 -- Use of Funds. Funds provided to the City pursuant to this agreement as well as funds provided by the City as match pursuant to this agreement may be used only for expenses related to property acquisition. Those expenses include appraisals, title searches, negotiations, administrative overhead, and the cost of actual acquisition or purchase options, all in accordance with the provisions of Section 5 of Ordinance 14714. Funds utilized pursuant to this agreement may not be used to purchase land obtained through the exercise of eminent domain.

Section 5.3 -- Substitution/Deletion of Projects. If the City does not proceed with the Projects described in Section 5.1 of this agreement, the City may reimburse the County all funds provided in good faith to acquire the property for open space, plus accrued interest earnings on the unexpended balance. Alternatively, the City may submit specific requests for project reprogramming to the County for its approval. All projects proposed for reprogramming must meet open space criteria as described in King County Ordinance 8867, Section 1, as amended by Ordinance 14714, and Washington Statute Chapter 84.34.020 RCW, be submitted for recommendation by the County's Citizens Oversight Committee or its successor, and be approved by action of the King County Council. All reprogramming requests shall be submitted to the County's Department of Natural Resources, Capital Projects and Open Space Acquisition Section, or its successor.

Section 5.4 -- Eminent Domain. If any Project requires the exercise of eminent domain to acquire the property all funds provided pursuant to this agreement plus accrued interest on such funds shall be reprogrammed as provided in this agreement or repaid to the County.

Article VI. Responsibilities of the City

Section 6.1 -- Matching Requirements. Any Project funded by Conservation Futures Levy proceeds shall be supported by the City in which the Project is located with a matching contribution which is no less than the amount of Conservation Futures Levy funds allocated to the Project. This contribution may be in the form of cash, land trades with a valuation verified by an appraisal conducted by a MAI certified appraiser, or credits for other qualifying open space acquired on or after January 1, 1989. Any City match, other

than cash, shall require County approval. County approval and County acceptance of the City's match will be transmitted in writing to the City by the County's Manager of the Capital Projects and Open Space Acquisition Section or their successor in functions.

If the Project involves a partnership, as defined in Ordinance 14714 SECTION 5, the participating partners shall determine the allocation of the contributions to the matching requirements of this agreement, so long as the total match is no less than the amount of Conservation Futures Levy funds provided by the County. Such matching contribution must be available within two years of the City's application for County funds to support Projects identified herein or approved substitute Projects.

If such commitment is not timely made, the County shall be released from any obligation to fund the Project in question, and the City shall reimburse the County all funds provided to the City pursuant to this agreement plus accrued interest on such funds. All such moneys will be available to the County to reallocate to other approved Projects. By appropriate legislature action taken not more than 60 days following the effective date of this agreement, the City shall commit to contribute its required match.

Section 6.2 -- Project Description. As part of the application to receive Conservation Futures Levy funds from the County, the City shall submit the following information concerning each project: 1) a narrative description of the project; 2) a description of the specific uses for Conservation Futures Levy funds in the Project; and 3) a description of the means by which the City will satisfy the matching requirements contained in this agreement.

Section 6.3 -- Reporting. All funds received pursuant to this agreement and accrued interest therefrom will be accounted for separately from all other City funds, accounts and

moneys. Until the property described in the Project is acquired and all funds provided pursuant to this agreement expended, the City shall provide annual written reports to the County within 30 days of the end of each relevant time period. The annual report shall contain the following information: a) an accounting of all cash expenditures and encumbrances for support of the Project; b) the status of each Project and any changes to the approved time line; and c) other relevant information requested by the County for the purpose of determining compliance with this agreement.

Following acquisition of the property and expenditure of all funds provided pursuant to this agreement, the City shall provide the County with a final report, within 90 days of the end of the calendar year in which all funds were expended. Said report shall contain a summary of all project expenditures, a description of the project status and accomplishments and other relevant information requested by the County for the purpose of verifying compliance with this agreement.

The City shall also provide the County, within 90 days of the end of each calendar, annual reports which specify any change in the status of the Project during the prior year and any change in the status of the Project which the City reasonably anticipates during the ensuing year. Such reports shall be required only if a change has taken place or is anticipated, except as provided above for ongoing and final project reports. All such reports shall be submitted to the County's Department of Natural Resources and Parks, Capital Projects and Open Space Acquisition Section, or its successor.

Section 6.4 -- Disposition of Remaining Funds.

If the City does not expend all funds provided through this agreement and no substitute project is requested or approved as to the excess funds, such funds shall be

refunded to the County. For purposes of this section, "funds" shall include all moneys provided by the county plus interest accrued by the City on such moneys.

Section 6.5 -- Maintenance in Perpetuity. The City, and any successor in interest, agree to maintain properties acquired with funds provided pursuant to this agreement as open space in perpetuity. If the City changes the status or use of properties acquired with funds provided pursuant to this agreement to any purpose, the City shall pay the County an amount in cash to be mutually determined or substitute other property acceptable to the County. In either case, the value of the property shall be established at the time of the change in status or use, based upon the changed status or use and not based on its value as open space.

Upon changes in status and/or use of the property acquired herein, at its own cost, the City will provide the County an independent MAI appraisal in accordance with this section. The value established by the appraisal will not be binding on the County. The City shall provide the County with written notice prior to the change of use and shall reimburse the County within 90 days of such notification. Reimbursement not received within 90 days will accrue interest at the then legal rate.

Article VII. Responsibilities of the County

Subject to the terms of this agreement, the County will provide Conservation Futures Levy funds in the amount shown in Attachment A. The City may request additional funds; however, the County has no obligation to provide funds to the City in excess of the amount shown in Attachment A. The County assumes no obligation for future support of the Projects described herein except as expressly set forth in this agreement.

Article VIII Other Provisions

Section 8.1 -- Hold Harmless and Indemnification.

A. The County assumes no responsibility for the payment of any compensation, fees, wages, benefits or taxes to or on behalf of the City, its employees, contractors or others by reason of this agreement. The City shall protect, indemnify and save harmless the County, its officers, agents and employees from any and all claims, cost and whatsoever occurring or resulting from: 1) the City's failure to pay any compensation, fees, wages, benefits or taxes; and 2) the supplying to the City of works services, materials or supplies by City employees or agents or other contractors or suppliers in connection with or in support of performance of this agreement.

B. The City further agrees that it is financially responsible for and will repay the County all indicated amounts following an audit exception, which occurs due to the negligent or intentional acts of this agreement by the City, its officer, employees, agent or representatives.

C. The City shall protect, indemnify and save harmless the County from any and all costs, claims, judgments, or awards of damages, arising out of or in any way resulting from the negligent acts or omissions of the City, its officers, employees or agents. For purpose of this agreement only, the City agrees to waive the immunity granted it for industrial insurance claims pursuant to Washington Statute Chapter 51 to the extent necessary to extend its obligations under this paragraph to any claim, demand, or cause of action brought by or on behalf of any employee, including judgments, awards and costs arising therefrom including attorney's fees.

Section 8.2 -- Amendment. The parties reserve the right to amend or modify this agreement. Such amendments or modifications must be by written instrument signed by the parties and approved by the respective City and County Councils.

Section 8.3 -- Contract Waiver. No waiver by either party of any term or condition of this agreement 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.

Section 8.4 -- Entirety. This agreement is the complete expression of the terms hereto and any oral representations or understandings not incorporated are excluded. This agreement merges and supersedes all prior negotiations, representations and agreements between the parties relating to the projects and constitutes the entire agreement between the parties. The parties recognize that time is of the essence in the performance of the provisions of this agreement.

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

KING COUNTY *Pam Beasom*
Ron Sims
Ron Sims
King County Executive

CITY OF KENMORE
Stephen Anderson
Stephen Anderson
City Manager

Date: _____
Acting under the authority of
Ordinance 14850

Date: June 14, 2004

Approved as to form:

Approved as to form:

Joseph B. Norbelle
NORM MALENG
King County Prosecuting Attorney

Mike Kenyon
Mike Kenyon
Kenmore City Attorney

ATTACHMENT A
CITY OF KENMORE
CONSERVATION FUTURES ALLOCATIONS & PROJECT DESCRIPTION

PROJECT NAME

AMOUNT

Swamp Creek Flood Reduction

\$ 100,000

PROJECT DESCRIPTION

The Swamp Creek Flood Reduction project consists of the acquisition of riparian lands along 73rd Avenue Northeast in Kenmore and may include the restoration of habitat and removal of flood-prone homes on the properties. After acquisition and home removal is complete, Swamp Creek will be realigned and a floodplain wetland will be created on the properties to restore riparian functions of the Creek, including the improving flood storage capacity.



806 Southwest Broadway
Suite 750
Portland, OR 97205
PHONE (503) 417-8700 FAX (503) 417-8787
www.NFWF.org

04-C363

RECEIVED

JUL 22 2004

CITY OF KENMORE

July 13, 2004

Bob Sokol
City of Kenmore
6700 NE 181st Street
Kenmore, WA 98028

RE: *Wildcliffe Shores Sammamish River Restoration (2001-0402-017)*

Dear Mr. Sokol:

This letter will serve as an amendment to the Project Period of the Grant Agreement for the above-referenced project as follows: Your new project period will be the 18-month period of 4/1/04 to 10/31/2005.

If you have any questions please don't hesitate to call Jennifer Taylor (503-417-8700 x21) or email her at taylor@nfwf.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Krystyna U. Wolniakowski".

Krystyna U. Wolniakowski, Director
Pacific Northwest Region

printed on recycled paper

Contract No. 04-C363 Amendment B

**AMENDMENT TO THE CONSERVATION FUTURES
INTERLOCAL COOPERATION AGREEMENT
BETWEEN KING COUNTY AND THE CITY OF KENMORE
FOR OPEN SPACE ACQUISITION PROJECTS**

Preamble

The King County Council, through Ordinance 9128, has established a Conservation Futures Levy Fund and appropriated proceeds to King County, the City of Seattle and certain suburban cities through the procedures set forth in Ordinance 8867, as amended by Ordinance 14714. This amendment is entered into to provide for the allocation of additional funds made available for open space acquisition.

THIS AMENDMENT is entered into between the CITY OF KENMORE and KING COUNTY, and amends and attaches to and is part thereof of the existing Interlocal Cooperation Agreement entered into between the parties on the 14th day of June, 2004.

The parties agree to the following amendments:

Amendment 1: Article I. Recitals

A paragraph is hereby added to the Recitals Section to provide for a Conservation Futures Levy Fund allocation for the Urban Nature Trail System open space acquisition project, and hereafter reads:

- On November 22, 2004, the King County Council passed Ordinance 15083, which appropriated a total of Two Hundred Thousand Dollars (\$200,000) in Conservation Futures Levy proceeds to the City of Kenmore for the Urban Nature Trail System acquisition Project. On March 14, 2005 the King County Council passed Ordinance 15139, authorizing the King County Executive to enter into interlocal agreements with the City of Seattle and the suburban cities for the disbursement of Conservation Futures Funds in Ordinance 15083.

Amendment 2: Article V. Conditions of Agreement

Section 5.1 is amended to include Attachment B, which lists a 2005 Conservation Futures Levy Allocation for the Urban Nature Trail System acquisition Project.

Amendment 3: Article VII. Responsibilities of County

The first two sentences of this article are amended to include Attachment B, which lists a 2005 Conservation Futures Levy proceeds allocation for the Urban Nature Trail System acquisition Project:

Amendment B
Annual CFT Interlocal Kenmore-King County
2005 CFT proceeds

Subject to the terms of this agreement, the County will provide Conservation Futures Levy Funds in the amounts shown in Attachments A through B to be used for the Projects listed in Attachments A through B. The City may request additional funds; however, the County has no obligation to provide funds to the City for the Projects in excess of the total amounts shown in Attachments A through B. The County assumes no obligation for the future support of the Projects described herein except as expressly set forth in this agreement.

AMENDMENT 4: Attachment B

The attachments to the interlocal agreement are hereby amended by adding Attachment B, which is hereby attached to the interlocal agreement, incorporated therein and made a part thereof.

In all other respects, the terms, conditions, duties and obligations of both parties shall remain the same as agreed to in the Interlocal Cooperation Agreement as previously amended.

This document shall be attached to the existing Interlocal Cooperation Agreement.

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

KING COUNTY

CITY OF KENMORE

Ron Sims
King County Executive


City Manager
August 21, 2007

Date

Date

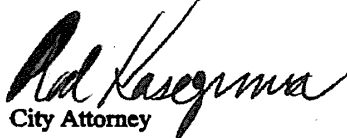
Acting under the authority of
Ordinance 15139:
Dated:

~~Acting under the authority of~~
~~Ordinance:~~
~~Dated:~~

Approved as to form:

Approved as to form:

DAN SATTERBERG
King County Prosecuting Attorney


City Attorney

Amendment B
Annual CFT Interlocal Kenmore-King County
2005 CFT proceeds

ATTACHMENT B

**2005 CONSERVATION FUTURES LEVY
CITY OF KENMORE ALLOCATION**

Jurisdiction	Project	Allocation
Kenmore	Urban Nature Trail System	\$200,000
TOTAL		\$200,000

Project Descriptions:

City of Kenmore - Urban Nature Trail System **\$ 200,000**

This project scope includes the acquisition of up to three parcels totaling approximately .4 acres bordering a proposed development in an urban neighborhood near 56th Avenue Northeast in Kenmore. The property contains a small creek.

Amendment C
Annual CFT Interlocal Kenmore-King County
2006 CFT proceeds

City of Kenmore Contract No. 04-C363 Amendment E

**AMENDMENT TO THE CONSERVATION FUTURES
INTERLOCAL COOPERATION AGREEMENT
BETWEEN KING COUNTY AND THE CITY OF KENMORE
FOR OPEN SPACE ACQUISITION PROJECTS**

Preamble

The King County Council, through Ordinance 9128, has established a Conservation Futures Levy Fund and appropriated proceeds to King County, the City of Seattle and certain suburban cities through the procedures set forth in Ordinance 8867, as amended by Ordinance 14714. This amendment is entered into to provide for the allocation of additional funds made available for open space acquisition.

THIS AMENDMENT is entered into between the CITY OF KENMORE and KING COUNTY, and amends and attaches to and is part thereof of the existing Interlocal Cooperation Agreement entered into between the parties on the 14th day of June, 2004.

The parties agree to the following amendments:

Amendment 1: Article 1. Recitals

A paragraph is hereby added to the Recitals Section to provide for a Conservation Futures Levy Fund allocation for the Swamp Creek Wetland No. 3 acquisition Project, and hereafter reads:

- On November 13, 2012 the King County Council passed Ordinance 17476, which appropriated a total of One Hundred Eighty Five Thousand, Two Hundred and Eighteen dollars (\$185,218) in Conservation Futures Levy proceeds to the City of Kenmore for the Swamp Creek Wetland No. 3 acquisition Project. On March 4, 2013 The King County Council passed Ordinance 17534, authorizing the King County Executive to enter into an interlocal agreement with the City of Seattle and the suburban cities for the disbursement of Conservation Futures Funds appropriated in Ordinance 17476.

Amendment 2: Article V. Conditions of Agreement

Section 5.1 is amended to include Attachment E, which lists a 2013 Conservation Futures Levy Allocation for the Swamp Creek Wetland No. 3 acquisition Project.

Amendment 3: Article VII. Responsibilities of County

The first two sentences of this article are amended to include Attachment E, which lists a 2013 Conservation Futures Levy proceeds allocation for the Swamp Creek Wetland No. 3 acquisition Project:

Amendment E
CFT Interlocal Kenmore-King County
2013 CFT proceeds

Subject to the terms of this agreement, the County will provide Conservation Futures Levy Funds in the amounts shown in Attachments A through E to be used for the Projects listed in Attachments A through E. The City may request additional funds; however, the County has no obligation to provide funds to the City for the Projects in excess of the total amounts shown in Attachments A through E. The County assumes no obligation for the future support of the Projects described herein except as expressly set forth in this agreement.

Amendment 4: Attachment E

The attachments to the interlocal agreement are hereby amended by adding Attachment E, which is hereby attached to the interlocal agreement, incorporated therein and made a part thereof.

In all other respects, the terms, conditions, duties and obligations of both parties shall remain the same as agreed to in the Interlocal Cooperation Agreement as previously amended.

This document shall be attached to the existing Interlocal Cooperation Agreement.

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

KING COUNTY

CITY OF KENMORE

Dow Constantine
King County Executive

Rob Karlinsey
City Manager

Date:

Date:

Acting under the authority of
Ordinance 17534:
Dated:

Acting under the authority of
Ordinance:
Dated:

Approved as to form:

Approved as to form:

DAN SATTERBERG
King County Prosecuting Attorney

City Attorney

Amendment E
CFT Interlocal Kenmore-King County
2013 CFT proceeds

ATTACHMENT E

**2013 CONSERVATION FUTURES LEVY
CITY OF KENMORE ALLOCATION**

Jurisdiction	Project	Allocation
Kenmore	Swamp Creek Wetland No. 3	\$ 185,218
TOTAL		\$ 185,218

Project Description:

(Ordinance 17534):

1047244 Kenmore - WLCF KMR Swamp Creek Wetland No. 3

2013: \$185,218 is allocated to this project, which will acquire a 1.64 acre parcel on Swamp Creek, located on 73rd Avenue NE near NE 192nd Street in Kenmore. The property is located near the Kenmore Heronry, and contains wetlands and portions of Swamp Creek.

City of Kenmore - Swamp Creek Wetland No. 3**\$ 185,218**



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

Subject/Topic: Change Insurance Provider of Long-term Disability Insurance and Life /AD&D Insurance

For Council Meeting Agenda of: September 8, 2014

Department: City Manager's Office
Prepared by: Brett Lee, Management Intern

Proposed Council Action/Motion:

Authorize Director of Finance and Administration to execute contracts changing the insurance provider of long-term disability insurance and life /AD&D insurance from Standard Insurance (through the AWC Benefit Trust) to Lincoln National Life, saving the City \$4,608 annually in premium fees.

Approved by Department Head: _____

Approved by City Attorney: _____

Approved by Finance Director: _____

Approved by City Manager: _____

Initial & Date

[Signature] 8/27/14
[Signature] 8/28

Exhibits/Attachments: None

Expenditure Required \$

Amount Budgeted \$

Appropriation Required \$

See Fiscal Consideration below

INFORMATION/BACKGROUND:

As part of its fringe benefit package, the City budgets for, and provides, long-term disability (LTD) and life/AD&D insurance for City employees. Standard Insurance, through the AWC Employee Benefits Trust, currently provides these LTD and life/AD&D insurance lines of coverage.

City Staff was interested in investigating the possibility of improving or maintaining coverage and lowering rates by shopping for different insurance providers. After researching various companies through an insurance broker, Staff learned of Lincoln National Life, which provides same or better coverage.

By switching to Lincoln National Life, the City can purchase similar policies at a lower rate, thereby saving the City approximately \$4,608 annually. These rates, in line with the industry standard, are guaranteed for three years. The effective date of the switch from AWC to Lincoln National is November 1, 2014.

FISCAL CONSIDERATION:

	Monthly			Annual
	Standard (AWC)	Lincoln	Difference	Annual Difference
Life/AD&D	\$408	\$301	\$107	\$1,284
Long-term Disability	\$728	\$451	\$277	\$3,324
Total	\$1,136	\$752	\$384	\$4,608

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Goal #9: To establish a long term Financial Plan for the future.
Kenmore Mission Statement: Effective and Efficient Services

August 26, 2014

City of Kenmore
18120 68th Ave NE
Kenmore, WA 98028

To: David Baker, Mayor
Rob Karlinsey, City Manager

CC: City Council Members: Curtis, Smith, Van Ness, Herbig, Denuski, Sperry
Rod Kaseguma, City Lawyer
Michael Pendleton
All My Friends on the Staff of City Hall

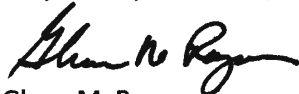
Subject: Formal Letter of Resignation

It's with a saddened heart, much prayer and personal struggle that I submit to the Kenmore City Council my formal resignation of Council Position #7. Since February when this journey began, I have agonized over having to release or not my seat on the Council due to my ongoing battle with a Traumatic Brain Injury. I had hoped that the healing process would pass in a few months and although I see some progress, I am facing the possibility of this process going for another year. I want to thank the Council for your willingness to let me heal over these last six months. However, at this time, I really feel that my resignation will be the best action I can take in our beloved city's best interest.

Both Ruth and I would like to thank you for your ongoing support and prayers through these months. We cannot begin to thank you all for the years we have been together – the good, the bad and the ugly. I am thankful to have been part of this great leadership team. We have a bright future before us here in the City of Kenmore. I believe that your continued leadership and professionalism will take us into an awesome future.

God bless and direct your paths.

Respectfully submitted,



Glenn M. Rogers

Ad Hoc Committee on Pedestrian and Bicycle Safety



**Presentation to the Kenmore City Council
September 8, 2014**

Ad Hoc Committee Members



Committee Members:

Mark Abersold

Victoria Chaussee

Robert Greene

Andrea Laltoo

Douglas Levy

David Maehren

Katrina Rose

Committee Support Staff:

Kris Overleese, Engineering and Environmental Services Director

Andrew Calkins, Graduate Intern



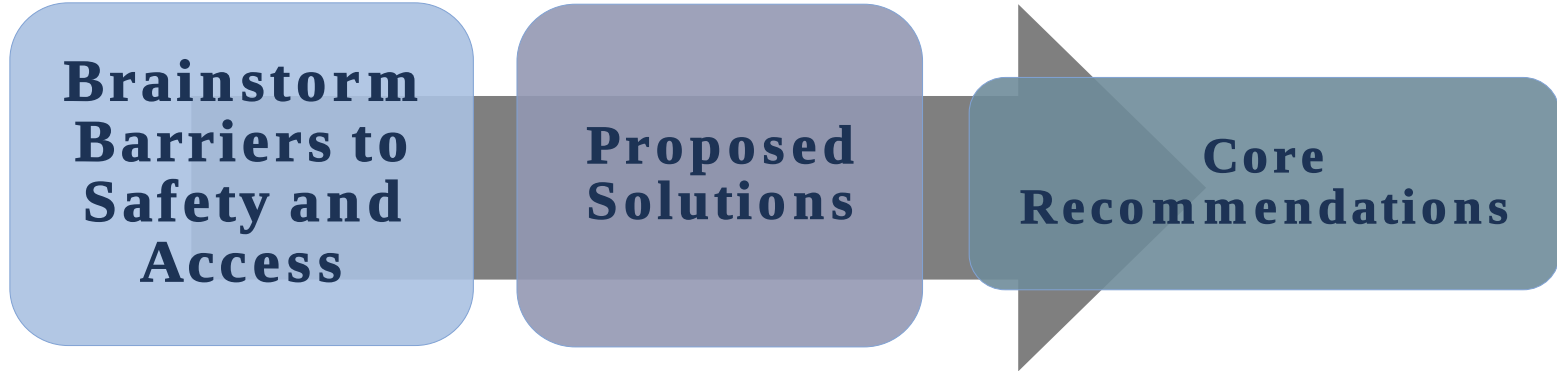
Committee Process



- **Purpose of the Committee**
 - To develop a cohesive Pedestrian and Bicycle Safety Strategy
- **Community Input**
 - Online Survey (114 Responses)
 - Town Hall Event (Well-Attended)
- **Six Meetings**
 - Discussed Barriers & Solutions
 - Incorporated Feedback from Public
 - Developed Key Short-Term and Long-Term Recommendations
 - Identified Performance Measures



Developing Key Recommendations



Funding Pedestrian and Bicycle Safety Improvements



To fund improvements, the city needs
a sustainable, ongoing, and dedicated
source of funding

Capital Expenditures

**Operational and Enforcement
Expenditures**

Programmatic Expenditures

14 Short-Term Recommendations

1. Invest in Additional Sidewalk and Walkway Infrastructure
2. Reduce Vehicular Speeds in School Zones by Installing Traffic Safety Cameras
3. Targeted Speed Limit Reductions on Arterial (30 MPH) and Local (20 MPH) Roadways
4. Develop a Citywide Crosswalk Policy to Install More Marked Crosswalks with RRFB's
5. Continue and Expand Education and Awareness Programs



Photo Credit: Seattle Times

14 Short-Term Recommendations



6. Create Actionable Neighborhood Transportation Plans

7. Expand Bicycle Infrastructure

8. Strategically Upgrade existing Roadway Signage

9. Targeted Enforcement for Motorists, Pedestrians, and Bicyclists



14 Short-Term Recommendations



10. Reclaim the Right-Of-Way
11. Improve and Encourage use of the Citizen Action Request (CAR) Form
12. Work with Nearby Jurisdictions to Improve Bicycle and Pedestrian Connectivity
13. Encourage Ped-Bike Delineation Markings on the future Tolt Pipeline Trail and Burke-Gilman Trail
14. Relocate or Increase Safety Conditions at Metro and School Bus Stops



5 Long-Term Recommendations

- ❑ Over/underpass across SR 522
- ❑ Pedestrian & Bicyclist Facility on the West Sammamish River Bridge
- ❑ Complete the Tolt Pipeline Trail throughout the City
- ❑ Install and Maintain Trail and Street Lighting
- ❑ Evaluate Expanding Enforcement Capabilities



Portion of the Tolt Pipeline Trail

Funding Pedestrian and Bicycle Safety Improvements



- ❑ *Ongoing, sustainable, and dedicated funding stream that can fund improvements long-term*
- ❑ *Continue to leverage dedicated funding with grants*



Thank you.





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

Subject/Topic: Ad Hoc Committee on Pedestrian and Bicycle Safety: Pedestrian and Bicycle Safety Strategy and Recommendations Proposed Council Action/Motion: Receive and File The Pedestrian and Bicycle Safety Strategy and Recommendations	For Council Meeting Agenda of: September 8, 2014 Department: Engineering and Environmental Services Department Prepared by: Andrew Calkins, Graduate Intern and Kris Overleese, Engineering and Environmental Services Director Approved by Department Head: <u>KNO 8/26/14</u> Approved by City Attorney: <u>N/A</u> Approved by Finance Director: <u>Chris 8/26/14</u> Approved by City Manager: <u>POK 8/26/14</u> Exhibits/Attachments: Pedestrian and Bicycle Safety Strategy and Recommendations
Expenditure Required N/A Amount Budgeted \$8,000 Appropriation Required N/A	
<u>INFORMATION/BACKGROUND:</u> The Committee's Process: On April 7, 2014, Kenmore City Council authorized the creation of an Ad Hoc Committee on Pedestrian and Bicycle Safety. The City Council appointed seven community members to serve on the Committee: Mark Abersold, Victoria Chaussee, Robert Greene, Andrea Laltoo, Doug Levy, David Maehren, and Katrina Rose. The Committee was tasked with updating the Bicycle Strategy, created in 2013, to create a cohesive Pedestrian and Bicycle Safety Strategy. The attached <i>City of Kenmore Pedestrian and Bicycle Safety Strategy and Recommendations</i> (the Strategy) is the Committee's final product. The committee met five times between May 28, 2014 and June 26, 2014. Staff spent July writing the Strategy before the Committee met for a final time on August 13, 2014. Kris Overleese, Engineering and Environmental Services Director, provided guidance to the Committee with assistance from Andrew Calkins, a Graduate Intern. The Committee placed great emphasis on developing an actionable plan that incorporated the feedback received from the community. The Committee solicited community input first through an online survey (114 responses received) and later through a well-attended Town Hall event on June 24, 2014. The Committee also met with and coordinated their recommendations with the Planning Commission. The resulting Strategy has benefited from these efforts. The Committee's process was first to brainstorm barriers to safety and then discuss solutions to address those barriers. The solution discussion resulted in a prioritized list of core recommendations. The Pedestrian and Bicycle Safety Strategy and Recommendations: The attached Strategy is meant to provide guidance to City Staff and Council when planning and budgeting. It provides 14 short-term recommendations and 5 long-term recommendations. The Strategy does not provide cost evaluations for the recommendations or propose a way to fund them. The	

Committee did not make engineering or location recommendations, with the exception of a grade separated crossing across SR 522/Bothell Way (see below). Most of the recommendations would require additional study prior to implementation.

The Strategy and its recommendations provide City Council with a prioritized list of recommendations the committee believes would improve pedestrian and bicycle safety in Kenmore. It also includes performance measures that the City can use to track improvements in pedestrian, bicyclist, and motorist behavior, and infrastructure improvements. The performance measures suggest the City use mapping tools to represent where improvements are being made, as well as where enforcement has taken place, to provide feedback to the City and valuable information to the community.

The Committee's Short-Term Recommendations:

1. Invest in Additional Sidewalk and Walkway Infrastructure
2. Reduce Vehicular Speeds in School Zones by Installing Traffic Safety Cameras
3. Targeted Speed Limit Reductions on Arterial (30 MPH) and Local (20 MPH) Roadways
4. Develop a Citywide Crosswalk Policy to Install More Marked Crosswalks with Rectangular Rapid Flash Beacons near Schools and in High Demand Areas
5. Continue and Expand Education and Awareness Programs
6. Create Actionable Neighborhood Transportation Plans in collaboration with neighborhood residents, identifying traffic calming and other safety improvements
7. Expand Bicycle Infrastructure, including the number of bike lanes, shared roadway markings, and secure storage facilities
8. Strategically Upgrade existing Roadway Signage with more up-to-date, highly-visible and fluorescent signage, especially near Schools
9. Targeted Enforcement of Risky Driving Behaviors
10. Reclaim the Right-Of-Way through proactive work to clear obstructions and vegetation
11. Improve and Encourage use of the Citizen Action Request (CAR) Form
12. Work with Nearby Jurisdictions to Improve Bicycle and Pedestrian Connectivity
13. Encourage Pedestrian and Bicycle Delineation Markings on the future Tolt Pipeline Trail and request markings on the Burke-Gilman Trail
14. Relocate or Increase Safety Conditions at Metro and School Bus Stops

The Committee's Long-Term Recommendations:

- Construct at least one over/underpass across SR 522/Bothell Way, beginning with a study of locations at 61st, 65th, 73rd, and 80th
- Widen the West Sammamish River Bridge to include a pedestrian and bicyclist facility
- Complete the Tolt Pipeline Trail throughout the City
- Install and Maintain Trail and Street Lighting
- Evaluate Expanding Enforcement Capabilities

Funding Improvements: Within the Strategy, the Committee explicitly asks City Council to develop a dedicated funding source to make their recommendations a reality to improve bicycle and pedestrian safety. The Committee did not identify a specific funding mechanism. The Committee suggests that the City should supplement dedicated funding for improvements with grants, as opposed to making projects grant contingent.

FISCAL CONSIDERATION:

N/A

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, bike and other means of travel.

City of Kenmore Pedestrian and Bicycle Safety Strategy and Recommendations

August, 2014



Acknowledgements

Ad Hoc Committee on Pedestrian and Bicycle Safety Members

Mark Abersold	Victoria Chaussee
Robert Greene	Andrea Laltoo
Doug Levy	David Maehren
Katrina Rose	

City of Kenmore Committee Staff

Kris Overleese, Engineering and Environmental Services Director

Andrew Calkins, Graduate Intern

The Pedestrian and Bicycle Safety Strategy and Recommendations were crafted by the seven members of the Ad Hoc Committee from May through August, 2014. The Strategy and Recommendations document was prepared by city staff to reflect their final set of recommendations.

Some of the images used inside this document were taken by Heston Photography, King County Parks, and the City of Kenmore.



Table of Contents

EXECUTIVE SUMMARY	4
INTRODUCTION	6
• Purpose of the Strategy and Recommendations	6
• Project Background	6
EXISTING CONDITIONS AND BARRIERS	8
• The Problem	8
• There is a Need for a More Walkable and Bikeable City	8
• How Has Kenmore Improved Pedestrian and Bicycle Safety Since Incorporation?	9
• Barriers to Pedestrian and Bicycle Safety and Access	11
RECOMMENDATIONS TO IMPROVE PEDESTRIAN & BICYCLE SAFETY	14
• Short-Term Recommendations	14
• Medium to Long-Term Recommendations	19
• Funding Pedestrian and Bicycle Safety Improvements	20
PERFORMANCE MEASURES	22
CONCLUSION	24
APPENDICES	
• Barriers and Solutions Worksheet	
• Memo to Council from Rob Karlinsey, May 19, 2014	
• Bicycle Strategy, September, 2013	
• Safety Newsletter (Pages 1-5), May, 2014	
• Resolution 14-235, Adopting Target Zero, April 28, 2014	

EXECUTIVE SUMMARY

BACKGROUND

The City of Kenmore's Pedestrian and Bicycle Safety Strategy and Recommendations (the "Strategy and Recommendations") contain a set of recommendations to positively influence pedestrian and bicycle safety outcomes. The Ad Hoc Committee on Pedestrian and Bicycle Safety (the "Committee"), a Committee of seven citizens appointed by the City Council in May, 2014, crafted the Strategy and Recommendations with support from city staff. The resulting recommendations are meant to guide city planning, budgeting and action, beginning with the upcoming Priority Based Budgeting 2015-2016 biennial budget process.

To craft recommendations that reflected the preferences of the greater community, the Committee solicited input through an online survey and a Town Hall meeting during June, 2014. The Strategy and Recommendations represent the desire of the Committee, the City Council and the greater community to make Kenmore a pedestrian and bicycle friendly city.

The Strategy and Recommendations incorporate the Five E's: Enforcement, Education, Engineering, Encouragement, and Evaluation. The Committee's recommendations build on the efforts Kenmore has already made to improve safety on roads, pathways and trails.

EXISTING BARRIERS TO SAFETY & ACCESS

When Kenmore incorporated in 1998 it inherited formerly rural infrastructure on much of its roads. Kenmore's historical suburban growth meant that its roads had been predominantly engineered for cars. This produced a set of existing conditions identified by the Committee that make travel for pedestrians and bicyclists difficult and unsafe throughout Kenmore. The Committee discussed the following barriers to safety and access that require consideration prior to the development of solutions:

- Incomplete Pedestrian and Bicycle Network
- Street Design and Channelization
- Sidewalk Maintenance & Damage
- Marked Crosswalk Adequacy
- Pedestrian and Bicyclist Behavior
- Motorist Behavior and Distraction
- Poor Line of Sight and Sight Distance
- Low Signal and Street Signage Visibility
- Lack of Secure Bike Storage and Racks
- Insufficient Street and Trail Lighting
- SR 522/Bothell Way as a Circulation Barrier
- Lack of ADA Mobility and Access
- Inconvenient or Poorly Placed Bus Stops
- Freight Mobility Design
- Competing Right-Of-Way Interests
- Funding and Jurisdictional Limitations

These barriers to safety illustrate the areas of needed improvement around Kenmore that, if addressed, could positively influence safety for all modes of travel.

FUNDING PEDESTRIAN & BICYCLE SAFETY IMPROVEMENTS

The Committee's recommendations are predicated on the city finding a **sustainable, ongoing, and dedicated source of funding** to make pedestrian and bicycle safety improvements. This involves a resource commitment greater than is presently available or than has been historically allocated

towards pedestrian and bicycle safety improvements. The Committee recommends that the city continue to take advantage of grant opportunities whenever possible.

Any funding sources should provide more than a short-term boost and ensure that the recommendations are continued and implemented for years to come. The Committee recommends that long-term maintenance of existing and future infrastructure be included in cost evaluations.

KEY RECOMMENDATIONS

The committee developed 14 short-term recommendations that they believe are the most important city projects and programs to move forward. They are ranked according to their priority, although the ranking should not preclude action should the city identify a window of opportunity.

1. **Invest in Additional Sidewalk and Walkway Infrastructure**
2. **Reduce Vehicular Speeds in School Zones by Installing Traffic Safety Cameras**
3. **Targeted Speed Limit Reductions** on Arterial (30 MPH) and Local (20 MPH) Roadways
4. **Develop a Citywide Crosswalk Policy to Install More Marked Crosswalks with Rectangular Rapid Flash Beacons** near Schools and in High Demand Areas
5. **Continue and Expand Education and Awareness Programs**
6. **Create Actionable Neighborhood Transportation Plans** in collaboration with neighborhood residents, identifying traffic calming and other safety improvements
7. **Expand Bicycle Infrastructure**, including the number of bike lanes, shared roadway markings, and secure storage facilities
8. **Strategically Upgrade existing Roadway Signage** with more up-to-date, highly-visible and fluorescent signage, especially near Schools
9. **Targeted Enforcement** of Risky Driving Behaviors
10. **Reclaim the Right-Of-Way** through proactive work to clear obstructions and vegetation
11. **Improve and Encourage use of the Citizen Action Request (CAR) Form**
12. **Work with Nearby Jurisdictions** to Improve Bicycle and Pedestrian Connectivity
13. **Encourage Pedestrian and Bicycle Delineation Markings** on the future Tolt Pipeline Trail and request markings on the Burke-Gilman Trail
14. **Relocate or Increase Safety Conditions at Metro and School Bus Stops**

Further, the city should consider longer-term infrastructure improvements to increase pedestrian and bicycle safety, including:

- **Construct at least one over/underpass** across SR 522/Bothell Way, beginning with a study of locations at 61st, 65th, 73rd, and 80th
- **Widen the West Sammamish River Bridge** to include a pedestrian and bicyclist facility
- **Complete the Tolt Pipeline Trail throughout the City**
- **Install and Maintain Trail and Street Lighting**
- **Evaluate Expanding Enforcement Capabilities**

The Strategy and Recommendations also recommend that Kenmore work with its partners in neighboring jurisdictions and local schools to maintain pedestrian connectivity for its residents. A long-term and regional commitment to safety is required to achieve the City Council's goal of zero pedestrian and bicycle fatalities by 2025 (Resolution 14-235 adopted April 28, 2014, attached).

I. INTRODUCTION

Purpose of the Strategy and Recommendations

The residents of Kenmore value a community where they can walk, bicycle, and drive safely and comfortably. The purpose of the Strategy and Recommendations are to recommend approaches that can guide city planning and budgeting to better further these values. The Strategy and Recommendations, crafted by a Committee of seven Kenmore residents, represent the desires of the community to become more pedestrian and bicycle friendly. It also is designed to assist the city in reaching its "Target Zero" goal of zero pedestrian or bicyclist fatalities by 2025.

The Strategy and Recommendations are consistent with the policies and guidance in the City's Comprehensive Plan. The Comprehensive Plan outlines objectives and policies to design roads for use by bicyclists and pedestrians in addition to motorists. The plan's Transportation Element (currently being updated by the City's Planning Commission) specifically includes guidance to move towards multi-modal planning of the city's transportation network.

Given that infrastructure changes do not take place overnight – and may take years or decades – the Committee's recommendations will help the city prioritize improvements. As such, it includes recommendations that involve education and enforcement, not strictly infrastructure improvements. It includes an actionable set of recommendations that can be implemented to improve safety and access in our community, while helping to accelerate the move towards multi-modal planning and implementation.

Project Background

On April 7, 2014 the Kenmore City Council authorized the creation of the Ad Hoc Committee on Pedestrian and Bicycle Safety. The Committee's mandate was to update the 2013 Bicycle Strategy to include a pedestrian safety component, creating a cohesive Pedestrian and Bicycle Safety Strategy for the City of Kenmore. After a candidate solicitation and interview process, the City appointed seven Kenmore citizens on May 5, 2014: Mark Abersold, Victoria Chaussee, Robert Greene, Andrea Laltoo, Doug Levy, David Maehren, and Katrina Rose.

Goal: Target Zero

"The City Council adopts "Target Zero" as a goal by 2025 to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle."

- Kenmore City Council
Resolution No. 14-235
Signed April 28, 2014

The Committee met five times between May 28 and June 26, 2014 and discussed existing barriers to pedestrian and bicyclist safety and the need for infrastructure, programmatic, and operational improvements. The Committee also created an online survey and conducted a Town Hall event to solicit additional citizen input and to ensure that their recommendations represented the community as a whole.

Strategy Development Timeline

May 28, 2014- June 16, 2014	Four weekly committee meetings to discuss purpose, timeline, barriers to pedestrian and bicycle safety, and solutions.
June 13, 2014	Online survey launched to solicit public input (114 responses received, Survey Closed June 16, 2014).
June 24, 2014	Town Hall event organized by Committee to solicit public input; public comment and breakout sessions.
June 26, 2014	Committee meeting to agree on a final list of core recommendations (prioritized via email).
July, 2014	Committee staff prepares draft strategy document.
July 15, 2014	Committee attends Planning Commission meeting to discuss coordination of recommendations.
August 13, 2014	Final committee meeting to discuss performance measures and finalize strategy document.
September 8, 2014	Strategy document presented to City Council.
September – October, 2014	2015-2016 Biennial Budget process.

In July, staff completed a draft of the Strategy and Recommendations for the Committee's review and final edits. The document was finalized in August, and scheduled for presentation to City Council in early September. City staff communicated with the Committee members during the drafting process to ensure that the document embodied the Committee's vision.

II. Existing Conditions & Barriers

The Problem

For many years, before and after incorporation in 1998, Kenmore's roads and walkways were largely engineered for vehicular travel. As a result, many are not ideal for walking or bicycling.

Kenmore's suburban characteristics mean that it lacks significant bicycle and pedestrian infrastructure (bike lanes or striped shoulders, crosswalks, sidewalks, etc.). In recent years, vehicle traffic through Kenmore has increased as a result of population, commercial growth, and other factors, including tolling on SR 520. In spite of these conditions, more residents are walking and biking around the city. This has produced a sometimes dangerous combination of heavily-trafficked and narrow roadways being used for multiple modes of transportation. During a single week in March 2014 there were three serious traffic collisions involving pedestrians and bicyclists. Two of the collisions resulted in fatalities, one involving a bicyclist and another involving a pedestrian, and the third collision resulted in a serious injury. These incidents prompted the city to create the Ad Hoc Committee on Pedestrian and Bicycle Safety.

There is a Need for a More Walkable and Bikeable City

Kenmore's residents would like to bike and walk around their city, but they need a network of roadways and walkways that allow them to safely travel to their destinations. As infrastructure improvements are made, more pedestrians and bicyclists will use city streets and drivers will become acclimated to this new environment and more likely to look out for other road users.

Kenmore is largely a bedroom community where most residents commute outside of the city for work. The average commute time for a Kenmore resident is nearly 30 minutes and 72% of workers commute in a single-occupancy vehicle.¹ Few people are biking or walking to work. As 2013's Bicycle Strategy noted, bicycling is more likely to provide transportation for a segment of a commute trip (from home to the park and ride, for instance). The proportion of people bicycling to work can increase if it is deemed a safe and convenient alternative to driving.

However, many residents do commute *within* Kenmore for recreation and errands by walking or bicycling. The city is fortunate to have great parks, like Log Boom Park and Saint Edward State Park which both provide access to the Lake Washington waterfront. The city is also home to a portion of the Burke-Gilman Trail, which connects riders and runners to the



NE 181st Street between
68th & 73rd Ave NE.

¹ Source: Census Website. Commuting Characteristics by Sex, 2010-2012. American Community Survey 3-Year Estimates, Form S0801.

Sammamish River and Tolt Pipeline trails, and nearby municipalities. Unfortunately, these great attractions are often not conveniently accessible or connected for pedestrians and bicyclists. The Pedestrian and Bicycle Safety Strategy and Recommendations suggest ways to enhance safety while making the city more accessible and connected for alternative modes of travel.

How Has Kenmore Improved Pedestrian and Bicycle Safety Since Incorporation?

Since incorporation in 1998, and more intensively in recent years, Kenmore has taken steps to make the city more pedestrian and bicycle friendly. In 2012, staff developed a Sidewalk Plan, an actionable list of sidewalk projects needed to cover one side of all arterials at a total cost of \$36 million. The sidewalk plan, while unfunded, helps the city prioritize improvements given varied year-to-year funding and the availability of grants.

More broadly, the Transportation Element of the City's Comprehensive Plan guides city policy towards multi-modal planning, and the construction of a complete pedestrian and bicycle network. The Transportation Element also lays out the city's principal and minor arterials referenced through this Strategy and other city planning documents.²

The City also has land use policies that shape new development to create a more walkable downtown core. The Community Design Element of the Comprehensive Plan and the Downtown Design Standards (Chapter 18.52 of the Municipal Code) both guide new development to use street-facing designs, relegating parking to behind a building, for instance.



Rectangular Rapid Flash Beacon at
73rd Ave NE near Kenmore Elementary

The city has made tangible improvements to increase safety for all road users, including:

- SR 522/Bothell Way upgrades, reducing the severity and number of motor vehicle accidents by about 40 percent since 2005 (110 accidents in 2005 versus 65 in 2013).³
- 15 new miles of sidewalk since 1998 creating a safer environment for pedestrians through: grants matched with city funding; contributions from new development; and, SR 522 construction.⁴

² "City of Kenmore Comprehensive Plan, Transportation Element," City of Kenmore. Amended December 2008. The principal arterials include: SR 522, 68th Ave NE (NE 170th to NE 181st Street), NE 179th Street/Simonds Road NE, and 61st Avenue NE (SR 522 to north City limits). The minor arterials include Juanita Drive NE (NE 170th Street to south City limits), 80th Avenue NE (SR 522 to north City limits), 73rd Avenue NE (SR 522 to north City limits), NE 181st Street (65th Ave NE to 73rd Ave NE), 65th Avenue NE (SR 522 to NE 181st Street), and LakePointe Way (SR 522 to 68th Ave NE, on to 73rd Ave. NE).

³ "City Taking Steps to Address Pedestrian and Bicycle Safety," Mayor David Baker. City of Kenmore Newsletter. May, 2014. See Appendix for Copy.

- Speed control measures, including deployment of permanent and temporary “Your Speed” radar signs (permanent signs on Juanita Drive, Simonds Road and 61st Ave NE), reduced speed limits on 80th Ave NE and SR 522, and other measures.⁵

In response to one bicyclist and two pedestrian fatalities between October, 2013 and March 2014, the City of Kenmore took a number of aggressive steps to improve safety outcomes,⁶ including:

- The installation of 11 new Rectangular Rapid Flash Beacons (RRFB’s) at all of the city’s arterial non-stop controlled marked crosswalks (see photo above).
- The rechannelization of 61st Avenue NE and Juanita Drive NE (in progress). King County has also designed a new striping plan for 170th Street/Simonds Road that includes a bike lane on the uphill (south) side and bike lanes and sharrows on the downhill (north) side.
- Commissioned street lighting and arterial speed limit studies.
- Signal and ADA improvements on Juanita Drive NE and Arrowhead Drive (153rd), and Juanita Drive and 170th.
- Increased enforcement for violations by all road and trail users.⁷
- City staff developed and is in the process of implementing a safety education and awareness program.
- Adoption of a “Target Zero” Resolution (14-235) by City Council on April 28, 2014.

While the city has made progress to improve pedestrian and bicycle safety through enforcement, infrastructure, and engineering, there are a number of barriers to safety and access that still exist throughout the city.



⁴ Ibid.

⁵ Ibid.

⁶ “Update on Pedestrian and Bicycle Safety,” Memo from City Manager Rob Karlinsey to Mayor and City Council. May 15, 2014.

⁷ See enforcement statistics as reported in “Pedestrian and Bicycle Safety Update,” City Council Business Agenda Item, Kenmore City Council. July 14, 2014.

Barriers to Pedestrian and Bicycle Safety and Access

The first step the Ad Hoc Committee took was to identify the key barriers to safety and access in Kenmore that should be addressed to improve safety outcomes.

- Infrastructure Needs: Incomplete Pedestrian and Bicycle Network, Street Design Issues, and Road Channelization & Curves:** Kenmore recently rechannelized 61st AVE NE, is in the process of rechannelizing Juanita Drive, and plans to rechannelize Simonds Road to provide improved facilities for bicyclists and pedestrians. But the bike and pedestrian infrastructure on arterials is still far from complete. The city has developed an arterial sidewalk plan but with a price tag of \$36 million for 11 miles of sidewalk, new segments are mostly built when grants are acquired – and will take over 100 years to complete at current funding levels. As a result, few arterials – and even fewer local roads – have sidewalks. Additionally, narrow roads and their natural curvatures pose design challenges when trying to build out pedestrian and bicycle infrastructure (68th Ave NE, etc.).
- Sidewalk Maintenance & Damage:** There are a number of areas throughout Kenmore, including 61st Ave NE (see above) and 80th Ave NE where the sidewalks have been damaged either by tree growth or other causes. Damaged, undulating walkways pose risks for all pedestrians and bicyclists. There are no city funds annually designated toward sidewalk maintenance.
- Marked Crosswalk Adequacy in High-Demand Areas:** The city's marked crosswalks are not located in high-demand areas or are inconveniently spaced out, leading pedestrians to jaywalk. Existing crosswalks are concentrated at large intersections with longer crossing distances than a midblock crosswalk might contain. Kenmore has no crosswalk policy.
- Pedestrian and Bicyclist Behavior:** The behavior of both pedestrians and bicyclists contributes to unsafe conditions in Kenmore. Some pedestrians and bicyclists are not easily visible because they are either wearing dark clothes, not using required bike lights, or other reflective visibility gear. Other behaviors, like being **distracted** and **not wearing helmets**, going **too fast** and not **obeying traffic laws**, increase the odds of a crash and serious injury.
- Driver Behavior:** With the proliferation of smart phones, drivers are more distracted than ever. Distracted driving – including eating, putting on makeup, reading, and texting - leads to **carelessness** on the road and endangers others. Drivers who perform “visual-manual” tasks



Sidewalk on 61st Ave NE

associated with their cell phone are three times more likely to be in an accident.⁸ A host of other dangerous driving acts, including a **lack of yielding** to pedestrians and bicyclists, **driving on the shoulder**, and **speeding** on arterials – in school zones, and when traveling through neighborhoods – pose risks to safety.

- **Poor Line of Sight, Sight Distance, and Poor Signal and Signage Visibility:** The design of many of Kenmore's roads creates line of sight issues that limit signal, signage and driveway visibility. These problems may be attributed to sign placement and road curvatures, but some are a result of preventable and manageable vegetation overgrowth.
- **Lack of Secure Bike Storage and Bike Racks:** As Kenmore's 2013 Bicycle Strategy noted, the low number of bicycle storage facilities along SR 522 poses a barrier to commuting via bicycle. The 12 bike lockers and 4 eLockers⁹ located at Kenmore Park and Ride are at full capacity. The Committee also noted the lack of well-maintained bike racks near businesses and parks.
- **Insufficient Street and Trail Lighting:** Not all arterials in Kenmore have consistent street lighting – it is either missing, not functioning (burnt out), or blocked by vegetation. Lighting improves visibility which improves safety for all road users. There is currently no street lighting on trails.
- **SR 522/Bothell Way:** SR 522 cuts Kenmore in half to create a north-south divide that is both a psychological and geographic barrier for the community. The highway has increasingly high traffic volumes from regional commuters and safe and comfortable crossing points for pedestrians and bicyclists are few and far between.
- **Lack of ADA Mobility & Accessibility:** Kenmore's lack of a complete network of sidewalks disproportionately impacts residents with disabilities. Existing pedestrian facilities are not always ADA compliant because they were designed before ADA compliance was required. Many arterials without sidewalks or shoulders are inaccessible to residents with disabilities.
- **King County Metro, Sound Transit and School Bus Stops:** The location of bus stops around the city poses safety hazards because of their combination with other barriers: a lack of lighting, poor line of sight, and they may not be located near marked crosswalks or along walkable roads.



SR 522/Bothell Way

⁸ "The impact of hand-held and hands-free cell phone use on driving performance and safety-critical event risk." Fitch, G. A., Soccolich, S. A., Guo, F., McClafferty, J., Fang, Y., Olson, R. L., Perez, M. A., Hanowski, R. J., Hankey, J. M., & Dingus, T. A. (2013, April). (Report No. DOT HS 811 757). Washington, DC: National Highway Traffic Safety Administration. Source URL: <http://www.vtti.vt.edu/featured/052913-cellphone.html>.

⁹ Bike Parking at Transit Facilities. King County Metro Transit. <http://metro.kingcounty.gov/tops/bike/parking>.

- **Freight Design Standards and Routes:** Kenmore's roadways must accommodate freight movement. Freight is largely found on SR 522, Simonds Road, 61st AVE NE, 68th Ave NE, and 175th Street NE – though all arterials are designated as freight routes in the Comprehensive Plan. The road standards used for freight (large turning radii) can conflict with ideal pedestrian and bicycle facilities.
- **Competing Right-of-Way Interests:** Stormwater infrastructure such as open ditches requires City right-of-way. It is not uncommon for the road edge to be close to a ditch, which leaves little to no room for pedestrians and bicycles. Other right-of-way interests include parking, landscaping, and utility needs which can inhibit pedestrian and bicycle walkways.
- **Future Funding and Jurisdictional Limits and Boundaries:** Kenmore's desire to take additional steps to positively increase safety is not consistent with current levels of funding for infrastructure improvements. Additionally, the city's location subjects it to the detrimental effects of regional traffic trends, which pose challenges for long-term planning. There are jurisdictional challenges as well, due to multiple Kenmore schools falling right on the edge of the city (Inglemoor High School and Kenmore Junior High). Further, unlike in King County, neighboring Snohomish County does not have a helmet requirement for bicyclists.

The barriers to safety and access identified by the Committee are important starting points to help frame the challenges facing the City of Kenmore. The array of barriers suggests that engineering and new infrastructure cannot solve problems of pedestrian and bicycle safety alone. A successful path forward must involve a range of strategies that incorporate the 5 E's: Enforcement, Education, and Engineering, Encouragement, and Evaluation.

III. Recommendations to Improve Pedestrian and Bicycle Safety



The Committee has developed a series of short-term and long-term recommendations to be taken into consideration by the City of Kenmore that address the barriers to safety and access outlined above.

Short-Term Recommendations

0 to 2 Years

The Committee has prioritized 14 recommendations that the City should consider, fund and implement. These recommendations can be implemented in a short timeframe, though they may be ongoing in nature and require continued funding. While they are prioritized based on the Committee's ranking of their importance, staff and council are encouraged to pursue lower-priority recommendations as resources and circumstances allow. It is not the Committee's intent that Recommendation 1 be completed before moving down the list. Instead, the Committee encourages the city to identify projects that provide a combination of increased safety and the best cost-benefit return on investment.

Recommendation 1: Invest in Additional Sidewalk and Walkway Infrastructure

The Committee believes Kenmore's **highest priority should be creating and connecting more sidewalks and walkways** on key corridors and around Kenmore's schools. Where consistent with current design standards, the city should closely examine cost-effective alternatives to traditional sidewalks, including large shoulders and shoulders separated from the roadway by curbing. The existing Sidewalk Plan is a great inventory of arterial sidewalk needs, but it should be expanded to include non-arterial missing links. Often there is a gap in sidewalks from an arterial to a particular neighborhood and these are not accounted (or planned) for currently in the Sidewalk Plan.

Kenmore must also commit sufficient resources to maintaining its existing sidewalks. Dangerous conditions arise when sidewalks are not properly maintained. A significant increase in funding is needed to make this recommendation a reality.

Recommendation 2: Reduce Vehicular Speeds in School Zones by Installing Traffic Safety Cameras

The city should focus on reducing vehicle speeds on streets surrounding schools by installing automated traffic safety cameras. Traffic safety cameras will increase safety levels around Kenmore's most vulnerable residents and **reinforce that the city is serious about assuring bicycle and pedestrian safety**. Protecting our children has been a consistent message received through the Committee's outreach efforts. The committee recommends that revenues from the traffic safety cameras be dedicated to fund traffic safety programs and improvements.



Recommendation 3: Targeted Speed Limit Reductions on Arterials and Local Roadways

The Committee recommends reducing speeds to 30 MPH on arterials and 20 MPH on local streets, where appropriate. In certain instances, Kenmore should use other means to lower the speeds (enforcement, engineering, etc.) where lowering the speed limit alone is insufficient. Neighborhood Transportation Plans (Recommendations Number 6, below) are also a way for the community to identify local roadways where lower speed limits may improve safety.

At the July 14, 2014 City Council meeting, the Council left arterial speed limits at 35 MPH following a King County traffic engineer's study of all arterial speed limits. Nonetheless, the Committee believes the city should focus on reducing speed limits on all streets as a means to improve safety, reduce the severity of accident injuries **and to send a clear and visible message that the city is serious about bicycle and pedestrian safety.**

Recommendation 4: Develop a Citywide Crosswalk Policy to Install Additional Marked Crosswalks with RRFB's

The City of Kenmore should develop a citywide crosswalk policy in order to have a clear process for determining where new marked crosswalks should be installed. The Committee recommends that, where merited, additional marked crosswalks with Rectangular Rapid Flash Beacons (RRFB's) **should be installed near schools and other highly-trafficked areas.** This will bring heightened attention to pedestrians and cyclists crossing the street. The city should continue its current work installing RRFB's at all non-stop controlled marked crosswalks to ensure that new crosswalks are as safe as possible.

The city can draw on community involvement (via the Neighborhood Transportation Plans) to identify crosswalk locations, and work on innovative ideas like crosswalk art programs, where volunteers, children or artists decorate crosswalks with long-lasting murals.

Recommendation 5: Continue and Expand Education & Awareness Programs

Kenmore should continue and expand its education and awareness program launched in 2014 with the **primary goal of creating a culture of respect for pedestrian and bicycle safety.** This messaging could be similar to the 'Courtesy is Contagious' campaign during the city's first years of incorporation. Education and outreach activities provide the opportunity to inform the public about the importance of pedestrian and bicycle safety, existing

enforcement measures, and ways they can help create a safer city that respects all modes of transportation. Educational programs will be more effective when there is sound and **consistent messaging across all agencies**. The committee's education and outreach recommendations are organized as follows:

- **Establish an Interagency Education Coalition:** Kenmore contains a number of institutions and organizations that can be leveraged to create coordinated and ongoing outreach campaigns. The Northshore Fire Department, the Northshore Utility District, Safe Kids Eastside, the Northshore School District, PTA's, and church and senior citizen groups are valuable organizations who the city should work with to maximize outreach efforts in order to reach as many citizens as possible.
- **Use Multiple Distribution Streams to Disseminate Educational Materials:** The above coalition should work together to spread the safety message to a wide audience through social media, events, in classrooms, newsletters, and face-to-face presentations.
- **Educational Programming:** The coordinated programming should include information how to be safe bicyclists, pedestrians, and drivers, including proper visibility gear and being aware of environmental changes like daylight savings time. Education should also inform the public about other ways to increase citywide safety. This includes information about the Citizen Action Request process, ways to request street lighting repairs, and regulations regarding right-of-way, vegetation, and sidewalk maintenance.
- **Connect Education with Engagement Programs:** Pair educational outreach with programs that can improve pedestrian and bicyclist safety, including "Adopt a Crosswalk" programs, helmet fitting and reflective and wearable lighting gear distribution.¹⁰

Recommendation 6: Create Actionable Neighborhood Transportation Plans

Neighborhood Transportation Plans utilize neighborhood volunteers to **identify and prioritize traffic safety issues**. These groups then work with the city to find and implement solutions. Solutions may involve **enforcement, signage, new crosswalk locations, traffic calming installations, or sidewalks**. Traffic calming devices often include traffic circles, raised crosswalks, or speed bumps. Ultimately, these plans can assist in other portions of the Strategy and Recommendations, such as updating the Sidewalk Plan.

By developing an up-to-date inventory of issues, the city can identify grants that may fund a particular safety improvement. Other nearby municipalities have adopted similar programs, including Shoreline and Kirkland.¹¹

¹⁰ See Appendix item "Full List of Barriers and Solutions" for additional education recommendations and ideas.

¹¹ Information on the City of Shoreline's Neighborhood Traffic Management Program can be found here:

<http://www.cityofshoreline.com/government/departments/public-works/traffic-services/neighborhood-traffic-action-plans>. The City of Kirkland's pilot program can be found here:

http://www.kirklandwa.gov/depart/CMO/Neighborhood_Services/NSP.htm.

Recommendation 7: Expand Bicycle Facilities

The city should invest in additional bike facilities (bike lanes, marked shoulders, separated pathways) on key arterials (61st, 80th, Simonds Road, Juanita Drive, and 73rd) and construct additional bicycle storage racks and other installations throughout the city to make bicycling more convenient and safe. The Committee suggests that the city use the Bicycle Strategy as a guide when building additional bicycle facilities.¹²

Increasing the number of bicycle racks (including artistically-styled bike racks) available outside local businesses and on public and school district property should also be a high priority. Installing additional storage lockers at the Kenmore Park and Ride, for instance, can encourage more people to make cycling a part of their daily commute. Additionally, the City should work to ensure that existing bike racks around the city are properly maintained.



Example of a bike lane on NE 80th Ave

Additional bike facilities, storage areas, and other installations, like bike rails (which allow riders to rest at an intersection without having to disembark from their bike), will have a safety enhancing effect by making bicycling more common, thereby improving safety.

Recommendation 8: Strategically Upgrade Existing Roadway Signage

The City should make strategic upgrades to existing roadway signage by replacing out-of-date signage with more visible fluorescent signage whenever possible. Modern, fluorescent-colored signs are more effective at catching the eye of drivers. The city should ensure that signage is visible and complete, especially in school zones. The Committee also recommends adding flashing school zone lights at Kenmore Junior High.

Recommendation 9: Targeted Enforcement

Kenmore's Police Department should adopt an enforcement strategy focused on risky driving behaviors, such as speeding, distracted driving, driving on the shoulder, following too closely, and failure to yield. The department should enforce a zero tolerance policy for making an initial stop with regard to all road users. The police department should also continue enforcing rules for pedestrians and bicyclists – such as jaywalking, speeding cyclists on the city's trails, not stopping at stop signs, and bicycle helmet use.

¹² See the Appendix for relevant portions of the City of Kenmore's Bicycle Strategy, prepared by a citizen committee and approved by the City Council in 2013.

Recommendation 10: Reclaim the Right-of-Way

The City should reexamine its policy regarding how it keeps the city's right-of-way clear. Ensuring that bike paths and pedestrian walkways are clear from debris, improperly parked vehicles, vegetation, and other hazards, may involve the City taking on a more proactive role. Existing policy largely relies on property owners and takes a reactive approach to improvements. As a result, many shoulders available for bicyclists contain hazardous debris (gravel along 68th Ave NE between 182nd and 185th Street, for example). As referenced above, educating the public about their duty as property owners should also be a priority.

This recommendation is consistent with Policy T-1.2.3 of the Comprehensive Plan, which states that the Kenmore should "Maintain right-of-way and design standards that accommodate non-motorized transportation facilities to create a pedestrian and bicycle network in the community."

Recommendation 11: Improve and Encourage Use of the Citizen Action Request System

The Citizen Action Request (CAR) form is a convenient way for residents to report maintenance needs to city staff. There is currently low knowledge within the community that the CAR exists and what it should be used for. The CAR form should be surfaced on the city's homepage to make it more visible, made anonymous,¹³ and citizens should be able to attach a photograph to their online request. Further, the city should educate and encourage citizens to use the form. Vegetation, sidewalk maintenance, and other issues can be brought to the city's attention and repaired via the CAR process.

Recommendation 12: Work with Nearby Jurisdictions to Improve Bicycle and Pedestrian Connectivity

Pedestrian and bicycle safety is a regional issue and should be treated as such. The City of Kenmore should coordinate with neighboring municipalities and jurisdictions like the cities of Bothell and Kirkland, and Snohomish County when selecting sites for safety improvements and other infrastructure projects, in order to ensure network connectivity. Such communication is especially important for areas surrounding schools like Inglemoor High School, Lockwood Elementary, and Kenmore Junior High.

This recommendation is consistent with Objective T-4.2 of the Comprehensive Plan, to work with neighboring jurisdictions "to address regional transportation issues."

Recommendation 13: Encourage Pedestrian and Bicycle Delineation Markings on Trails

The City should work to include pedestrian and bicycle delineation markings on the future Tolt Pipeline Trail in order to minimize pedestrian-bicycle conflict. Further, the city should

¹³ A Citizen Action Request can currently be filed anonymously using a paper form, however the online form on the city's website requires a name and contact information.

request that King County mark the portion of the Burke-Gilman Trail that runs through Kenmore with designated pedestrian and bicycle lanes.

Recommendation 14: Metro and School Bus Stop Improvements

The King County Metro and Sound Transit bus stop locations around Kenmore pose problems for traffic congestion and pedestrian connectivity and the City should work more closely with transit agencies to either move stops to better locations near pedestrian crossings where they will not inhibit traffic flow or improve the surrounding infrastructure.

The city should continuously work with Northshore School District to identify ideal locations for bus stops. Bus stops should be located at well-lit locations with clear lines of sight, areas for students to stand and wait, and safe walking routes to and from their homes.

These recommendations address the Five E's from different angles by balancing new infrastructure and engineering improvements while encouraging citizens to make behavioral changes to increase safety for motorists, bicyclists, and pedestrians.

Medium to Long-Term Recommendations

2 to 6+ Years

Other improvements that can positively influence pedestrian and bicycle safety require longer build-out and planning periods, higher costs, and stakeholder buy-in. They should be evaluated within the context of Capital Improvement Program as part of the city's biennial budget process.

Construct an Over/Underpass across SR 522/Bothell Way

At least one grade separated crossing (an overpass or a tunnel) across SR 522 would provide connections to the Burke-Gilman Trail and the waterfront for the community north of SR 522 and connections to the downtown core for residents south of the highway. This long-term and resource-intensive investment should begin with a study that identifies possible locations. The Committee suggests that an initial review include crossings of SR 522 at 61st, 65th, 73rd, and 80th.



North Side of Sammamish River Bridge

Provide an Improved Bicycle and Pedestrian Facility on the West Sammamish River Bridge

Both the North and South sides of the West Sammamish River Bridge currently have narrow walkways for pedestrians and are difficult for bicycles to pass across. When the city reconstructs the West Sammamish River Bridge, it should include separated pedestrian and bicycle facilities. Ultimately, the city should work to include improved facilities on both sides of the bridge.

Complete the Tolt Pipeline Trail through Kenmore

Completing the portion of the Tolt Pipeline Trail that runs through Kenmore to include a pathway for bicyclists is a great way to increase east-west pedestrian and bicyclist connectivity through North Kenmore while providing an additional connection to nearby municipalities, like Bothell and Woodinville. The Capital Improvement Program includes completion of a portion of the trail from 68th Ave to 73rd Ave, currently in design.

Install and Maintain Trail and Street Lighting

Lighting should be added to the city's main trails, including the Wallace Swamp Creek, Tolt Pipeline, and Burke-Gilman Trails. This medium-term recommendation should also include working with the Neighborhood Transportation Plans to inventory areas where additional street lighting would most beneficially impact pedestrian and bicyclist safety.

Enforcement Capabilities

The City of Kenmore implemented an increased enforcement strategy in response to recent pedestrian and bicycle fatalities. This initial response utilizes overtime to increase the law enforcement presence. The committee recommends evaluating the effectiveness of the increased enforcement and if effective, examining the hiring of an additional Traffic Enforcement Officer. The additional officer will assure that the emphasis can be maintained long-term and that a culture of enforcement exists in the City of Kenmore.



Portion of Tolt Pipeline Trail,
Looking East at 73rd Ave NE

Funding Pedestrian and Bicycle Safety Improvements

Ongoing

The above recommendations can help guide Kenmore toward becoming a more bicycle and pedestrian friendly city. The cost involved in some of the improvements, particularly the infrastructure improvements, is significant and higher than what has historically been allocated to pedestrian and bicycle safety issues.

The city should secure a long-term, ongoing, sustainable, and dedicated pedestrian and bicycle safety funding source to ensure that different aspects of the above recommendations continue to be implemented and maintained for years to come. The Committee suggests that the city consider the following funding categories in relation to the above recommendations:

- **Capital Expenditures:** Significant monetary resources are needed for short-term and long-term infrastructure improvements, including the construction of new sidewalks and the SR 522/Bothell Way over/underpass.

- **Operational Expenditures:** The city will need to set aside ongoing operational funds to carry out many of the above recommendations. For instance, ongoing staff resources will need to be dedicated to maintain right-of-way, vegetation, and sidewalks, in addition to funding additional enforcement as referenced above.
- **Programmatic Expenditures:** The city should fund programmatic safety improvements, including the Neighborhood Transportation Plans (both administration and funding for improvements) and educational and awareness programs.

While the Committee finds that an ongoing and sustainable funding stream is important, the city should still continue to leverage such funding by seeking out grant opportunities, as it has historically done to fund new sidewalk construction.

IV. Performance Measures

The Pedestrian and Bicycle Safety Strategy and Recommendations include improvements that will positively impact road and trail safety in Kenmore. It is important for the city to monitor whether or not these recommendations, once implemented, are positively affecting safety outcomes. The below performance measures will provide insight into whether the recommendations, working together, are improving safety, and if they are not – guide the city to change course.

These measurements are meant to cover more than one recommendation and there may not be a measurement for each individual recommendation. Instead, these are meant to holistically measure the effectiveness of the City's efforts.

Collecting the data necessary to fulfill these measurements may require a range of data collection techniques including volunteers monitoring behavior in person or via a camera or aggregating data from existing collision databases.

BEHAVIOR, EDUCATION & ENFORCEMENT

MEASUREMENT	Frequency/Locations
Motorist Yield Rate: The percentage of motorists yielding to pedestrians in crosswalks when pedestrians have the right-of-way (up to several locations)	2 times per year
Reflective & Lighting Gear Usage Rate: The percentage of pedestrians and bicyclists using reflective or high-visibility gear (up to several locations)	2 times per year
Crossing Flag Usage Rate: The percentage of pedestrians using pedestrian crossing flags when crossing the street (up to several locations)	2 times per year
Helmet Usage Rate: The percentage of bicyclists using helmets (up to several locations)	2 times per year
Enforcement Report: Document to the extent possible the location and number of enforcement stops and enforcement action concerning traffic safety violations by motorists, bicyclists, and pedestrians	1 time per year
Collision Report: Number and location of traffic collisions involving pedestrians or bicyclists	1 time per year
Number of K-12 Students and Adult Community Members Receiving Safety Education from City Staff or Volunteers	Yearly

ENGINEERING & INFRASTRUCTURE IMPROVEMENTS

MEASUREMENT	Frequency/Locations
School Zone Speed Studies to measure 85 th percentile speed reduction (up to several locations)	Yearly
Capital Improvement Dollars Managed for Pedestrian and Bicycle Safety Improvement Projects	Yearly

ACCESS & USAGE

MEASUREMENT	Frequency/Locations
Bicycle and Pedestrian Counts at several locations throughout the city.	2 times per year
Bicycle Rack Utilization at Businesses, Public Areas, and Schools	1 time per year

All of these measures are part of the communal effort to reach the city's "Target Zero" goal: **zero pedestrian and bicyclist fatalities by 2025.**

IV. Conclusion

The recommendations outlined above will positively influence safety outcomes for all pedestrians, bicyclists, and motorists in Kenmore. The implementation requirements for each vary in their required levels of funding and staff resources, but together provide a holistic outline for how to best move forward. The focus on educational and awareness programs balance the long-term (and more costly) infrastructure investments to improve pedestrian and bicycle safety outcomes.

While Kenmore has made improvements to improve safety on city roadways since incorporation, the Committee's recommendations are designed to provide the outline for an **actionable plan** to improve bicycle and pedestrian safety that will result in substantially more progress in the coming years.



Pedestrian & Bicycle Safety Committee Worksheet:
Barriers & Solutions

BEHAVIOR

SAFETY BARRIER: **Pedestrian and Bicycle Behavior**

Description of Barriers: The committee has identified barriers to safety relating to **pedestrian and bicycle behavior**, including **low visibility of pedestrians, pedestrians who are not actively paying attention, bicyclists who are not wearing helmets, and long pedestrian signals.**

Proposed Solutions:

1. EDUCATION: Implement an Interagency Education and Awareness Program that leverages the city's resources with other agencies, like the Fire Department, PTA groups, City Schools, Senior Citizens, Churches, etc. The education and awareness package may include:
 - 1) Information about how pedestrians and bicyclists can be more visible to cars and the dangers of texting and walking;
 - 2) Information regarding the importance of helmets, how to properly wear them, and volunteers or city staff that can properly fit the helmets;
 - 3) Educate citizens that the city of Kenmore does not control most of the signals in their city and how to report signal issues to WDOT.
 - 4) Education about how to bring problems to attention of the city (CARs).

This information could be distributed in the following ways:

- 1) Law enforcement or city staff speaking to specific neighborhood groups;
 - 2) School resource officers speaking with students;
 - 3) City newsletter to promote safety information on a regular basis;
 - 4) Posters displayed in local businesses about bicyclists and pedestrian safety;
 - 5) Use the city's social media feeds;
 - 6) One or more new community message boards around the city;
 - 7) Create internship opportunities for students to educate other students;
 - 8) Fire Department "Bring your helmet to school day" to instruct students on how to wear a helmet correctly.
2. Implement signage at the entrance of King County that reads: "Helmets are Mandatory."
3. Encourage law enforcement to enforce existing rules for all road users.
4. Distribute, for a small fee or no fee, brightly colored backpacks and reflective gear to kids at Back-to-School events and other citizens.
5. Create an "Adopt a Crosswalk" program where neighborhood volunteers monitor flag inventory and issues with crosswalks.
6. Always include fitting with helmet distribution to reduce liability and make helmets more comfortable to wear.
7. Join Safe Kids Eastside to expand the resources available for helmet distribution.



SAFETY BARRIER:

Driver Behavior

Description of Barrier:

**Cars Not Yielding or Looking for Pedestrians
Cars Are Traveling Too Fast**

Proposed Solutions:

1. Multi-Modal Neighborhood Transportation Plans: create neighborhood plans where citizens help to plan or recommend traffic safety improvements in their neighborhoods. These plans might include: *traffic calming strategies, such as raised crosswalks, roundabouts, etc.*
2. Implement traffic safety cameras at the 3 elementary schools with the surplus revenue generated to fund pedestrian and bicycle safety improvements.
3. Gateway Signage: Build a gateway sign that is visible upon entry into Kenmore that communicates our commitment to safety for all road users.
4. Foster Cultural Changes: Pedestrian and bicyclists are equal to cars and that cars, pedestrians and bicyclists will be ticketed in Kenmore if they do not abide by laws. Create a zero tolerance policy regarding speeding.
5. Encourage the city to work with neighboring law enforcement to decrease distracted driving through enforcement, education and awareness public service announcements.
6. Increased enforcement in key areas, such as around schools, looking for speeding, distracted driving, and other dangerous behaviors.
7. Make school zones 24-hours; install red light cameras at school zones and on downhill slopes of arterials to ticket speeders.
8. Conduct a broad review of neighborhood speed limits to determine where speeds could be lowered.
9. Educate citizens on the benefits of pedestrian and bicycle safety features available in newer vehicles.
10. Educate citizens regarding the CAR; Encourage business owners and employees who travel about Kenmore to report issues.



INFRASTRUCTURE NEEDS

SAFETY BARRIER:

**Incomplete Pedestrian and Bike Network
Street Design Issues
Road Channelization & Curves**

Proposed Solutions:

1. Provide designated pathways and sidewalks for pedestrians and bicyclists on all of the main arterials.
2. Develop non-arterial routes for the bike and pedestrian network, connections through parks, trails and other short-cuts, such as the Tolt Pipeline Trail.
3. Construct additional sidewalks in areas near schools, specifically, a policy of pathways and sidewalks within one-half road miles of all of the city's schools.
4. Utilize the Neighborhood Transportation Planning groups to identify areas where improvements can be made, including marked crosswalks on major corridors, curbing, and other improvements.
5. Identify existing roadways that are not in step with the most recent design standards.
6. Evaluate an additional crossing over Sammamish River for pedestrians and bikes.
7. Add way-finding signage for pedestrians and bicyclists.
8. Develop walking and bicycle routes where people expect to see non-motorized traffic; tie into downtown development, parks and recreation plans.

SAFETY BARRIER:

Insufficient Street and Trail Lighting

Proposed Solutions:

1. Utilize Neighborhood Transportation Planning groups to identify areas where additional street lighting would improve safety.
2. Increase the scope of the arterial cross walk lighting survey to include all arterial roads looking at the proposed new uses including bicycle lanes, new sidewalk segments and new crosswalk locations.
3. Consider adding lighting to high-demand trails and pathways, including the Wallace Swamp Creek trail and the Tolt Pipeline trail.
4. Education: Use the newspaper and other distribution streams to inform Kenmore's citizens on how to report burned out street lights.
5. School Bus Stops: Coordinate with Northshore School District to locate bus stops under street lights, make sure street lights are working, giveaways of reflectors/lights.



SAFETY BARRIER: **Lack of ADA Mobility & Accessibility**

Proposed Solutions:

1. Identify where the old non-ADA compliant walkways exist. Use volunteers to find and evaluate locations with the greatest ADA need and establish a work plan to improve the deficiencies.
2. Construct a new standard for the city that recognizes that ADA accessibility is the highest priority, which should be reflected in minimal obstructions in the traveled portion of the sidewalks and walkways.

SAFETY BARRIER: **Lack of Secure Bike Storage and Locks**

Description of Barrier: The lack of bike storage is a barrier that discourages more bike-riding in Kenmore.

Proposed Solutions:

1. The city should work with businesses to help enhance or create bike storage at existing locations, for instance, by co-sponsoring promotional programs to place bike racks and storage areas on-site at businesses and at highly-used facilities.
2. Change city by-laws to require that new retail and multi-family construction include secure on-site bicycle storage.
3. Solicit Sound and Metro transit for more bike lockers and racks (see if county and state can provide these) at local park and ride.
4. Investigate whether a local business may be able to install more of these facilities around Kenmore (outside of park and ride).

SAFETY BARRIER: **SR 522**

Description of Barrier: SR 522 splits the community and the high traffic volume and high speed of cars is a safety hazard for Kenmore's residents. Frequent commercial driveways, congestion, and the lack of design authority all contribute to an unsafe environment.

Proposed Solutions:

1. Construct a bicycle- and pedestrian-only overcrossing or tunnel in a safe and convenient area across the highway. Possible locations: 65th or 181st or 73rd.
2. Consider narrowing SR 522 when coming into Kenmore (Dividers like Bothell)
3. Complete the SR 522 upgrades as planned for the west section of SR 522.
4. Evaluate the cost and value to the community of a grade-separated crossing and how future development in DT Kenmore can contribute to funding of a grade separated crossings of SR 522 through impact fees.
5. Evaluate the option of a signalized crossing at 61st Street & SR 522. [might have been 65th]



OPERATIONS & MAINTENANCE

SAFETY BARRIER:

**Poor Line of Sight and
Poor Signal and Signage Visibility**

Description of Barrier:

Existing signage and intersection design create safety hazards wherein there is poor line of sight to other road users and poor visibility of signs and signals.

Proposed Solutions:

1. Use the Neighborhood Transportation Planning groups to locate areas where vegetation around critical intersections and signage poses a threat to safety.
2. Educate citizens and businesses about how to file Citizen Action Request forms related to line of sight issues; create anonymous reporting tool; encourage its use.
3. Implement additional Rectangular Rapid Flashing Beacon (RRFB) lights at crosswalks, and additional flashing signals (similar to those on Juanita Drive).
4. Manage street trees: Only plant street trees that can be managed in the long-term and only where they do not block lines of sight.
5. Use fluorescent road signs more often that may be more effective at getting the attention of drivers.

SAFETY BARRIER:

Sidewalk Maintenance & Damage

Proposed Solutions:

1. Utilize Neighborhood Transportation Planning groups to collect data to create a city map that shows the location of every crosswalk, Metro or Sound Transit bus stop, school bus stop, sidewalk, paved shoulder with reflectors, paved shoulder with a curb buffer, bike lane, sharrows (shared-lane marking), and other pedestrian/bicycle feature to see where the city currently stands, and to map improvements.
2. Utilize Neighborhood Transportation Planning groups to survey the existing sidewalk and trail network to identify hazards.
3. Educate citizens regarding the Citizen Action Request form.
4. Evaluate the requirement and possibly look at alternatives to existing policy that places the burden on adjacent property owners for maintenance of city right-of-way sidewalks.
5. Evaluate the requirement that trees be planted along sidewalks.
6. Establish and fund a regular maintenance plan for city sidewalks that includes volunteers, city crews, and property owners.



ROAD DESIGN

SAFETY BARRIER: **Freight Design Standards and Routes**

Proposed Solutions:

1. Encourage use of pedestrian refuges to decrease pedestrian crossing distance.
2. Coordinate with business community to verify need for large freight trucks.
3. Limit freight based on road design (i.e., narrow bridges/roads off-limits for freight).
4. Ensure that turning radii on arterials are wide enough to prevent freight tires from going up on curbs and design freight roads to balance pedestrian and freight needs. Do not overdesign roads to accommodate freight.

SAFETY BARRIER: **Citywide Site Distance Issues**

Proposed Solutions:

1. Do not plant street trees that will interfere with sight distance or that can't be properly managed over the long-term.
2. Education citizens and businesses about Citizen Action Requests.
3. Design standards review of existing roads, or problematic roads (Neighborhood Transportation Plans).

SAFETY BARRIER: **Marked Crosswalks are not located in High Demand Areas**

Proposed Solutions:

1. Conduct surveys and traffic studies to determine high use routes.
2. Review all existing crosswalks to verify that they are in areas where the demand exists.
3. Coordinate with neighborhoods and Northshore School District staff to determine where the most traffic volume is.
4. Create a task force of one city staff member and community volunteers that are similar to the Task Force Ad Hoc Committee but would work with the city on an ongoing basis.
5. Create a city map that shows the location of every crosswalk, Metro bus stop, school bus stop, sidewalk, and paved shoulder with reflectors, paved shoulder with a curb buffer, bike lane, sharrow, and other pedestrian/bicycle feature to see where we are at currently and as a resource for public meetings.



OTHER BARRIERS

SAFETY BARRIER:

TRANSIT: KC Metro, Sound Transit and School Bus Stops

Description of Barrier:

Bus stops around the city may be unsafe to do their placement, surrounding traffic conditions, lack of lighting and low visibility.

Proposed Solutions:

1. Education: Educate citizens about how to contact Metro and Sound Transit staff with issues concerning bus stops
2. Improve design of pedestrian crossings to better accommodate transit users (e.g. walk signal buttons tend to be far from bus stops so that multiple buses may pull in without blocking the intersection - maybe add a button at the bus stop to decrease pedestrian delay, or locate a tunnel/bridge where it would be convenient to many transit users).
3. Use the Neighborhood Transportation Planning groups to identify bus stops requiring improvements or those that are a safety risk.

SAFETY BARRIER:

Future Funding & Planning Jurisdictional Limits and Boundaries

Description of Barrier:

There are not enough funds for sidewalks and bicycle facilities, and other safety improvements.

Proposed Solutions:

1. Work to find a sustainable funding source for pedestrian and bicycle safety.
2. Create a system where city staff regularly stays in contact with their counterparts in City of Bothell Public Works, the City of Kirkland Public Works, Snohomish County Public Works, and other adjacent municipalities to discuss relevant road and transportation projects at their respective borders and ensure connectivity of bike and pedestrian networks especially around schools.
3. City should liaise with Snohomish County, Briar, Bothell and other municipalities on pedestrian and bicycle connectivity.



City Of Kenmore, WA

Appendix 2:

Memo to Council from Rob Karlinsey,
Dated May 19, 2014

Memorandum

Date: May 15, 2014

To: Mayor and City Council

From: Rob Karlinsey, City Manager

Re: Update on Pedestrian and Bicycle Safety

We continue to move forward with the pedestrian and bicycle safety actions you authorized at the March 24, 2014 City Council meeting. Attached is the updated schedule.

Near Term Actions

The rechannelization and restriping of 61st Avenue NE should happen in June, weather and contractor schedules permitting—see attached rechannelization plan for 61st Avenue NE. The crosswalk on 61st Avenue NE at NE 190th Street will move northward about 200 feet so that a pedestrian refuge island, with a Rectangular Rapid Flash Beacon (RRFB), can be installed. This relocation of the crosswalk will happen sometime after the restriping. When the crosswalk gets relocated, the existing crosswalk striping on 61st Ave NE at NE 190th Street will be ground out.

King County is also planning to relocate the crosswalk on Juanita Drive at NE 160th Street approximately 200 feet to the north, also for the purpose of being able to add a pedestrian refuge island with an RRFB. I have also asked them to design in and cost out a sidewalk connection on the east side of Juanita between NE 160th Street and where the new crosswalk will go. This relocation of the crosswalk at NE 160th Street will likely take place this summer after the Juanita Drive asphalt overlay is completed. In the meantime, if the RRFBs arrive prior to the asphalt overlay, we will install the RRFBs at the current NE 160th Street location and then move the RRFBs when the crosswalk gets relocated.

We have also directed King County to design a new striping plan for Simonds Road. We expect to show you this plan next month.

Our traffic engineer at King County has also completed a 4-way stop warrant analysis for the intersection at NE 181st Street and 67th Avenue NE. Based on the data, he believes the intersection meets warrants for a four-way stop, so we should be installing a four-way stop (along with "Stop Head" and "Traffic Revision Ahead" signage) later this year.

As I reported to you last month, King County has ordered the RRFBs and we expect them to arrive by mid June. Installation of the RRFBs should be soon thereafter.

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

We have also directed King County to review street lighting levels at arterial crosswalks. We will likely have recommendations, including costs, by the end of May with implementation (assuming adequate budget authority) this summer.

Arterial speeds also continue to be reviewed by King County. State law does not allow us to reduce arterial speed limits without conducting a speed/traffic study. King County has been directed to do so, which should be completed by the end of May. We expect City Council deliberation and resulting speed limit changes, if any, sometime this summer. We have a head start on several arterials because we already have recent speed and volume data for these several roads.

Target Zero

At your April 28, 2014 City Council meeting, you adopted Resolution 14-235 adopting a goal of zero pedestrian and bicycle fatalities by 2025 or sooner. This resolution provides vision for strategies and tasks that are ahead of us.

Sidewalk and Transportation Grant Applications

The last few weeks have been “grant application central” here at City Hall as we have continued to aggressively apply for sidewalk and other transportation safety grants. In the past week, City staff submitted six grant applications:

- Two Safe Routes to Schools (NE 155th Street between Inglemoor High School and Moorlands Elementary & NE 202nd Street to Kenmore Jr. High)
- Two West Sammamish Bridge grants (BRAC and STP)
- Pedestrian & Bicycle grant for a sidewalk on 68th Avenue NE along Rhododendron Park
- Federal Pavement Preservation grant for an asphalt overlay on Simonds (NE 165th Street to 92nd Avenue NE).

The week prior, City staff submitted a grant for a sidewalk on the south side of NE 181st Street between 68th Avenue NE and 73rd Avenue NE.

There are no guarantees that we will be successful with any of these grants—they are very competitive—but we continue to be hopeful. This grant application work is no small chore and has been a team effort.

Safety Improvements on Juanita Drive

Funded via a Federal grant, the contract has been awarded and signed to install pedestrian and ADA safety improvements at two intersections:

1. Juanita Drive and Arrowhead Drive (NE 153rd Street)
2. Juanita Drive and Simonds Road (NE 170th Street)

Improvements at these two intersections will include sidewalk and ADA ramp improvements as well as new pedestrian crosswalk signals and activation buttons. The project should be complete around the end of June.

Communication and Outreach

I also reported to you last month that I have assembled a team of my coworkers to draft a communication and outreach plan for pedestrian and bicycle safety. Attached is a draft of that plan, portions of which we are already implementing. This plan is both staff and volunteer-dependent. A temporary intern will assist with the creation of the materials, and we will need the community's help to make outreach a success. This plan is still in draft form because we welcome additional input and ideas from you and the community. I expect that the newly formed ad hoc Pedestrian and Bicycle Safety Committee should also have some great suggestions for the plan.

Ad Hoc Committee on Pedestrian and Bicycle Safety

Speaking of the Ad Hoc Committee, you appointed seven members of the committee on May 5, 2014. The committee members are:

Andrea Laltoo
Doug Levy
Mark Abersold
Victoria Chaussee
Robert Greene
David Maehren
Katrina Rose

Our City Engineer Kris Overleese will facilitate the committee with the help of a temporary intern to assist with the committee (we are currently in the process of recruiting for that intern).

Earlier this month we forwarded you a draft memo that outlines the committee's process and what they will be tasked with. This memo is attached—please review and let us know if you have any comments.

With the attached committee process memo as context, the meeting schedule for the committee is as follows:

Wednesday May 28 (6:30-8:00)
Thursday June 5 (6:30-7:30)
Thursday June 12 (6:30-7:30)
Thursday June 19 (6:30-7:30)
Wednesday August 13 (6:30-8:00)
Wednesday August 20 (6:30-7:30) RESERVE Date/Time

Long Term Actions for Pedestrian and Bicycle Safety

As directed by you, the City Council, during your goal setting session last January, we are working on options to "accelerate implementation of the Sidewalk Plan . . ." I believe it is the

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City Council's intent to expand that goal to include multimodal safety, not just the addition of new sidewalks. To that end, and as I reported to you last month, we are in the midst of drafting a policy paper that would look at ways to finance both ongoing and capital project needs for bicycle and pedestrian safety. This policy paper will likely include some form of a voter-approved financing option, so stay tuned. We hope to have this policy paper drafted by the end of this month and begin discussions about it with you in June.

I believe that long term actions should be aggressive and meaningful—they should get at the heart of pedestrian and bicycle safety, a key pillar of which is calming motor vehicle traffic. Modern and proven traffic calming devices, including (but not limited to) roundabouts should be considered.

Thank you for giving us the resources and direction to move forward on these important next steps to improve safety in our community. We will continue to update you regularly.

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Appendix 3:

Bicycle Strategy



City of Kenmore, WA
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We want Kenmore to be known as a bicycle friendly City. This document provides a background on current conditions for cyclists in Kenmore including areas of strength and barriers for cyclists. It then gives general policy suggestions to provide a "tool box" for City officials to make cycling more accessible to the public as well as recommendations.

Table of Contents

Introduction	3
What we know	3
There is demand for cycling in Kenmore.	3
There is Potential for Multi-Modal Transportation	3
There are barriers for cyclists in the City	4
There are a number of common bicycle corridors in the City	4
Policies to increase cycling and establish Kenmore as Bicycle Friendly	5
“Place Making”	5
Safety Improvements.....	6
Reducing Speed Limits on Local Streets and Collector Arterials.....	7
Publicize!	7
Specific Next Steps	8
Short Term	8
Longer Term.....	9
Conclusions	11

Introduction

In November of 2012, a group of citizens and City officials meet and discussed what the City could do to encourage cycling in Kenmore. This report stems from that discussion as well as electronic correspondence afterward and staff research. The information contained herein aims to inform and provide direction for the City with regard to effective bicycle policies.

What we know

There is demand for cycling in Kenmore.

Kenmore is in the fortunate position of already possessing an established cycling population. The Burke-Gilman trail, a multi-use regional trail which runs from Redmond to Seattle, bisects the City from east to west and is one of the most popular bicycle routes in the region. According to a count conducted by the Cascade bicycle club, the trail through Kenmore serves as many as 559 cyclists from 7-9 AM¹. That volume is comparable to the vehicular traffic volume on 68th Avenue (north of SR 522) during that same time period.²

Cyclists already use bicycles as part of larger commute trips. The Bicycle Alliance of Washington rents lockers at park and rides to people who commute by bicycle at least 3 times per week.³ Currently, the lockers at Kenmore Park and Ride have a 100% occupancy rate with names on a wait list⁴.

Kenmore is also a well known center for mountain biking. St. Edwards State Park and neighboring Big Finn Hill State Park together provide one of the most extensive mountain bike facilities in the Seattle metropolitan area.

There is Potential for Multi-Modal Transportation

According to data from the US Census Bureau, most Kenmore residents do not work in the City.⁵ The average commute time for Kenmore residents is nearly 30 minutes and 72% percent of residents commute by car.⁶ The high percentage of people driving to work coupled with the high average commute time implies that Kenmore residents generally work relatively far from the City. With that in mind, residents will likely have to use some form of public transit in addition to their bicycle, as cycling alone would likely increase their commute time to impractical levels.

¹ Ryann Child, Cascade Bicycle Club, Email Correspondence, March 20, 2013

² 68th Avenue NE and NE 182nd Street, 03-15-13

³ King County Metro Transit, "Bike Parking at Transit Facilities" *Metro Online*, <http://metro.kingcounty.gov/tops/bike/parking.html>, updated November 28, 2012

⁴ Bicycle Alliance of Washington Spokesperson, Telephone Correspondence, March 19, 2013

⁵ United States Census Bureau, *2007-2011 American Community Survey: Commuting Characteristics by Sex*, Form S0801

⁶ Ibid.

Currently, Kenmore Park and Ride is listed as being 100% utilized by King County Metro Transit.⁷ This means that during a typical weekday, the parking lot is completely full during peak hours. Due to this high demand for park and ride space, King County Metro leases parking lots from local churches to be used as additional commuter parking. All of the leased lots are also listed as “High-Utilization.”⁸

If people were to ride their bicycles to the bus instead of driving it would free up spaces for commuters who cannot bicycle. By taking their bike with them on the bus, riders would be able to access areas that would have been impractical to reach by transit alone.

There are barriers for cyclists in the City

Although there is demand for cycling in Kenmore, there are factors that limit residents from being able to get around safely by bike. The first is the lack of bicycle facilities in the City. While the Burke-Gilman trail is certainly an asset for the City, without a network of facilities which connect destinations (e.g. schools, libraries, major employers, stores, etc.) there isn’t much incentive for people to leave the trail. With the exception of the Burke-Gilman Trail, most of Kenmore’s bicycle network has no dedicated bicycle facilities.

Further, SR 522, which at its widest carries six lanes of traffic moving at 45 miles per hour, has proven to be an intimidating crossing point for all but the most experienced of cyclists. Only one intersection with SR 522 has any sort of bicycle facility: 80th Ave NE has bike lanes at the intersection. However, these lanes only continue for a few hundred yards before disappearing. See facility inventory in appendix A for a special layout of the bicycle facilities in the City.

There are a number of common bicycle corridors in the City

Through discussions with major stakeholders and members of the cycling community in Kenmore, 5 common bicycle routes were identified. These routes themselves, as well as the major community and regional amenities they connect, are listed below:

- **Burke-Gillman Trail.** In addition to being a regional cycling artery and one of the most popular cycling facilities in the state, this trail serves as the “backbone” of Kenmore’s existing bicycle network. With the exception of one stop-sign at 61st Avenue NE, it provides an uninterrupted East-West corridor for cyclists riding through the City.
- **68th/Juanita Drive (Southbound from the Burke-Gilman).** As a part of the “Lake Washington loop,” a common bicycle route for recreational and enthusiast cyclists which circumnavigates Lake Washington, this stretch of road sees significant bicycle traffic despite its hilly and curvy nature. Further, this road provides a connection to several major destinations both regionally and in the City. This road connects to Kirkland, Arrowhead Elementary and Bastyr University/St. Edwards State Park.
- **61st Ave NE.** The stakeholder meeting and discussion process listed 61st Avenue NE as a common bicycle route in the City. While 61st Avenue NE does not connect many major destinations in Kenmore itself, it does provide a route to the Interurban Trail (a regional mixed use bike trail

⁷ King County Metro Transit, *Park-and-Ride Utilization Report: Fourth Quarter 2012*, January 2013, pp. 5

⁸ Ibid.

similar to the Burke-Gilman) to the north. Due to the high volume and speed of traffic combined with the lack of shoulders on the southern portion of the road, it is currently only accessible to experienced cyclists who are used to riding in traffic.

- **68th Ave NE/NE 202nd Street (Northbound from the Burke-Gilman).** The relatively gentle slope of this street, combined with its low traffic volumes (compared to 61st Avenue NE) and ample shoulder make this a common cycling route for people to reach Kenmore Elementary and Kenmore Jr. High. The combination of 68th Avenue NE that turns into NE 202nd Street provides riders a lower traffic route to the north compared to 61st Ave NE.
- **73rd Ave NE.** The location of the Park and Ride on this street makes this a popular connection point for bicycle commuters in the area.
- **Simonds Road NE.** Although this road has a relatively steep slope, this road has relatively wide lanes which can accommodate cyclists fairly well. Additionally, this street serves as a major connection to Inglemoor High School.

Policies to increase cycling and establish Kenmore as Bicycle Friendly

While there is no “silver bullet” answer to increasing cycling in Kenmore, there are a number of policies that when implemented effectively will synergize to make Kenmore a more bicycle friendly place. Below are a few examples, placed into 4 broad categories.

“Place Making”

Place making can be loosely defined as creating a vibrant location which drives people to use the public space available to them, rather than ignoring it or simply passing through it. Part of Kenmore’s development strategy is creating a more defined, compact downtown. Development with active public spaces will make Kenmore more amenable to cyclists as compact development reduces the distance between destinations and active public spaces create incentive to make the trip in the first place.

However, no matter how appealing a destination may be, people will not ride their bikes to a location without a safe place to park their bikes when they get there. The provision of bicycle parking facilities can be relatively inexpensive to implement and absolutely necessary for people to feel comfortable leaving their bikes while they shop, dine or enjoy everything Kenmore has to offer. Ensuring Kenmore has adequate parking facilities can be done a few ways. First, the City can place bike parking facilities itself on sidewalks by major destinations. Additionally, the City can encourage private developers to provide parking facilities through incentives such as reduced vehicle parking requirements.

Creation of marked bicycle corridors to downtown and other destinations is an activity to both create a more defined identity for Kenmore and increase bicycling. Not only would signed bike routes guide cyclists to major destinations using roads that are safest for cyclists, but it would also provide drivers with an additional reminder to be “on the look-out” for cyclists.

Safety Improvements

Many people refrain from cycling because they do not feel safe.⁹ Surprisingly, it appears that how safe people perceive cycling to be is much more important in increasing the number of people bicycling than actual safety improvements, although increasing both is preferable. Most available research shows that the key to increasing perceived safety for cyclists is in providing dedicated road facilities for bicyclists. Below, the benefits and drawbacks of major bicycle facilities are outlined. For detailed cross-sections or plan views of these facilities see appendix B.

- **Cycle Tracks.** Although they are ubiquitous in some European countries, Cycle Tracks have only recently found a place in the American planning process. Unlike traditional bike lanes, cycle tracks have some form of physical separation from the roadway. This can either be a grade separation or through some form of raised median. Generally, cycle tracks are placed to the right of a line of parking to further separate cyclists from moving traffic. While users of cycle tracks perceive themselves to be the safest on these facilities, there is inconsistent data on if these facilities actually improve safety.¹⁰ However, because of that perceived safety, cycle tracks were shown in a Danish study comparing various bicycle facilities to cause the largest increase in bicycle use at 18-30% over roads without these facilities. Unfortunately, because of the right of way requirements for these facilities, cycle tracks can prove to be expensive due to real estate acquisition and construction costs. Most people are unfamiliar with bicycle tracks, which can increase danger for cyclists unless drivers and cyclists are educated on their use.
- **Bicycle Lanes.** These facilities are striped areas on the road (generally adjacent to general travel lanes) which are reserved for bicycles only. While these facilities have a notable actual safety improvement over no lane, there is not a huge jump in perceived safety.¹¹ In the Danish study conducted on bicycle facilities, bike lanes were shown to modestly increase cycling by 5-7% compared to roads without designated bicycle facilities. However, it should be noted that the increase quoted for ridership numbers may be artificially low compared to the US, considering it was considering Danish cyclists in Copenhagen (where the cycling mode-share is nearly 50% for commuters).¹² This study is primarily used because it is one of the only studies to compare different types of bicycle facilities. Studies in the US show increases closer to 30%.¹³ From a cost perspective, bike lanes are relatively inexpensive when compared to facilities like cycle tracks. In some cases, they can be put in with a simple road restriping, rather than requiring additional ROW and widening the pavement. Actual and perceived safety improvements to bicycle lanes can be achieved with the additions of buffers or striped areas between the vehicle travel lane and the bike lane. See appendix B for examples of both types of facilities.

⁹ Jenson, Søren Underlien, Roskilde, Claus, Jensen, Niels, *Road Safety and Perceived Risk*, City of Copenhagen

¹⁰ Ann Lusk et al., "Risk of Injury for Bicycling on Cycle Tracks versus in the Street," *Injury Prevention*, doi:10.1136/ip.2010.

¹¹ Jenson, Søren Underlien, Roskilde, Claus, Jensen, Niels, *Road Safety and Perceived Risk*, City of Copenhagen

¹² City of Copenhagen, *Good, Better, Best: City of Copenhagen's Bicycle Strategy 2011-2025*, 2010, Copenhagen Denmark, pp. 3-6

¹³ City of San Francisco, 2004. Fell Street Bike Lane (Scott to Baker) and Tow-Away Zone Proposal. City of San Francisco, San Francisco, CA.

http://www.sfmta.com/cms/uploadedfiles/dpt/bike/rewrite%20of%20memo%20for%20website%2011_22_04.pdf

- **“Bike Boxes.”** A large portion of serious bike crashes occur when a vehicle strikes a cyclist. One of the most common types of vehicle-cyclists collisions is the “right-hook” accident. In this situation, a vehicle that is turning right fails to see and yield to a cyclist that is approaching from behind and continuing straight. One solution to help prevent this type of accident is the use of “bike boxes.” These facilities are an intersection safety design which consists of a painted green space ahead of the queue of vehicles and behind the crosswalk. By providing bicycle queuing space ahead of cars, cyclists become more visible to vehicles, which prevents accidents. Bike boxes are increasing in popularity in the Puget Sound Region. A depiction of a bike box is shown in appendix B.
- **“Sharrows.”** In certain situations there may not currently be space on the road for an exclusive bicycle facility. When these constraints are present, putting shared lane markings (or “sharrows”) on the road may offer some form of bicycle facility. Sharrows are intended to guide cyclists on where the best place to ride on the road may be to avoid car doors and to remind drivers to share the road. While these facilities may serve as visual reminders to cyclists and drivers, there is little data to suggest they make a positive impact in the number or safety of cyclists on a given corridor. See appendix B for a depiction of sharrows.

Reducing Speed Limits on Local Streets and Collector Arterials

Another way to increase both the perceived and actual safety of cycling in Kenmore is to lower the speed differential between motor vehicles and bicycles. According to a 2011 study by AAA, a pedestrian’s or cyclist’s risk of death is more than halved when impact speed is reduced from 32 mph to 23 mph.¹⁴

Given that the speed of an individual cyclist is limited by the rider, the only feasible way to reduce this differential is to lower the speed of vehicle traffic along major bike routes where feasible, especially on local streets and areas with large numbers of pedestrians. With the State’s recent passage of SB 5066 (which waives the requirements for engineering studies when reducing speed limits from 25 to 20), implementing this change has been made much easier. Implementation of lowering speed limits is inexpensive and requires new signage.

Publicize!

Increasing the ease of cycling and safety in Kenmore is listed as a priority for the City in the Comprehensive Plan. There are projects currently underway that can make Kenmore a better place for cyclists. Educating the public how projects fit into the context of making Kenmore a friendlier place for cycling should be a priority for the City. The Kenmore Village redevelopment is a prime example of a non-cycling specific project with tangible positive effects on cycling in Kenmore. The denser, multi-use development will reduce distance between residents’ homes and amenities (including transit), making cycling more appealing.

¹⁴ Brian Tefft, *Impact Speed and a Pedestrian’s Risk of Severe Injury or Death*, September 2011, <https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>

Specific Next Steps

We have reviewed current conditions for cyclists in Kenmore and examined general policies that can increase cycling. The remainder of this report discusses how we can put general policies to work. These next steps reflect both the suggestions of the citizen group as well as staff recommendations derived from research.

Short Term

- **Promote safety through awareness signage.** One inexpensive means of improving bicycle safety through the busier corridors of the City is through the installation of awareness signage on streets frequented by bicycles. Awareness signage encourages drivers to both “share the road” generally, and also gives them warning to be extra alert for cyclists on designated or known bike routes.
- **Place making improvements through way-finding projects and signed bike routes.** Kenmore already is taking steps to build a sense of “place” in downtown area through way-finding projects. However, these efforts are predominately tailored to vehicle users. By creating signed bicycle routes, cyclists will be able to more successfully navigate the City and find destinations, using routes that are better suited to bicycle users (e.g. on roads with less traffic, or lower road grades). Signage indicating Kenmore as a bicycle-friendly city can also be added to “gateway” signage for people entering the City. Additionally, the City should make sure that Kenmore’s bicycle facilities are accurately represented in regional cycling maps and literature.
- **Step up the City’s marketing efforts.** Promote Kenmore as a bicycle friendly community. Marketing materials, authored articles in cycling publications, and blog entries are a few ways to promote the City and its current facilities.
- **Create a cycling map/brochure for the City.** The City could follow the example of cities like Redmond and Seattle in creating a bicycling map for residents. A map of bike routes, facilities, and “caution areas” (roads with higher traffic or steep slopes) can be made which allows residents a tool to navigate the City on their own. Further, making a facilities map would help establish Kenmore as a bicycle friendly community.
- **Promote and recruit cycling events in Kenmore.** Activities that can promote cycling in the City include rides, races, and education programs. Races and education programs can expose cycling to groups that might not otherwise be interested. Additionally, events in a closed loop can help highlight sections of the City like the downtown zone. Some stakeholder groups the City can partner with are Cascade Bicycle Club (education programs and rides) and the Washington State Bicycle Association (bike races). The City may also consider partnering with neighboring cities to organize cycling events (such as rides, races, or even cycling art exhibitions) that highlight both city’s people and places.
- **Restripe Juanita with bike lanes on one or both side of the street (as feasible).** There are current plans to overlay Juanita Drive (Kenmore’s portion) in 2013. Once an overlay is complete, restriping the road surface is necessary. The City is evaluating the corridor to determine if addition of bicycle lanes is feasible. As the overlay will not be adding additional road surface, it may not be possible to add bicycle facilities to both sides of the road. If only one facility can be

added it should be placed on the southbound stretch of road as it is uphill as the speed differential between cyclists and vehicles is much larger than on the downhill section. Cyclists also ride uphill at slower speeds and are more likely to have a laterally erratic travel path as they struggle to maintain forward momentum. Additionally, two intersections (68th Avenue NE & NE 170th Street and Juanita Drive NE & NE 153rd Place) would be reviewed for the addition of bike boxes.

- **Comprehensive Plan and Street/Road Standards update.** In the next two years, the City will be updating the Transportation Element of the Comprehensive Plan. In addition, the City's Road/Street standards will be updated. At this time, staff utilizes the King County Roads Standards from the 1990s. Update of both of these documents is an opportunity to review bicycle facilities within the City.
- **Ensure mountain bike trails are well maintained and remain open to cyclists.** Kenmore possesses excellent mountain bike facilities that are a regional draw. Making sure that these facilities are well maintained and open to cyclists is essential to keeping Kenmore a regional center for mountain biking. Organizations such as the Evergreen Mountain Bike Alliance and neighborhood groups have previously partnered with parks groups for trail maintenance and improvements and would likely make excellent partners in the future.
- **Work to install more bike lockers in the vicinity of SR 522.** The bike lockers at the Kenmore Park and Ride are utilized and there is a wait list. To encourage bicycle use as component of a commute, the City should make more lockers available to the public. The City could work with King County Metro Transit and the Bicycle Alliance of Washington to increase the number of lockers available at the Park and Ride. Should the City acquire the property on the northwest corner of SR 522 and 67th Avenue NE, it may be possible to install bicycle lockers and other bicycle facilities at this location as well.

Longer Term

- **Street improvements that include separated facilities for cyclists.** As the City grows and improves its road network, it is important to work towards meeting the needs of cyclists. Any time a street is overlaid or widened, special attention should be given to adding bicycle facilities where possible. As the City does not have an unlimited budget for bicycle improvements, care must be given to prioritizing what type of facilities are best for increasing cycling in the particular project. Below is a list of facilities arranged from most beneficial to cycling to least beneficial. The City should use this as a guide and pick the highest benefit facility which is financially feasible for a given project.
 1. **Cycle Track (On existing high utilization bicycle corridors only).** Given the high expense involved in the construction of these facilities, they should only be considered on areas with high bicycle utilization. Further, as this type facility isn't currently covered in Kenmore's road standards, they will need to be evaluated during the planned update.
 2. **Buffered Bike Lanes (both sides).** Like cycle tracks, these standards for these facilities should be added into the planned update of Kenmore's road standards.
 3. **Buffered Bike Lane (one side, preferably uphill), Bike lane downhill**
 4. **Bike Lane (both sides)**

5. **Bike Lane (one side, preferably uphill), “Sharrows” downhill**
6. **Wide Shared Use Shoulders**
7. **Sharrows (both Sides)**

Additionally, special care to put the highest benefit bike facility possible should be given to streets that are on established bike routes.

- **Improve SR 522 crossings for cyclists.** Currently, crossing SR 522 can be a challenge for cyclists. As the streets that intersect SR 522 get improved to include bicycle facilities, it is important to make sure that the crossing is as safe as possible for cyclists. “Bike boxes” would be well suited to the high volume nature of these roads as it gives cyclists as much visibility to cars as possible. However, more study on their traffic effects may be needed considering they will either require additional road infrastructure (a pedestrian island) to separate right-turning traffic in dedicated right turn lanes or the removal of right-turn-on-red abilities for vehicle traffic to be effective. Further, making sure cyclists crossing SR 522 have easy access to the Burke-Gilman trail should be a priority.
- **Compact development in the downtown core.** As outlined in the “policies” section, a compact, defined downtown creates a destination for cyclists as well as general traffic. Further, denser development lowers the distance between destinations for cyclists.
- **68th Ave bridge reconstruction with bicycle facilities.** In the long run, the 68th Avenue Bridge should be retrofitted and/or replaced to include bicycle and pedestrian facilities. The bridges are a “choke point” for cyclists riding the Lake Washington loop (as the bridge has no shoulders or any bicycle facility).
- **Plan for and identify locations for more automobile parking at bicycle trail access points (along NE 175th Street, for example).**
- **Research Liability and other potential costs for a public bike share program or City Employee Bicycle program**
- **Provide cycling concessions near major bicycle facilities.** Providing facilities for cyclists both on and off the road is important. The City could coordinate with private partners looking to set up concession facilities in Kenmore’s city-owned parks that would benefit cyclists. Making sure that the City is amicable to their requests benefits the City in two ways. First, the City will be providing services that will either support existing cyclists (such as with a bicycle parts vending machine), or will encourage new cyclists (with facilities like bicycle rentals). Considering the health effects of cycling, encouraging or supporting these activities constitutes a clear public benefit. Second, by allowing these private ventures on public lands, the City is able to provide services without shouldering the financial burden.
- **Improve the Burke-Gilman crossing at 61st Ave NE.** One of the reasons the Burke-Gilman trail is so popular for cyclists is that it provides a route through Kenmore for cyclists that has almost no conflict points with motor vehicle traffic. One of the two remaining conflict points between motor vehicles and cyclists are at 61st Ave NE. The steep slope of 61st, combined with the tight s-curve between SR-522 and 175th street make it difficult for vehicles to see trail users at that crossing point. Making the trail crossing for this road either above or below grade from cars will

completely remove that risk for cyclists on the Burke-Gillman. However, those solutions may be prohibitively expensive given the low traffic volume on that street. A more cost-sensitive solution to making that intersection safer for cyclists would be to put in some form of traffic calming on 61st Avenue NE (example: investigate opportunity for a roundabout incorporating the trail and 61st/175th Street intersection) or by requiring vehicular traffic to yield to trail traffic (which many motorists already do), or stop before crossing the trail. Any of these solutions will require coordination with King County as the Burke Gillman trail is a County facility.

Conclusions

Kenmore possesses the basic building blocks to be a well known and functioning bicycle community. We possess the Burke Gilman Trail which is largely conflict free, mountain bike trails, METRO/Soundtransit service to many regional destinations, and citizens who cycle. However, there are currently barriers for cyclists in the City. The concepts and steps outlined in this Strategy will go a long way towards addressing these barriers will require a short and long-term commitment from the City and community.

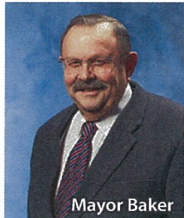
Once this Strategy is set in motion, the City will convene a citizen bicycle advisory group periodically to monitor progress.

Appendix 4:

Kenmore Newsletter (Pages 1-5),
May 2014

City Taking Steps to Address Pedestrian and Bicycle Safety

The community has been saddened and deeply affected by recent car vs. pedestrian fatalities in our City. As City officials, we are taking this very seriously and are acting as quickly as possible to improve safety for pedestrians and cyclists. At our March 24 meeting, the City Council appropriated over \$200,000 for pedestrian and bicycle safety measures that we can move on now. For example, we have ordered rapid flashing beacons (similar to what you see at crosswalks in Kirkland) for arterial crosswalks that have no mainline stop control. Examples include the crosswalk going across Juanita Drive at 160th Street and also the crossing of 61st Avenue at 190th Street. The rapid flashing beacons for crosswalks have been ordered and should arrive by June with installation this summer.



Mayor Baker

The City Manager has also directed that speed studies of our arterials be completed to evaluate whether the speed limits can be reduced, as State law requires that speed studies be conducted before speed limits can be lowered on arterial streets. We expect to have the speed studies complete and potential lowering of speed limits this summer.

We are also evaluating street lighting options, shifting of certain crosswalks, rechannelizing certain arterial streets and other measures with the goal of improving safety. The City Council has also authorized the creation of an ad hoc citizen committee to take a close look at pedestrian and bicycle safety in our City. Applications for this committee were due on April 23, and the City Council expects to appoint citizens to the committee in the very near future.

We are also stepping up our enforcement, education, and outreach efforts. With the help of the community, we are putting together a communication and outreach plan for pedestrian and bicycle safety that will tap into the volunteerism and other resources of the community. We need everyone's help!

Our police department, under the leadership of Chief Sether, will continue to enforce crosswalk and traffic safety



Pedestrians walk along new sidewalks on 68th Ave NE near downtown Kenmore.

laws. Chief Sether has recently augmented these efforts by bringing in a motorcycle officer for several hours, two or three days a week. The primary emphasis of this motorcycle officer will be to enforce pedestrian safety laws. Enforcement is coming to a crosswalk near you.

Longer term, we need to move forward on the City Council's goal set last January to "Accelerate implementation of the Sidewalk Plan by determining various funding options." Last year, the City Council adopted a 20-year Sidewalk Plan, a small portion of which is funded. New commercial and residential developments are required to construct sidewalks along their street frontage, and there are some grants available for new sidewalks, but neither of these options are fast enough to meet our needs. We need to evaluate more aggressive funding options, including the possibility of going to the voters, to meet the needs of our walking and biking population.

In the last several years, the world has changed for Kenmore. Due to regional transportation changes, we are seeing increased traffic volumes on our roads. In addition, distracted driving is on the rise as smart phones and texting have become commonplace. Getting the word out to Kenmore residents

(continued on page 3)



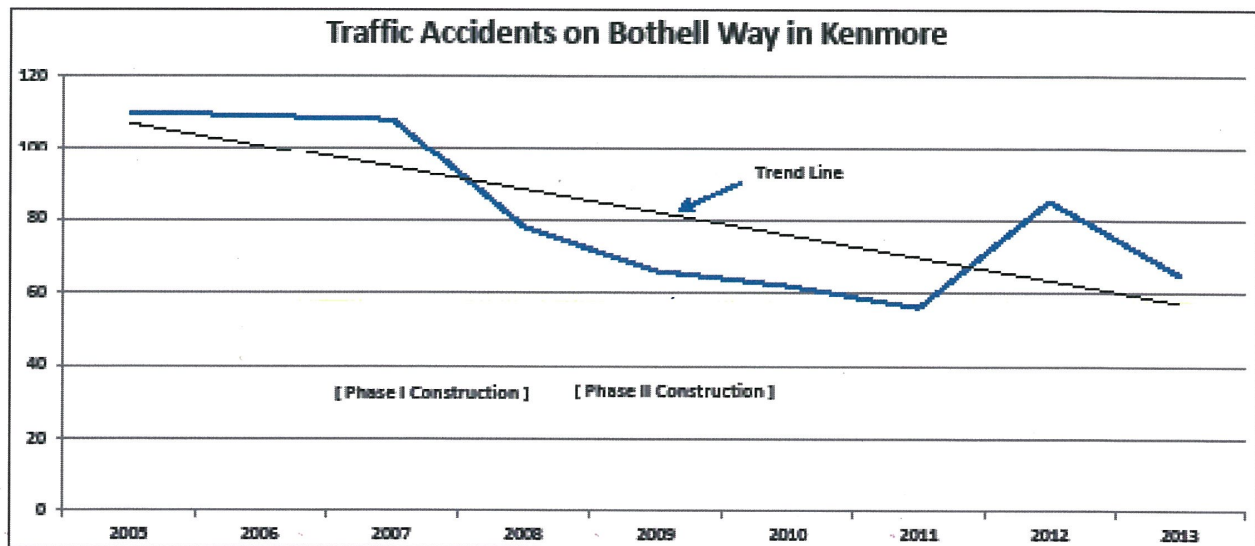
City's Investment on Bothell Way Reduces Accidents

For well over a decade the Kenmore City Council has made multimodal safety a top priority. The City has focused on the road with the highest accident rate and the most traffic: Bothell Way. Since the early 2000s, the City has used about \$11 million of its own dollars to leverage more than \$55 million in State and Federal grants to add new sidewalks and other important safety improvements on Bothell Way from 65th Avenue NE to 83rd Avenue NE, plus improvements to the streets approaching Bothell Way. Bothell Way continues to be a priority—an additional \$12 million has been secured for the next segment from 65th Avenue NE to 61st Avenue NE, which is anticipated to be under construction in 2015.

As shown on the graph below, the numbers speak for themselves. The first phase of Bothell Way construction from 73rd Avenue NE to 83rd Avenue NE was completed in 2008, and the second phase from 65th Avenue NE to 73rd Avenue NE was completed in 2010. Accidents have trended downwards, and this trend corresponds with installations of safety improvements.



The general downward trend represents about a 40 percent reduction in traffic accidents on Bothell Way. But we still have more to do, and Bothell Way is not the City's only focus—the City's Sidewalk Plan puts priority on safety improvements for other arterial streets as well.



Message from the Mayor continued from page 1

and businesses will not be enough. Motorists from other cities use Kenmore to get from point A to point B, and we need to band together as a region to educate drivers and change behavior.

We are grateful to our citizens who have expressed concern and have offered to help. We can, and will, tap into your interest and positive energy to help us get through this difficult time and make Kenmore even more safe. If you would like to volunteer or get involved, please contact Volunteer Coordinator Cindy Shelton at 425-398-8900.

Sincerely,



Mayor David Baker

City Sidewalk Plan

One of the completed City Council Goals from the 2013-2014 biennium was to create a 20-30 year Sidewalk Plan. In May 2013, Council adopted the City sidewalk plan which inventories, ranks and provides cost estimates for missing arterial street sidewalks in Kenmore. The City's approach has been to fund sidewalks on arterial streets as a priority over residential streets. The cost estimate for installation of sidewalks on one side only of arterial streets is approximately \$36 million.

Since incorporation, approximately 15 miles of sidewalk have been built in the City of Kenmore, including completed segments of SR 522, NE 181st Street in downtown, and along the north side of NE 155th Street (between Juanita and 84th Avenue NE). The City also upgrades curb ramps to be Americans with Disabilities Act (ADA) compliant prior to asphalt overlays on streets, which is federal law.

Most recently, a new segment of sidewalk north of City Hall along 68th Avenue (NE 182nd to NE 185th Streets) has been constructed. The City is currently working to submit grants for the 2014 sidewalk plans.

Improving Pedestrian Safety Over the Years

What has the City done to improve pedestrian safety in recent years? The City has:

- Completed nearly \$70 million in new sidewalk and safety improvements on and approaching Bothell Way from the eastern City limit, 83rd Avenue NE to 65th Avenue NE. Another \$12 million is secured for the next phase of construction on Bothell Way from 65th Avenue NE to 61st Avenue NE.
- Reduced the speed limit on 80th Avenue NE. We have also ordered the installation of more street lights on 80th Avenue NE (north of 522).
- Reduced the speed limit on Bothell Way (with approval from the State of Washington).
- Installed 15 miles of sidewalk since incorporation through City-funded construction as well as new residential and commercial developments.
- Adopted a 20-year Sidewalk Plan, the acceleration of which was set as a top City Council Goal in January.
- Installed two new signalized intersections at NE 145th Street & Juanita Drive and NE 181st Street & 61st Avenue NE.
- Placed permanent "Your Speed" detection signs on various arterials and collector streets.
- Deployed the "Your Speed" detection trailer in various neighborhoods.
- Continued neighborhood police presence and enforcement, including crosswalks, stop signs, bus stops, and speed.
- Continued the Neighborhood Safety Program, where neighborhoods can request traffic studies and request appropriate measures.
- Implemented a new speed radar gun checkout program.
- Secured a Federal Safety Improvement Grant (2014) for improved pedestrian facilities at two locations on Juanita Drive, where it intersects at Arrowhead Drive and at NE 170th Street (Simonds Road). Construction is anticipated to occur this summer.
- Obtained Federal funding and completed design and bidding for the 2014 Juanita Drive asphalt overlay and restriping project. The new restriping should improve pedestrian and bicycle safety. The new asphalt overlay on Juanita Drive will stretch from 143rd Avenue (Kirkland border) north to the Sammamish River Bridge, and construction is scheduled for this summer.
- Installed new "bus stop ahead" signs where site distance problems exist.
- Installed handheld flags for pedestrians at crosswalks.
- Ordered Rectangular Rapid Flashing Beacons for arterial crosswalks that do not have a mainline stop control.
- Directed the design of a new "Road Diet" rechannelization (restriping) plan for 61st Avenue NE to improve safety and create more room for cyclists and pedestrians. Implementation is expected in late May. Other arterials are also under review for possible rechannelization.



Pedestrian, Bicyclist & Motorist Laws

The Kenmore Police has always worked assiduously to make our community one of the safest places to live and will continue to diligently work to maintain that goal. The City is taking a zero tolerance approach to enforcing laws for all road users – motorists, pedestrians, and bicyclists. In addition to current Kenmore police officers, we are bringing in a motorcycle patrol officer on overtime to enforce crosswalk laws. Violators will be issued a ticket—no warnings will be given.

It is important for all of us to be reminded of our individual responsibilities as a pedestrian, bicyclist, and motorist.

Motorist laws relating to pedestrians:

1. Fail to yield to pedestrian in crosswalk – The operator of an approaching vehicle shall stop and remain stopped to allow a pedestrian or bicycle to cross the roadway within a marked or unmarked crosswalk when the pedestrian or bicycle is upon or within one lane or the half of the roadway upon which the vehicle is traveling or onto which it is turning.
2. Passing vehicle stopped at crosswalk – Whenever any vehicle is stopped at a marked crosswalk, or at any unmarked crosswalk, at an intersection to permit a pedestrian or bicycle to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.
3. Drivers to exercise care – Every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

Laws relating to pedestrians:

1. Pedestrians subject to traffic regulations – Pedestrians shall be subject to traffic control signals at intersections and shall obey the instructions of any official traffic control device. When the steady or flashing “Don’t Walk,” or hand symbol, is displayed, pedestrians facing the symbol shall not enter the roadway.
2. Pedestrians suddenly entering the roadway – No pedestrian or bicycle shall suddenly leave a curb or other place of safety and walk, run, or otherwise move into the path of a vehicle, which is so close that is impossible for the driver to stop.
3. Pedestrians prohibited crossing street between intersections – Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.

4. Pedestrians walk facing traffic – Where sidewalks are not provided any pedestrian, walking or otherwise moving along and upon a highway, shall when practical, walk or move only on the left side of the roadway or its shoulder facing traffic which may approach in the opposite direction, and upon meeting an oncoming vehicle shall move clear of the roadway.

Laws pertaining to bicycles:

1. Requirement to obey traffic laws – Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle.
2. Bicyclist riding on roadways and bicycle paths – Every person operating a bicycle upon a roadway, at a rate of speed less than the normal flow of traffic at a particular time and place, shall ride as near to the right side of the right hand through lane as is safe, except as may be appropriate while preparing a turning movement.
3. Bicyclist required to wear helmet – Any person operating or riding on a bicycle not powered by motor on a public roadway, bicycle path or on any right-of-way or publicly owned facilities located in King County, shall wear a protective helmet designed for bicycle safety.
4. Parents/guardian responsible for minor to wear helmet – The guardian of a person under the age of eighteen (18) years shall not knowingly allow, or fail to take reasonable steps to prevent, that person from operating or riding on a bicycle not powered by motor on a public roadway, bicycle path or on any right-of-way or publicly owned facilities located in King County, unless that person is wearing a helmet.

Although this list provides a detailed overview of laws for motorists, pedestrians, and bicyclists, it is not meant to be all inclusive. If you have any questions, contact Kenmore Police Chief Cliff Sether at clifford.sether@kingcounty.gov.

It takes a community to promote and raise awareness for crosswalk, pedestrian and bicycle safety. As a City, we will continue to teach crosswalk safety in schools and increase outreach efforts to promote safety. You can help reinforce the principles of pedestrian and bicycle safety at your workplace or an association in which you belong by making it a topic at your next meeting or in your newsletter.

If you would like the City to provide you with pedestrian and bicycle safety tips, contact Public Information Officer Leslie Harris at lharris@kenmorewa.gov. Your support is needed and appreciated.

Northshore Fire Offers Discounted Safety Helmets

With warmer weather on the way and having the beautiful Burke-Gilman Trail in our backyard, everyone should be thinking "safety first" every time they get on a bike. Research shows that wearing a helmet is the most effective way to reduce bicycle-related injuries and fatalities, reducing the risk of a brain injury by 63-88 percent.

Safety helmets are available at the Northshore Fire Department located at 7220 NE 181 Street in Kenmore and at 17020 Brookside Blvd NE in Lake Forest Park. We offer child bicycle helmets (suggested donation \$7.00), toddler helmets (suggested donation \$6.00) and dual sport helmets (suggested donation \$10.00).

To receive a new helmet and instructions for a proper fit, please call Northshore Fire Department at 425-354-1780 to schedule an appointment. Parents and older siblings are the best role models for young children. Please demonstrate your "safety first" habit by wearing a helmet.



*Bicyclists enjoy the scenic Burke-Gilman Trail
photo by King County*

This sign means something



WATCH FOR IT
COMPLY WITH IT
**ENFORCEMENT IS COMING TO A
CROSSWALK NEAR YOU**

www.kenmorewa.gov

Planning Commission Updating Transportation Element of the Comprehensive Plan

The Planning Commission is currently working on updating the transportation element of the Comprehensive Plan and will be developing a recommendation to present to Council in fall 2014. A public open house will be held on May 13. The public open house will be a great opportunity for the community to discuss the City's transportation network and different modes of transportation as well as City-wide transportation policies.

The purpose of the transportation element is to establish goals and policies that guide future decisions and identify projects and improvements, leading to development of an efficient and balanced transportation network. It is based on current and projected land use and travel patterns and establishes direction for all modes of transportation, including bicycles, pedestrians, automobiles and transit. The transportation element will also produce a list of Capital Projects, which will be incorporated into the City's Capital Improvement Program.

If you have any questions, contact Community Development Director Debbie Bent at dbent@kenmorewa.gov.

Appendix 5:

Resolution 14-235, Adopting
Target Zero

**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 14-235**

**A RESOLUTION OF THE CITY COUNCIL OF
KENMORE, WASHINGTON, ADOPTING TARGET
ZERO AS A CITY GOAL.**

WHEREAS, bicycling and walking improve people's health, save money in household budgets, and improve people's general well-being and expressed happiness; and

WHEREAS, all people deserve to be able to get where they are going safely, whether by driving, riding transit, walking, or bicycling; and

WHEREAS, from 2004 through March 2014, six people have lost their lives, and another seven people were seriously injured, in collisions with motorized vehicles in the City of Kenmore while bicycling or walking; and

WHEREAS, the City of Kenmore Comprehensive Plan calls for coordinating transportation funding and policies toward a more urban land use pattern and increasing the mode share of walking, bicycling, and transit; and

WHEREAS, the Washington Traffic Safety Commission and King County have "Target Zero" programs to provide a comprehensive, data-driven framework of specific goals, objectives, and strategies for reducing traffic fatalities and serious injuries; and

WHEREAS, national best practices for street design have been significantly advanced in recent years, such as multimodal level of service analysis, "complete streets" policies, and the Urban Street Design Guide and Urban Bikeway Design Guide of the National Association of City Transportation Officials (NACTO); and

WHEREAS, the Kenmore City Council approved the citizen-created Bicycle Strategy in 2013 and is currently assembling a committee to add a pedestrian component to the document; and

WHEREAS, the active involvement of pedestrian and bicycling enthusiasts in advising municipal authorities is vital to ensure proper development of the pedestrian and bicycle environment; and

WHEREAS, promoting the safety and well-being of those who walk and bicycle is an objective of the City,

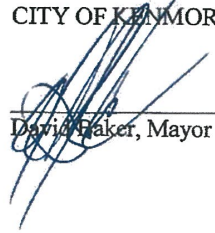
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON,
DOES RESOLVE AS FOLLOWS:

Section 1. The City Council adopts "Target Zero" as a goal by 2025 to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.

Section 2. The combined citizen-created bicycle and pedestrian strategy shall be used by the City Manager, City Council, and staff to inform the City's work.

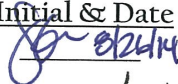
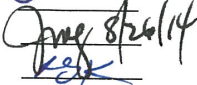
**PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, AT
A REGULAR MEETING THEREOF THIS 28th DAY OF APRIL 2014.**

CITY OF KENMORE


David Baker, Mayor

ATTEST/AUTHENTICATED:


Patty Safin, City Clerk

Subject/Topic: Pavement Management System Presentation by Darrell Smith, Perteet Engineering Proposed Council Action/Motion: Receive and File 2014 Pavement Management Report	For Council Meeting Agenda of: September 8, 2014 Department: Public Works Prepared by: Jennifer Gordon Approved by Department Head: Approved by City Attorney: Approved by Finance Director: Approved by City Manager: <u>Initial & Date</u>     Exhibits/Attachments: 2014 Pavement Management Report			
<table style="width: 100%; border-collapse: collapse;"><tr><td style="width: 33%; text-align: center; border-right: 1px solid black;">Expenditure Required \$0</td><td style="width: 33%; text-align: center; border-right: 1px solid black;">Amount Budgeted \$0</td><td style="width: 33%; text-align: center;">Appropriation Required \$0</td></tr></table>		Expenditure Required \$0	Amount Budgeted \$0	Appropriation Required \$0
Expenditure Required \$0	Amount Budgeted \$0	Appropriation Required \$0		
<u>INFORMATION/BACKGROUND:</u> Pavement management is the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. Pavement management incorporates life cycle costs into a more systematic approach to minor and major road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are executed. Pavement management encompasses the many aspects and tasks needed to maintain a quality pavement inventory, and ensure that the overall condition of the road network can be sustained at desired levels. A pavement management system (PMS) is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality. Measurements can be made by persons on the ground, visually from a moving vehicle, or using automated sensors mounted to a vehicle. PMS software often helps the user create composite pavement quality rankings based on pavement quality measures on roads or road sections. Recommendations are usually biased towards preventive maintenance, rather than allowing a road to deteriorate until it needs more extensive reconstruction. Historically the City has contracted with the Municipal Resource Corporation (MRC) to collect pavement condition data, enter the data into a pavement management software program and provide the City with a comprehensive report accompanied with maintenance recommendations. MRC performed pavement management services in 2001, 2004, 2008, and 2010. After the completion of the 2010 report, MRC could no longer perform inspection nor provide support to the proprietary software.				

Through the City's Professional Engineering Services Contract, Perteet was tasked with updating the City's Pavement Management Program. This work included:

- Research and assist the City with choosing a new pavement management software;
- Transfer all historical data to the new software;
- Conduct field pavement condition assessments and add data to the software; and
- Provide a comprehensive pavement management report.

Having a pavement management system is an essential part of maintaining and repairing our roadway infrastructure. Kenmore has positioned itself well by continuing to increase the annual overlay budget consistently during the past 6 years. We are reaping the benefits of this effort with an increase in our overall pavement rating that helps keep us well positioned for competitive preservation grant funds. By continuing to fund the annual overlay program at the appropriate levels, we can continue to maintain our network at a high Pavement Condition Index (PCI). Reducing the funds and deferring maintenance will only cost the City more in the future. Additionally, other types of maintenance practices such as crack sealing and slurry seals have helped add extra life by slowing down the deterioration which saves us from more expensive repair work during the overlay process.

As of September, after the completion of our most recent overlay project on Juanita Drive, the City has an overall PCI rating of 82. Comparing Kenmore with other surrounding jurisdictions both large and small, the City has one of the highest overall PCI ratings in the area.

We are not currently asking for any direction from the Council at this time, but we will be having discussions during the budget process regarding the need to continue funding the pavement management program that includes pavement rating reporting every two years as well as the annual pavement preservation program that includes low cost maintenance techniques and asphalt overlays.

FISCAL CONSIDERATION:

N/A

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

Goal #2: To continue to implement the Economic Development Plan.

Goal #3: To continue to seek transportation funding.

Goal #6: To establish a 6-year financial plan for the future.

City of Kenmore

Pavement Management

Project # 20120170.014

July 2014



City of Kenmore

Pavement Management

July 16, 2014



Perteet

Perteet, Inc.
2707 Colby Ave, Suite 900
Everett, WA 98201
(425) 252-7700

City of Kenmore

Pavement Management

Table of Contents

Introduction	
Project Overview	1
Instructions	
MTC StreetSaver Instructions	3
Reports	
Mileage Inventory	5
WSDOT vs. Perteeet PCI Rating Evaluation	6
Rating Report (sorted by Street Name)	7
Rating Report (sorted by PCI)	28
Prioritized Arterial/Collector Report (sorted by PCI)	49
Prioritized Residential Report (sorted by PCI)	51
Rating Report (sorted by Last Overlay/Year Constructed)	70
History	
City of Kenmore Pavement Overlay History	94
Maps	
PCI Map	107
Fire District Map	108

INTRODUCTION

City of Kenmore Pavement Management Project Overview

Introduction

All public roads in the City of Kenmore have been inspected and rated in order to see what condition the pavement is in and be able to prioritize future maintenance and repairs. MTC StreetSaver software was used to build a database of all road segments and all inspections were entered in the software. Pavement condition is being presented as a Pavement Condition Index (PCI) score on a scale of 0 to 100 where 0 represents very poor condition and 100 represents excellent condition.

Data Collection

After each road segment was entered into MTC StreetSaver, the software would calculate how many sections and of what length needed to be inspected for an accurate conclusion to be drawn about the pavement condition. These sections were then inspected for the following major distresses:

- Alligator Cracking
- Longitudinal/Transverse Cracking
- Patching
- Raveling

Field notes were taken on the type, severity, and amount of each distress. These notes for each segment were then entered into MTC StreetSaver. The “Pavement Surface Condition Field Rating Manual for Asphalt Pavements” was used as a guide for all inspections performed. Once all inspections had been completed, MTC StreetSaver calculated the PCI of each segment.

WSDOT Data

In May 2011, WSDOT performed inspections of the arterial and collector streets in the City of Kenmore. All inspection data including noted distresses, length of segment, and PCI score were given on a disk and integrated into the reports presented in this binder. Because WSDOT inspected segments that were much longer than the segments inspected in Perteet’s standard procedure, it was decided to re-inspect these roads in smaller segments so that a more accurate pavement condition could be observed. Both the PCI scores calculated by MTC StreetSaver and by WSDOT can be found compared in this binder.

Reports

MTC StreetSaver generates a variety of reports that presents various pieces of data that is stored in the database. All PCI scores and reports found in the binder have been generated by MTC StreetSaver. All reports can be exported from the software into Excel where the reports are more reader-friendly and can be customized.

Results

Based on the inspections performed in 2014, the city’s overall PCI score is 80. An overall PCI score of 80 reveals the pavement in the city is in good condition. Kenmore has done a very good job to maintain city streets which are critical assets for the community.

Maintenance and Repair

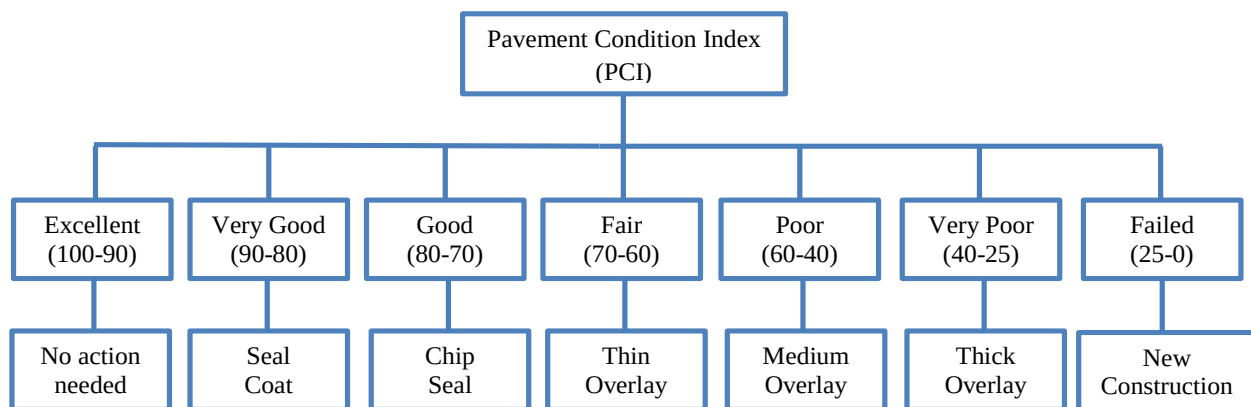
There are several maintenance and repair actions that can be applied to a given pavement in the process of maintaining, rehabilitating, or rebuilding its useful life. These include:

- Routine or corrective maintenance consisting of crack sealing and patching
- Chip, slurry, or other seal coats
- Asphalt overlays
- Removal and reconstruction of the pavement

Ideally, a pavement should be repaired before it reaches a PCI score of 50.

Cost effective repairs can be made to streets in fair condition or better (PCI greater than 60), but repairs become much more expensive on streets in worse conditions (PCI less than 60).

The following decision tree is a helpful tool in assessing what action is needed according to the PCI of the street.



REPORTS

Mileage Inventory

Functional Class	Inspection Units	Inspected Miles	Inspected Area	Total # of Sections	Total Miles	Total Area
A - Arterial	24	0.46	86,200	24	3.17	613,469
MaC - Major Collector	1	0.02	3,600	6	0.67	126,662
MiC - Minor Collector	32	0.58	113,332	32	4.29	857,162
R - Residential	727	12.71	1,862,658	698	54.79	8,234,003
Residential	54.79 miles					
Arterial/Collector	8.13 miles					
Total Centerline Miles	62.92 miles					
Total Lane Miles	133.84 miles					

PCI History

In 2010, the city's overall PCI was **77**

In 2014, the city's overall PCI was **82**

Note: With overlay of Juanita Dr NE, the city's new overall PCI will be **82**

Notes

Due to safety considerations, pavement rating was not performed on SR 522

SR 522 runs through the city of Kenmore for two (2) miles

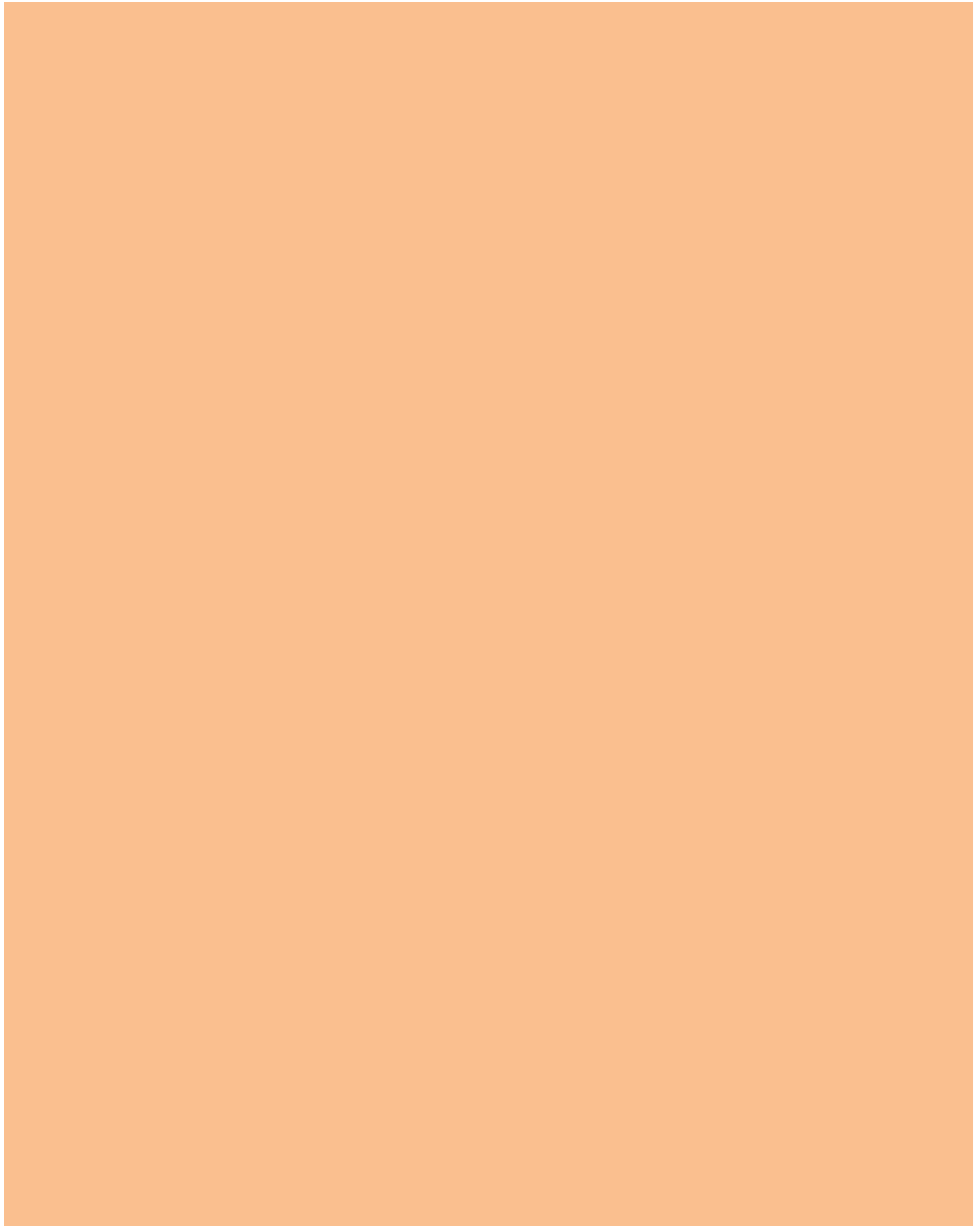
WSDOT is responsible for maintaining SR 522 pavement

Arterial and collector streets are typically eligible for grant funding

Segments of each public road were inspected by rater

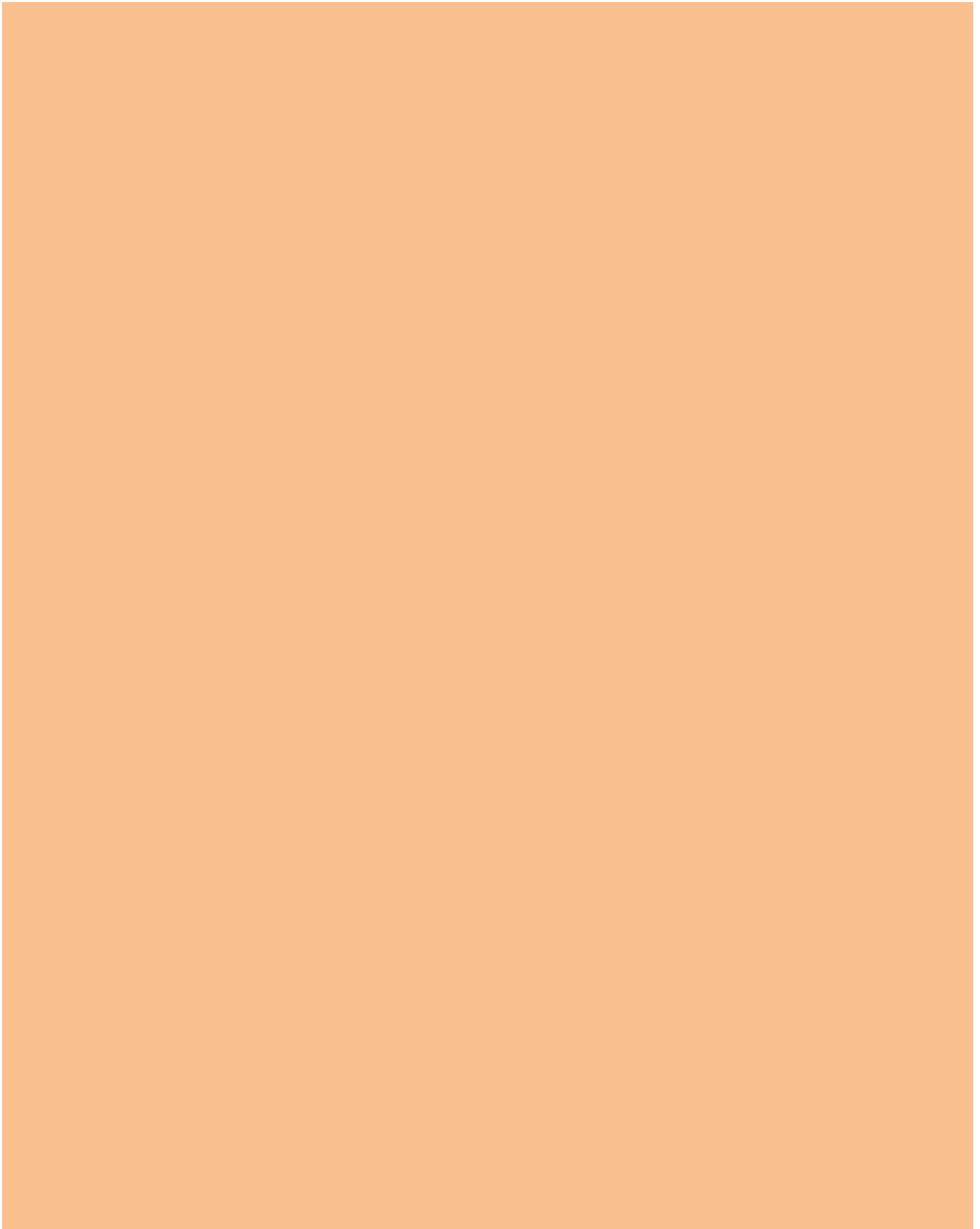
Inspected Miles refers to total distance of those segments inspected by rater

All reports have been exported to Excel to be more reader-friendly



City of Kenmore -- Pavement Management WSDOT vs. Perteet PCI Rating Evaluation				
Street Name	Begin Location	End Location	WSDOT PCI Rating	Perteet PCI Rating
61st Ave NE	NE 193rd St	NE Bothell Way/SR 522	76	79
61st Ave NE/61st PI NE	NE 205th St	NE 193rd St	78	78
62nd Ave NE	NE 202nd St	61st PI NE	69	67
65th Ave NE	NE 181st St	NE Bothell Way/SR 522	65	67
68th Ave NE	Simonds Rd/NE 170th St	NE Bothell Way/SR 522	66	70
68th Ave NE	NE Bothell Way/SR 522	NE 181st St	70	65
68th Ave NE	NE 181st St	NE 185th St	85	76
68th Ave NE	NE 185th St	NE 202nd St-NE 198th St	54	67
73rd Ave NE	NE 205th St	NE 181st St	74	76
73rd Ave NE	NE 181st St	NE 175th St	86	86
80th Ave NE	NE Bothell Way/SR 522	NE 205th St	47	72
84th Ave NE	NE 145th St	Simonds Rd	40	73
Juanita Dr NE	NE 143rd St	Simonds Rd/NE 170th St	72	70
NE 153rd PI	NE 155th St	Juanita Dr NE	74	74
NE 155th St	Simonds Rd	84th Ave NE	68	74
NE 155th St	84th Ave NE	NE 153rd PI	85	75
NE 170th St/Simonds Rd	Juanita Dr NE	92nd Ave NE	63	73
NE 175th St	73rd Ave NE	68th Ave NE	55	68
NE 181st St	73rd Ave NE	68th Ave NE	60	91
NE 181st St	68th Ave NE	65th Ave NE	80	85
NE 192nd St	73rd Ave NE	80th Ave NE	94	85
NE 193rd St	61st Ave NE	55th Ave NE	75	85
NE 202nd St	68th Ave NE	62nd Ave NE	73	68

NE 181st St was overlayed in 2012 after WSDOT Rating



City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
57th Ave NE	NE 182nd St	NE 180th St	570	60	5/22/2014	78
57th Ave NE	EOR N	184th St	570	30	5/22/2014	82
57th Ave NE	NE 204th PI	NE 204th St	570	10	5/21/2014	84
57th Ave NE	NE 190th St	EOR S	570	20	5/21/2014	87
57th Ave NE	NE 184th St	NE 183rd St	570	40	5/22/2014	88
57th Ave NE	NE 183rd St	NE 182nd St	570	50	5/22/2014	88
58th Ave NE	NE 196th St	NE 195th PI	580	30	5/21/2014	79
58th Ave NE	NE 197th St	NE 196th St	580	20	5/21/2014	86
58th Ave NE	NE 187th Ave	NE 182nd Ave	580	80	5/21/2014	86
58th Ave NE	NE 198th PI	NE 197th PI	580	10	5/21/2014	87
58th Ave NE	NE 195th St	NE 195th PI	580	40	5/21/2014	87
58th Ave NE	NE 195th St	EOR S	580	50	5/21/2014	87
58th Ave NE	NE 193rd St	EOR S	580	60	5/28/2014	87
58th Ave NE	NE 190th St	60th Ave NE	580	70	5/21/2014	87
58th Ave NE	NE 181st St	NE 180th St	580	90	5/28/2014	87
60th Ave NE	NE 202nd Ln	NE 201st St	600	30	5/21/2014	70
60th Ave NE	NE 200th Ct	NE 199th St	600	50	5/21/2014	73
60th Ave NE	NE 204th St	NE 202nd Ln	600	20	5/21/2014	75
60th Ave NE	City Limits	NE 204th St	600	10	5/21/2014	80
60th Ave NE	NE 201st ST	NE 200th CT	600	40	5/21/2014	83
60th Ave NE	NE 199th St	NE 198th St	600	60	5/21/2014	85
60th Ave NE	EOR N	60th PI NE	600	100	5/21/2014	86
60th Ave NE	NE 198th St	NE 197th St	600	70	5/21/2014	87
60th Ave NE	NE 182nd St	NE 181st St	600	120	5/21/2014	88
60th Ave NE	NE 181st St	NE 181st St	600	130	5/21/2014	88
60th Ave NE	NE 181st St	NE 180th St	600	140	5/21/2014	90
60th Ave NE	NE 180th St	NE Bothell Way	600	150	5/21/2014	90
60th Ave NE	NE 197th St	61st PI NE	600	80	5/21/2014	90
60th Ave NE	60th PI NE	NE 182nd St	600	110	5/21/2014	96
60th Ave NE	NE 190th St	58th Ave NE	600	90	5/21/2014	96
60th PI NE	NE 203rd St	EOR S	605	10	5/28/2014	70
60th PI NE	60th Ave NE	EOR S	605	20	5/22/2014	76
60th PI NE	EOR N	NE 181st St	605	30	5/22/2014	84
60th PI NE	EOR N	NE 190th St	605	40	5/28/2014	87
61st Ave NE	NE 195th PI	NE 194th PI	610	100	6/9/2014	70
61st Ave NE	NE 193rd St	NE 190th St	610	50	5/28/2014	70
61st Ave NE	60th Ave NE	NE 195th PI	610	90	6/9/2014	72

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
61st Ave NE	NE 181st St	NE Bothell Way	610	150	6/9/2014	75
61st Ave NE	NE 204th St	NE 203rd St	610	20	5/28/2014	77
61st Ave NE	60th Ave NE	NE 181st St	610	140	6/9/2014	78
61st Ave NE	NE 190th St	60th Ave NE	610	130	6/9/2014	80
61st Ave NE	NE 194th PI	NE 193rd PI	610	110	6/9/2014	81
61st Ave NE	NE 193rd PI	NE 190th St	610	120	6/9/2014	84
61st Ave NE	61st Ln NE	62nd Ave NE	610	70	5/29/2014	85
61st Ave NE	61st Ln NE	EOR N	610	80	5/29/2014	85
61st Ave NE	City Limits	NE 204th St	610	10	5/28/2014	86
61st Ave NE	NE 202nd St	NE 200th St	610	40	5/28/2014	86
61st Ave NE	NE 203rd St	NE 202nd St	610	30	5/28/2014	87
61st Ave NE	62nd Ave NE	NE Arrowhead Dr	610	60	5/29/2014	87
61st Ln NE	NE 159th St	61st Ave NE	612	10	6/9/2014	84
61st PI NE	NE 190th St	NE 187th St	615	10	5/22/2014	68
61st PI NE	62nd Ave NE	NE 200th St	615	30	6/9/2014	71
61st PI NE	NE 200th St	NE 197th St	615	40	6/9/2014	81
61st PI NE	NE 197th St	60th Ave NE	615	50	6/9/2014	87
61st PI NE	NE 187th St	NE 185th St	615	20	5/22/2014	97
62nd Ave NE	NE 191st St	NE 190th St	620	70	5/27/2014	60
62nd Ave NE	61st PI NE	NE 202nd St	620	190	6/9/2014	67
62nd Ave NE	EOR N	NE 152nd St	620	180	5/28/2014	70
62nd Ave NE	NE 190th St	NE 187th St	620	80	5/27/2014	70
62nd Ave NE	NE 195th St	NE 194th PI	620	60	5/27/2014	74
62nd Ave NE	NE 152nd St	EOR S	620	170	5/28/2014	77
62nd Ave NE	NE 198th St	NE 197th St	620	20	5/27/2014	77
62nd Ave NE	EOR N	NE 198th St	620	10	5/27/2014	85
62nd Ave NE	NE 197th St	NE 196th St	620	30	5/27/2014	86
62nd Ave NE	NE 196th St	NE 195th Ct	620	40	5/27/2014	86
62nd Ave NE	NE 195th Ct	NE 195th St	620	50	5/27/2014	86
62nd Ave NE	NE 159th St	61st Ave NE	620	150	6/3/2014	87
62nd Ave NE	NE Arrowhead Dr	EOR S	620	160	5/28/2014	87
62nd Ave NE	NE 181st St	NE Bothell Way	620	140	5/22/2014	90
62nd Ave NE	NE 187th PI	NE 185th St	620	100	5/22/2014	95
62nd Ave NE	NE 185th St	NE 184th St	620	110	5/22/2014	95
62nd Ave NE	NE 184th St	NE 182nd St	620	120	5/22/2014	95
62nd Ave NE	NE 182nd St	NE 181st St	620	130	5/22/2014	95
62nd Ave NE	Kenlake PI NE	NE 187th PI	620	90	5/27/2014	95

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
62nd Ct NE	EOR N	NE 198th St	628	10	5/28/2014	72
62nd Ct NE	EOR N	NE 196th St	628	20	5/28/2014	77
62nd PI NE	NE 156th St	NE Arrowhead Dr	625	20	6/3/2014	74
62nd PI NE	NE 154th St	NE 153rd St	625	40	6/3/2014	74
62nd PI NE	NE 159th St	NE 156th St	625	10	5/28/2014	87
62nd PI NE	NE Arrowhead Dr	EOR S	625	30	5/28/2014	87
63rd Ave NE	NE 204th St	NE 203rd St	630	100	5/27/2014	71
63rd Ave NE	EOR N	NE 204th St	630	90	5/27/2014	76
63rd Ave NE	NE 192nd Ct	NE 192nd PI	630	50	5/19/2014	78
63rd Ave NE	NE 193rd Ct	NE 193rd St	630	30	5/16/2014	81
63rd Ave NE	NE Arrowhead Dr	NE 154th St	630	150	6/3/2014	83
63rd Ave NE	NE 194th St	NE 193rd Ct	630	20	5/19/2014	83
63rd Ave NE	NE 190th St	NE 187th St	630	60	5/27/2014	84
63rd Ave NE	NE 181st St	NE Bothell Way	630	80	5/22/2014	84
63rd Ave NE	NE 203rd St	NE 202nd St	630	110	5/27/2014	85
63rd Ave NE	NE 159th St	NE 158th St	630	120	5/29/2014	86
63rd Ave NE	NE 194th PI	NE 194th St	630	10	5/16/2014	87
63rd Ave NE	NE 158th St	NE 157th St	630	130	5/29/2014	87
63rd Ave NE	NE 157th St	NE 156th St	630	140	5/29/2014	87
63rd Ave NE	NE 193rd St	NE 192nd Ct	630	40	5/16/2014	88
63rd Ave NE	NE 185th St	NE 187th St	630	70	5/19/2014	90
63rd Ln NE	NE 198th St	EOR S	638	10	5/27/2014	87
63rd PI NE	NE 194th St	EOR S	635	10	5/16/2014	73
64th Ave NE	NE 192nd PI	NE 190th St	640	10	5/16/2014	73
64th Ave NE	NE 187th St	NE 185th St	640	40	5/16/2014	80
64th Ave NE	NE 188th St	NE 187th St	640	30	5/16/2014	82
64th Ave NE	NE 190th St	NE 188th St	640	20	5/16/2014	85
64th Ave NE	EOR N	NE 198th St	640	50	5/27/2014	85
64th Ave NE	NE 185th St	NE 184th St	640	80	5/27/2014	85
64th Ave NE	NE 157th St	NE 156th St	640	130	5/28/2014	86
64th Ave NE	NE 198th St	EOR S	640	60	5/27/2014	86
64th Ave NE	NE 196th St	EOR S	640	70	5/27/2014	86
64th Ave NE	NE 159th St	NE 158th St	640	110	5/28/2014	87
64th Ave NE	NE 158th St	NE 157th St	640	120	5/28/2014	87
64th Ave NE	NE 156th St	NE Arrowhead Dr	640	140	5/28/2014	87
64th Ave NE	NE Arrowhead Dr	NE 154th St	640	150	5/28/2014	87
64th Ave NE	NE 184th St	NE 182nd St	640	90	5/22/2014	88

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
64th Ave NE	NE 182nd St	NE 181st St	640	100	5/22/2014	90
64th Ct NE	EOR W	NE 151st St	648	20	6/2/2014	72
64th Ct NE	NE 192nd Pl	EOR S	648	10	5/27/2014	76
64th Ln NE	NE 188th St	EOR S	642	10	6/9/2014	87
64th Pl NE	NE 194th St	NE 193rd Pl	645	10	5/16/2014	85
64th Pl NE	NE 193rd Pl	NE 192nd Pl	645	20	5/16/2014	85
64th Pl NE	NE 198th St	EOR S	645	40	5/27/2014	86
64th Pl NE	EOR N	NE 198th St	645	30	5/27/2014	87
64th Pl NE	EOR W	NE 153rd St	645	70	5/28/2014	87
64th Pl NE	NE 186th St	EOR S	645	60	5/27/2014	93
64th Pl NE	NE 187th St	NE 186th St	645	50	5/27/2014	95
65th Ave NE	NE 181st St	NE Bothell Way	650	90	6/9/2014	67
65th Ave NE	EOR W	NE 151st St	650	80	6/2/2014	70
65th Ave NE	NE 188th St	NE 190th St	650	50	5/27/2014	75
65th Ave NE	NE 196th St	NE 198th St	650	30	5/27/2014	77
65th Ave NE	65th Pl NE	NE 196th St	650	20	5/27/2014	86
65th Ave NE	NE 190th St	NE 192nd St	650	40	5/27/2014	86
65th Ave NE	NE Bothell Way	NE 175th St	650	70	5/27/2014	87
65th Ave NE	EOR S	65th Pl NE	650	10	5/27/2014	91
65th Ct NE	EOR N	NE 186th St	658	10	5/28/2014	73
65th Ln NE	Inglewood Dr NE	EOR S	652	10	6/9/2014	89
65th Pl NE	NE 188th St	EOR S	655	40	5/28/2014	76
65th Pl NE	NE 192nd Pl	65th Ave NE	655	10	5/28/2014	85
65th Pl NE	NE 192nd St	NE 192nd Pl	655	20	5/28/2014	85
65th Pl NE	NE 192nd Pl	NE 191st St	655	30	5/28/2014	86
65th Pl NE	NE Arrowhead Dr	EOR E	655	50	5/28/2014	87
66th Ave NE	City Limit	NE 202nd St	660	10	5/27/2014	68
66th Ave NE	NE 196th St	NE 194th St	660	30	5/28/2014	77
66th Ave NE	EOR N	NE 188th St	660	40	5/28/2014	77
66th Ave NE	NE 184th St	NE 182nd St	660	70	5/22/2014	85
66th Ave NE	NE 188th St	NE 185th St	660	50	5/28/2014	86
66th Ave NE	NE 198th St	NE 196th St	660	20	5/28/2014	87
66th Ave NE	NE 185th St	NE 184th St	660	60	5/22/2014	88
66th Ave NE	NE 182nd St	NE 181st St	660	80	5/22/2014	90
66th Pl NE	NE 198th St	NE 196th St	665	10	5/28/2014	83
66th Pl NE	NE 194th St	NE 192nd St	665	60	5/28/2014	85
66th Pl NE	NE 196th St	67th Ave NE	665	20	5/28/2014	86

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
66th PI NE	67th Ave NE	68th Ave NE	665	30	5/28/2014	87
66th PI NE	EOR N	NE 171st St	665	40	6/2/2014	87
67th Ave NE	EOR N	NE 194th St	670	20	5/28/2014	74
67th Ave NE	NE 198th St	NE 195th St	670	10	5/28/2014	76
67th Ave NE	NE 191st St	NE 190th St	670	40	5/28/2014	77
67th Ave NE	NE 194th St	NE 191st St	670	30	5/28/2014	86
67th Ave NE	NE 185th St	NE 182nd St	670	50	5/28/2014	86
67th Ave NE	NE 181st St	NE Bothell Way	670	60	5/28/2014	92
67th Ln NE	Juanita Dr NE	EOR N	672	20	6/9/2014	85
67th Ln NE	Juanita Dr NE	EOR S	672	10	6/9/2014	86
67th PI NE	NE 187th St	EOR S	675	10	6/2/2014	71
68th Ave NE	NE 198th St	NE 195th St	680	20	6/9/2014	64
68th Ave NE	NE 195th St	NE 191st St	680	30	6/9/2014	64
68th Ave NE	NE 181st St	NE Bothell Way	680	90	6/9/2014	65
68th Ave NE	NE Bothell Way	NE 175th St	680	100	6/9/2014	67
68th Ave NE	NE 182nd St	NE 181st St	680	80	6/9/2014	67
68th Ave NE	NE 191st St	NE 190th St	680	40	6/9/2014	68
68th Ave NE	NE 190th St	NE 187th St	680	50	6/9/2014	70
68th Ave NE	NE 187th St	NE 185th St	680	60	6/9/2014	70
68th Ave NE	NE 175th St	NE 170th St	680	110	6/9/2014	72
68th Ave NE	NE 185th St	NE 182nd St	680	70	6/9/2014	84
69th Ave NE	NE 164th Ave	NE 163rd Ave	690	10	6/2/2014	87
69th PI NE	EOR N	NE 165th St	695	10	6/2/2014	75
70th Ave NE	NE 161st St	NE 160th St	700	30	5/29/2014	72
70th Ave NE	EOR N	NE 164th St	700	10	5/29/2014	83
70th Ave NE	NE 163rd St	NE 161st St	700	20	5/29/2014	84
70th Ave NE	EOR N	NE 155th St	700	60	5/29/2014	84
70th Ave NE	NE 160th St	NE 159th St	700	40	5/29/2014	85
70th Ave NE	NE 159th St	NE 158th St	700	50	5/29/2014	85
70th Ave NE	NE 155th St	NE 153rd St	700	70	5/29/2014	86
70th Ave NE	NE 170th St	EOR S	700	100	6/9/2014	87
70th Ave NE	NE 153rd St	NE 152nd Ct	700	80	6/2/2014	87
70th Ave NE	72nd PI NE	NE 152nd Ct	700	90	6/2/2014	87
70th Ct NE	EOR N	NE 74th St	708	10	6/2/2014	77
71st Ave NE	NE 187th St	NE 185th St	710	30	5/21/2014	72
71st Ave NE	NE 159th St	NE 158th St	710	50	5/29/2014	77
71st Ave NE	NE 188th St	NE 187th St	710	20	5/21/2014	85

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
71st Ave NE	EOR N	NE 159th St	710	40	5/29/2014	86
71st Ave NE	EOR N	NE 188th St	710	10	5/21/2014	90
71st PI NE	NE 153rd St	EOR S	715	10	6/3/2014	68
72nd Ave NE	EOR N	NE 185th St	720	10	5/27/2014	85
72nd Ave NE	EOR N	NE 170th St	720	20	5/28/2014	85
72nd Ave NE	NE 167th St	NE 165th PI	720	50	5/28/2014	86
72nd Ave NE	NE 170th St	NE 168th St	720	30	5/28/2014	87
72nd Ave NE	NE 168th St	NE 167th St	720	40	5/28/2014	87
72nd Ave NE	NE 153rd PI	NE 153rd St	720	70	6/2/2014	87
72nd Ave NE	NE 153rd St	NE 152nd PI	720	80	6/2/2014	87
72nd Ave NE	EOR N	NE 156th St	720	60	5/30/2014	88
72nd Ct NE	NE 190th St	EOR S	728	10	6/3/2014	87
72nd PI NE	NE 149th St	NE 149th PI	725	20	6/2/2014	83
72nd PI NE	NE 150th St	NE 149th Ct	725	10	6/2/2014	87
72nd PI NE	NE 149th PI	NE 148th PI	725	30	6/2/2014	87
72nd PI NE	NE 148th PI	NE 147th PI	725	40	6/2/2014	87
72nd PI NE	NE 147th PI	NE 147th St	725	50	6/2/2014	87
72nd PI NE	NE 147th St	NE 146th St	725	60	6/2/2014	87
73rd Ave NE	NE 150th St	EOR S	730	40	6/2/2014	69
73rd Ave NE	NE 204th St	NE 202nd PI	730	50	6/6/2014	69
73rd Ave NE	NE 202nd PI	NE 192nd St	730	60	6/6/2014	69
73rd Ave NE	NE 190th St	NE 185th St	730	90	6/6/2014	75
73rd Ave NE	NE 185th St	NE 182nd St	730	100	6/6/2014	77
73rd Ave NE	NE 182nd St	NE 181st St	730	110	6/6/2014	77
73rd Ave NE	NE 145th PI	NE 145th St	730	20	6/2/2014	77
73rd Ave NE	NE 143rd St	NE 145th St	730	30	6/2/2014	77
73rd Ave NE	NE 192nd St	NE 190th Ct	730	70	6/6/2014	81
73rd Ave NE	NE 190th Ct	NE 190th St	730	80	6/6/2014	85
73rd Ave NE	NE 145th St	NE 146th St	730	10	6/2/2014	86
73rd Ave NE	NE 181st St	NE Bothell Way	730	120	6/6/2014	86
73rd Ave NE	NE Bothell Way	NE 175th St	730	130	6/6/2014	86
73rd PI NE	NE 155th St	EOR N	738	10	6/3/2014	87
73rd PI NE	EOR N	NE 204th PI	738	20	5/27/2014	87
74th Ave NE	NE 160th St	NE 158th St	740	40	5/29/2014	83
74th Ave NE	NE 156th St	NE 156th St	740	60	5/29/2014	83
74th Ave NE	NE 169th St	NE 165th St	740	10	5/28/2014	84
74th Ave NE	NE 163rd St	NE 162nd St	740	20	5/29/2014	85

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
74th Ave NE	NE 156th St	NE 155th St	740	70	5/29/2014	86
74th Ave NE	NE 162nd St	NE 160th St	740	30	5/29/2014	87
74th Ave NE	NE 158th St	NE 156th St	740	50	5/29/2014	87
74th PI NE	74th PI NE	75th Ave NE	745	10	6/2/2014	96
75th Ave NE	NE 170th St	NE 169th St	750	50	5/28/2014	71
75th Ave NE	EOR N	NE 158th St	750	60	5/30/2014	80
75th Ave NE	NE 195th St	NE 192nd St	750	40	5/20/2014	81
75th Ave NE	NE 205th St	NE 202nd PI	750	10	5/21/2014	82
75th Ave NE	NE 200th St	NE 195th St	750	30	5/20/2014	82
75th Ave NE	NE 148th Ln	NE 146th St	750	80	6/2/2014	82
75th Ave NE	NE 202nd PI	NE 200th St	750	20	5/21/2014	84
75th Ave NE	NE 155th St	NE 148th St	750	70	6/2/2014	85
75th Ave NE	NE 145th PI	NE 145th St	750	100	6/2/2014	86
75th Ave NE	NE 146th St	NE 145th PI	750	90	6/2/2014	87
76th Ave NE	NE 205th St	NE 204th PI	760	10	5/21/2014	69
76th Ave NE	NE 202nd PI	NE 201st PI	760	20	5/21/2014	71
76th Ave NE	NE 165th St	NE 163rd St	760	100	5/28/2014	76
76th Ave NE	NE 197th Ct	NE 196th Ct	760	60	5/20/2014	76
76th Ave NE	NE 167th St	NE 165th St	760	90	5/28/2014	77
76th Ave NE	NE 192nd St	EOR N	760	110	5/21/2014	85
76th Ave NE	NE 169th St	NE 167th St	760	80	5/28/2014	87
76th Ave NE	NE 196th Ct	NE 195th St	760	70	5/20/2014	88
76th Ave NE	NE 201st PI	NE 200th St	760	30	5/20/2014	89
76th Ave NE	NE 200th St	NE 198th St	760	40	5/20/2014	90
76th Ave NE	NE 198th PI	NE 197th Ct	760	50	5/20/2014	90
76th Ct NE	NE 165th St	EOR S	768	10	5/29/2014	87
76th PI NE	EOR N	NE 202nd PI	765	10	5/21/2014	73
76th PI NE	NE 163rd St	NE 155th St	765	20	6/2/2014	74
76th PI NE	NE 192nd St	EOR N	765	30	5/21/2014	85
77th Ave NE	NE 204th PI	NE 203rd St	770	30	5/21/2014	72
77th Ave NE	NE 199th St	EOR S	770	10	5/20/2014	81
77th Ave NE	NE 203rd St	NE 202nd PI	770	40	5/21/2014	87
77th Ave NE	NE 200th St	NE 199th St	770	20	5/20/2014	91
77th PI NE	NE 195th St	EOR S	775	20	5/20/2014	82
77th PI NE	NE 148th PI	EOR S	775	10	6/3/2014	87
78th Ave NE	NE 198th St	NE 196th St	780	50	5/20/2014	73
78th Ave NE	NE 155th St	NE 150th St	780	10	5/28/2014	85

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
78th Ave NE	NE 149th St	NE 148th St	780	30	5/28/2014	85
78th Ave NE	NE 150th St	NE 149th St	780	20	5/28/2014	86
78th Ave NE	NE 148th St	NE 145th St	780	40	5/28/2014	87
78th Ave NE	NE 199th St	NE 198th St	780	60	5/20/2014	92
78th PI NE	EOR N	NE 165th St	785	20	5/29/2014	77
78th PI NE	NE 203rd St	EOR S	785	10	5/21/2014	83
78th PI NE	NE 146th St	NE 145th St	785	30	6/2/2014	85
79th Ave NE	EOR N	NE 156th St	790	20	6/2/2014	75
79th Ave NE	NE 203rd St	EOR E	790	10	6/3/2014	76
79th Ave NE	NE 156th St	NE 155th St	790	30	6/2/2014	85
79th Ave NE	NE 201st St	NE 200th St	790	40	5/20/2014	90
79th PI NE	NE 170th St	NE 167th St	795	10	5/29/2014	77
79th PI NE	NE 167th St	NE 165th St	795	20	5/29/2014	87
80th Ave NE	NE 198th St	NE 200th St	800	120	6/6/2014	57
80th Ave NE	NE 192nd St	NE 195th St	800	100	6/6/2014	68
80th Ave NE	NE 195th St	NE 198th St	800	110	6/6/2014	68
80th Ave NE	NE 203rd St	NE 205th St	800	140	6/6/2014	69
80th Ave NE	NE 190th St	NE 192nd St	800	90	6/6/2014	70
80th Ave NE	NE 183rd St	NE 185th St	800	70	6/6/2014	74
80th Ave NE	NE Bothell Way	NE 177th Ct	800	40	6/6/2014	78
80th Ave NE	NE 179th PI	NE 183rd St	800	60	6/6/2014	78
80th Ave NE	NE 185th St	NE 190th St	800	80	6/6/2014	81
80th Ave NE	NE 177th Ct	NE 179th PI	800	50	6/6/2014	82
80th Ave NE	NE 150th St	NE 151st Ct	800	10	6/2/2014	87
80th Ave NE	NE 151st Ct	NE 152nd Ct	800	20	6/2/2014	87
80th Ave NE	NE 152nd Ct	EOR N	800	30	6/2/2014	87
80th Ct NE	EOR N	NE Bothell Way	808	10	6/3/2014	87
80th PI NE	NE 169th PI	NE 169th St	805	10	5/29/2014	71
81st Ave NE	NE 157th St	NE 156th PI	810	20	5/29/2014	72
81st Ave NE	NE 149th St	NE 147th PI	810	70	6/2/2014	72
81st Ave NE	NE 147th St	NE 146th PI	810	90	6/2/2014	72
81st Ave NE	NE 145th PI	NE 145th St	810	110	6/2/2014	74
81st Ave NE	NE 150th St	NE 149th St	810	60	6/2/2014	76
81st Ave NE	NE 146th PI	NE 145th St	810	100	6/2/2014	77
81st Ave NE	NE 158th St	NE 157th St	810	10	5/29/2014	83
81st Ave NE	NE 156th PI	NE 155th St	810	30	5/29/2014	85
81st Ave NE	NE 153rd PI	NE 150th St	810	50	5/29/2014	86

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
81st Ave NE	NE 155th St	NE 153rd PI	810	40	5/29/2014	87
81st Ave NE	NE 147th PI	NE 147th St	810	80	6/2/2014	87
81st Ct NE	NE 145th St	EOR N	818	10	6/2/2014	87
81st Ln NE	NE 179th PI	EOR N	812	10	5/21/2014	90
81st PI NE	NE 169th PI	NE 169th St	815	20	6/3/2014	77
81st PI NE	NE 161st PI	NE 158th St	815	40	5/29/2014	82
81st PI NE	EOR N	NE 169th PI	815	10	5/29/2014	84
81st PI NE	NE 165th St	NE 161st PI	815	30	5/29/2014	85
82nd Ave NE	NE 190th St	NE 185th St	820	10	5/21/2014	84
82nd Ct NE	NE 175th St	EOR S	828	10	6/2/2014	85
82nd Ct NE	NE 145th St	EOR N	828	20	6/2/2014	87
82nd PI NE	NE 166th St	EOR S	825	20	5/28/2014	71
82nd PI NE	NE 161st St	NE 159th St	825	10	5/29/2014	72
82nd PI NE	NE 198th St	EOR S	825	40	5/20/2014	85
82nd PI NE	83rd PI NE	NE 198th St	825	30	5/20/2014	90
83rd Ave NE	NE 183rd St	83rd PI NE	830	30	5/21/2014	62
83rd Ave NE	NE 158th St	EOR S	830	40	5/28/2014	77
83rd Ave NE	NE 185th St	NE 183rd St	830	20	5/21/2014	83
83rd Ave NE	EOR N	NE 195th St	830	10	5/21/2014	87
83rd Ct NE	NE 175th St	EOR S	838	10	6/2/2014	88
83rd PI NE	NE 83rd Ave	NE 180th St	835	30	5/21/2014	82
83rd PI NE	EOR N	NE 183rd St	835	20	5/21/2014	86
83rd PI NE	NE Bothell Way	83rd Ave	835	40	5/21/2014	86
83rd PI NE	NE 198th St	82nd PI NE	835	10	5/20/2014	90
84th Ave NE	Simonds Rd NE	NE 166th St	840	10	5/28/2014	69
84th Ave NE	NE 148th PI	NE 147th PI	840	90	6/9/2014	69
84th Ave NE	NE 158th St	NE 156th St	840	40	6/9/2014	70
84th Ave NE	NE 147th PI	NE 147th St	840	100	6/9/2014	72
84th Ave NE	Simonds Rd NE	NE 159th St	840	20	6/9/2014	72
84th Ave NE	NE 155th St	NE 153rd St	840	60	6/9/2014	72
84th Ave NE	NE 147th St	NE 146th St	840	110	6/9/2014	75
84th Ave NE	NE 159th St	NE 158th St	840	30	6/9/2014	75
84th Ave NE	NE 153rd St	NE 150th PI	840	70	6/9/2014	75
84th Ave NE	NE 150th St	NE 148th PI	840	80	6/9/2014	75
84th Ave NE	NE 146th St	NE 145th St	840	120	6/9/2014	76
84th Ave NE	NE 156th St	NE 155th St	840	50	6/9/2014	76
85th Ave NE	NE 155th St	EOR S	850	10	5/29/2014	84

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
85th Ave NE	NE 153rd St	EOR S	850	20	6/2/2014	84
86th Ave NE	NE 150th PI	EOR S	860	20	6/2/2014	76
86th Ave NE	NE 155th St	EOR S	860	10	5/29/2014	83
86th PI NE	EOR N	NE 145th St	865	10	5/29/2014	68
87th Ave NE	NE 150th PI	EOR S	870	10	6/2/2014	69
88th Ave NE	NE 160th PI	NE 157th St	880	30	6/2/2014	69
88th Ave NE	NE 157th St	EOR S	880	40	6/2/2014	71
88th Ave NE	Simonds Rd NE	NE 152nd St	880	50	5/30/2014	72
88th Ave NE	NE 152nd St	NE 150th St	880	60	5/30/2014	72
88th Ave NE	NE 147th St	EOR S	880	80	5/30/2014	74
88th Ave NE	NE 163rd St	NE 161st PI	880	10	6/2/2014	76
88th Ave NE	NE 150th St	NE 147th St	880	70	5/30/2014	76
88th Ave NE	NE 161st PI	NE 160th PI	880	20	6/2/2014	77
88th PI NE	NE 150th St	NE 149th St	885	10	5/30/2014	86
89th PI NE	NE 149th St	NE 148th St	895	20	5/30/2014	72
89th PI NE	EOR N	NE 145th St	895	30	5/29/2014	80
89th PI NE	NE 150th St	NE 149th St	895	10	5/30/2014	87
90th Ave NE	NE 163rd St	NE 161st PI	900	10	6/2/2014	74
90th Ave NE	NE 160th PI	NE 161st PI	900	20	6/2/2014	85
90th PI NE	NE 145th St	NE 145th PI	905	10	5/29/2014	85
Arrowhead Dr NE	NE 151st St	Juanita Dr NE	Arrowhead	100	5/28/2014	63
Arrowhead Dr NE	62nd PI NE	63rd Ave NE	Arrowhead	60	5/28/2014	66
Arrowhead Dr NE	61st PI NE	62nd PI NE	Arrowhead	50	5/28/2014	67
Arrowhead Dr NE	64th Ave NE	65th Ave NE	Arrowhead	80	5/28/2014	68
Arrowhead Dr NE	63rd Ave NE	64th Ave NE	Arrowhead	70	5/28/2014	70
Arrowhead Dr NE	NE 151st St	NE 154th St	Arrowhead	90	5/28/2014	71
Arrowhead Dr NE	61st Ave NE	61st PI NE	Arrowhead	40	5/28/2014	81
Arrowhead Dr NE	59th PI NE	61st Ave NE	Arrowhead	30	5/28/2014	83
Arrowhead Dr NE	EOR W	58th Ln NE	Arrowhead	10	5/28/2014	86
Arrowhead Dr NE	EOR S	59th PI NE	Arrowhead	20	5/28/2014	87
Juanita Dr NE	NE 154th Ct	NE 153rd PI	Juanita	80	6/9/2014	66
Juanita Dr NE	NE 149th St	NE 148th PI	Juanita	100	6/9/2014	68
Juanita Dr NE	NE 145th St	NE 143rd St	Juanita	120	6/9/2014	69
Juanita Dr NE	NE 165th St	NE 163rd St	Juanita	30	6/9/2014	69
Juanita Dr NE	NE 160th St	NE 158th St	Juanita	50	6/9/2014	69
Juanita Dr NE	NE 148th PI	NE 145th St	Juanita	110	6/9/2014	70

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
Juanita Dr NE	NE 166th Ct	NE 165th St	Juanita	20	6/9/2014	70
Juanita Dr NE	NE 153rd Pl	NE 149th St	Juanita	90	6/9/2014	70
Juanita Dr NE	NE 163rd St	NE 160th St	Juanita	40	6/9/2014	71
Juanita Dr NE	NE 158th St	NE 155th Pl	Juanita	60	6/9/2014	71
Juanita Dr NE	NE 155th Pl	NE 154th Ct	Juanita	70	6/9/2014	72
Juanita Dr NE	NE 170th St	NE 166th Ct	Juanita	10	6/9/2014	74
Kenlake Pl NE	NE 192nd St	62nd Ave NE	Kenlake	20	5/27/2014	73
Kenlake Pl NE	NE 194th Pl	NE 192nd St	Kenlake	10	5/27/2014	83
Kenlake Pl NE	NE 181st St	EOR S	Kenlake	40	5/27/2014	87
Kenlake Pl NE	NE 187th Pl	NE 185th St	Kenlake	30	5/22/2014	92
NE 143rd St	73rd Ave NE	NE 145th St	1430	20	6/2/2014	75
NE 143rd St	Juanita Dr NE	NE 73rd Ave	1430	10	6/2/2014	83
NE 146th Pl	81st Ave NE	EOR E	1465	10	6/2/2014	87
NE 146th St	EOR W	84th Ave NE	1460	30	6/2/2014	72
NE 146th St	84th Ave NE	EOR E	1460	40	6/2/2014	82
NE 146th St	78th Pl NE	EOR E	1460	20	6/2/2014	87
NE 146th St	72nd Pl NE	75th Ave NE	1460	10	6/2/2014	89
NE 147th Ln	81st Ave NE	EOR W	1472	10	6/2/2014	87
NE 147th Pl	EOR W	72nd Pl NE	1470	10	6/2/2014	74
NE 147th Pl	EOR W	81st Ave NE	1470	50	6/2/2014	84
NE 147th Pl	72nd Pl NE	EOR E	1475	10	6/2/2014	84
NE 147th St	EOR W	84th Ave NE	1470	30	6/2/2014	77
NE 147th St	81st Ave NE	EOR E	1470	20	6/2/2014	84
NE 147th St	78th Ave NE	EOR E	1470	90	6/2/2014	84
NE 147th St	88th Ave NE	EOR E	1470	70	5/30/2014	85
NE 147th St	84th Ave NE	EOR E	1470	40	6/2/2014	87
NE 147th St	EOR W	84th Ave NE	1470	60	6/2/2014	87
NE 147th St	EOR W	Simonds Rd NE	1470	80	6/2/2014	88
NE 148th Ln	81st Ave NE	EOR W	1482	20	6/2/2014	74
NE 148th Ln	74th Pl NE	EOR	1482	10	6/2/2014	89
NE 148th Pl	78th Ave NE	EOR E	1485	20	6/2/2014	71
NE 148th Pl	84th Ave NE	EOR W	1485	50	6/2/2014	77
NE 148th Pl	EOR E	84th Ave NE	1485	40	6/2/2014	79
NE 148th Pl	88th Ave NE	EOR	1485	10	5/30/2014	85
NE 148th Pl	72nd Pl NE	EOR E	1485	30	6/2/2014	87
NE 148th St	78th Ave NE	EOR W	1480	30	6/2/2014	77
NE 148th St	89th Pl NE	EOR	1480	10	5/30/2014	85

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 148th St	74th PI NE	NE 150th St	1480	20	6/2/2014	87
NE 149th Ct	EOR W	72nd PI NE	1498	10	6/2/2014	92
NE 149th PI	EOR E	72nd PI NE	1495	10	6/2/2014	77
NE 149th St	EOR W	81st Ave NE	1490	40	6/2/2014	70
NE 149th St	88th PI NE	89th PI NE	1490	10	5/30/2014	71
NE 149th St	81st Ave NE	EOR E	1490	20	6/2/2014	74
NE 149th St	Juanita Dr NE	EOR E	1490	30	6/2/2014	87
NE 150th PI	NE 84th Ave	87th Ave NE	1505	10	6/2/2014	72
NE 150th PI	EOR W	84th Ave NE	1505	20	6/2/2014	84
NE 150th St	84th Ave NE	EOR E	1500	50	5/29/2014	74
NE 150th St	80th Ave NE	81st Ave NE	1500	40	6/2/2014	77
NE 150th St	88th Ave NE	88th PI NE	1500	60	6/2/2014	77
NE 150th St	78th Ave NE	81st Ave NE	1500	30	6/2/2014	78
NE 150th St	81st Ave NE	84th Ave NE	1500	80	5/29/2014	84
NE 150th St	72nd PI NE	73rd Ave NE	1500	10	6/2/2014	85
NE 150th St	73rd Ave NE	74th PI NE	1500	20	6/2/2014	87
NE 150th St	88th PI NE	89th PI NE	1500	70	6/2/2014	87
NE 151st Ct	80th Ave NE	EOR E	1518	10	6/2/2014	87
NE 151st Ln	EOR W	78th Ave NE	1512	10	6/9/2014	86
NE 151st St	66th Ct NE	NE Arrowhead Dr	1510	40	6/2/2014	67
NE 151st St	65th Ave NE	66th Ct NE	1510	30	6/2/2014	69
NE 151st St	64th Ct NE	65th Ave NE	1510	20	6/2/2014	72
NE 151st St	EOR W	64th Ct NE	1510	10	6/2/2014	85
NE 152nd Ct	80th Ave NE	EOR E	1528	10	6/2/2014	77
NE 152nd PI	72nd Ave NE	EOR E	1525	10	6/3/2014	74
NE 152nd St	88th Ave NE	EOR E	1520	30	5/30/2014	70
NE 152nd St	61st PI NE	62nd Ave NE	1520	10	5/28/2014	83
NE 152nd St	62nd Ave NE	EOR E	1520	20	5/28/2014	84
NE 152nd St	84th PI NE	NE 153rd St	1520	50	6/2/2014	85
NE 152nd St	84th PI NE	85th Ave NE	1520	60	6/9/2014	85
NE 153rd PI	70th Ave NE	71st PI NE	1535	50	6/9/2014	72
NE 153rd PI	71st PI NE	72nd Ave NE	1535	60	6/9/2014	72
NE 153rd PI	NE 153rd St	EOR E	1535	10	5/28/2014	74
NE 153rd PI	Juanita Dr NE	70th Ave NE	1535	40	6/9/2014	76
NE 153rd PI	72nd Ave NE	NE 155th PI	1535	70	6/9/2014	77
NE 153rd PI	EOR W	81st Ave NE	1535	30	5/29/2014	85
NE 153rd PI	75th Ave NE	EOR E	1535	20	6/2/2014	86

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 153rd St	84th Ave NE	85th PI NE	1530	40	6/2/2014	84
NE 153rd St	EOR W	64th PI NE	1530	10	5/28/2014	87
NE 153rd St	64th PI NE	NE 153rd PI	1530	20	5/28/2014	87
NE 153rd St	NE 153rd PI	NE 154th St	1530	30	5/28/2014	87
NE 154th St	Juanita Dr NE	EOR E	1540	10	6/2/2014	69
NE 154th St	61st PI NE	62nd PI NE	1540	20	5/28/2014	82
NE 154th St	64th Ave NE	NE 153rd PI	1540	30	5/28/2014	85
NE 154th St	NE 153rd St	NE Arrowhead Dr	1540	40	5/28/2014	87
NE 155th PI	Juanita Dr NE	70th Ave NE	1555	10	6/3/2014	77
NE 155th PI	70th Ave NE	NE 153rd PI	1555	20	5/29/2014	85
NE 155th St	86th Ave NE	Simonds Rd NE	1550	110	6/9/2014	72
NE 155th St	76th PI NE	78th Ave NE	1550	50	6/9/2014	72
NE 155th St	85th Ave NE	86th Ave NE	1550	100	6/9/2014	75
NE 155th St	75th Ave NE	76th PI NE	1550	40	6/9/2014	75
NE 155th St	78th Ave NE	79th Ave NE	1550	60	6/9/2014	75
NE 155th St	81st Ave NE	84th Ave NE	1550	80	6/9/2014	75
NE 155th St	84th Ave NE	85th Ave NE	1550	90	6/9/2014	75
NE 155th St	NE 155th PI	73rd PI NE	1550	10	6/9/2014	76
NE 155th St	73rd PI NE	74th Ave NE	1550	20	6/9/2014	76
NE 155th St	74th Ave NE	75th Ave NE	1550	30	6/9/2014	76
NE 155th St	79th Ave NE	81st Ave NE	1550	70	6/9/2014	76
NE 156th PI	81st PI NE	EOR E	1565	10	5/29/2014	84
NE 156th St	74th Ave NE	EOR E	1560	50	5/30/2014	69
NE 156th St	63rd Ave NE	64th Ave NE	1560	30	5/29/2014	77
NE 156th St	EOR W	79th Ave NE	1560	60	6/2/2014	77
NE 156th St	62nd PI NE	63rd Ave NE	1560	20	5/29/2014	86
NE 156th St	72nd Ave NE	74th Ave NE	1560	40	5/30/2014	86
NE 156th St	EOR W	84th Ave NE	1560	70	5/28/2014	87
NE 156th St	EOR N	NE Inglewood Dr	1560	10	6/2/2014	90
NE 157th St	81st PI NE	EOR E	1570	20	5/29/2014	72
NE 157th St	63rd Ave NE	64th Ave NE	1570	10	5/29/2014	77
NE 157th St	Simonds Rd NE	88th Ave NE	1570	30	6/2/2014	86
NE 158th PI	81st PI NE	EOR E	1585	10	5/29/2014	87
NE 158th St	74th Ave NE	75th Ave NE	1580	50	5/30/2014	74
NE 158th St	83rd Ave NE	84th Ave NE	1580	60	5/28/2014	77
NE 158th St	Juanita Dr NE	70th Ave NE	1580	20	5/29/2014	84
NE 158th St	70th Ave NE	71st Ave NE	1580	30	5/29/2014	84

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 158th St	EOR W	74th Ave NE	1580	40	5/30/2014	85
NE 158th St	63rd Ave NE	64th Ave NE	1580	10	5/29/2014	87
NE 159th St	63rd PI NE	64th Ave NE	1590	30	5/28/2014	77
NE 159th St	EOR W	70th Ave NE	1590	50	5/29/2014	83
NE 159th St	82nd PI NE	84th Ave NE	1590	70	5/29/2014	84
NE 159th St	71st Ave NE	EOR E	1590	60	5/29/2014	85
NE 159th St	62nd Ave NE	62nd PI NE	1590	10	5/28/2014	87
NE 159th St	62nd PI NE	63rd Ave NE	1590	20	5/28/2014	87
NE 159th St	64th Ave NE	EOR E	1590	40	5/28/2014	87
NE 160th PI	88th Ave NE	90th Ave NE	1605	10	6/2/2014	84
NE 160th PI	90th Ave NE	EOR E	1605	30	6/3/2014	84
NE 160th PI	NE 160th PI	NE 160th PI	1605	20	6/2/2014	87
NE 160th St	EOR W	74th Ave NE	1600	20	5/30/2014	72
NE 160th St	Juanita Dr NE	70th Ave NE	1600	10	5/29/2014	83
NE 161st PI	88th Ave NE	90th Ave NE	1615	10	6/2/2014	72
NE 161st St	90th Ave NE	EOR E	1610	20	6/2/2014	77
NE 161st St	70th Ave NE	EOR W	1610	30	5/29/2014	81
NE 161st St	81st PI NE	82nd PI NE	1610	10	5/29/2014	84
NE 162nd St	EOR W	Simonds Rd NE	1620	10	6/2/2014	72
NE 162nd St	EOR W	74th Ave NE	1620	20	5/30/2014	85
NE 163rd St	88th Ave NE	EOR E	1630	60	6/2/2014	69
NE 163rd St	69th Ave NE	70th Ave NE	1630	30	5/29/2014	72
NE 163rd St	74th Ave NE	76th Ave NE	1630	50	6/2/2014	85
NE 163rd St	70th Ave NE	EOR E	1630	40	6/2/2014	86
NE 163rd St	Juanita Dr NE	69th Ave NE	1630	20	5/29/2014	87
NE 163rd St	84th Ave NE	EOR W	1630	10	5/28/2014	91
NE 164th St	69th Ave NE	70th Ave NE	1640	10	5/30/2014	84
NE 164th St	70th Ave NE	EOR E	1640	20	5/30/2014	86
NE 165th Ct	72nd Ave NE	EOR E	1658	10	6/2/2014	93
NE 165th PI	EOR W	72nd Ave NE	1655	10	6/2/2014	84
NE 165th St	69th Ave NE	EOR E	1650	20	6/2/2014	71
NE 165th St	Juanita Dr NE	69th PI NE	1650	10	5/30/2014	77
NE 165th St	76th Ct NE	78th PI NE	1650	40	5/28/2014	85
NE 165th St	79th PI NE	Simonds Rd NE	1650	70	5/28/2014	86
NE 165th St	76th Ave NE	76th Ct NE	1650	30	5/28/2014	87
NE 165th St	78th PI NE	81st PI NE	1650	50	5/28/2014	87
NE 165th St	81st PI NE	79th PI NE	1650	60	5/28/2014	87

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 165th St	84th Ave NE	EOR E	1650	80	5/28/2014	91
NE 166th Ct	Juanita Dr NE	EOR E	1668	10	6/3/2014	87
NE 166th St	Simonds Rd NE	84th Ave NE	1660	10	5/28/2014	82
NE 167th St	EOR W	72nd Ave NE	1670	10	5/28/2014	79
NE 167th St	76th Ave NE	79th PI NE	1670	20	5/29/2014	84
NE 168th St	EOR W	72nd Ave NE	1680	10	5/28/2014	87
NE 169th Ln	76th Ave NE	EOR E	1692	10	6/3/2014	87
NE 169th PI	NE 170th St	NE 169th St	1695	10	5/29/2014	87
NE 169th St	80th PI NE	81st Ave NE	1690	10	5/29/2014	60
NE 169th St	Simonds Rd NE	80th PI NE	1690	40	5/29/2014	65
NE 169th St	80th PI NE	81st Ave NE	1690	50	5/29/2014	72
NE 169th St	75th Ave NE	76th Ave NE	1690	30	5/28/2014	77
NE 169th St	84th Ave NE	NE 160th St	1690	60	6/3/2014	77
NE 169th St	74th Ave NE	75th Ave NE	1690	20	5/28/2014	87
NE 170th St	Juanita Dr NE	70th Ave NE	1700	30	6/9/2014	69
NE 170th St	72nd Ave NE	75th Ave NE	1700	50	6/9/2014	71
NE 170th St	NE 169th PI	EOR E	1700	20	5/29/2014	72
NE 170th St	70th Ave NE	72nd Ave NE	1700	40	6/9/2014	72
NE 170th St	Inglewood Dr NE	65th Ln NE	1700	10	6/2/2014	77
NE 171st St	Inglewood Dr NE	66th PI NE	1710	10	6/2/2014	87
NE 175th St	68th Ave NE	73rd Ave NE	1750	50	6/6/2014	68
NE 175th St	65th Ave NE	68th Ave NE	1750	20	5/28/2014	83
NE 175th St	61st Ave NE	65th Ave NE	1750	10	5/28/2014	84
NE 175th St	73rd Ave NE	82nd Ct NE	1750	30	5/28/2014	85
NE 175th St	82nd Ct NE	83rd Ct NE	1750	40	5/28/2014	85
NE 179th PI	80th Ave NE	EOR E	1795	10	5/21/2014	88
NE 180th St	EOR E	57th Ave NE	1800	10	5/22/2014	85
NE 180th St	57th Ave NE	58th Ave NE	1800	20	5/22/2014	87
NE 180th St	58th Ave NE	60th Ave NE	1800	30	5/21/2014	89
NE 181st St	65th Ave NE	67th Ave NE	1810	80	6/6/2014	84
NE 181st St	67th Ave NE	68th Ave NE	1810	90	6/6/2014	85
NE 181st St	58th Ave NE	60th Ave NE	1810	10	5/21/2014	88
NE 181st St	60th Ave NE	60th PI NE	1810	20	5/22/2014	88
NE 181st St	60th PI NE	61st Ave NE	1810	30	5/22/2014	89
NE 181st St	68th Ave NE	73rd Ave NE	1810	100	6/6/2014	91
NE 181st St	61st Ave NE	62nd Ave NE	1810	40	5/22/2014	93
NE 181st St	62nd Ave NE	63rd Ave NE	1810	50	5/22/2014	93

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 181st St	63rd Ave NE	64th Ave NE	1810	60	5/22/2014	93
NE 181st St	64th Ave NE	65th Ave NE	1810	70	5/22/2014	93
NE 182nd Pl	80th Ave NE	EOR E	1825	20	5/21/2014	87
NE 182nd Pl	EOR W	80th Ave NE	1825	10	5/21/2014	89
NE 182nd St	70th Ln NE	73rd Ave NE	1820	30	5/15/2014	34
NE 182nd St	68th Ave NE	70th Ln NE	1820	20	5/15/2014	35
NE 182nd St	67th Ave NE	68th Ave NE	1820	10	5/16/2014	51
NE 182nd St	City Limit	57th Ave NE	1820	40	5/22/2014	67
NE 182nd St	58th Ave NE	60th Ave NE	1820	60	5/27/2014	86
NE 182nd St	57th Ave	58th Ave	1820	50	5/22/2014	87
NE 182nd St	EOR W	62nd Ave NE	1820	70	5/22/2014	87
NE 182nd St	62nd Ave NE	64th Ave NE	1820	80	5/22/2014	87
NE 182nd St	64th Ave NE	66th Ave NE	1820	90	5/22/2014	88
NE 182nd St	66th Ave NE	EOR E	1820	100	5/22/2014	92
NE 183rd St	EOR W	80th Ave NE	1830	20	5/21/2014	69
NE 183rd St	83rd Pl NE	EOR E	1830	40	5/21/2014	85
NE 183rd St	83rd Ave NE	83rd Pl NE	1830	30	5/21/2014	86
NE 183rd St	80th Ave NE	EOR E	1830	10	5/21/2014	87
NE 183rd St	NE 184th St	NE 184th St	1830	50	5/22/2014	88
NE 184th St	EOR W	57th Ave NE	1840	10	5/22/2014	78
NE 184th St	62nd Ave NE	64th Ave NE	1840	20	5/27/2014	83
NE 184th St	80th Ave NE	EOR	1840	60	5/22/2014	85
NE 184th St	NE 183rd St	NE 183rd St	1840	40	5/22/2014	88
NE 184th St	64th Ave NE	NE 183rd St	1840	30	5/22/2014	89
NE 184th St	NE 183rd St	66th Ave NE	1840	50	5/22/2014	90
NE 185th St	68th Ave NE	EOR E	1850	50	5/15/2014	64
NE 185th St	71st Ave NE	72nd Ave NE	1850	70	5/15/2014	81
NE 185th St	64th Ave NE	66th Ave NE	1850	20	5/16/2014	83
NE 185th St	EOR W	71st Ave NE	1850	60	5/15/2014	83
NE 185th St	63rd Ave NE	64th Ave NE	1850	10	5/16/2014	84
NE 185th St	62nd Ave NE	EOR E	1850	120	5/22/2014	87
NE 185th St	EOR W	80th Ave NE	1850	130	5/27/2014	87
NE 185th St	80th Ave NE	83rd Ave NE	1850	140	5/27/2014	87
NE 185th St	67th Ave NE	68th Ave NE	1850	40	5/16/2014	87
NE 185th St	66th Ave NE	67th Ave NE	1850	30	5/16/2014	88
NE 185th St	61st Pl NE	Kenlake Pl NE	1850	100	5/22/2014	89
NE 185th St	Kenlake Pl NE	62nd Ave NE	1850	110	5/22/2014	90

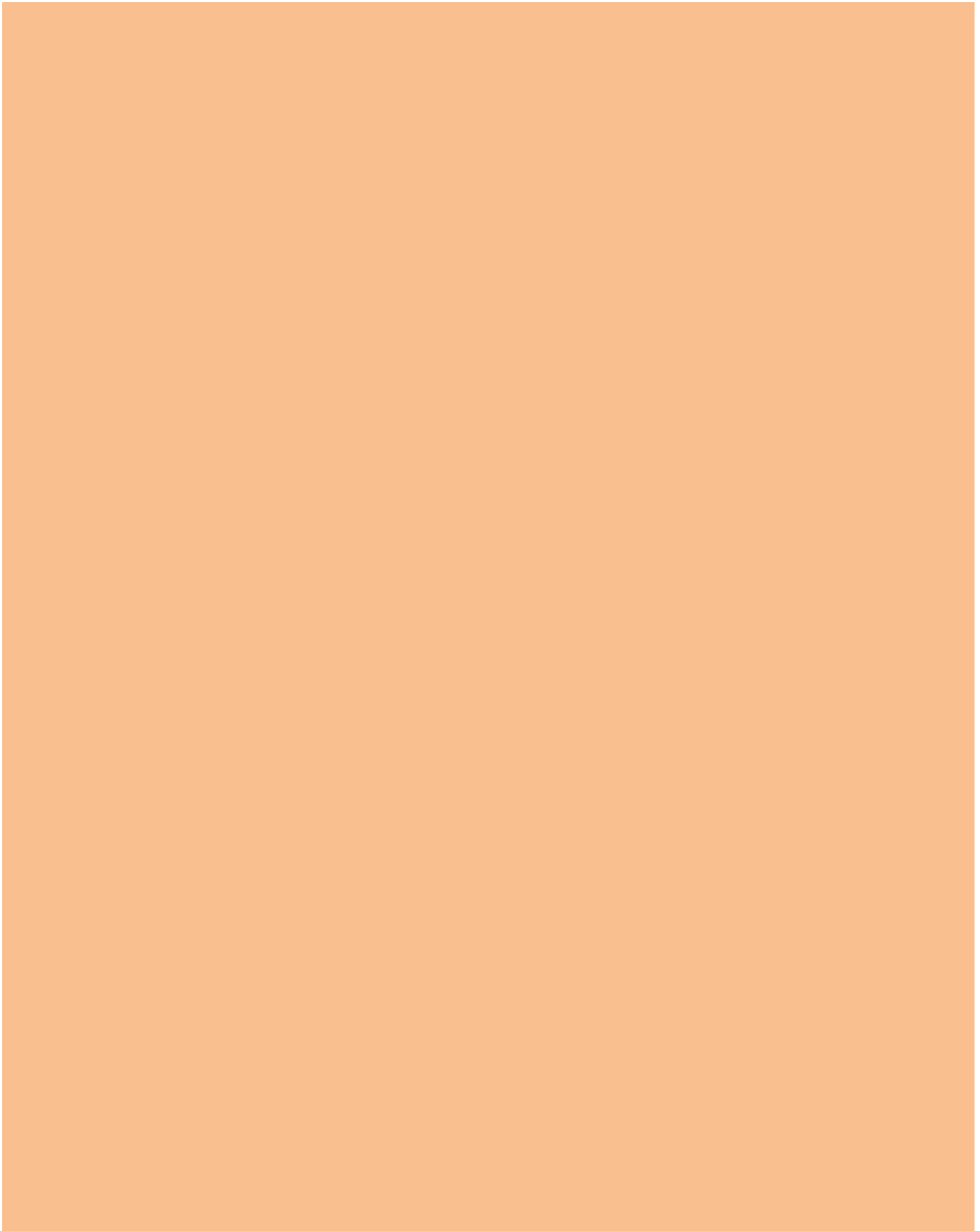
City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 185th St	72nd Ave NE	73rd Ave NE	1850	80	5/15/2014	90
NE 185th St	61st PI NE	61st PI NE	1850	90	5/22/2014	92
NE 186th St	64th PI NE	65th Ct NE	1860	10	5/27/2014	92
NE 186th St	65th Ct NE	EOR S	1860	20	5/27/2014	92
NE 187th PI	82nd Ave NE	EOR W	1875	10	5/27/2014	85
NE 187th St	67th PI NE	68th Ave NE	1870	100	5/27/2014	75
NE 187th St	63rd Ave NE	64th Ave NE	1870	80	5/27/2014	76
NE 187th St	55th Ave NE	56th Ave NE	1870	40	5/27/2014	77
NE 187th St	62nd Ave NE	63rd Ave NE	1870	70	5/27/2014	84
NE 187th St	NE 187th St	Kenlake PI NE	1870	10	5/22/2014	87
NE 187th St	City Limit	55th Ave NE	1870	30	5/22/2014	87
NE 187th St	71st Ave NE	EOR E	1870	110	5/22/2014	89
NE 187th St	Kenlake PI NE	62nd Ave NE	1870	20	5/22/2014	89
NE 187th St	EOR W	61st PI NE	1870	50	5/22/2014	90
NE 187th St	61st PI NE	NE 187th St	1870	60	5/22/2014	90
NE 187th St	64th Ave NE	64th PI NE	1870	90	5/27/2014	92
NE 189th PI	EOR W	82nd Ave NE	1895	10	5/21/2014	90
NE 190th St	61st Ave NE	61st PI NE	1900	90	5/22/2014	67
NE 190th St	80th Ave NE	82nd Ave NE	1900	160	5/20/2014	68
NE 190th St	64th Ave NE	65th Ave NE	1900	110	5/27/2014	70
NE 190th St	62nd Ave NE	63rd Ave NE	1900	100	5/27/2014	76
NE 190th St	57th Ave NE	57th PI NE	1900	40	5/27/2014	77
NE 190th St	56th Ave NE	56th Ln NE	1900	20	5/27/2014	79
NE 190th St	56th Ln NE	57th Ave NE	1900	30	5/27/2014	80
NE 190th St	58th Ave NE	60th Ave NE	1900	60	5/27/2014	82
NE 190th St	EOR W	73rd Ave NE	1900	10	5/27/2014	83
NE 190th St	72nd Ct NE	73rd Ave NE	1900	150	5/27/2014	83
NE 190th St	57th PI NE	58th Ave NE	1900	50	5/22/2014	85
NE 190th St	EOR W	73rd Ave NE	1908	10	5/27/2014	85
NE 190th St	67th Ave NE	68th Ave NE	1900	120	5/27/2014	86
NE 190th St	EOR W	72nd Ct NE	1900	140	5/27/2014	86
NE 190th St	60th Ave NE	60th PI NE	1900	70	5/27/2014	86
NE 190th St	68th Ave NE	EOR E	1900	130	5/27/2014	87
NE 190th St	60th PI NE	61st Ave NE	1900	80	5/21/2014	87
NE 191st St	65th PI NE	67th Ave NE	1910	30	5/27/2014	71
NE 191st St	EOR W	65th PI NE	1910	20	5/27/2014	81
NE 191st St	62nd Ave NE	EOR E	1910	10	5/27/2014	86

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 191st St	68th Ave NE	EOR E	1910	40	5/27/2014	86
NE 192nd Ct	63rd Ave NE	EOR N	1928	10	5/16/2014	87
NE 192nd PI	64th PI NE	65th Ave NE	1925	30	5/27/2014	74
NE 192nd PI	65th Ave NE	65th PI NE	1925	40	5/27/2014	83
NE 192nd PI	64th PI NE	64th Ct NE	1925	10	5/16/2014	89
NE 192nd PI	64th Ct NE	64th Ave NE	1925	20	5/16/2014	90
NE 192nd St	65th PI NE	66th PI NE	1920	10	5/27/2014	75
NE 192nd St	80th Ave NE	75th Ave NE	1920	30	6/6/2014	84
NE 192nd St	75th Ave NE	73rd Ave NE	1920	40	6/6/2014	86
NE 192nd St	EOR W	Kenlake PI NE	1920	20	5/27/2014	87
NE 193rd PI	64th PI NE	EOR W	1935	10	5/16/2014	87
NE 193rd St	62nd Ave NE	63rd Ave NE	1930	10	5/27/2014	69
NE 193rd St	55th Ave NE	58th Ave NE	1930	20	6/6/2014	84
NE 193rd St	58th Ave NE	58th PI NE	1930	30	6/6/2014	85
NE 193rd St	59th PI NE	61st Ave NE	1930	50	6/6/2014	85
NE 193rd St	58th PI NE	59th PI NE	1930	40	6/6/2014	86
NE 194th St	EOR W	Kenlake PI NE	1940	10	5/27/2014	69
NE 194th St	Kenlake PI NE	EOR E	1940	20	5/27/2014	71
NE 194th St	66th PI NE	67th Ave NE	1940	50	5/27/2014	72
NE 194th St	63rd Ave NE	63rd PI NE	1940	30	5/16/2014	73
NE 194th St	EOR W	62nd Ave NE	1940	25	5/19/2014	75
NE 194th St	63rd PI NE	64th Ave NE	1940	40	5/16/2014	80
NE 195th PI	58th Ave NE	EOR E	1955	10	6/9/2014	89
NE 195th St	75th Ave NE	76th Ave NE	1950	30	5/20/2014	75
NE 195th St	76th Ave NE	77th Ave NE	1950	40	5/20/2014	83
NE 195th St	77th Ave NE	80th Ave NE	1950	50	5/20/2014	83
NE 195th St	62nd Ave NE	EOR E	1950	20	5/27/2014	85
NE 195th St	58th Ave NE	EOR E	1950	60	6/9/2014	87
NE 195th St	55th Ave NE	58th Ave NE	1950	10	5/21/2014	88
NE 196th Ct	76th Ave NE	EOR E	1968	10	5/20/2014	78
NE 196th Ct	78th Ave NE	EOR E	1968	20	5/28/2014	85
NE 196th St	EOR W	62nd Ave NE	1960	20	5/27/2014	72
NE 196th St	66th Ave NE	66th PI NE	1960	80	5/27/2014	72
NE 196th St	62nd Ct NE	63rd PI NE	1960	40	5/27/2014	73
NE 196th St	EOR W	66th Ave NE	1965	10	5/28/2014	76
NE 196th St	63rd PI NE	64th Ave NE	1960	50	5/27/2014	83
NE 196th St	62nd Ave NE	62nd Ct NE	1960	30	5/27/2014	85

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 196th St	EOR W	78th Ave NE	1960	10	5/20/2014	86
NE 196th St	64th Ave NE	65th Ave NE	1960	60	5/27/2014	86
NE 196th St	65th Ave NE	66th Ave NE	1960	70	5/27/2014	86
NE 196th St	NE 58th Ave	EOR E	1960	90	6/9/2014	87
NE 197th Ct	76th Ave NE	EOR E	1978	10	5/20/2014	80
NE 197th Pl	EOR E	78th Ave NE	1975	10	5/20/2014	85
NE 197th St	61st Pl NE	62nd Ave NE	1970	30	5/28/2014	87
NE 197th St	58th Ave NE	61st Ave NE	1970	20	5/21/2014	88
NE 197th St	EOR W	58th Ave NE	1970	10	5/21/2014	90
NE 198th Pl	55th Ave NE	EOR E	1985	10	5/21/2014	86
NE 198th Pl	58th Ave NE	EOR E	1985	20	5/21/2014	87
NE 198th St	67th Ave NE	68th Ave NE	1980	80	5/27/2014	70
NE 198th St	64th Ave NE	64th Pl NE	1980	40	5/27/2014	76
NE 198th St	66th Pl NE	67th Ave NE	1980	70	5/27/2014	77
NE 198th St	63rd Ln NE	64th Ave NE	1980	30	5/27/2014	84
NE 198th St	62nd Ave NE	62nd Ct NE	1980	10	5/27/2014	86
NE 198th St	78th Ave NE	80th Ave NE	1980	110	5/20/2014	86
NE 198th St	62nd Ct NE	63rd Ln NE	1980	20	5/27/2014	86
NE 198th St	64th Pl NE	65th Ave NE	1980	50	5/27/2014	86
NE 198th St	65th Ave NE	66th Pl NE	1980	60	5/27/2014	86
NE 198th St	60th Ave NE	EOR E	1980	90	5/28/2014	86
NE 198th St	76th Ave NE	EOR E	1980	100	5/20/2014	92
NE 198th St	80th Ave NE	82nd Pl NE	1980	120	5/20/2014	94
NE 198th St	82nd Pl NE	EOR E	1980	130	5/20/2014	95
NE 199th Pl	55th Ave NE	EOR E	1995	10	6/9/2014	85
NE 199th St	EOR W	60th Ave NE	1990	30	6/9/2014	89
NE 199th St	78th Ave NE	EOR E	1990	20	5/20/2014	90
NE 199th St	77th Ave NE	78th Ave NE	1990	10	5/20/2014	92
NE 200th Ct	EOR W	NE 60th Ave	2008	10	6/9/2014	86
NE 200th Pl	55th Ave NE	EOR E	2005	10	6/9/2014	86
NE 200th St	75th Ave NE	76th Ave NE	2000	30	5/20/2014	86
NE 200th St	61st Ave NE	61st Ct NE	2000	10	5/21/2014	91
NE 200th St	76th Ave NE	77th Ave NE	2000	40	5/20/2014	92
NE 200th St	EOR W	75th Ave NE	2000	60	5/20/2014	92
NE 200th St	79th Ave NE	80th Ave NE	2000	70	5/20/2014	92
NE 200th St	61st Ct NE	61st Pl NE	2000	20	5/21/2014	95
NE 200th St	77th Ave NE	79th Ave NE	2000	50	5/20/2014	98

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 201st Ln	EOR W	61st Ave NE	2012	10	6/9/2014	89
NE 201st St	EOR W	61st Ave NE	2010	10	5/21/2014	85
NE 201st St	EOR W	60th Ave NE	2010	20	5/22/2014	90
NE 202nd Ln	EOR W	60th Ave NE	2022	10	5/28/2014	87
NE 202nd Pl	76th Ave NE	77th Ave NE	2025	40	5/21/2014	68
NE 202nd Pl	77th Ave NE	EOR E	2025	50	5/28/2014	77
NE 202nd Pl	75th Ave NE	76th Ave NE	2025	20	5/21/2014	79
NE 202nd Pl	76th Ave NE	76th Pl NE	2025	30	5/21/2014	86
NE 202nd Pl	55th Ave NE	EOR E	2025	60	6/9/2014	86
NE 202nd Pl	73rd Ave NE	EOR E	2025	10	5/28/2014	87
NE 202nd St	62nd Ave NE	63rd Ave NE	2020	10	6/9/2014	66
NE 202nd St	63rd Ave NE	66th Ave NE	2020	20	6/9/2014	69
NE 202nd St	66th Ave NE	NE 198th St	2020	30	6/9/2014	70
NE 203rd St	77th Ave NE	78th Pl NE	2030	50	5/21/2014	77
NE 203rd St	80th Ave NE	City Limits	2030	80	5/20/2014	81
NE 203rd St	78th Pl NE	79th Ave NE	2030	60	5/21/2014	84
NE 203rd St	75th Ave NE	EOR E	2030	40	5/21/2014	85
NE 203rd St	79th Ave NE	80th Ave NE	2030	70	5/21/2014	85
NE 203rd St	EOR W	60th Pl NE	2030	10	5/21/2014	86
NE 203rd St	60th Pl NE	61st Ave NE	2030	20	5/21/2014	86
NE 203rd St	61st Ave NE	EOR E	2030	30	5/28/2014	87
NE 204th Pl	73rd Ct NE	EOR E	2045	70	5/28/2014	77
NE 204th Pl	76th Ave NE	77th Ave NE	2045	40	5/21/2014	84
NE 204th Pl	73rd Ave NE	73rd Pl NE	2045	50	5/27/2014	85
NE 204th Pl	73rd Pl NE	73rd Ct NE	2045	60	5/27/2014	85
NE 204th Pl	63rd Ave NE	EOR N	2045	30	5/27/2014	86
NE 204th Pl	75th Ave NE	EOR E	2045	20	5/21/2014	90
NE 204th Pl	57th Ave NE	EOR E	2045	10	5/21/2014	96
NE 204th St	NE 157th St	NE 155th St	Simonds	90	6/9/2014	70
NE 204th St	61st Ave NE	EOR E	2040	40	5/28/2014	74
NE 204th St	City Limits	73rd Ave NE	2040	50	6/9/2014	85
NE 204th St	57th Ave NE	EOR E	2040	20	5/21/2014	86
NE 204th St	60th Ave NE	61st Ave NE	2040	30	5/28/2014	87
NE 204th St	55th Ave NE	57th Ave NE	2040	10	5/21/2014	90
Simonds Rd NE	NE 155th St	88th Ave NE	Simonds	100	6/9/2014	69
Simonds Rd NE	NE 151st St	NE 147th St	Simonds	130	6/9/2014	69
Simonds Rd NE	NE 147th St	92nd Ave NE	Simonds	140	6/9/2014	70

City of Kenmore -- Pavement Management						
Report sorted by Street Name						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
Simonds Rd NE	NE 152nd St	NE 151st St	Simonds	120	6/9/2014	71
Simonds Rd NE	NE 165th St	NE 162nd Pl	Simonds	50	6/9/2014	71
Simonds Rd NE	84th Ave NE	NE 157th St	Simonds	80	6/9/2014	71
Simonds Rd NE	NE 162nd Ct	84th Ave NE	Simonds	70	6/9/2014	72
Simonds Rd NE	75th Ave NE	79th Ave NE	Simonds	10	6/9/2014	75
Simonds Rd NE	88th Ave NE	NE 152nd St	Simonds	110	6/9/2014	75
Simonds Rd NE	NE 169th St	NE 166th St	Simonds	30	6/9/2014	79
Simonds Rd NE	79th Pl NE	NE 169th St	Simonds	20	6/9/2014	81
Simonds Rd NE	NE 162nd Pl	NE 162nd Ct	Simonds	60	6/9/2014	82
Simonds Rd NE	NE 166th St	NE 165th St	Simonds	40	6/9/2014	84



City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 182nd St	70th Ln NE	73rd Ave NE	1820	30	5/15/2014	34
NE 182nd St	68th Ave NE	70th Ln NE	1820	20	5/15/2014	35
NE 182nd St	67th Ave NE	68th Ave NE	1820	10	5/16/2014	51
NE 145th St	86th PI NE	88th Ave NE	1450	110	5/29/2014	55
80th Ave NE	NE 198th St	NE 200th St	800	120	6/6/2014	57
NE 145th St	88th Ave NE	89th PI NE	1450	120	5/29/2014	58
62nd Ave NE	NE 191st St	NE 190th St	620	70	5/27/2014	60
NE 169th St	80th PI NE	81st Ave NE	1690	10	5/29/2014	60
83rd Ave NE	NE 183rd St	83rd PI NE	830	30	5/21/2014	62
Arrowhead Dr NE	NE 151st St	Juanita Dr NE	Arrowhead	100	5/28/2014	63
68th Ave NE	NE 198th St	NE 195th St	680	20	6/9/2014	64
68th Ave NE	NE 195th St	NE 191st St	680	30	6/9/2014	64
NE 145th St	84th Ave NE	85th PI NE	1450	90	5/29/2014	64
NE 185th St	68th Ave NE	EOR E	1850	50	5/15/2014	64
68th Ave NE	NE 181st St	NE Bothell Way	680	90	6/9/2014	65
NE 169th St	Simonds Rd NE	80th PI NE	1690	40	5/29/2014	65
Arrowhead Dr NE	62nd PI NE	63rd Ave NE	Arrowhead	60	5/28/2014	66
Juanita Dr NE	NE 154th Ct	NE 153rd PI	Juanita	80	6/9/2014	66
NE 202nd St	62nd Ave NE	63rd Ave NE	2020	10	6/9/2014	66
62nd Ave NE	61st PI NE	NE 202nd St	620	190	6/9/2014	67
65th Ave NE	NE 181st St	NE Bothell Way	650	90	6/9/2014	67
68th Ave NE	NE Bothell Way	NE 175th St	680	100	6/9/2014	67
68th Ave NE	NE 182nd St	NE 181st St	680	80	6/9/2014	67
Arrowhead Dr NE	61st PI NE	62nd PI NE	Arrowhead	50	5/28/2014	67
NE 151st St	66th Ct NE	NE Arrowhead Dr	1510	40	6/2/2014	67
NE 182nd St	City Limit	57th Ave NE	1820	40	5/22/2014	67
NE 190th St	61st Ave NE	61st PI NE	1900	90	5/22/2014	67
61st PI NE	NE 190th St	NE 187th St	615	10	5/22/2014	68
66th Ave NE	City Limit	NE 202nd St	660	10	5/27/2014	68
68th Ave NE	NE 191st St	NE 190th St	680	40	6/9/2014	68
71st PI NE	NE 153rd St	EOR S	715	10	6/3/2014	68
80th Ave NE	NE 192nd St	NE 195th St	800	100	6/6/2014	68
80th Ave NE	NE 195th St	NE 198th St	800	110	6/6/2014	68
86th PI NE	EOR N	NE 145th St	865	10	5/29/2014	68
Arrowhead Dr NE	64th Ave NE	65th Ave NE	Arrowhead	80	5/28/2014	68
Juanita Dr NE	NE 149th St	NE 148th PI	Juanita	100	6/9/2014	68
NE 175th St	68th Ave NE	73rd Ave NE	1750	50	6/6/2014	68

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 190th St	80th Ave NE	82nd Ave NE	1900	160	5/20/2014	68
NE 202nd PI	76th PI NE	77th Ave NE	2025	40	5/21/2014	68
73rd Ave NE	NE 150th St	EOR S	730	40	6/2/2014	69
73rd Ave NE	NE 204th St	NE 202nd PI	730	50	6/6/2014	69
73rd Ave NE	NE 202nd PI	NE 192nd St	730	60	6/6/2014	69
76th Ave NE	NE 205th St	NE 204th PI	760	10	5/21/2014	69
80th Ave NE	NE 203rd St	NE 205th St	800	140	6/6/2014	69
84th Ave NE	Simonds Rd NE	NE 166th St	840	10	5/28/2014	69
84th Ave NE	NE 148th PI	NE 147th PI	840	90	6/9/2014	69
87th Ave NE	NE 150th PI	EOR S	870	10	6/2/2014	69
88th Ave NE	NE 160th PI	NE 157th St	880	30	6/2/2014	69
Juanita Dr NE	NE 145th St	NE 143rd St	Juanita	120	6/9/2014	69
Juanita Dr NE	NE 165th St	NE 163rd St	Juanita	30	6/9/2014	69
Juanita Dr NE	NE 160th St	NE 158th St	Juanita	50	6/9/2014	69
NE 145th St	85th PI NE	86th Ave NE	1450	100	5/29/2014	69
NE 145th St	89th PI NE	90th PI NE	1450	130	5/29/2014	69
NE 151st St	65th Ave NE	66th Ct NE	1510	30	6/2/2014	69
NE 154th St	Juanita Dr NE	EOR E	1540	10	6/2/2014	69
NE 156th St	74th Ave NE	EOR E	1560	50	5/30/2014	69
NE 163rd St	88th Ave NE	EOR E	1630	60	6/2/2014	69
NE 170th St	Juanita Dr NE	70th Ave NE	1700	30	6/9/2014	69
NE 183rd St	EOR W	80th Ave NE	1830	20	5/21/2014	69
NE 193rd St	62nd Ave NE	63rd Ave NE	1930	10	5/27/2014	69
NE 194th St	EOR W	Kenlake PI NE	1940	10	5/27/2014	69
NE 202nd St	63rd Ave NE	66th Ave NE	2020	20	6/9/2014	69
Simonds Rd NE	NE 155th St	88th Ave NE	Simonds	100	6/9/2014	69
Simonds Rd NE	NE 151st St	NE 147th St	Simonds	130	6/9/2014	69
60th Ave NE	NE 202nd Ln	NE 201st St	600	30	5/21/2014	70
60th PI NE	NE 203rd St	EOR S	605	10	5/28/2014	70
61st Ave NE	NE 195th PI	NE 194th PI	610	100	6/9/2014	70
61st Ave NE	NE 193rd St	NE 190th St	610	50	5/28/2014	70
62nd Ave NE	EOR N	NE 152nd St	620	180	5/28/2014	70
62nd Ave NE	NE 190th St	NE 187th St	620	80	5/27/2014	70
65th Ave NE	EOR W	NE 151st St	650	80	6/2/2014	70
68th Ave NE	NE 190th St	NE 187th St	680	50	6/9/2014	70
68th Ave NE	NE 187th St	NE 185th St	680	60	6/9/2014	70
80th Ave NE	NE 190th St	NE 192nd St	800	90	6/6/2014	70

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
84th Ave NE	NE 158th St	NE 156th St	840	40	6/9/2014	70
Arrowhead Dr NE	63rd Ave NE	64th Ave NE	Arrowhead	70	5/28/2014	70
Juanita Dr NE	NE 148th Pl	NE 145th St	Juanita	110	6/9/2014	70
Juanita Dr NE	NE 166th Ct	NE 165th St	Juanita	20	6/9/2014	70
Juanita Dr NE	NE 153rd Pl	NE 149th St	Juanita	90	6/9/2014	70
NE 149th St	EOR W	81st Ave NE	1490	40	6/2/2014	70
NE 152nd St	88th Ave NE	EOR E	1520	30	5/30/2014	70
NE 190th St	64th Ave NE	65th Ave NE	1900	110	5/27/2014	70
NE 198th St	67th Ave NE	68th Ave NE	1980	80	5/27/2014	70
NE 202nd St	66th Ave NE	NE 198th St	2020	30	6/9/2014	70
NE 204th St	NE 157th St	NE 155th St	Simonds	90	6/9/2014	70
Simonds Rd NE	NE 147th St	92nd Ave NE	Simonds	140	6/9/2014	70
61st Pl NE	62nd Ave NE	NE 200th St	615	30	6/9/2014	71
63rd Ave NE	NE 204th St	NE 203rd St	630	100	5/27/2014	71
67th Pl NE	NE 187th St	EOR S	675	10	6/2/2014	71
75th Ave NE	NE 170th St	NE 169th St	750	50	5/28/2014	71
76th Ave NE	NE 202nd Pl	NE 201st Pl	760	20	5/21/2014	71
80th Pl NE	NE 169th Pl	NE 169th St	805	10	5/29/2014	71
82nd Pl NE	NE 166th St	EOR S	825	20	5/28/2014	71
88th Ave NE	NE 157th St	EOR S	880	40	6/2/2014	71
Arrowhead Dr NE	NE 151st St	NE 154th St	Arrowhead	90	5/28/2014	71
Juanita Dr NE	NE 163rd St	NE 160th St	Juanita	40	6/9/2014	71
Juanita Dr NE	NE 158th St	NE 155th Pl	Juanita	60	6/9/2014	71
NE 148th Pl	78th Ave NE	EOR E	1485	20	6/2/2014	71
NE 149th St	88th Pl NE	89th Pl NE	1490	10	5/30/2014	71
NE 165th St	69th Ave NE	EOR E	1650	20	6/2/2014	71
NE 170th St	72nd Ave NE	75th Ave NE	1700	50	6/9/2014	71
NE 191st St	65th Pl NE	67th Ave NE	1910	30	5/27/2014	71
NE 194th St	Kenlake Pl NE	EOR E	1940	20	5/27/2014	71
Simonds Rd NE	NE 152nd St	NE 151st St	Simonds	120	6/9/2014	71
Simonds Rd NE	NE 165th St	NE 162nd Pl	Simonds	50	6/9/2014	71
Simonds Rd NE	84th Ave NE	NE 157th St	Simonds	80	6/9/2014	71
61st Ave NE	60th Ave NE	NE 195th Pl	610	90	6/9/2014	72
62nd Ct NE	EOR N	NE 198th St	628	10	5/28/2014	72
64th Ct NE	EOR W	NE 151st St	648	20	6/2/2014	72
68th Ave NE	NE 175th St	NE 170th St	680	110	6/9/2014	72
70th Ave NE	NE 161st St	NE 160th St	700	30	5/29/2014	72

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
71st Ave NE	NE 187th St	NE 185th St	710	30	5/21/2014	72
77th Ave NE	NE 204th PI	NE 203rd St	770	30	5/21/2014	72
81st Ave NE	NE 157th St	NE 156th PI	810	20	5/29/2014	72
81st Ave NE	NE 149th St	NE 147th PI	810	70	6/2/2014	72
81st Ave NE	NE 147th St	NE 146th PI	810	90	6/2/2014	72
82nd PI NE	NE 161st St	NE 159th St	825	10	5/29/2014	72
84th Ave NE	NE 147th PI	NE 147th St	840	100	6/9/2014	72
84th Ave NE	Simonds Rd NE	NE 159th St	840	20	6/9/2014	72
84th Ave NE	NE 155th St	NE 153rd St	840	60	6/9/2014	72
88th Ave NE	Simonds Rd NE	NE 152nd St	880	50	5/30/2014	72
88th Ave NE	NE 152nd St	NE 150th St	880	60	5/30/2014	72
89th PI NE	NE 149th St	NE 148th St	895	20	5/30/2014	72
Juanita Dr NE	NE 155th PI	NE 154th Ct	Juanita	70	6/9/2014	72
NE 146th St	EOR W	84th Ave NE	1460	30	6/2/2014	72
NE 150th PI	NE 84th Ave	87th Ave NE	1505	10	6/2/2014	72
NE 151st St	64th Ct NE	65th Ave NE	1510	20	6/2/2014	72
NE 153rd PI	70th Ave NE	71st PI NE	1535	50	6/9/2014	72
NE 153rd PI	71st PI NE	72nd Ave NE	1535	60	6/9/2014	72
NE 155th St	86th Ave NE	Simonds Rd NE	1550	110	6/9/2014	72
NE 155th St	76th PI NE	78th Ave NE	1550	50	6/9/2014	72
NE 157th St	81st PI NE	EOR E	1570	20	5/29/2014	72
NE 160th St	EOR W	74th Ave NE	1600	20	5/30/2014	72
NE 161st PI	88th Ave NE	90th Ave NE	1615	10	6/2/2014	72
NE 162nd St	EOR W	Simonds Rd NE	1620	10	6/2/2014	72
NE 163rd St	69th Ave NE	70th Ave NE	1630	30	5/29/2014	72
NE 169th St	80th PI NE	81st Ave NE	1690	50	5/29/2014	72
NE 170th St	NE 169th PI	EOR E	1700	20	5/29/2014	72
NE 170th St	70th Ave NE	72nd Ave NE	1700	40	6/9/2014	72
NE 194th St	66th PI NE	67th Ave NE	1940	50	5/27/2014	72
NE 196th St	EOR W	62nd Ave NE	1960	20	5/27/2014	72
NE 196th St	66th Ave NE	66th PI NE	1960	80	5/27/2014	72
Simonds Rd NE	NE 162nd Ct	84th Ave NE	Simonds	70	6/9/2014	72
60th Ave NE	NE 200th Ct	NE 199th St	600	50	5/21/2014	73
63rd PI NE	NE 194th St	EOR S	635	10	5/16/2014	73
64th Ave NE	NE 192nd PI	NE 190th St	640	10	5/16/2014	73
65th Ct NE	EOR N	NE 186th St	658	10	5/28/2014	73
76th PI NE	EOR N	NE 202nd PI	765	10	5/21/2014	73

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
78th Ave NE	NE 198th St	NE 196th St	780	50	5/20/2014	73
Kenlake PI NE	NE 192nd St	62nd Ave NE	Kenlake	20	5/27/2014	73
NE 145th St	82nd Ave NE	84th St NE	1450	80	5/28/2014	73
NE 194th St	63rd Ave NE	63rd PI NE	1940	30	5/16/2014	73
NE 196th St	62nd Ct NE	63rd PI NE	1960	40	5/27/2014	73
62nd Ave NE	NE 195th St	NE 194th PI	620	60	5/27/2014	74
62nd PI NE	NE 156th St	NE Arrowhead Dr	625	20	6/3/2014	74
62nd PI NE	NE 154th St	NE 153rd St	625	40	6/3/2014	74
67th Ave NE	EOR N	NE 194th St	670	20	5/28/2014	74
76th PI NE	NE 163rd St	NE 155th St	765	20	6/2/2014	74
80th Ave NE	NE 183rd St	NE 185th St	800	70	6/6/2014	74
81st Ave NE	NE 145th PI	NE 145th St	810	110	6/2/2014	74
88th Ave NE	NE 147th St	EOR S	880	80	5/30/2014	74
90th Ave NE	NE 163rd St	NE 161st PI	900	10	6/2/2014	74
Juanita Dr NE	NE 170th St	NE 166th Ct	Juanita	10	6/9/2014	74
NE 145th St	NE 143rd St	75th Ave NE	1450	30	6/2/2014	74
NE 147th PI	EOR W	72nd PI NE	1470	10	6/2/2014	74
NE 148th Ln	81st Ave NE	EOR W	1482	20	6/2/2014	74
NE 149th St	81st Ave NE	EOR E	1490	20	6/2/2014	74
NE 150th St	84th Ave NE	EOR E	1500	50	5/29/2014	74
NE 152nd PI	72nd Ave NE	EOR E	1525	10	6/3/2014	74
NE 153rd PI	NE 153rd St	EOR E	1535	10	5/28/2014	74
NE 158th St	74th Ave NE	75th Ave NE	1580	50	5/30/2014	74
NE 192nd PI	64th PI NE	65th Ave NE	1925	30	5/27/2014	74
NE 204th St	61st Ave NE	EOR E	2040	40	5/28/2014	74
60th Ave NE	NE 204th St	NE 202nd Ln	600	20	5/21/2014	75
61st Ave NE	NE 181st St	NE Bothell Way	610	150	6/9/2014	75
65th Ave NE	NE 188th St	NE 190th St	650	50	5/27/2014	75
69th PI NE	EOR N	NE 165th St	695	10	6/2/2014	75
73rd Ave NE	NE 190th St	NE 185th St	730	90	6/6/2014	75
79th Ave NE	EOR N	NE 156th St	790	20	6/2/2014	75
84th Ave NE	NE 147th St	NE 146th St	840	110	6/9/2014	75
84th Ave NE	NE 159th St	NE 158th St	840	30	6/9/2014	75
84th Ave NE	NE 153rd St	NE 150th PI	840	70	6/9/2014	75
84th Ave NE	NE 150th St	NE 148th PI	840	80	6/9/2014	75
NE 143rd St	73rd Ave NE	NE 145th St	1430	20	6/2/2014	75
NE 155th St	85th Ave NE	86th Ave NE	1550	100	6/9/2014	75

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 155th St	75th Ave NE	76th PI NE	1550	40	6/9/2014	75
NE 155th St	78th Ave NE	79th Ave NE	1550	60	6/9/2014	75
NE 155th St	81st Ave NE	84th Ave NE	1550	80	6/9/2014	75
NE 155th St	84th Ave NE	85th Ave NE	1550	90	6/9/2014	75
NE 187th St	67th PI NE	68th Ave NE	1870	100	5/27/2014	75
NE 192nd St	65th PI NE	66th PI NE	1920	10	5/27/2014	75
NE 194th St	EOR W	62nd Ave NE	1940	25	5/19/2014	75
NE 195th St	75th Ave NE	76th Ave NE	1950	30	5/20/2014	75
Simonds Rd NE	75th Ave NE	79th Ave NE	Simonds	10	6/9/2014	75
Simonds Rd NE	88th Ave NE	NE 152nd St	Simonds	110	6/9/2014	75
60th PI NE	60th Ave NE	EOR S	605	20	5/22/2014	76
63rd Ave NE	EOR N	NE 204th St	630	90	5/27/2014	76
64th Ct NE	NE 192nd PI	EOR S	648	10	5/27/2014	76
65th PI NE	NE 188th St	EOR S	655	40	5/28/2014	76
67th Ave NE	NE 198th St	NE 195th St	670	10	5/28/2014	76
76th Ave NE	NE 165th St	NE 163rd St	760	100	5/28/2014	76
76th Ave NE	NE 197th Ct	NE 196th Ct	760	60	5/20/2014	76
79th Ave NE	NE 203rd St	EOR E	790	10	6/3/2014	76
81st Ave NE	NE 150th St	NE 149th St	810	60	6/2/2014	76
84th Ave NE	NE 146th St	NE 145th St	840	120	6/9/2014	76
84th Ave NE	NE 156th St	NE 155th St	840	50	6/9/2014	76
86th Ave NE	NE 150th PI	EOR S	860	20	6/2/2014	76
88th Ave NE	NE 163rd St	NE 161st PI	880	10	6/2/2014	76
88th Ave NE	NE 150th St	NE 147th St	880	70	5/30/2014	76
NE 153rd PI	Juanita Dr NE	70th Ave NE	1535	40	6/9/2014	76
NE 155th St	NE 155th PI	73rd PI NE	1550	10	6/9/2014	76
NE 155th St	73rd PI NE	74th Ave NE	1550	20	6/9/2014	76
NE 155th St	74th Ave NE	75th Ave NE	1550	30	6/9/2014	76
NE 155th St	79th Ave NE	81st Ave NE	1550	70	6/9/2014	76
NE 187th St	63rd Ave NE	64th Ave NE	1870	80	5/27/2014	76
NE 190th St	62nd Ave NE	63rd Ave NE	1900	100	5/27/2014	76
NE 196th St	EOR W	66th Ave NE	1965	10	5/28/2014	76
NE 198th St	64th Ave NE	64th PI NE	1980	40	5/27/2014	76
61st Ave NE	NE 204th St	NE 203rd St	610	20	5/28/2014	77
62nd Ave NE	NE 152nd St	EOR S	620	170	5/28/2014	77
62nd Ave NE	NE 198th St	NE 197th St	620	20	5/27/2014	77
62nd Ct NE	EOR N	NE 196th St	628	20	5/28/2014	77

City of Kenmore -- Pavement Management						
Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
65th Ave NE	NE 196th St	NE 198th St	650	30	5/27/2014	77
66th Ave NE	NE 196th St	NE 194th St	660	30	5/28/2014	77
66th Ave NE	EOR N	NE 188th St	660	40	5/28/2014	77
67th Ave NE	NE 191st St	NE 190th St	670	40	5/28/2014	77
70th Ct NE	EOR N	NE 74th St	708	10	6/2/2014	77
71st Ave NE	NE 159th St	NE 158th St	710	50	5/29/2014	77
73rd Ave NE	NE 185th St	NE 182nd St	730	100	6/6/2014	77
73rd Ave NE	NE 182nd St	NE 181st St	730	110	6/6/2014	77
73rd Ave NE	NE 145th PI	NE 145th St	730	20	6/2/2014	77
73rd Ave NE	NE 143rd St	NE 145th St	730	30	6/2/2014	77
76th Ave NE	NE 167th St	NE 165th St	760	90	5/28/2014	77
78th PI NE	EOR N	NE 165th St	785	20	5/29/2014	77
79th PI NE	NE 170th St	NE 167th St	795	10	5/29/2014	77
81st Ave NE	NE 146th PI	NE 145th St	810	100	6/2/2014	77
81st PI NE	NE 169th PI	NE 169th St	815	20	6/3/2014	77
83rd Ave NE	NE 158th St	EOR S	830	40	5/28/2014	77
88th Ave NE	NE 161st PI	NE 160th PI	880	20	6/2/2014	77
NE 145th PI	81st Ave NE	EOR E	1455	20	6/2/2014	77
NE 145th PI	81st Ave NE	EOR W	1455	30	6/2/2014	77
NE 145th St	78th Ave NE	78th PI NE	1450	40	6/2/2014	77
NE 147th St	EOR W	84th Ave NE	1470	30	6/2/2014	77
NE 148th PI	84th Ave NE	EOR W	1485	50	6/2/2014	77
NE 148th St	78th Ave NE	EOR W	1480	30	6/2/2014	77
NE 149th PI	EOR E	72nd PI NE	1495	10	6/2/2014	77
NE 150th St	80th Ave NE	81st Ave NE	1500	40	6/2/2014	77
NE 150th St	88th Ave NE	88th PI NE	1500	60	6/2/2014	77
NE 152nd Ct	80th Ave NE	EOR E	1528	10	6/2/2014	77
NE 153rd PI	72nd Ave NE	NE 155th PI	1535	70	6/9/2014	77
NE 155th PI	Juanita Dr NE	70th Ave NE	1555	10	6/3/2014	77
NE 156th St	63rd Ave NE	64th Ave NE	1560	30	5/29/2014	77
NE 156th St	EOR W	79th Ave NE	1560	60	6/2/2014	77
NE 157th St	63rd Ave NE	64th Ave NE	1570	10	5/29/2014	77
NE 158th St	83rd Ave NE	84th Ave NE	1580	60	5/28/2014	77
NE 159th St	63rd PI NE	64th Ave NE	1590	30	5/28/2014	77
NE 161st St	90th Ave NE	EOR E	1610	20	6/2/2014	77
NE 165th St	Juanita Dr NE	69th PI NE	1650	10	5/30/2014	77
NE 169th St	75th Ave NE	76th Ave NE	1690	30	5/28/2014	77

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 169th St	84th Ave NE	NE 160th St	1690	60	6/3/2014	77
NE 170th St	Inglewood Dr NE	65th Ln NE	1700	10	6/2/2014	77
NE 187th St	55th Ave NE	56th Ave NE	1870	40	5/27/2014	77
NE 190th St	57th Ave NE	57th PI NE	1900	40	5/27/2014	77
NE 198th St	66th PI NE	67th Ave NE	1980	70	5/27/2014	77
NE 202nd PI	77th Ave NE	EOR E	2025	50	5/28/2014	77
NE 203rd St	77th Ave NE	78th PI NE	2030	50	5/21/2014	77
NE 204th PI	73rd Ct NE	EOR E	2045	70	5/28/2014	77
57th Ave NE	NE 182nd St	NE 180th St	570	60	5/22/2014	78
61st Ave NE	60th Ave NE	NE 181st St	610	140	6/9/2014	78
63rd Ave NE	NE 192nd Ct	NE 192nd PI	630	50	5/19/2014	78
80th Ave NE	NE Bothell Way	NE 177th Ct	800	40	6/6/2014	78
80th Ave NE	NE 179th PI	NE 183rd St	800	60	6/6/2014	78
NE 150th St	78th Ave NE	81st Ave NE	1500	30	6/2/2014	78
NE 184th St	EOR W	57th Ave NE	1840	10	5/22/2014	78
NE 196th Ct	76th Ave NE	EOR E	1968	10	5/20/2014	78
58th Ave NE	NE 196th St	NE 195th PI	580	30	5/21/2014	79
NE 148th PI	EOR E	84th Ave NE	1485	40	6/2/2014	79
NE 167th St	EOR W	72nd Ave NE	1670	10	5/28/2014	79
NE 190th St	56th Ave NE	56th Ln NE	1900	20	5/27/2014	79
NE 202nd PI	75th Ave NE	76th Ave NE	2025	20	5/21/2014	79
Simonds Rd NE	NE 169th St	NE 166th St	Simonds	30	6/9/2014	79
60th Ave NE	City Limits	NE 204th St	600	10	5/21/2014	80
61st Ave NE	NE 190th St	60th Ave NE	610	130	6/9/2014	80
64th Ave NE	NE 187th St	NE 185th St	640	40	5/16/2014	80
75th Ave NE	EOR N	NE 158th St	750	60	5/30/2014	80
89th PI NE	EOR N	NE 145th St	895	30	5/29/2014	80
NE 190th St	56th Ln NE	57th Ave NE	1900	30	5/27/2014	80
NE 194th St	63rd PI NE	64th Ave NE	1940	40	5/16/2014	80
NE 197th Ct	76th Ave NE	EOR E	1978	10	5/20/2014	80
61st Ave NE	NE 194th PI	NE 193rd PI	610	110	6/9/2014	81
61st PI NE	NE 200th St	NE 197th St	615	40	6/9/2014	81
63rd Ave NE	NE 193rd Ct	NE 193rd St	630	30	5/16/2014	81
73rd Ave NE	NE 192nd St	NE 190th Ct	730	70	6/6/2014	81
75th Ave NE	NE 195th St	NE 192nd St	750	40	5/20/2014	81
77th Ave NE	NE 199th St	EOR S	770	10	5/20/2014	81
80th Ave NE	NE 185th St	NE 190th St	800	80	6/6/2014	81

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
Arrowhead Dr NE	61st Ave NE	61st PI NE	Arrowhead	40	5/28/2014	81
NE 161st St	70th Ave NE	EOR W	1610	30	5/29/2014	81
NE 185th St	71st Ave NE	72nd Ave NE	1850	70	5/15/2014	81
NE 191st St	EOR W	65th PI NE	1910	20	5/27/2014	81
NE 203rd St	80th Ave NE	City Limits	2030	80	5/20/2014	81
Simonds Rd NE	79th PI NE	NE 169th St	Simonds	20	6/9/2014	81
57th Ave NE	EOR N	184th St	570	30	5/22/2014	82
64th Ave NE	NE 188th St	NE 187th St	640	30	5/16/2014	82
75th Ave NE	NE 205th St	NE 202nd PI	750	10	5/21/2014	82
75th Ave NE	NE 200th St	NE 195th St	750	30	5/20/2014	82
75th Ave NE	NE 148th Ln	NE 146th St	750	80	6/2/2014	82
77th PI NE	NE 195th St	EOR S	775	20	5/20/2014	82
80th Ave NE	NE 177th Ct	NE 179th PI	800	50	6/6/2014	82
81st PI NE	NE 161st PI	NE 158th St	815	40	5/29/2014	82
83rd PI NE	NE 83rd Ave	NE 180th St	835	30	5/21/2014	82
NE 146th St	84th Ave NE	EOR E	1460	40	6/2/2014	82
NE 154th St	61st PI NE	62nd PI NE	1540	20	5/28/2014	82
NE 166th St	Simonds Rd NE	84th Ave NE	1660	10	5/28/2014	82
NE 190th St	58th Ave NE	60th Ave NE	1900	60	5/27/2014	82
Simonds Rd NE	NE 162nd PI	NE 162nd Ct	Simonds	60	6/9/2014	82
60th Ave NE	NE 201st ST	NE 200th CT	600	40	5/21/2014	83
63rd Ave NE	NE Arrowhead Dr	NE 154th St	630	150	6/3/2014	83
63rd Ave NE	NE 194th St	NE 193rd Ct	630	20	5/19/2014	83
66th PI NE	NE 198th St	NE 196th St	665	10	5/28/2014	83
70th Ave NE	EOR N	NE 164th St	700	10	5/29/2014	83
72nd PI NE	NE 149th St	NE 149th PI	725	20	6/2/2014	83
74th Ave NE	NE 160th St	NE 158th St	740	40	5/29/2014	83
74th Ave NE	NE 156th St	NE 156th St	740	60	5/29/2014	83
78th PI NE	NE 203rd St	EOR S	785	10	5/21/2014	83
81st Ave NE	NE 158th St	NE 157th St	810	10	5/29/2014	83
83rd Ave NE	NE 185th St	NE 183rd St	830	20	5/21/2014	83
86th Ave NE	NE 155th St	EOR S	860	10	5/29/2014	83
Arrowhead Dr NE	59th PI NE	61st Ave NE	Arrowhead	30	5/28/2014	83
Kenlake PI NE	NE 194th PI	NE 192nd St	Kenlake	10	5/27/2014	83
NE 143rd St	Juanita Dr NE	NE 73rd Ave	1430	10	6/2/2014	83
NE 152nd St	61st PI NE	62nd Ave NE	1520	10	5/28/2014	83
NE 159th St	EOR W	70th Ave NE	1590	50	5/29/2014	83

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 160th St	Juanita Dr NE	70th Ave NE	1600	10	5/29/2014	83
NE 175th St	65th Ave NE	68th Ave NE	1750	20	5/28/2014	83
NE 184th St	62nd Ave NE	64th Ave NE	1840	20	5/27/2014	83
NE 185th St	64th Ave NE	66th Ave NE	1850	20	5/16/2014	83
NE 185th St	EOR W	71st Ave NE	1850	60	5/15/2014	83
NE 190th St	EOR W	73rd Ave NE	1900	10	5/27/2014	83
NE 190th St	72nd Ct NE	73rd Ave NE	1900	150	5/27/2014	83
NE 192nd Pl	65th Ave NE	65th Pl NE	1925	40	5/27/2014	83
NE 195th St	76th Ave NE	77th Ave NE	1950	40	5/20/2014	83
NE 195th St	77th Ave NE	80th Ave NE	1950	50	5/20/2014	83
NE 196th St	63rd Pl NE	64th Ave NE	1960	50	5/27/2014	83
57th Ave NE	NE 204th Pl	NE 204th St	570	10	5/21/2014	84
60th Pl NE	EOR N	NE 181st St	605	30	5/22/2014	84
61st Ave NE	NE 193rd Pl	NE 190th St	610	120	6/9/2014	84
61st Ln NE	NE 159th St	61st Ave NE	612	10	6/9/2014	84
63rd Ave NE	NE 190th St	NE 187th St	630	60	5/27/2014	84
63rd Ave NE	NE 181st St	NE Bothell Way	630	80	5/22/2014	84
68th Ave NE	NE 185th St	NE 182nd St	680	70	6/9/2014	84
70th Ave NE	NE 163rd St	NE 161st St	700	20	5/29/2014	84
70th Ave NE	EOR N	NE 155th St	700	60	5/29/2014	84
74th Ave NE	NE 169th St	NE 165th St	740	10	5/28/2014	84
75th Ave NE	NE 202nd Pl	NE 200th St	750	20	5/21/2014	84
81st Pl NE	EOR N	NE 169th Pl	815	10	5/29/2014	84
82nd Ave NE	NE 190th St	NE 185th St	820	10	5/21/2014	84
85th Ave NE	NE 155th St	EOR S	850	10	5/29/2014	84
85th Ave NE	NE 153rd St	EOR S	850	20	6/2/2014	84
NE 147th Pl	EOR W	81st Ave NE	1470	50	6/2/2014	84
NE 147th Pl	72nd Pl NE	EOR E	1475	10	6/2/2014	84
NE 147th St	81st Ave NE	EOR E	1470	20	6/2/2014	84
NE 147th St	78th Ave NE	EOR E	1470	90	6/2/2014	84
NE 150th Pl	EOR W	84th Ave NE	1505	20	6/2/2014	84
NE 150th St	81st Ave NE	84th Ave NE	1500	80	5/29/2014	84
NE 152nd St	62nd Ave NE	EOR E	1520	20	5/28/2014	84
NE 153rd St	84th Ave NE	85th Pl NE	1530	40	6/2/2014	84
NE 156th Pl	81st Pl NE	EOR E	1565	10	5/29/2014	84
NE 158th St	Juanita Dr NE	70th Ave NE	1580	20	5/29/2014	84
NE 158th St	70th Ave NE	71st Ave NE	1580	30	5/29/2014	84

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 159th St	82nd PI NE	84th Ave NE	1590	70	5/29/2014	84
NE 160th PI	88th Ave NE	90th Ave NE	1605	10	6/2/2014	84
NE 160th PI	90th Ave NE	EOR E	1605	30	6/3/2014	84
NE 161st St	81st PI NE	82nd PI NE	1610	10	5/29/2014	84
NE 164th St	69th Ave NE	70th Ave NE	1640	10	5/30/2014	84
NE 165th PI	EOR W	72nd Ave NE	1655	10	6/2/2014	84
NE 167th St	76th Ave NE	79th PI NE	1670	20	5/29/2014	84
NE 175th St	61st Ave NE	65th Ave NE	1750	10	5/28/2014	84
NE 181st St	65th Ave NE	67th Ave NE	1810	80	6/6/2014	84
NE 185th St	63rd Ave NE	64th Ave NE	1850	10	5/16/2014	84
NE 187th St	62nd Ave NE	63rd Ave NE	1870	70	5/27/2014	84
NE 192nd St	80th Ave NE	75th Ave NE	1920	30	6/6/2014	84
NE 193rd St	55th Ave NE	58th Ave NE	1930	20	6/6/2014	84
NE 198th St	63rd Ln NE	64th Ave NE	1980	30	5/27/2014	84
NE 203rd St	78th PI NE	79th Ave NE	2030	60	5/21/2014	84
NE 204th PI	76th Ave NE	77th Ave NE	2045	40	5/21/2014	84
Simonds Rd NE	NE 166th St	NE 165th St	Simonds	40	6/9/2014	84
60th Ave NE	NE 199th St	NE 198th St	600	60	5/21/2014	85
61st Ave NE	61st Ln NE	62nd Ave NE	610	70	5/29/2014	85
61st Ave NE	61st Ln NE	EOR N	610	80	5/29/2014	85
62nd Ave NE	EOR N	NE 198th St	620	10	5/27/2014	85
63rd Ave NE	NE 203rd St	NE 202nd St	630	110	5/27/2014	85
64th Ave NE	NE 190th St	NE 188th St	640	20	5/16/2014	85
64th Ave NE	EOR N	NE 198th St	640	50	5/27/2014	85
64th Ave NE	NE 185th St	NE 184th St	640	80	5/27/2014	85
64th PI NE	NE 194th St	NE 193rd PI	645	10	5/16/2014	85
64th PI NE	NE 193rd PI	NE 192nd PI	645	20	5/16/2014	85
65th PI NE	NE 192nd PI	65th Ave NE	655	10	5/28/2014	85
65th PI NE	NE 192nd St	NE 192nd PI	655	20	5/28/2014	85
66th Ave NE	NE 184th St	NE 182nd St	660	70	5/22/2014	85
66th PI NE	NE 194th St	NE 192nd St	665	60	5/28/2014	85
67th Ln NE	Juanita Dr NE	EOR N	672	20	6/9/2014	85
70th Ave NE	NE 160th St	NE 159th St	700	40	5/29/2014	85
70th Ave NE	NE 159th St	NE 158th St	700	50	5/29/2014	85
71st Ave NE	NE 188th St	NE 187th St	710	20	5/21/2014	85
72nd Ave NE	EOR N	NE 185th St	720	10	5/27/2014	85

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
72nd Ave NE	EOR N	NE 170th St	720	20	5/28/2014	85
73rd Ave NE	NE 190th Ct	NE 190th St	730	80	6/6/2014	85
74th Ave NE	NE 163rd St	NE 162nd St	740	20	5/29/2014	85
75th Ave NE	NE 155th St	NE 148th St	750	70	6/2/2014	85
76th Ave NE	NE 192nd St	EOR N	760	110	5/21/2014	85
76th PI NE	NE 192nd St	EOR N	765	30	5/21/2014	85
78th Ave NE	NE 155th St	NE 150th St	780	10	5/28/2014	85
78th Ave NE	NE 149th St	NE 148th St	780	30	5/28/2014	85
78th PI NE	NE 146th St	NE 145th St	785	30	6/2/2014	85
79th Ave NE	NE 156th St	NE 155th St	790	30	6/2/2014	85
81st Ave NE	NE 156th PI	NE 155th St	810	30	5/29/2014	85
81st PI NE	NE 165th St	NE 161st PI	815	30	5/29/2014	85
82nd Ct NE	NE 175th St	EOR S	828	10	6/2/2014	85
82nd PI NE	NE 198th St	EOR S	825	40	5/20/2014	85
90th Ave NE	NE 160th PI	NE 161st PI	900	20	6/2/2014	85
90th PI NE	NE 145th St	NE 145th PI	905	10	5/29/2014	85
92nd Ave NE	Simonds Rd NE	NE 145th St	920	10	6/2/2014	85
NE 145th St	81st Ave NE	82nd Ave NE	1450	70	5/28/2014	85
NE 147th St	88th Ave NE	EOR E	1470	70	5/30/2014	85
NE 148th PI	88th Ave NE	EOR	1485	10	5/30/2014	85
NE 148th St	89th PI NE	EOR	1480	10	5/30/2014	85
NE 150th St	72nd PI NE	73rd Ave NE	1500	10	6/2/2014	85
NE 151st St	EOR W	64th Ct NE	1510	10	6/2/2014	85
NE 152nd St	Simonds Rd NE	EOR E	1520	40	6/2/2014	85
NE 152nd St	84th PI NE	NE 153rd St	1520	50	6/2/2014	85
NE 152nd St	84th PI NE	85th Ave NE	1520	60	6/9/2014	85
NE 153rd PI	EOR W	81st Ave NE	1535	30	5/29/2014	85
NE 154th St	64th Ave NE	NE 153rd PI	1540	30	5/28/2014	85
NE 155th PI	70th Ave NE	NE 153rd PI	1555	20	5/29/2014	85
NE 158th St	EOR W	74th Ave NE	1580	40	5/30/2014	85
NE 159th St	71st Ave NE	EOR E	1590	60	5/29/2014	85
NE 162nd St	EOR W	74th Ave NE	1620	20	5/30/2014	85
NE 163rd St	74th Ave NE	76th Ave NE	1630	50	6/2/2014	85
NE 165th St	76th Ct NE	78th PI NE	1650	40	5/28/2014	85
NE 175th St	73rd Ave NE	82nd Ct NE	1750	30	5/28/2014	85
NE 175th St	82nd Ct NE	83rd Ct NE	1750	40	5/28/2014	85
NE 180th St	EOR E	57th Ave NE	1800	10	5/22/2014	85

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 181st St	67th Ave NE	68th Ave NE	1810	90	6/6/2014	85
NE 183rd St	83rd PI NE	EOR E	1830	40	5/21/2014	85
NE 184th St	80th Ave NE	EOR	1840	60	5/22/2014	85
NE 187th PI	82nd Ave NE	EOR W	1875	10	5/27/2014	85
NE 190th St	57th PI NE	58th Ave NE	1900	50	5/22/2014	85
NE 190th St	EOR W	73rd Ave NE	1908	10	5/27/2014	85
NE 193rd St	58th Ave NE	58th PI NE	1930	30	6/6/2014	85
NE 193rd St	59th PI NE	61st Ave NE	1930	50	6/6/2014	85
NE 195th St	62nd Ave NE	EOR E	1950	20	5/27/2014	85
NE 196th Ct	78th Ave NE	EOR E	1968	20	5/28/2014	85
NE 196th St	62nd Ave NE	62nd Ct NE	1960	30	5/27/2014	85
NE 197th PI	EOR E	78th Ave NE	1975	10	5/20/2014	85
NE 199th PI	55th Ave NE	EOR E	1995	10	6/9/2014	85
NE 201st St	EOR W	61st Ave NE	2010	10	5/21/2014	85
NE 203rd St	75th Ave NE	EOR E	2030	40	5/21/2014	85
NE 203rd St	79th Ave NE	80th Ave NE	2030	70	5/21/2014	85
NE 204th PI	73rd Ave NE	73rd PI NE	2045	50	5/27/2014	85
NE 204th PI	73rd PI NE	73rd Ct NE	2045	60	5/27/2014	85
NE 204th St	City Limits	73rd Ave NE	2040	50	6/9/2014	85
58th Ave NE	NE 197th St	NE 196th St	580	20	5/21/2014	86
58th Ave NE	NE 187th Ave	NE 182nd Ave	580	80	5/21/2014	86
60th Ave NE	EOR N	60th PI NE	600	100	5/21/2014	86
61st Ave NE	City Limits	NE 204th St	610	10	5/28/2014	86
61st Ave NE	NE 202nd St	NE 200th St	610	40	5/28/2014	86
62nd Ave NE	NE 197th St	NE 196th St	620	30	5/27/2014	86
62nd Ave NE	NE 196th St	NE 195th Ct	620	40	5/27/2014	86
62nd Ave NE	NE 195th Ct	NE 195th St	620	50	5/27/2014	86
63rd Ave NE	NE 159th St	NE 158th St	630	120	5/29/2014	86
64th Ave NE	NE 157th St	NE 156th St	640	130	5/28/2014	86
64th Ave NE	NE 198th St	EOR S	640	60	5/27/2014	86
64th Ave NE	NE 196th St	EOR S	640	70	5/27/2014	86
64th PI NE	NE 198th St	EOR S	645	40	5/27/2014	86
65th Ave NE	65th PI NE	NE 196th St	650	20	5/27/2014	86
65th Ave NE	NE 190th St	NE 192nd St	650	40	5/27/2014	86
65th PI NE	NE 192nd PI	NE 191st St	655	30	5/28/2014	86
66th Ave NE	NE 188th St	NE 185th St	660	50	5/28/2014	86
66th PI NE	NE 196th St	67th Ave NE	665	20	5/28/2014	86

City of Kenmore -- Pavement Management						
Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
67th Ave NE	NE 194th St	NE 191st St	670	30	5/28/2014	86
67th Ave NE	NE 185th St	NE 182nd St	670	50	5/28/2014	86
67th Ln NE	Juanita Dr NE	EOR S	672	10	6/9/2014	86
70th Ave NE	NE 155th St	NE 153rd St	700	70	5/29/2014	86
71st Ave NE	EOR N	NE 159th St	710	40	5/29/2014	86
72nd Ave NE	NE 167th St	NE 165th Pl	720	50	5/28/2014	86
73rd Ave NE	NE 145th St	NE 146th St	730	10	6/2/2014	86
73rd Ave NE	NE 181st St	NE Bothell Way	730	120	6/6/2014	86
73rd Ave NE	NE Bothell Way	NE 175th St	730	130	6/6/2014	86
74th Ave NE	NE 156th St	NE 155th St	740	70	5/29/2014	86
75th Ave NE	NE 145th Pl	NE 145th St	750	100	6/2/2014	86
78th Ave NE	NE 150th St	NE 149th St	780	20	5/28/2014	86
81st Ave NE	NE 153rd Pl	NE 150th St	810	50	5/29/2014	86
83rd Pl NE	EOR N	NE 183rd St	835	20	5/21/2014	86
83rd Pl NE	NE Bothell Way	83rd Ave	835	40	5/21/2014	86
88th Pl NE	NE 150th St	NE 149th St	885	10	5/30/2014	86
Arrowhead Dr NE	EOR W	58th Ln NE	Arrowhead	10	5/28/2014	86
NE 145th St	79th Pl NE	81st Ave NE	1450	60	5/28/2014	86
NE 151st Ln	EOR W	78th Ave NE	1512	10	6/9/2014	86
NE 153rd Pl	75th Ave NE	EOR E	1535	20	6/2/2014	86
NE 156th St	62nd Pl NE	63rd Ave NE	1560	20	5/29/2014	86
NE 156th St	72nd Ave NE	74th Ave NE	1560	40	5/30/2014	86
NE 157th St	Simonds Rd NE	88th Ave NE	1570	30	6/2/2014	86
NE 163rd St	70th Ave NE	EOR E	1630	40	6/2/2014	86
NE 164th St	70th Ave NE	EOR E	1640	20	5/30/2014	86
NE 165th St	79th Pl NE	Simonds Rd NE	1650	70	5/28/2014	86
NE 182nd St	58th Ave NE	60th Ave NE	1820	60	5/27/2014	86
NE 183rd St	83rd Ave NE	83rd Pl NE	1830	30	5/21/2014	86
NE 190th St	67th Ave NE	68th Ave NE	1900	120	5/27/2014	86
NE 190th St	EOR W	72nd Ct NE	1900	140	5/27/2014	86
NE 190th St	60th Ave NE	60th Pl NE	1900	70	5/27/2014	86
NE 191st St	62nd Ave NE	EOR E	1910	10	5/27/2014	86
NE 191st St	68th Ave NE	EOR E	1910	40	5/27/2014	86
NE 192nd St	75th Ave NE	73rd Ave NE	1920	40	6/6/2014	86
NE 193rd St	58th Pl NE	59th Pl NE	1930	40	6/6/2014	86
NE 196th St	EOR W	78th Ave NE	1960	10	5/20/2014	86
NE 196th St	64th Ave NE	65th Ave NE	1960	60	5/27/2014	86

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 196th St	65th Ave NE	66th Ave NE	1960	70	5/27/2014	86
NE 198th PI	55th Ave NE	EOR E	1985	10	5/21/2014	86
NE 198th St	62nd Ave NE	62nd Ct NE	1980	10	5/27/2014	86
NE 198th St	78th Ave NE	80th Ave NE	1980	110	5/20/2014	86
NE 198th St	62nd Ct NE	63rd Ln NE	1980	20	5/27/2014	86
NE 198th St	64th PI NE	65th Ave NE	1980	50	5/27/2014	86
NE 198th St	65th Ave NE	66th PI NE	1980	60	5/27/2014	86
NE 198th St	60th Ave NE	EOR E	1980	90	5/28/2014	86
NE 200th Ct	EOR W	NE 60th Ave	2008	10	6/9/2014	86
NE 200th PI	55th Ave NE	EOR E	2005	10	6/9/2014	86
NE 200th St	75th Ave NE	76th Ave NE	2000	30	5/20/2014	86
NE 202nd PI	76th Ave NE	76th PI NE	2025	30	5/21/2014	86
NE 202nd PI	55th Ave NE	EOR E	2025	60	6/9/2014	86
NE 203rd St	EOR W	60th PI NE	2030	10	5/21/2014	86
NE 203rd St	60th PI NE	61st Ave NE	2030	20	5/21/2014	86
NE 204th PI	63rd Ave NE	EOR N	2045	30	5/27/2014	86
NE 204th St	57th Ave NE	EOR E	2040	20	5/21/2014	86
57th Ave NE	NE 190th St	EOR S	570	20	5/21/2014	87
58th Ave NE	NE 198th PI	NE 197th PI	580	10	5/21/2014	87
58th Ave NE	NE 195th St	NE 195th PI	580	40	5/21/2014	87
58th Ave NE	NE 195th St	EOR S	580	50	5/21/2014	87
58th Ave NE	NE 193rd St	EOR S	580	60	5/28/2014	87
58th Ave NE	NE 190th St	60th Ave NE	580	70	5/21/2014	87
58th Ave NE	NE 181st St	NE 180th St	580	90	5/28/2014	87
60th Ave NE	NE 198th St	NE 197th St	600	70	5/21/2014	87
60th PI NE	EOR N	NE 190th St	605	40	5/28/2014	87
61st Ave NE	NE 203rd St	NE 202nd St	610	30	5/28/2014	87
61st Ave NE	62nd Ave NE	NE Arrowhead Dr	610	60	5/29/2014	87
61st PI NE	NE 197th St	60th Ave NE	615	50	6/9/2014	87
62nd Ave NE	NE 159th St	61st Ave NE	620	150	6/3/2014	87
62nd Ave NE	NE Arrowhead Dr	EOR S	620	160	5/28/2014	87
62nd PI NE	NE 159th St	NE 156th St	625	10	5/28/2014	87
62nd PI NE	NE Arrowhead Dr	EOR S	625	30	5/28/2014	87
63rd Ave NE	NE 194th PI	NE 194th St	630	10	5/16/2014	87
63rd Ave NE	NE 158th St	NE 157th St	630	130	5/29/2014	87
63rd Ave NE	NE 157th St	NE 156th St	630	140	5/29/2014	87
63rd Ln NE	NE 198th St	EOR S	638	10	5/27/2014	87

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
64th Ave NE	NE 159th St	NE 158th St	640	110	5/28/2014	87
64th Ave NE	NE 158th St	NE 157th St	640	120	5/28/2014	87
64th Ave NE	NE 156th St	NE Arrowhead Dr	640	140	5/28/2014	87
64th Ave NE	NE Arrowhead Dr	NE 154th St	640	150	5/28/2014	87
64th Ln NE	NE 188th St	EOR S	642	10	6/9/2014	87
64th PI NE	EOR N	NE 198th St	645	30	5/27/2014	87
64th PI NE	EOR W	NE 153rd St	645	70	5/28/2014	87
65th Ave NE	NE Bothell Way	NE 175th St	650	70	5/27/2014	87
65th PI NE	NE Arrowhead Dr	EOR E	655	50	5/28/2014	87
66th Ave NE	NE 198th St	NE 196th St	660	20	5/28/2014	87
66th PI NE	67th Ave NE	68th Ave NE	665	30	5/28/2014	87
66th PI NE	EOR N	NE 171st St	665	40	6/2/2014	87
66th PI NE	NE 171st St	Inglewood Dr NE	665	50	6/3/2014	87
69th Ave NE	NE 164th Ave	NE 163rd Ave	690	10	6/2/2014	87
70th Ave NE	NE 170th St	EOR S	700	100	6/9/2014	87
70th Ave NE	NE 153rd St	NE 152nd Ct	700	80	6/2/2014	87
70th Ave NE	72nd PI NE	NE 152nd Ct	700	90	6/2/2014	87
72nd Ave NE	NE 170th St	NE 168th St	720	30	5/28/2014	87
72nd Ave NE	NE 168th St	NE 167th St	720	40	5/28/2014	87
72nd Ave NE	NE 153rd PI	NE 153rd St	720	70	6/2/2014	87
72nd Ave NE	NE 153rd St	NE 152nd PI	720	80	6/2/2014	87
72nd Ct NE	NE 190th St	EOR S	728	10	6/3/2014	87
72nd PI NE	NE 150th St	NE 149th Ct	725	10	6/2/2014	87
72nd PI NE	NE 149th PI	NE 148th PI	725	30	6/2/2014	87
72nd PI NE	NE 148th PI	NE 147th PI	725	40	6/2/2014	87
72nd PI NE	NE 147th PI	NE 147th St	725	50	6/2/2014	87
72nd PI NE	NE 147th St	NE 146th St	725	60	6/2/2014	87
73rd PI NE	NE 155th St	EOR N	738	10	6/3/2014	87
73rd PI NE	EOR N	NE 204th PI	738	20	5/27/2014	87
74th Ave NE	NE 162nd St	NE 160th St	740	30	5/29/2014	87
74th Ave NE	NE 158th St	NE 156th St	740	50	5/29/2014	87
75th Ave NE	NE 146th St	NE 145th PI	750	90	6/2/2014	87
76th Ave NE	NE 169th St	NE 167th St	760	80	5/28/2014	87
76th Ct NE	NE 165th St	EOR S	768	10	5/29/2014	87
77th Ave NE	NE 203rd St	NE 202nd PI	770	40	5/21/2014	87
77th PI NE	NE 148th PI	EOR S	775	10	6/3/2014	87
78th Ave NE	NE 148th St	NE 145th St	780	40	5/28/2014	87

City of Kenmore -- Pavement Management						
Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
79th PI NE	NE 167th St	NE 165th St	795	20	5/29/2014	87
80th Ave NE	NE 150th St	NE 151st Ct	800	10	6/2/2014	87
80th Ave NE	NE 151st Ct	NE 152nd Ct	800	20	6/2/2014	87
80th Ave NE	NE 152nd Ct	EOR N	800	30	6/2/2014	87
80th Ct NE	EOR N	NE Bothell Way	808	10	6/3/2014	87
81st Ave NE	NE 155th St	NE 153rd PI	810	40	5/29/2014	87
81st Ave NE	NE 147th PI	NE 147th St	810	80	6/2/2014	87
81st Ct NE	NE 145th St	EOR N	818	10	6/2/2014	87
82nd Ct NE	NE 145th St	EOR N	828	20	6/2/2014	87
83rd Ave NE	EOR N	NE 195th St	830	10	5/21/2014	87
89th PI NE	NE 150th St	NE 149th St	895	10	5/30/2014	87
Arrowhead Dr NE	EOR S	59th PI NE	Arrowhead	20	5/28/2014	87
Kenlake PI NE	NE 181st St	EOR S	Kenlake	40	5/27/2014	87
NE 145th PI	73rd Ave NE	75th Ave NE	1455	10	6/2/2014	87
NE 145th St	90th PI NE	EOR E	1450	10	5/29/2014	87
NE 145th St	90th PI NE	91st Ave NE	1450	140	5/29/2014	87
NE 145th St	91st Ave NE	92nd Ave NE	1450	150	5/29/2014	87
NE 145th St	EOR N	73rd Ave NE	1450	20	6/2/2014	87
NE 145th St	78th PI NE	79th PI NE	1450	50	5/28/2014	87
NE 146th PI	81st Ave NE	EOR E	1465	10	6/2/2014	87
NE 146th St	78th PI NE	EOR E	1460	20	6/2/2014	87
NE 147th Ln	81st Ave NE	EOR W	1472	10	6/2/2014	87
NE 147th St	84th Ave NE	EOR E	1470	40	6/2/2014	87
NE 147th St	EOR W	84th Ave NE	1470	60	6/2/2014	87
NE 148th PI	72nd PI NE	EOR E	1485	30	6/2/2014	87
NE 148th St	74th PI NE	NE 150th St	1480	20	6/2/2014	87
NE 149th St	Juanita Dr NE	EOR E	1490	30	6/2/2014	87
NE 150th St	73rd Ave NE	74th PI NE	1500	20	6/2/2014	87
NE 150th St	88th PI NE	89th PI NE	1500	70	6/2/2014	87
NE 151st Ct	80th Ave NE	EOR E	1518	10	6/2/2014	87
NE 153rd St	EOR W	64th PI NE	1530	10	5/28/2014	87
NE 153rd St	64th PI NE	NE 153rd PI	1530	20	5/28/2014	87
NE 153rd St	NE 153rd PI	NE 154th St	1530	30	5/28/2014	87
NE 154th St	NE 153rd St	NE Arrowhead Dr	1540	40	5/28/2014	87
NE 156th St	EOR W	84th Ave NE	1560	70	5/28/2014	87
NE 158th PI	81st PI NE	EOR E	1585	10	5/29/2014	87
NE 158th St	63rd Ave NE	64th Ave NE	1580	10	5/29/2014	87

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 159th St	62nd Ave NE	62nd PI NE	1590	10	5/28/2014	87
NE 159th St	62nd PI NE	63rd Ave NE	1590	20	5/28/2014	87
NE 159th St	64th Ave NE	EOR E	1590	40	5/28/2014	87
NE 160th PI	NE 160th PI	NE 160th PI	1605	20	6/2/2014	87
NE 163rd St	Juanita Dr NE	69th Ave NE	1630	20	5/29/2014	87
NE 165th St	76th Ave NE	76th Ct NE	1650	30	5/28/2014	87
NE 165th St	78th PI NE	81st PI NE	1650	50	5/28/2014	87
NE 165th St	81st PI NE	79th PI NE	1650	60	5/28/2014	87
NE 166th Ct	Juanita Dr NE	EOR E	1668	10	6/3/2014	87
NE 168th St	EOR W	72nd Ave NE	1680	10	5/28/2014	87
NE 169th Ln	76th Ave NE	EOR E	1692	10	6/3/2014	87
NE 169th PI	NE 170th St	NE 169th St	1695	10	5/29/2014	87
NE 169th St	74th Ave NE	75th Ave NE	1690	20	5/28/2014	87
NE 171st St	Inglewood Dr NE	66th PI NE	1710	10	6/2/2014	87
NE 180th St	57th Ave NE	58th Ave NE	1800	20	5/22/2014	87
NE 182nd PI	80th Ave NE	EOR E	1825	20	5/21/2014	87
NE 182nd St	57th Ave	58th Ave	1820	50	5/22/2014	87
NE 182nd St	EOR W	62nd Ave NE	1820	70	5/22/2014	87
NE 182nd St	62nd Ave NE	64th Ave NE	1820	80	5/22/2014	87
NE 183rd St	80th Ave NE	EOR E	1830	10	5/21/2014	87
NE 185th St	62nd Ave NE	EOR E	1850	120	5/22/2014	87
NE 185th St	EOR W	80th Ave NE	1850	130	5/27/2014	87
NE 185th St	80th Ave NE	83rd Ave NE	1850	140	5/27/2014	87
NE 185th St	67th Ave NE	68th Ave NE	1850	40	5/16/2014	87
NE 187th St	NE 187th St	Kenlake PI NE	1870	10	5/22/2014	87
NE 187th St	City Limit	55th Ave NE	1870	30	5/22/2014	87
NE 190th St	68th Ave NE	EOR E	1900	130	5/27/2014	87
NE 190th St	60th PI NE	61st Ave NE	1900	80	5/21/2014	87
NE 192nd Ct	63rd Ave NE	EOR N	1928	10	5/16/2014	87
NE 192nd St	EOR W	Kenlake PI NE	1920	20	5/27/2014	87
NE 193rd PI	64th PI NE	EOR W	1935	10	5/16/2014	87
NE 195th St	58th Ave NE	EOR E	1950	60	6/9/2014	87
NE 196th St	NE 58th Ave	EOR E	1960	90	6/9/2014	87
NE 197th St	61st PI NE	62nd Ave NE	1970	30	5/28/2014	87
NE 198th PI	58th Ave NE	EOR E	1985	20	5/21/2014	87
NE 202nd Ln	EOR W	60th Ave NE	2022	10	5/28/2014	87
NE 202nd PI	73rd Ave NE	EOR E	2025	10	5/28/2014	87

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 203rd St	61st Ave NE	EOR E	2030	30	5/28/2014	87
NE 204th St	60th Ave NE	61st Ave NE	2040	30	5/28/2014	87
57th Ave NE	NE 184th St	NE 183rd St	570	40	5/22/2014	88
57th Ave NE	NE 183rd St	NE 182nd St	570	50	5/22/2014	88
60th Ave NE	NE 182nd St	NE 181st St	600	120	5/21/2014	88
60th Ave NE	NE 181st St	NE 181st St	600	130	5/21/2014	88
63rd Ave NE	NE 193rd St	NE 192nd Ct	630	40	5/16/2014	88
64th Ave NE	NE 184th St	NE 182nd St	640	90	5/22/2014	88
66th Ave NE	NE 185th St	NE 184th St	660	60	5/22/2014	88
72nd Ave NE	EOR N	NE 156th St	720	60	5/30/2014	88
76th Ave NE	NE 196th Ct	NE 195th St	760	70	5/20/2014	88
83rd Ct NE	NE 175th St	EOR S	838	10	6/2/2014	88
NE 147th St	EOR W	Simonds Rd NE	1470	80	6/2/2014	88
NE 179th Pl	80th Ave NE	EOR E	1795	10	5/21/2014	88
NE 181st St	58th Ave NE	60th Ave NE	1810	10	5/21/2014	88
NE 181st St	60th Ave NE	60th Pl NE	1810	20	5/22/2014	88
NE 182nd St	64th Ave NE	66th Ave NE	1820	90	5/22/2014	88
NE 183rd St	NE 184th St	NE 184th St	1830	50	5/22/2014	88
NE 184th St	NE 183rd St	NE 183rd St	1840	40	5/22/2014	88
NE 185th St	66th Ave NE	67th Ave NE	1850	30	5/16/2014	88
NE 195th St	55th Ave NE	58th Ave NE	1950	10	5/21/2014	88
NE 197th St	58th Ave NE	61st Ave NE	1970	20	5/21/2014	88
65th Ln NE	Inglewood Dr NE	EOR S	652	10	6/9/2014	89
76th Ave NE	NE 201st Pl	NE 200th St	760	30	5/20/2014	89
NE 146th St	72nd Pl NE	75th Ave NE	1460	10	6/2/2014	89
NE 148th Ln	74th Pl NE	EOR	1482	10	6/2/2014	89
NE 180th St	58th Ave NE	60th Ave NE	1800	30	5/21/2014	89
NE 181st St	60th Pl NE	61st Ave NE	1810	30	5/22/2014	89
NE 182nd Pl	EOR W	80th Ave NE	1825	10	5/21/2014	89
NE 184th St	64th Ave NE	NE 183rd St	1840	30	5/22/2014	89
NE 185th St	61st Pl NE	Kenlake Pl NE	1850	100	5/22/2014	89
NE 187th St	71st Ave NE	EOR E	1870	110	5/22/2014	89
NE 187th St	Kenlake Pl NE	62nd Ave NE	1870	20	5/22/2014	89
NE 192nd Pl	64th Pl NE	64th Ct NE	1925	10	5/16/2014	89
NE 195th Pl	58th Ave NE	EOR E	1955	10	6/9/2014	89
NE 199th St	EOR W	60th Ave NE	1990	30	6/9/2014	89
NE 201st Ln	EOR W	61st Ave NE	2012	10	6/9/2014	89

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
60th Ave NE	NE 181st St	NE 180th St	600	140	5/21/2014	90
60th Ave NE	NE 180th St	NE Bothell Way	600	150	5/21/2014	90
60th Ave NE	NE 197th St	61st PI NE	600	80	5/21/2014	90
62nd Ave NE	NE 181st St	NE Bothell Way	620	140	5/22/2014	90
63rd Ave NE	NE 185th St	NE 187th St	630	70	5/19/2014	90
64th Ave NE	NE 182nd St	NE 181st St	640	100	5/22/2014	90
66th Ave NE	NE 182nd St	NE 181st St	660	80	5/22/2014	90
71st Ave NE	EOR N	NE 188th St	710	10	5/21/2014	90
76th Ave NE	NE 200th St	NE 198th St	760	40	5/20/2014	90
76th Ave NE	NE 198th PI	NE 197th Ct	760	50	5/20/2014	90
79th Ave NE	NE 201st St	NE 200th St	790	40	5/20/2014	90
81st Ln NE	NE 179th PI	EOR N	812	10	5/21/2014	90
82nd PI NE	83rd PI NE	NE 198th St	825	30	5/20/2014	90
83rd PI NE	NE 198th St	82nd PI NE	835	10	5/20/2014	90
NE 156th St	EOR N	NE Inglewood Dr	1560	10	6/2/2014	90
NE 184th St	NE 183rd St	66th Ave NE	1840	50	5/22/2014	90
NE 185th St	Kenlake PI NE	62nd Ave NE	1850	110	5/22/2014	90
NE 185th St	72nd Ave NE	73rd Ave NE	1850	80	5/15/2014	90
NE 187th St	EOR W	61st PI NE	1870	50	5/22/2014	90
NE 187th St	61st PI NE	NE 187th St	1870	60	5/22/2014	90
NE 189th PI	EOR W	82nd Ave NE	1895	10	5/21/2014	90
NE 192nd PI	64th Ct NE	64th Ave NE	1925	20	5/16/2014	90
NE 197th St	EOR W	58th Ave NE	1970	10	5/21/2014	90
NE 199th St	78th Ave NE	EOR E	1990	20	5/20/2014	90
NE 201st St	EOR W	60th Ave NE	2010	20	5/22/2014	90
NE 204th PI	75th Ave NE	EOR E	2045	20	5/21/2014	90
NE 204th St	55th Ave NE	57th Ave NE	2040	10	5/21/2014	90
65th Ave NE	EOR S	65th PI NE	650	10	5/27/2014	91
77th Ave NE	NE 200th St	NE 199th St	770	20	5/20/2014	91
NE 163rd St	84th Ave NE	EOR W	1630	10	5/28/2014	91
NE 165th St	84th Ave NE	EOR E	1650	80	5/28/2014	91
NE 181st St	68th Ave NE	73rd Ave NE	1810	100	6/6/2014	91
NE 200th St	61st Ave NE	61st Ct NE	2000	10	5/21/2014	91
67th Ave NE	NE 181st St	NE Bothell Way	670	60	5/28/2014	92
78th Ave NE	NE 199th St	NE 198th St	780	60	5/20/2014	92
Kenlake PI NE	NE 187th PI	NE 185th St	Kenlake	30	5/22/2014	92
NE 149th Ct	EOR W	72nd PI NE	1498	10	6/2/2014	92

City of Kenmore -- Pavement Management Report sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 182nd St	66th Ave NE	EOR E	1820	100	5/22/2014	92
NE 185th St	61st PI NE	61st PI NE	1850	90	5/22/2014	92
NE 186th St	64th PI NE	65th Ct NE	1860	10	5/27/2014	92
NE 186th St	65th Ct NE	EOR S	1860	20	5/27/2014	92
NE 187th St	64th Ave NE	64th PI NE	1870	90	5/27/2014	92
NE 198th St	76th Ave NE	EOR E	1980	100	5/20/2014	92
NE 199th St	77th Ave NE	78th Ave NE	1990	10	5/20/2014	92
NE 200th St	76th Ave NE	77th Ave NE	2000	40	5/20/2014	92
NE 200th St	EOR W	75th Ave NE	2000	60	5/20/2014	92
NE 200th St	79th Ave NE	80th Ave NE	2000	70	5/20/2014	92
64th PI NE	NE 186th St	EOR S	645	60	5/27/2014	93
NE 165th Ct	72nd Ave NE	EOR E	1658	10	6/2/2014	93
NE 181st St	61st Ave NE	62nd Ave NE	1810	40	5/22/2014	93
NE 181st St	62nd Ave NE	63rd Ave NE	1810	50	5/22/2014	93
NE 181st St	63rd Ave NE	64th Ave NE	1810	60	5/22/2014	93
NE 181st St	64th Ave NE	65th Ave NE	1810	70	5/22/2014	93
NE 198th St	80th Ave NE	82nd PI NE	1980	120	5/20/2014	94
62nd Ave NE	NE 187th PI	NE 185th St	620	100	5/22/2014	95
62nd Ave NE	NE 185th St	NE 184th St	620	110	5/22/2014	95
62nd Ave NE	NE 184th St	NE 182nd St	620	120	5/22/2014	95
62nd Ave NE	NE 182nd St	NE 181st St	620	130	5/22/2014	95
62nd Ave NE	Kenlake PI NE	NE 187th PI	620	90	5/27/2014	95
64th PI NE	NE 187th St	NE 186th St	645	50	5/27/2014	95
NE 198th St	82nd PI NE	EOR E	1980	130	5/20/2014	95
NE 200th St	61st Ct NE	61st PI NE	2000	20	5/21/2014	95
60th Ave NE	60th PI NE	NE 182nd St	600	110	5/21/2014	96
60th Ave NE	NE 190th St	58th Ave NE	600	90	5/21/2014	96
74th PI NE	74th PI NE	75th Ave NE	745	10	6/2/2014	96
NE 204th PI	57th Ave NE	EOR E	2045	10	5/21/2014	96
61st PI NE	NE 187th St	NE 185th St	615	20	5/22/2014	97
NE 200th St	77th Ave NE	79th Ave NE	2000	50	5/20/2014	98

ARTERIAL

City of Kenmore -- Pavement Management						
Arterial/Collector Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 145th St	84th Ave NE	85th PI NE	1450	90	5/29/2014	64
68th Ave NE	NE 198th St	NE 195th St	680	20	6/9/2014	64
68th Ave NE	NE 195th St	NE 191st St	680	30	6/9/2014	64
68th Ave NE	NE 181st St	NE Bothell Way	680	90	6/9/2014	65
Juanita Dr NE	NE 154th Ct	NE 153rd PI	Juanita	80	6/9/2014	66
68th Ave NE	NE Bothell Way	NE 175th St	680	100	6/9/2014	67
68th Ave NE	NE 182nd St	NE 181st St	680	80	6/9/2014	67
Juanita Dr NE	NE 149th St	NE 148th PI	Juanita	100	6/9/2014	68
68th Ave NE	NE 191st St	NE 190th St	680	40	6/9/2014	68
73rd Ave NE	NE 204th St	NE 202nd PI	730	50	6/6/2014	69
73rd Ave NE	NE 202nd PI	NE 192nd St	730	60	6/6/2014	69
Juanita Dr NE	NE 145th St	NE 143rd St	Juanita	120	6/9/2014	69
Juanita Dr NE	NE 165th St	NE 163rd St	Juanita	30	6/9/2014	69
Juanita Dr NE	NE 160th St	NE 158th St	Juanita	50	6/9/2014	69
NE 170th St	Juanita Dr NE	70th Ave NE	1700	30	6/9/2014	69
Simonds Rd NE	NE 155th St	88th Ave NE	Simonds	100	6/9/2014	69
Simonds Rd NE	NE 151st St	NE 147th St	Simonds	130	6/9/2014	69
Juanita Dr NE	NE 148th PI	NE 145th St	Juanita	110	6/9/2014	70
Juanita Dr NE	NE 166th Ct	NE 165th St	Juanita	20	6/9/2014	70
Juanita Dr NE	NE 153rd PI	NE 149th St	Juanita	90	6/9/2014	70
68th Ave NE	NE 190th St	NE 187th St	680	50	6/9/2014	70
68th Ave NE	NE 187th St	NE 185th St	680	60	6/9/2014	70
80th Ave NE	NE 190th St	NE 192nd St	800	90	6/6/2014	70
NE 204th St	NE 157th St	NE 155th St	Simonds	90	6/9/2014	70
Simonds Rd NE	NE 147th St	92nd Ave NE	Simonds	140	6/9/2014	70
Juanita Dr NE	NE 163rd St	NE 160th St	Juanita	40	6/9/2014	71
Juanita Dr NE	NE 158th St	NE 155th PI	Juanita	60	6/9/2014	71
NE 170th St	72nd Ave NE	75th Ave NE	1700	50	6/9/2014	71
Simonds Rd NE	NE 152nd St	NE 151st St	Simonds	120	6/9/2014	71
Simonds Rd NE	NE 165th St	NE 162nd PI	Simonds	50	6/9/2014	71
Simonds Rd NE	84th Ave NE	NE 157th St	Simonds	80	6/9/2014	71

City of Kenmore -- Pavement Management						
Arterial/Collector Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
Juanita Dr NE	NE 155th Pl	NE 154th Ct	Juanita	70	6/9/2014	72
NE 170th St	70th Ave NE	72nd Ave NE	1700	40	6/9/2014	72
68th Ave NE	NE 175th St	NE 170th St	680	110	6/9/2014	72
Simonds Rd NE	NE 162nd Ct	84th Ave NE	Simonds	70	6/9/2014	72
Juanita Dr NE	NE 170th St	NE 166th Ct	Juanita	10	6/9/2014	74
80th Ave NE	NE 183rd St	NE 185th St	800	70	6/6/2014	74
61st Ave NE	NE 181st St	NE Bothell Way	610	150	6/9/2014	75
Simonds Rd NE	75th Ave NE	79th Ave NE	Simonds	10	6/9/2014	75
Simonds Rd NE	88th Ave NE	NE 152nd St	Simonds	110	6/9/2014	75
73rd Ave NE	NE 185th St	NE 182nd St	730	100	6/6/2014	77
73rd Ave NE	NE 182nd St	NE 181st St	730	110	6/6/2014	77
61st Ave NE	60th Ave NE	NE 181st St	610	140	6/9/2014	78
80th Ave NE	NE Bothell Way	NE 177th Ct	800	40	6/6/2014	78
80th Ave NE	NE 179th Pl	NE 183rd St	800	60	6/6/2014	78
Simonds Rd NE	NE 169th St	NE 166th St	Simonds	30	6/9/2014	79
61st Ave NE	NE 190th St	60th Ave NE	610	130	6/9/2014	80
73rd Ave NE	NE 192nd St	NE 190th Ct	730	70	6/6/2014	81
80th Ave NE	NE 185th St	NE 190th St	800	80	6/6/2014	81
Simonds Rd NE	79th Pl NE	NE 169th St	Simonds	20	6/9/2014	81
80th Ave NE	NE 177th Ct	NE 179th Pl	800	50	6/6/2014	82
Simonds Rd NE	NE 162nd Pl	NE 162nd Ct	Simonds	60	6/9/2014	82
61st Ave NE	NE 193rd Pl	NE 190th St	610	120	6/9/2014	84
68th Ave NE	NE 185th St	NE 182nd St	680	70	6/9/2014	84
Simonds Rd NE	NE 166th St	NE 165th St	Simonds	40	6/9/2014	84
73rd Ave NE	NE 190th Ct	NE 190th St	730	80	6/6/2014	85
73rd Ave NE	NE 181st St	NE Bothell Way	730	120	6/6/2014	86
73rd Ave NE	NE Bothell Way	NE 175th St	730	130	6/6/2014	86

RESIDENTIAL

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 182nd St	70th Ln NE	73rd Ave NE	1820	30	5/15/2014	34
NE 182nd St	68th Ave NE	70th Ln NE	1820	20	5/15/2014	35
NE 182nd St	67th Ave NE	68th Ave NE	1820	10	5/16/2014	51
80th Ave NE	NE 198th St	NE 200th St	800	120	6/6/2014	57
62nd Ave NE	NE 191st St	NE 190th St	620	70	5/27/2014	60
NE 169th St	80th PI NE	81st Ave NE	1690	10	5/29/2014	60
83rd Ave NE	NE 183rd St	83rd PI NE	830	30	5/21/2014	62
Arrowhead Dr NE	NE 151st St	Juanita Dr NE	Arrowhead	100	5/28/2014	63
NE 185th St	68th Ave NE	EOR E	1850	50	5/15/2014	64
NE 169th St	Simonds Rd NE	80th PI NE	1690	40	5/29/2014	65
Arrowhead Dr NE	62nd PI NE	63rd Ave NE	Arrowhead	60	5/28/2014	66
NE 202nd St	62nd Ave NE	63rd Ave NE	2020	10	6/9/2014	66
62nd Ave NE	61st PI NE	NE 202nd St	620	190	6/9/2014	67
65th Ave NE	NE 181st St	NE Bothell Way	650	90	6/9/2014	67
Arrowhead Dr NE	61st PI NE	62nd PI NE	Arrowhead	50	5/28/2014	67
NE 151st St	66th Ct NE	NE Arrowhead Dr	1510	40	6/2/2014	67
NE 182nd St	City Limit	57th Ave NE	1820	40	5/22/2014	67
NE 190th St	61st Ave NE	61st PI NE	1900	90	5/22/2014	67
61st PI NE	NE 190th St	NE 187th St	615	10	5/22/2014	68
66th Ave NE	City Limit	NE 202nd St	660	10	5/27/2014	68
71st PI NE	NE 153rd St	EOR S	715	10	6/3/2014	68
80th Ave NE	NE 192nd St	NE 195th St	800	100	6/6/2014	68
80th Ave NE	NE 195th St	NE 198th St	800	110	6/6/2014	68
86th PI NE	EOR N	NE 145th St	865	10	5/29/2014	68
Arrowhead Dr NE	64th Ave NE	65th Ave NE	Arrowhead	80	5/28/2014	68
NE 175th St	68th Ave NE	73rd Ave NE	1750	50	6/6/2014	68
NE 190th St	80th Ave NE	82nd Ave NE	1900	160	5/20/2014	68
NE 202nd PI	76th PI NE	77th Ave NE	2025	40	5/21/2014	68
73rd Ave NE	NE 150th St	EOR S	730	40	6/2/2014	69
76th Ave NE	NE 205th St	NE 204th PI	760	10	5/21/2014	69
80th Ave NE	NE 203rd St	NE 205th St	800	140	6/6/2014	69
84th Ave NE	Simonds Rd NE	NE 166th St	840	10	5/28/2014	69
84th Ave NE	NE 148th PI	NE 147th PI	840	90	6/9/2014	69
87th Ave NE	NE 150th PI	EOR S	870	10	6/2/2014	69
88th Ave NE	NE 160th PI	NE 157th St	880	30	6/2/2014	69
NE 151st St	65th Ave NE	66th Ct NE	1510	30	6/2/2014	69
NE 154th St	Juanita Dr NE	EOR E	1540	10	6/2/2014	69

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 156th St	74th Ave NE	EOR E	1560	50	5/30/2014	69
NE 163rd St	88th Ave NE	EOR E	1630	60	6/2/2014	69
NE 183rd St	EOR W	80th Ave NE	1830	20	5/21/2014	69
NE 193rd St	62nd Ave NE	63rd Ave NE	1930	10	5/27/2014	69
NE 194th St	EOR W	Kenlake PI NE	1940	10	5/27/2014	69
NE 202nd St	63rd Ave NE	66th Ave NE	2020	20	6/9/2014	69
60th Ave NE	NE 202nd Ln	NE 201st St	600	30	5/21/2014	70
60th PI NE	NE 203rd St	EOR S	605	10	5/28/2014	70
61st Ave NE	NE 195th PI	NE 194th PI	610	100	6/9/2014	70
61st Ave NE	NE 193rd St	NE 190th St	610	50	5/28/2014	70
62nd Ave NE	EOR N	NE 152nd St	620	180	5/28/2014	70
62nd Ave NE	NE 190th St	NE 187th St	620	80	5/27/2014	70
65th Ave NE	EOR W	NE 151st St	650	80	6/2/2014	70
84th Ave NE	NE 158th St	NE 156th St	840	40	6/9/2014	70
Arrowhead Dr NE	63rd Ave NE	64th Ave NE	Arrowhead	70	5/28/2014	70
NE 149th St	EOR W	81st Ave NE	1490	40	6/2/2014	70
NE 152nd St	88th Ave NE	EOR E	1520	30	5/30/2014	70
NE 190th St	64th Ave NE	65th Ave NE	1900	110	5/27/2014	70
NE 198th St	67th Ave NE	68th Ave NE	1980	80	5/27/2014	70
NE 202nd St	66th Ave NE	NE 198th St	2020	30	6/9/2014	70
61st PI NE	62nd Ave NE	NE 200th St	615	30	6/9/2014	71
63rd Ave NE	NE 204th St	NE 203rd St	630	100	5/27/2014	71
67th PI NE	NE 187th St	EOR S	675	10	6/2/2014	71
75th Ave NE	NE 170th St	NE 169th St	750	50	5/28/2014	71
76th Ave NE	NE 202nd PI	NE 201st PI	760	20	5/21/2014	71
80th PI NE	NE 169th PI	NE 169th St	805	10	5/29/2014	71
82nd PI NE	NE 166th St	EOR S	825	20	5/28/2014	71
88th Ave NE	NE 157th St	EOR S	880	40	6/2/2014	71
Arrowhead Dr NE	NE 151st St	NE 154th St	Arrowhead	90	5/28/2014	71
NE 148th PI	78th Ave NE	EOR E	1485	20	6/2/2014	71
NE 149th St	88th PI NE	89th PI NE	1490	10	5/30/2014	71
NE 165th St	69th Ave NE	EOR E	1650	20	6/2/2014	71
NE 191st St	65th PI NE	67th Ave NE	1910	30	5/27/2014	71
NE 194th St	Kenlake PI NE	EOR E	1940	20	5/27/2014	71
61st Ave NE	60th Ave NE	NE 195th PI	610	90	6/9/2014	72
62nd Ct NE	EOR N	NE 198th St	628	10	5/28/2014	72
64th Ct NE	EOR W	NE 151st St	648	20	6/2/2014	72

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
70th Ave NE	NE 161st St	NE 160th St	700	30	5/29/2014	72
71st Ave NE	NE 187th St	NE 185th St	710	30	5/21/2014	72
77th Ave NE	NE 204th Pl	NE 203rd St	770	30	5/21/2014	72
81st Ave NE	NE 157th St	NE 156th Pl	810	20	5/29/2014	72
81st Ave NE	NE 149th St	NE 147th Pl	810	70	6/2/2014	72
81st Ave NE	NE 147th St	NE 146th Pl	810	90	6/2/2014	72
82nd Pl NE	NE 161st St	NE 159th St	825	10	5/29/2014	72
84th Ave NE	NE 147th Pl	NE 147th St	840	100	6/9/2014	72
84th Ave NE	Simonds Rd NE	NE 159th St	840	20	6/9/2014	72
84th Ave NE	NE 155th St	NE 153rd St	840	60	6/9/2014	72
88th Ave NE	Simonds Rd NE	NE 152nd St	880	50	5/30/2014	72
88th Ave NE	NE 152nd St	NE 150th St	880	60	5/30/2014	72
89th Pl NE	NE 149th St	NE 148th St	895	20	5/30/2014	72
NE 146th St	EOR W	84th Ave NE	1460	30	6/2/2014	72
NE 150th Pl	NE 84th Ave	87th Ave NE	1505	10	6/2/2014	72
NE 151st St	64th Ct NE	65th Ave NE	1510	20	6/2/2014	72
NE 153rd Pl	70th Ave NE	71st Pl NE	1535	50	6/9/2014	72
NE 153rd Pl	71st Pl NE	72nd Ave NE	1535	60	6/9/2014	72
NE 155th St	86th Ave NE	Simonds Rd NE	1550	110	6/9/2014	72
NE 155th St	76th Pl NE	78th Ave NE	1550	50	6/9/2014	72
NE 157th St	81st Pl NE	EOR E	1570	20	5/29/2014	72
NE 160th St	EOR W	74th Ave NE	1600	20	5/30/2014	72
NE 161st Pl	88th Ave NE	90th Ave NE	1615	10	6/2/2014	72
NE 162nd St	EOR W	Simonds Rd NE	1620	10	6/2/2014	72
NE 163rd St	69th Ave NE	70th Ave NE	1630	30	5/29/2014	72
NE 169th St	80th Pl NE	81st Ave NE	1690	50	5/29/2014	72
NE 170th St	NE 169th Pl	EOR E	1700	20	5/29/2014	72
NE 194th St	66th Pl NE	67th Ave NE	1940	50	5/27/2014	72
NE 196th St	EOR W	62nd Ave NE	1960	20	5/27/2014	72
NE 196th St	66th Ave NE	66th Pl NE	1960	80	5/27/2014	72
60th Ave NE	NE 200th Ct	NE 199th St	600	50	5/21/2014	73
63rd Pl NE	NE 194th St	EOR S	635	10	5/16/2014	73
64th Ave NE	NE 192nd Pl	NE 190th St	640	10	5/16/2014	73
65th Ct NE	EOR N	NE 186th St	658	10	5/28/2014	73
76th Pl NE	EOR N	NE 202nd Pl	765	10	5/21/2014	73
78th Ave NE	NE 198th St	NE 196th St	780	50	5/20/2014	73
Kenlake Pl NE	NE 192nd St	62nd Ave NE	Kenlake	20	5/27/2014	73

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 194th St	63rd Ave NE	63rd PI NE	1940	30	5/16/2014	73
NE 196th St	62nd Ct NE	63rd PI NE	1960	40	5/27/2014	73
62nd Ave NE	NE 195th St	NE 194th PI	620	60	5/27/2014	74
62nd PI NE	NE 156th St	NE Arrowhead Dr	625	20	6/3/2014	74
62nd PI NE	NE 154th St	NE 153rd St	625	40	6/3/2014	74
67th Ave NE	EOR N	NE 194th St	670	20	5/28/2014	74
76th PI NE	NE 163rd St	NE 155th St	765	20	6/2/2014	74
81st Ave NE	NE 145th PI	NE 145th St	810	110	6/2/2014	74
88th Ave NE	NE 147th St	EOR S	880	80	5/30/2014	74
90th Ave NE	NE 163rd St	NE 161st PI	900	10	6/2/2014	74
NE 147th PI	EOR W	72nd PI NE	1470	10	6/2/2014	74
NE 148th Ln	81st Ave NE	EOR W	1482	20	6/2/2014	74
NE 149th St	81st Ave NE	EOR E	1490	20	6/2/2014	74
NE 150th St	84th Ave NE	EOR E	1500	50	5/29/2014	74
NE 152nd PI	72nd Ave NE	EOR E	1525	10	6/3/2014	74
NE 153rd PI	NE 153rd St	EOR E	1535	10	5/28/2014	74
NE 158th St	74th Ave NE	75th Ave NE	1580	50	5/30/2014	74
NE 192nd PI	64th PI NE	65th Ave NE	1925	30	5/27/2014	74
NE 204th St	61st Ave NE	EOR E	2040	40	5/28/2014	74
60th Ave NE	NE 204th St	NE 202nd Ln	600	20	5/21/2014	75
65th Ave NE	NE 188th St	NE 190th St	650	50	5/27/2014	75
69th PI NE	EOR N	NE 165th St	695	10	6/2/2014	75
73rd Ave NE	NE 190th St	NE 185th St	730	90	6/6/2014	75
79th Ave NE	EOR N	NE 156th St	790	20	6/2/2014	75
84th Ave NE	NE 147th St	NE 146th St	840	110	6/9/2014	75
84th Ave NE	NE 159th St	NE 158th St	840	30	6/9/2014	75
84th Ave NE	NE 153rd St	NE 150th PI	840	70	6/9/2014	75
84th Ave NE	NE 150th St	NE 148th PI	840	80	6/9/2014	75
NE 143rd St	73rd Ave NE	NE 145th St	1430	20	6/2/2014	75
NE 155th St	85th Ave NE	86th Ave NE	1550	100	6/9/2014	75
NE 155th St	75th Ave NE	76th PI NE	1550	40	6/9/2014	75
NE 155th St	78th Ave NE	79th Ave NE	1550	60	6/9/2014	75
NE 155th St	81st Ave NE	84th Ave NE	1550	80	6/9/2014	75
NE 155th St	84th Ave NE	85th Ave NE	1550	90	6/9/2014	75
NE 187th St	67th PI NE	68th Ave NE	1870	100	5/27/2014	75
NE 192nd St	65th PI NE	66th PI NE	1920	10	5/27/2014	75
NE 194th St	EOR W	62nd Ave NE	1940	25	5/19/2014	75

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 195th St	75th Ave NE	76th Ave NE	1950	30	5/20/2014	75
60th PI NE	60th Ave NE	EOR S	605	20	5/22/2014	76
63rd Ave NE	EOR N	NE 204th St	630	90	5/27/2014	76
64th Ct NE	NE 192nd PI	EOR S	648	10	5/27/2014	76
65th PI NE	NE 188th St	EOR S	655	40	5/28/2014	76
67th Ave NE	NE 198th St	NE 195th St	670	10	5/28/2014	76
76th Ave NE	NE 165th St	NE 163rd St	760	100	5/28/2014	76
76th Ave NE	NE 197th Ct	NE 196th Ct	760	60	5/20/2014	76
79th Ave NE	NE 203rd St	EOR E	790	10	6/3/2014	76
81st Ave NE	NE 150th St	NE 149th St	810	60	6/2/2014	76
84th Ave NE	NE 146th St	NE 145th St	840	120	6/9/2014	76
84th Ave NE	NE 156th St	NE 155th St	840	50	6/9/2014	76
86th Ave NE	NE 150th PI	EOR S	860	20	6/2/2014	76
88th Ave NE	NE 163rd St	NE 161st PI	880	10	6/2/2014	76
88th Ave NE	NE 150th St	NE 147th St	880	70	5/30/2014	76
NE 153rd PI	Juanita Dr NE	70th Ave NE	1535	40	6/9/2014	76
NE 155th St	NE 155th PI	73rd PI NE	1550	10	6/9/2014	76
NE 155th St	73rd PI NE	74th Ave NE	1550	20	6/9/2014	76
NE 155th St	74th Ave NE	75th Ave NE	1550	30	6/9/2014	76
NE 155th St	79th Ave NE	81st Ave NE	1550	70	6/9/2014	76
NE 187th St	63rd Ave NE	64th Ave NE	1870	80	5/27/2014	76
NE 190th St	62nd Ave NE	63rd Ave NE	1900	100	5/27/2014	76
NE 196th St	EOR W	66th Ave NE	1965	10	5/28/2014	76
NE 198th St	64th Ave NE	64th PI NE	1980	40	5/27/2014	76
61st Ave NE	NE 204th St	NE 203rd St	610	20	5/28/2014	77
62nd Ave NE	NE 152nd St	EOR S	620	170	5/28/2014	77
62nd Ave NE	NE 198th St	NE 197th St	620	20	5/27/2014	77
62nd Ct NE	EOR N	NE 196th St	628	20	5/28/2014	77
65th Ave NE	NE 196th St	NE 198th St	650	30	5/27/2014	77
66th Ave NE	NE 196th St	NE 194th St	660	30	5/28/2014	77
66th Ave NE	EOR N	NE 188th St	660	40	5/28/2014	77
67th Ave NE	NE 191st St	NE 190th St	670	40	5/28/2014	77
70th Ct NE	EOR N	NE 74th St	708	10	6/2/2014	77
71st Ave NE	NE 159th St	NE 158th St	710	50	5/29/2014	77
73rd Ave NE	NE 145th PI	NE 145th St	730	20	6/2/2014	77
73rd Ave NE	NE 143rd St	NE 145th St	730	30	6/2/2014	77
76th Ave NE	NE 167th St	NE 165th St	760	90	5/28/2014	77

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
78th PI NE	EOR N	NE 165th St	785	20	5/29/2014	77
79th PI NE	NE 170th St	NE 167th St	795	10	5/29/2014	77
81st Ave NE	NE 146th PI	NE 145th St	810	100	6/2/2014	77
81st PI NE	NE 169th PI	NE 169th St	815	20	6/3/2014	77
83rd Ave NE	NE 158th St	EOR S	830	40	5/28/2014	77
88th Ave NE	NE 161st PI	NE 160th PI	880	20	6/2/2014	77
NE 147th St	EOR W	84th Ave NE	1470	30	6/2/2014	77
NE 148th PI	84th Ave NE	EOR W	1485	50	6/2/2014	77
NE 148th St	78th Ave NE	EOR W	1480	30	6/2/2014	77
NE 149th PI	EOR E	72nd PI NE	1495	10	6/2/2014	77
NE 150th St	80th Ave NE	81st Ave NE	1500	40	6/2/2014	77
NE 150th St	88th Ave NE	88th PI NE	1500	60	6/2/2014	77
NE 152nd Ct	80th Ave NE	EOR E	1528	10	6/2/2014	77
NE 153rd PI	72nd Ave NE	NE 155th PI	1535	70	6/9/2014	77
NE 155th PI	Juanita Dr NE	70th Ave NE	1555	10	6/3/2014	77
NE 156th St	63rd Ave NE	64th Ave NE	1560	30	5/29/2014	77
NE 156th St	EOR W	79th Ave NE	1560	60	6/2/2014	77
NE 157th St	63rd Ave NE	64th Ave NE	1570	10	5/29/2014	77
NE 158th St	83rd Ave NE	84th Ave NE	1580	60	5/28/2014	77
NE 159th St	63rd PI NE	64th Ave NE	1590	30	5/28/2014	77
NE 161st St	90th Ave NE	EOR E	1610	20	6/2/2014	77
NE 165th St	Juanita Dr NE	69th PI NE	1650	10	5/30/2014	77
NE 169th St	75th Ave NE	76th Ave NE	1690	30	5/28/2014	77
NE 169th St	84th Ave NE	NE 160th St	1690	60	6/3/2014	77
NE 170th St	Inglewood Dr NE	65th Ln NE	1700	10	6/2/2014	77
NE 187th St	55th Ave NE	56th Ave NE	1870	40	5/27/2014	77
NE 190th St	57th Ave NE	57th PI NE	1900	40	5/27/2014	77
NE 198th St	66th PI NE	67th Ave NE	1980	70	5/27/2014	77
NE 202nd PI	77th Ave NE	EOR E	2025	50	5/28/2014	77
NE 203rd St	77th Ave NE	78th PI NE	2030	50	5/21/2014	77
NE 204th PI	73rd Ct NE	EOR E	2045	70	5/28/2014	77
57th Ave NE	NE 182nd St	NE 180th St	570	60	5/22/2014	78
63rd Ave NE	NE 192nd Ct	NE 192nd PI	630	50	5/19/2014	78
NE 150th St	78th Ave NE	81st Ave NE	1500	30	6/2/2014	78
NE 184th St	EOR W	57th Ave NE	1840	10	5/22/2014	78
NE 196th Ct	76th Ave NE	EOR E	1968	10	5/20/2014	78
58th Ave NE	NE 196th St	NE 195th PI	580	30	5/21/2014	79

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 148th Pl	EOR E	84th Ave NE	1485	40	6/2/2014	79
NE 167th St	EOR W	72nd Ave NE	1670	10	5/28/2014	79
NE 190th St	56th Ave NE	56th Ln NE	1900	20	5/27/2014	79
NE 202nd Pl	75th Ave NE	76th Ave NE	2025	20	5/21/2014	79
60th Ave NE	City Limits	NE 204th St	600	10	5/21/2014	80
64th Ave NE	NE 187th St	NE 185th St	640	40	5/16/2014	80
75th Ave NE	EOR N	NE 158th St	750	60	5/30/2014	80
89th Pl NE	EOR N	NE 145th St	895	30	5/29/2014	80
NE 190th St	56th Ln NE	57th Ave NE	1900	30	5/27/2014	80
NE 194th St	63rd Pl NE	64th Ave NE	1940	40	5/16/2014	80
NE 197th Ct	76th Ave NE	EOR E	1978	10	5/20/2014	80
61st Ave NE	NE 194th Pl	NE 193rd Pl	610	110	6/9/2014	81
61st Pl NE	NE 200th St	NE 197th St	615	40	6/9/2014	81
63rd Ave NE	NE 193rd Ct	NE 193rd St	630	30	5/16/2014	81
75th Ave NE	NE 195th St	NE 192nd St	750	40	5/20/2014	81
77th Ave NE	NE 199th St	EOR S	770	10	5/20/2014	81
Arrowhead Dr NE	61st Ave NE	61st Pl NE	Arrowhead	40	5/28/2014	81
NE 161st St	70th Ave NE	EOR W	1610	30	5/29/2014	81
NE 185th St	71st Ave NE	72nd Ave NE	1850	70	5/15/2014	81
NE 191st St	EOR W	65th Pl NE	1910	20	5/27/2014	81
NE 203rd St	80th Ave NE	City Limits	2030	80	5/20/2014	81
57th Ave NE	EOR N	184th St	570	30	5/22/2014	82
64th Ave NE	NE 188th St	NE 187th St	640	30	5/16/2014	82
75th Ave NE	NE 205th St	NE 202nd Pl	750	10	5/21/2014	82
75th Ave NE	NE 200th St	NE 195th St	750	30	5/20/2014	82
75th Ave NE	NE 148th Ln	NE 146th St	750	80	6/2/2014	82
77th Pl NE	NE 195th St	EOR S	775	20	5/20/2014	82
81st Pl NE	NE 161st Pl	NE 158th St	815	40	5/29/2014	82
83rd Pl NE	NE 83rd Ave	NE 180th St	835	30	5/21/2014	82
NE 146th St	84th Ave NE	EOR E	1460	40	6/2/2014	82
NE 154th St	61st Pl NE	62nd Pl NE	1540	20	5/28/2014	82
NE 166th St	Simonds Rd NE	84th Ave NE	1660	10	5/28/2014	82
NE 190th St	58th Ave NE	60th Ave NE	1900	60	5/27/2014	82
60th Ave NE	NE 201st ST	NE 200th CT	600	40	5/21/2014	83
63rd Ave NE	NE Arrowhead Dr	NE 154th St	630	150	6/3/2014	83
63rd Ave NE	NE 194th St	NE 193rd Ct	630	20	5/19/2014	83
66th Pl NE	NE 198th St	NE 196th St	665	10	5/28/2014	83

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
70th Ave NE	EOR N	NE 164th St	700	10	5/29/2014	83
72nd PI NE	NE 149th St	NE 149th PI	725	20	6/2/2014	83
74th Ave NE	NE 160th St	NE 158th St	740	40	5/29/2014	83
74th Ave NE	NE 156th St	NE 156th St	740	60	5/29/2014	83
78th PI NE	NE 203rd St	EOR S	785	10	5/21/2014	83
81st Ave NE	NE 158th St	NE 157th St	810	10	5/29/2014	83
83rd Ave NE	NE 185th St	NE 183rd St	830	20	5/21/2014	83
86th Ave NE	NE 155th St	EOR S	860	10	5/29/2014	83
Arrowhead Dr NE	59th PI NE	61st Ave NE	Arrowhead	30	5/28/2014	83
Kenlake PI NE	NE 194th PI	NE 192nd St	Kenlake	10	5/27/2014	83
NE 143rd St	Juanita Dr NE	NE 73rd Ave	1430	10	6/2/2014	83
NE 152nd St	61st PI NE	62nd Ave NE	1520	10	5/28/2014	83
NE 159th St	EOR W	70th Ave NE	1590	50	5/29/2014	83
NE 160th St	Juanita Dr NE	70th Ave NE	1600	10	5/29/2014	83
NE 175th St	65th Ave NE	68th Ave NE	1750	20	5/28/2014	83
NE 184th St	62nd Ave NE	64th Ave NE	1840	20	5/27/2014	83
NE 185th St	64th Ave NE	66th Ave NE	1850	20	5/16/2014	83
NE 185th St	EOR W	71st Ave NE	1850	60	5/15/2014	83
NE 190th St	EOR W	73rd Ave NE	1900	10	5/27/2014	83
NE 190th St	72nd Ct NE	73rd Ave NE	1900	150	5/27/2014	83
NE 192nd PI	65th Ave NE	65th PI NE	1925	40	5/27/2014	83
NE 195th St	76th Ave NE	77th Ave NE	1950	40	5/20/2014	83
NE 195th St	77th Ave NE	80th Ave NE	1950	50	5/20/2014	83
NE 196th St	63rd PI NE	64th Ave NE	1960	50	5/27/2014	83
57th Ave NE	NE 204th PI	NE 204th St	570	10	5/21/2014	84
60th PI NE	EOR N	NE 181st St	605	30	5/22/2014	84
61st Ln NE	NE 159th St	61st Ave NE	612	10	6/9/2014	84
63rd Ave NE	NE 190th St	NE 187th St	630	60	5/27/2014	84
63rd Ave NE	NE 181st St	NE Bothell Way	630	80	5/22/2014	84
70th Ave NE	NE 163rd St	NE 161st St	700	20	5/29/2014	84
70th Ave NE	EOR N	NE 155th St	700	60	5/29/2014	84
74th Ave NE	NE 169th St	NE 165th St	740	10	5/28/2014	84
75th Ave NE	NE 202nd PI	NE 200th St	750	20	5/21/2014	84
81st PI NE	EOR N	NE 169th PI	815	10	5/29/2014	84
82nd Ave NE	NE 190th St	NE 185th St	820	10	5/21/2014	84
85th Ave NE	NE 155th St	EOR S	850	10	5/29/2014	84
85th Ave NE	NE 153rd St	EOR S	850	20	6/2/2014	84

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 147th PI	EOR W	81st Ave NE	1470	50	6/2/2014	84
NE 147th PI	72nd PI NE	EOR E	1475	10	6/2/2014	84
NE 147th St	81st Ave NE	EOR E	1470	20	6/2/2014	84
NE 147th St	78th Ave NE	EOR E	1470	90	6/2/2014	84
NE 150th PI	EOR W	84th Ave NE	1505	20	6/2/2014	84
NE 150th St	81st Ave NE	84th Ave NE	1500	80	5/29/2014	84
NE 152nd St	62nd Ave NE	EOR E	1520	20	5/28/2014	84
NE 153rd St	84th Ave NE	85th PI NE	1530	40	6/2/2014	84
NE 156th PI	81st PI NE	EOR E	1565	10	5/29/2014	84
NE 158th St	Juanita Dr NE	70th Ave NE	1580	20	5/29/2014	84
NE 158th St	70th Ave NE	71st Ave NE	1580	30	5/29/2014	84
NE 159th St	82nd PI NE	84th Ave NE	1590	70	5/29/2014	84
NE 160th PI	88th Ave NE	90th Ave NE	1605	10	6/2/2014	84
NE 160th PI	90th Ave NE	EOR E	1605	30	6/3/2014	84
NE 161st St	81st PI NE	82nd PI NE	1610	10	5/29/2014	84
NE 164th St	69th Ave NE	70th Ave NE	1640	10	5/30/2014	84
NE 165th PI	EOR W	72nd Ave NE	1655	10	6/2/2014	84
NE 167th St	76th Ave NE	79th PI NE	1670	20	5/29/2014	84
NE 175th St	61st Ave NE	65th Ave NE	1750	10	5/28/2014	84
NE 181st St	65th Ave NE	67th Ave NE	1810	80	6/6/2014	84
NE 185th St	63rd Ave NE	64th Ave NE	1850	10	5/16/2014	84
NE 187th St	62nd Ave NE	63rd Ave NE	1870	70	5/27/2014	84
NE 192nd St	80th Ave NE	75th Ave NE	1920	30	6/6/2014	84
NE 193rd St	55th Ave NE	58th Ave NE	1930	20	6/6/2014	84
NE 198th St	63rd Ln NE	64th Ave NE	1980	30	5/27/2014	84
NE 203rd St	78th PI NE	79th Ave NE	2030	60	5/21/2014	84
NE 204th PI	76th Ave NE	77th Ave NE	2045	40	5/21/2014	84
60th Ave NE	NE 199th St	NE 198th St	600	60	5/21/2014	85
61st Ave NE	61st Ln NE	62nd Ave NE	610	70	5/29/2014	85
61st Ave NE	61st Ln NE	EOR N	610	80	5/29/2014	85
62nd Ave NE	EOR N	NE 198th St	620	10	5/27/2014	85
63rd Ave NE	NE 203rd St	NE 202nd St	630	110	5/27/2014	85
64th Ave NE	NE 190th St	NE 188th St	640	20	5/16/2014	85
64th Ave NE	EOR N	NE 198th St	640	50	5/27/2014	85
64th Ave NE	NE 185th St	NE 184th St	640	80	5/27/2014	85
64th PI NE	NE 194th St	NE 193rd PI	645	10	5/16/2014	85
64th PI NE	NE 193rd PI	NE 192nd PI	645	20	5/16/2014	85

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
65th PI NE	NE 192nd PI	65th Ave NE	655	10	5/28/2014	85
65th PI NE	NE 192nd St	NE 192nd PI	655	20	5/28/2014	85
66th Ave NE	NE 184th St	NE 182nd St	660	70	5/22/2014	85
66th PI NE	NE 194th St	NE 192nd St	665	60	5/28/2014	85
67th Ln NE	Juanita Dr NE	EOR N	672	20	6/9/2014	85
70th Ave NE	NE 160th St	NE 159th St	700	40	5/29/2014	85
70th Ave NE	NE 159th St	NE 158th St	700	50	5/29/2014	85
71st Ave NE	NE 188th St	NE 187th St	710	20	5/21/2014	85
72nd Ave NE	EOR N	NE 185th St	720	10	5/27/2014	85
72nd Ave NE	EOR N	NE 170th St	720	20	5/28/2014	85
74th Ave NE	NE 163rd St	NE 162nd St	740	20	5/29/2014	85
75th Ave NE	NE 155th St	NE 148th St	750	70	6/2/2014	85
76th Ave NE	NE 192nd St	EOR N	760	110	5/21/2014	85
76th PI NE	NE 192nd St	EOR N	765	30	5/21/2014	85
78th Ave NE	NE 155th St	NE 150th St	780	10	5/28/2014	85
78th Ave NE	NE 149th St	NE 148th St	780	30	5/28/2014	85
78th PI NE	NE 146th St	NE 145th St	785	30	6/2/2014	85
79th Ave NE	NE 156th St	NE 155th St	790	30	6/2/2014	85
81st Ave NE	NE 156th PI	NE 155th St	810	30	5/29/2014	85
81st PI NE	NE 165th St	NE 161st PI	815	30	5/29/2014	85
82nd Ct NE	NE 175th St	EOR S	828	10	6/2/2014	85
82nd PI NE	NE 198th St	EOR S	825	40	5/20/2014	85
90th Ave NE	NE 160th PI	NE 161st PI	900	20	6/2/2014	85
90th PI NE	NE 145th St	NE 145th PI	905	10	5/29/2014	85
92nd Ave NE	Simonds Rd NE	NE 145th St	920	10	6/2/2014	85
NE 147th St	88th Ave NE	EOR E	1470	70	5/30/2014	85
NE 148th PI	88th Ave NE	EOR	1485	10	5/30/2014	85
NE 148th St	89th PI NE	EOR	1480	10	5/30/2014	85
NE 150th St	72nd PI NE	73rd Ave NE	1500	10	6/2/2014	85
NE 151st St	EOR W	64th Ct NE	1510	10	6/2/2014	85
NE 152nd St	84th PI NE	NE 153rd St	1520	50	6/2/2014	85
NE 152nd St	84th PI NE	85th Ave NE	1520	60	6/9/2014	85
NE 153rd PI	EOR W	81st Ave NE	1535	30	5/29/2014	85
NE 154th St	64th Ave NE	NE 153rd PI	1540	30	5/28/2014	85
NE 155th PI	70th Ave NE	NE 153rd PI	1555	20	5/29/2014	85
NE 158th St	EOR W	74th Ave NE	1580	40	5/30/2014	85

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 159th St	71st Ave NE	EOR E	1590	60	5/29/2014	85
NE 162nd St	EOR W	74th Ave NE	1620	20	5/30/2014	85
NE 163rd St	74th Ave NE	76th Ave NE	1630	50	6/2/2014	85
NE 165th St	76th Ct NE	78th PI NE	1650	40	5/28/2014	85
NE 175th St	73rd Ave NE	82nd Ct NE	1750	30	5/28/2014	85
NE 175th St	82nd Ct NE	83rd Ct NE	1750	40	5/28/2014	85
NE 180th St	EOR E	57th Ave NE	1800	10	5/22/2014	85
NE 181st St	67th Ave NE	68th Ave NE	1810	90	6/6/2014	85
NE 183rd St	83rd PI NE	EOR E	1830	40	5/21/2014	85
NE 184th St	80th Ave NE	EOR	1840	60	5/22/2014	85
NE 187th PI	82nd Ave NE	EOR W	1875	10	5/27/2014	85
NE 190th St	57th PI NE	58th Ave NE	1900	50	5/22/2014	85
NE 190th St	EOR W	73rd Ave NE	1908	10	5/27/2014	85
NE 193rd St	58th Ave NE	58th PI NE	1930	30	6/6/2014	85
NE 193rd St	59th PI NE	61st Ave NE	1930	50	6/6/2014	85
NE 195th St	62nd Ave NE	EOR E	1950	20	5/27/2014	85
NE 196th Ct	78th Ave NE	EOR E	1968	20	5/28/2014	85
NE 196th St	62nd Ave NE	62nd Ct NE	1960	30	5/27/2014	85
NE 197th PI	EOR E	78th Ave NE	1975	10	5/20/2014	85
NE 199th PI	55th Ave NE	EOR E	1995	10	6/9/2014	85
NE 201st St	EOR W	61st Ave NE	2010	10	5/21/2014	85
NE 203rd St	75th Ave NE	EOR E	2030	40	5/21/2014	85
NE 203rd St	79th Ave NE	80th Ave NE	2030	70	5/21/2014	85
NE 204th PI	73rd Ave NE	73rd PI NE	2045	50	5/27/2014	85
NE 204th PI	73rd PI NE	73rd Ct NE	2045	60	5/27/2014	85
NE 204th St	City Limits	73rd Ave NE	2040	50	6/9/2014	85
58th Ave NE	NE 197th St	NE 196th St	580	20	5/21/2014	86
58th Ave NE	NE 187th Ave	NE 182nd Ave	580	80	5/21/2014	86
60th Ave NE	EOR N	60th PI NE	600	100	5/21/2014	86
61st Ave NE	City Limits	NE 204th St	610	10	5/28/2014	86
61st Ave NE	NE 202nd St	NE 200th St	610	40	5/28/2014	86
62nd Ave NE	NE 197th St	NE 196th St	620	30	5/27/2014	86
62nd Ave NE	NE 196th St	NE 195th Ct	620	40	5/27/2014	86
62nd Ave NE	NE 195th Ct	NE 195th St	620	50	5/27/2014	86
63rd Ave NE	NE 159th St	NE 158th St	630	120	5/29/2014	86
64th Ave NE	NE 157th St	NE 156th St	640	130	5/28/2014	86
64th Ave NE	NE 198th St	EOR S	640	60	5/27/2014	86

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
64th Ave NE	NE 196th St	EOR S	640	70	5/27/2014	86
64th PI NE	NE 198th St	EOR S	645	40	5/27/2014	86
65th Ave NE	65th PI NE	NE 196th St	650	20	5/27/2014	86
65th Ave NE	NE 190th St	NE 192nd St	650	40	5/27/2014	86
65th PI NE	NE 192nd PI	NE 191st St	655	30	5/28/2014	86
66th Ave NE	NE 188th St	NE 185th St	660	50	5/28/2014	86
66th PI NE	NE 196th St	67th Ave NE	665	20	5/28/2014	86
67th Ave NE	NE 194th St	NE 191st St	670	30	5/28/2014	86
67th Ave NE	NE 185th St	NE 182nd St	670	50	5/28/2014	86
67th Ln NE	Juanita Dr NE	EOR S	672	10	6/9/2014	86
70th Ave NE	NE 155th St	NE 153rd St	700	70	5/29/2014	86
71st Ave NE	EOR N	NE 159th St	710	40	5/29/2014	86
72nd Ave NE	NE 167th St	NE 165th PI	720	50	5/28/2014	86
73rd Ave NE	NE 145th St	NE 146th St	730	10	6/2/2014	86
74th Ave NE	NE 156th St	NE 155th St	740	70	5/29/2014	86
75th Ave NE	NE 145th PI	NE 145th St	750	100	6/2/2014	86
78th Ave NE	NE 150th St	NE 149th St	780	20	5/28/2014	86
81st Ave NE	NE 153rd PI	NE 150th St	810	50	5/29/2014	86
83rd PI NE	EOR N	NE 183rd St	835	20	5/21/2014	86
83rd PI NE	NE Bothell Way	83rd Ave	835	40	5/21/2014	86
88th PI NE	NE 150th St	NE 149th St	885	10	5/30/2014	86
Arrowhead Dr NE	EOR W	58th Ln NE	Arrowhead	10	5/28/2014	86
NE 151st Ln	EOR W	78th Ave NE	1512	10	6/9/2014	86
NE 153rd PI	75th Ave NE	EOR E	1535	20	6/2/2014	86
NE 156th St	62nd PI NE	63rd Ave NE	1560	20	5/29/2014	86
NE 156th St	72nd Ave NE	74th Ave NE	1560	40	5/30/2014	86
NE 157th St	Simonds Rd NE	88th Ave NE	1570	30	6/2/2014	86
NE 163rd St	70th Ave NE	EOR E	1630	40	6/2/2014	86
NE 164th St	70th Ave NE	EOR E	1640	20	5/30/2014	86
NE 165th St	79th PI NE	Simonds Rd NE	1650	70	5/28/2014	86
NE 182nd St	58th Ave NE	60th Ave NE	1820	60	5/27/2014	86
NE 183rd St	83rd Ave NE	83rd PI NE	1830	30	5/21/2014	86
NE 190th St	67th Ave NE	68th Ave NE	1900	120	5/27/2014	86
NE 190th St	EOR W	72nd Ct NE	1900	140	5/27/2014	86
NE 190th St	60th Ave NE	60th PI NE	1900	70	5/27/2014	86
NE 191st St	62nd Ave NE	EOR E	1910	10	5/27/2014	86
NE 191st St	68th Ave NE	EOR E	1910	40	5/27/2014	86

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 192nd St	75th Ave NE	73rd Ave NE	1920	40	6/6/2014	86
NE 193rd St	58th PI NE	59th PI NE	1930	40	6/6/2014	86
NE 196th St	EOR W	78th Ave NE	1960	10	5/20/2014	86
NE 196th St	64th Ave NE	65th Ave NE	1960	60	5/27/2014	86
NE 196th St	65th Ave NE	66th Ave NE	1960	70	5/27/2014	86
NE 198th PI	55th Ave NE	EOR E	1985	10	5/21/2014	86
NE 198th St	62nd Ave NE	62nd Ct NE	1980	10	5/27/2014	86
NE 198th St	78th Ave NE	80th Ave NE	1980	110	5/20/2014	86
NE 198th St	62nd Ct NE	63rd Ln NE	1980	20	5/27/2014	86
NE 198th St	64th PI NE	65th Ave NE	1980	50	5/27/2014	86
NE 198th St	65th Ave NE	66th PI NE	1980	60	5/27/2014	86
NE 198th St	60th Ave NE	EOR E	1980	90	5/28/2014	86
NE 200th Ct	EOR W	NE 60th Ave	2008	10	6/9/2014	86
NE 200th PI	55th Ave NE	EOR E	2005	10	6/9/2014	86
NE 200th St	75th Ave NE	76th Ave NE	2000	30	5/20/2014	86
NE 202nd PI	76th Ave NE	76th PI NE	2025	30	5/21/2014	86
NE 202nd PI	55th Ave NE	EOR E	2025	60	6/9/2014	86
NE 203rd St	EOR W	60th PI NE	2030	10	5/21/2014	86
NE 203rd St	60th PI NE	61st Ave NE	2030	20	5/21/2014	86
NE 204th PI	63rd Ave NE	EOR N	2045	30	5/27/2014	86
NE 204th St	57th Ave NE	EOR E	2040	20	5/21/2014	86
57th Ave NE	NE 190th St	EOR S	570	20	5/21/2014	87
58th Ave NE	NE 198th PI	NE 197th PI	580	10	5/21/2014	87
58th Ave NE	NE 195th St	NE 195th PI	580	40	5/21/2014	87
58th Ave NE	NE 195th St	EOR S	580	50	5/21/2014	87
58th Ave NE	NE 193rd St	EOR S	580	60	5/28/2014	87
58th Ave NE	NE 190th St	60th Ave NE	580	70	5/21/2014	87
58th Ave NE	NE 181st St	NE 180th St	580	90	5/28/2014	87
60th Ave NE	NE 198th St	NE 197th St	600	70	5/21/2014	87
60th PI NE	EOR N	NE 190th St	605	40	5/28/2014	87
61st Ave NE	NE 203rd St	NE 202nd St	610	30	5/28/2014	87
61st Ave NE	62nd Ave NE	NE Arrowhead Dr	610	60	5/29/2014	87
61st PI NE	NE 197th St	60th Ave NE	615	50	6/9/2014	87
62nd Ave NE	NE 159th St	61st Ave NE	620	150	6/3/2014	87
62nd Ave NE	NE Arrowhead Dr	EOR S	620	160	5/28/2014	87
62nd PI NE	NE 159th St	NE 156th St	625	10	5/28/2014	87
62nd PI NE	NE Arrowhead Dr	EOR S	625	30	5/28/2014	87

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
63rd Ave NE	NE 194th Pl	NE 194th St	630	10	5/16/2014	87
63rd Ave NE	NE 158th St	NE 157th St	630	130	5/29/2014	87
63rd Ave NE	NE 157th St	NE 156th St	630	140	5/29/2014	87
63rd Ln NE	NE 198th St	EOR S	638	10	5/27/2014	87
64th Ave NE	NE 159th St	NE 158th St	640	110	5/28/2014	87
64th Ave NE	NE 158th St	NE 157th St	640	120	5/28/2014	87
64th Ave NE	NE 156th St	NE Arrowhead Dr	640	140	5/28/2014	87
64th Ave NE	NE Arrowhead Dr	NE 154th St	640	150	5/28/2014	87
64th Ln NE	NE 188th St	EOR S	642	10	6/9/2014	87
64th Pl NE	EOR N	NE 198th St	645	30	5/27/2014	87
64th Pl NE	EOR W	NE 153rd St	645	70	5/28/2014	87
65th Ave NE	NE Bothell Way	NE 175th St	650	70	5/27/2014	87
65th Pl NE	NE Arrowhead Dr	EOR E	655	50	5/28/2014	87
66th Ave NE	NE 198th St	NE 196th St	660	20	5/28/2014	87
66th Pl NE	67th Ave NE	68th Ave NE	665	30	5/28/2014	87
66th Pl NE	EOR N	NE 171st St	665	40	6/2/2014	87
66th Pl NE	NE 171st St	Inglewood Dr NE	665	50	6/3/2014	87
69th Ave NE	NE 164th Ave	NE 163rd Ave	690	10	6/2/2014	87
70th Ave NE	NE 170th St	EOR S	700	100	6/9/2014	87
70th Ave NE	NE 153rd St	NE 152nd Ct	700	80	6/2/2014	87
70th Ave NE	72nd Pl NE	NE 152nd Ct	700	90	6/2/2014	87
72nd Ave NE	NE 170th St	NE 168th St	720	30	5/28/2014	87
72nd Ave NE	NE 168th St	NE 167th St	720	40	5/28/2014	87
72nd Ave NE	NE 153rd Pl	NE 153rd St	720	70	6/2/2014	87
72nd Ave NE	NE 153rd St	NE 152nd Pl	720	80	6/2/2014	87
72nd Ct NE	NE 190th St	EOR S	728	10	6/3/2014	87
72nd Pl NE	NE 150th St	NE 149th Ct	725	10	6/2/2014	87
72nd Pl NE	NE 149th Pl	NE 148th Pl	725	30	6/2/2014	87
72nd Pl NE	NE 148th Pl	NE 147th Pl	725	40	6/2/2014	87
72nd Pl NE	NE 147th Pl	NE 147th St	725	50	6/2/2014	87
72nd Pl NE	NE 147th St	NE 146th St	725	60	6/2/2014	87
73rd Pl NE	NE 155th St	EOR N	738	10	6/3/2014	87
73rd Pl NE	EOR N	NE 204th Pl	738	20	5/27/2014	87
74th Ave NE	NE 162nd St	NE 160th St	740	30	5/29/2014	87
74th Ave NE	NE 158th St	NE 156th St	740	50	5/29/2014	87
75th Ave NE	NE 146th St	NE 145th Pl	750	90	6/2/2014	87
76th Ave NE	NE 169th St	NE 167th St	760	80	5/28/2014	87

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
76th Ct NE	NE 165th St	EOR S	768	10	5/29/2014	87
77th Ave NE	NE 203rd St	NE 202nd PI	770	40	5/21/2014	87
77th PI NE	NE 148th PI	EOR S	775	10	6/3/2014	87
78th Ave NE	NE 148th St	NE 145th St	780	40	5/28/2014	87
79th PI NE	NE 167th St	NE 165th St	795	20	5/29/2014	87
80th Ave NE	NE 150th St	NE 151st Ct	800	10	6/2/2014	87
80th Ave NE	NE 151st Ct	NE 152nd Ct	800	20	6/2/2014	87
80th Ave NE	NE 152nd Ct	EOR N	800	30	6/2/2014	87
80th Ct NE	EOR N	NE Bothell Way	808	10	6/3/2014	87
81st Ave NE	NE 155th St	NE 153rd PI	810	40	5/29/2014	87
81st Ave NE	NE 147th PI	NE 147th St	810	80	6/2/2014	87
81st Ct NE	NE 145th St	EOR N	818	10	6/2/2014	87
82nd Ct NE	NE 145th St	EOR N	828	20	6/2/2014	87
83rd Ave NE	EOR N	NE 195th St	830	10	5/21/2014	87
89th PI NE	NE 150th St	NE 149th St	895	10	5/30/2014	87
Arrowhead Dr NE	EOR S	59th PI NE	Arrowhead	20	5/28/2014	87
Kenlake PI NE	NE 181st St	EOR S	Kenlake	40	5/27/2014	87
NE 146th PI	81st Ave NE	EOR E	1465	10	6/2/2014	87
NE 146th St	78th PI NE	EOR E	1460	20	6/2/2014	87
NE 147th Ln	81st Ave NE	EOR W	1472	10	6/2/2014	87
NE 147th St	84th Ave NE	EOR E	1470	40	6/2/2014	87
NE 147th St	EOR W	84th Ave NE	1470	60	6/2/2014	87
NE 148th PI	72nd PI NE	EOR E	1485	30	6/2/2014	87
NE 148th St	74th PI NE	NE 150th St	1480	20	6/2/2014	87
NE 149th St	Juanita Dr NE	EOR E	1490	30	6/2/2014	87
NE 150th St	73rd Ave NE	74th PI NE	1500	20	6/2/2014	87
NE 150th St	88th PI NE	89th PI NE	1500	70	6/2/2014	87
NE 151st Ct	80th Ave NE	EOR E	1518	10	6/2/2014	87
NE 153rd St	EOR W	64th PI NE	1530	10	5/28/2014	87
NE 153rd St	64th PI NE	NE 153rd PI	1530	20	5/28/2014	87
NE 153rd St	NE 153rd PI	NE 154th St	1530	30	5/28/2014	87
NE 154th St	NE 153rd St	NE Arrowhead Dr	1540	40	5/28/2014	87
NE 156th St	EOR W	84th Ave NE	1560	70	5/28/2014	87
NE 158th PI	81st PI NE	EOR E	1585	10	5/29/2014	87
NE 158th St	63rd Ave NE	64th Ave NE	1580	10	5/29/2014	87
NE 159th St	62nd Ave NE	62nd PI NE	1590	10	5/28/2014	87
NE 159th St	62nd PI NE	63rd Ave NE	1590	20	5/28/2014	87

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 159th St	64th Ave NE	EOR E	1590	40	5/28/2014	87
NE 160th Pl	NE 160th Pl	NE 160th Pl	1605	20	6/2/2014	87
NE 163rd St	Juanita Dr NE	69th Ave NE	1630	20	5/29/2014	87
NE 165th St	76th Ave NE	76th Ct NE	1650	30	5/28/2014	87
NE 165th St	78th Pl NE	81st Pl NE	1650	50	5/28/2014	87
NE 165th St	81st Pl NE	79th Pl NE	1650	60	5/28/2014	87
NE 166th Ct	Juanita Dr NE	EOR E	1668	10	6/3/2014	87
NE 168th St	EOR W	72nd Ave NE	1680	10	5/28/2014	87
NE 169th Ln	76th Ave NE	EOR E	1692	10	6/3/2014	87
NE 169th Pl	NE 170th St	NE 169th St	1695	10	5/29/2014	87
NE 169th St	74th Ave NE	75th Ave NE	1690	20	5/28/2014	87
NE 171st St	Inglewood Dr NE	66th Pl NE	1710	10	6/2/2014	87
NE 180th St	57th Ave NE	58th Ave NE	1800	20	5/22/2014	87
NE 182nd Pl	80th Ave NE	EOR E	1825	20	5/21/2014	87
NE 182nd St	57th Ave	58th Ave	1820	50	5/22/2014	87
NE 182nd St	EOR W	62nd Ave NE	1820	70	5/22/2014	87
NE 182nd St	62nd Ave NE	64th Ave NE	1820	80	5/22/2014	87
NE 183rd St	80th Ave NE	EOR E	1830	10	5/21/2014	87
NE 185th St	62nd Ave NE	EOR E	1850	120	5/22/2014	87
NE 185th St	EOR W	80th Ave NE	1850	130	5/27/2014	87
NE 185th St	80th Ave NE	83rd Ave NE	1850	140	5/27/2014	87
NE 185th St	67th Ave NE	68th Ave NE	1850	40	5/16/2014	87
NE 187th St	NE 187th St	Kenlake Pl NE	1870	10	5/22/2014	87
NE 187th St	City Limit	55th Ave NE	1870	30	5/22/2014	87
NE 190th St	68th Ave NE	EOR E	1900	130	5/27/2014	87
NE 190th St	60th Pl NE	61st Ave NE	1900	80	5/21/2014	87
NE 192nd Ct	63rd Ave NE	EOR N	1928	10	5/16/2014	87
NE 192nd St	EOR W	Kenlake Pl NE	1920	20	5/27/2014	87
NE 193rd Pl	64th Pl NE	EOR W	1935	10	5/16/2014	87
NE 195th St	58th Ave NE	EOR E	1950	60	6/9/2014	87
NE 196th St	NE 58th Ave	EOR E	1960	90	6/9/2014	87
NE 197th St	61st Pl NE	62nd Ave NE	1970	30	5/28/2014	87
NE 198th Pl	58th Ave NE	EOR E	1985	20	5/21/2014	87
NE 202nd Ln	EOR W	60th Ave NE	2022	10	5/28/2014	87
NE 202nd Pl	73rd Ave NE	EOR E	2025	10	5/28/2014	87
NE 203rd St	61st Ave NE	EOR E	2030	30	5/28/2014	87
NE 204th St	60th Ave NE	61st Ave NE	2040	30	5/28/2014	87

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
57th Ave NE	NE 184th St	NE 183rd St	570	40	5/22/2014	88
57th Ave NE	NE 183rd St	NE 182nd St	570	50	5/22/2014	88
60th Ave NE	NE 182nd St	NE 181st St	600	120	5/21/2014	88
60th Ave NE	NE 181st St	NE 181st St	600	130	5/21/2014	88
63rd Ave NE	NE 193rd St	NE 192nd Ct	630	40	5/16/2014	88
64th Ave NE	NE 184th St	NE 182nd St	640	90	5/22/2014	88
66th Ave NE	NE 185th St	NE 184th St	660	60	5/22/2014	88
72nd Ave NE	EOR N	NE 156th St	720	60	5/30/2014	88
76th Ave NE	NE 196th Ct	NE 195th St	760	70	5/20/2014	88
83rd Ct NE	NE 175th St	EOR S	838	10	6/2/2014	88
NE 147th St	EOR W	Simonds Rd NE	1470	80	6/2/2014	88
NE 179th PI	80th Ave NE	EOR E	1795	10	5/21/2014	88
NE 181st St	58th Ave NE	60th Ave NE	1810	10	5/21/2014	88
NE 181st St	60th Ave NE	60th PI NE	1810	20	5/22/2014	88
NE 182nd St	64th Ave NE	66th Ave NE	1820	90	5/22/2014	88
NE 183rd St	NE 184th St	NE 184th St	1830	50	5/22/2014	88
NE 184th St	NE 183rd St	NE 183rd St	1840	40	5/22/2014	88
NE 185th St	66th Ave NE	67th Ave NE	1850	30	5/16/2014	88
NE 195th St	55th Ave NE	58th Ave NE	1950	10	5/21/2014	88
NE 197th St	58th Ave NE	61st Ave NE	1970	20	5/21/2014	88
65th Ln NE	Inglewood Dr NE	EOR S	652	10	6/9/2014	89
76th Ave NE	NE 201st PI	NE 200th St	760	30	5/20/2014	89
NE 146th St	72nd PI NE	75th Ave NE	1460	10	6/2/2014	89
NE 148th Ln	74th PI NE	EOR	1482	10	6/2/2014	89
NE 180th St	58th Ave NE	60th Ave NE	1800	30	5/21/2014	89
NE 181st St	60th PI NE	61st Ave NE	1810	30	5/22/2014	89
NE 182nd PI	EOR W	80th Ave NE	1825	10	5/21/2014	89
NE 184th St	64th Ave NE	NE 183rd St	1840	30	5/22/2014	89
NE 185th St	61st PI NE	Kenlake PI NE	1850	100	5/22/2014	89
NE 187th St	71st Ave NE	EOR E	1870	110	5/22/2014	89
NE 187th St	Kenlake PI NE	62nd Ave NE	1870	20	5/22/2014	89
NE 192nd PI	64th PI NE	64th Ct NE	1925	10	5/16/2014	89
NE 195th PI	58th Ave NE	EOR E	1955	10	6/9/2014	89
NE 199th St	EOR W	60th Ave NE	1990	30	6/9/2014	89
NE 201st Ln	EOR W	61st Ave NE	2012	10	6/9/2014	89
60th Ave NE	NE 181st St	NE 180th St	600	140	5/21/2014	90
60th Ave NE	NE 180th St	NE Bothell Way	600	150	5/21/2014	90

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
60th Ave NE	NE 197th St	61st PI NE	600	80	5/21/2014	90
62nd Ave NE	NE 181st St	NE Bothell Way	620	140	5/22/2014	90
63rd Ave NE	NE 185th St	NE 187th St	630	70	5/19/2014	90
64th Ave NE	NE 182nd St	NE 181st St	640	100	5/22/2014	90
66th Ave NE	NE 182nd St	NE 181st St	660	80	5/22/2014	90
71st Ave NE	EOR N	NE 188th St	710	10	5/21/2014	90
76th Ave NE	NE 200th St	NE 198th St	760	40	5/20/2014	90
76th Ave NE	NE 198th PI	NE 197th Ct	760	50	5/20/2014	90
79th Ave NE	NE 201st St	NE 200th St	790	40	5/20/2014	90
81st Ln NE	NE 179th PI	EOR N	812	10	5/21/2014	90
82nd PI NE	83rd PI NE	NE 198th St	825	30	5/20/2014	90
83rd PI NE	NE 198th St	82nd PI NE	835	10	5/20/2014	90
NE 156th St	EOR N	NE Inglewood Dr	1560	10	6/2/2014	90
NE 184th St	NE 183rd St	66th Ave NE	1840	50	5/22/2014	90
NE 185th St	Kenlake PI NE	62nd Ave NE	1850	110	5/22/2014	90
NE 185th St	72nd Ave NE	73rd Ave NE	1850	80	5/15/2014	90
NE 187th St	EOR W	61st PI NE	1870	50	5/22/2014	90
NE 187th St	61st PI NE	NE 187th St	1870	60	5/22/2014	90
NE 189th PI	EOR W	82nd Ave NE	1895	10	5/21/2014	90
NE 192nd PI	64th Ct NE	64th Ave NE	1925	20	5/16/2014	90
NE 197th St	EOR W	58th Ave NE	1970	10	5/21/2014	90
NE 199th St	78th Ave NE	EOR E	1990	20	5/20/2014	90
NE 201st St	EOR W	60th Ave NE	2010	20	5/22/2014	90
NE 204th PI	75th Ave NE	EOR E	2045	20	5/21/2014	90
NE 204th St	55th Ave NE	57th Ave NE	2040	10	5/21/2014	90
65th Ave NE	EOR S	65th PI NE	650	10	5/27/2014	91
77th Ave NE	NE 200th St	NE 199th St	770	20	5/20/2014	91
NE 163rd St	84th Ave NE	EOR W	1630	10	5/28/2014	91
NE 165th St	84th Ave NE	EOR E	1650	80	5/28/2014	91
NE 181st St	68th Ave NE	73rd Ave NE	1810	100	6/6/2014	91
NE 200th St	61st Ave NE	61st Ct NE	2000	10	5/21/2014	91
67th Ave NE	NE 181st St	NE Bothell Way	670	60	5/28/2014	92
78th Ave NE	NE 199th St	NE 198th St	780	60	5/20/2014	92
Kenlake PI NE	NE 187th PI	NE 185th St	Kenlake	30	5/22/2014	92
NE 149th Ct	EOR W	72nd PI NE	1498	10	6/2/2014	92
NE 182nd St	66th Ave NE	EOR E	1820	100	5/22/2014	92
NE 185th St	61st PI NE	61st PI NE	1850	90	5/22/2014	92

City of Kenmore -- Pavement Management Residential Prioritized Report -- sorted by PCI						
Street Name	Begin Location	End Location	Street ID	Section ID	PCI Date	PCI
NE 186th St	64th PI NE	65th Ct NE	1860	10	5/27/2014	92
NE 186th St	65th Ct NE	EOR S	1860	20	5/27/2014	92
NE 187th St	64th Ave NE	64th PI NE	1870	90	5/27/2014	92
NE 198th St	76th Ave NE	EOR E	1980	100	5/20/2014	92
NE 199th St	77th Ave NE	78th Ave NE	1990	10	5/20/2014	92
NE 200th St	76th Ave NE	77th Ave NE	2000	40	5/20/2014	92
NE 200th St	EOR W	75th Ave NE	2000	60	5/20/2014	92
NE 200th St	79th Ave NE	80th Ave NE	2000	70	5/20/2014	92
64th PI NE	NE 186th St	EOR S	645	60	5/27/2014	93
NE 165th Ct	72nd Ave NE	EOR E	1658	10	6/2/2014	93
NE 181st St	61st Ave NE	62nd Ave NE	1810	40	5/22/2014	93
NE 181st St	62nd Ave NE	63rd Ave NE	1810	50	5/22/2014	93
NE 181st St	63rd Ave NE	64th Ave NE	1810	60	5/22/2014	93
NE 181st St	64th Ave NE	65th Ave NE	1810	70	5/22/2014	93
NE 198th St	80th Ave NE	82nd PI NE	1980	120	5/20/2014	94
62nd Ave NE	NE 187th PI	NE 185th St	620	100	5/22/2014	95
62nd Ave NE	NE 185th St	NE 184th St	620	110	5/22/2014	95
62nd Ave NE	NE 184th St	NE 182nd St	620	120	5/22/2014	95
62nd Ave NE	NE 182nd St	NE 181st St	620	130	5/22/2014	95
62nd Ave NE	Kenlake PI NE	NE 187th PI	620	90	5/27/2014	95
64th PI NE	NE 187th St	NE 186th St	645	50	5/27/2014	95
NE 198th St	82nd PI NE	EOR E	1980	130	5/20/2014	95
NE 200th St	61st Ct NE	61st PI NE	2000	20	5/21/2014	95
60th Ave NE	60th PI NE	NE 182nd St	600	110	5/21/2014	96
60th Ave NE	NE 190th St	58th Ave NE	600	90	5/21/2014	96
74th PI NE	74th PI NE	75th Ave NE	745	10	6/2/2014	96
NE 204th PI	57th Ave NE	EOR E	2045	10	5/21/2014	96
61st PI NE	NE 187th St	NE 185th St	615	20	5/22/2014	97
NE 200th St	77th Ave NE	79th Ave NE	2000	50	5/20/2014	98

OVERLAY HISTORY

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
57th Ave NE	EOR N	184th St	1998	82
57th Ave NE	NE 182nd St	NE 180th St	1998	78
57th Ave NE	NE 183rd St	NE 182nd St	1998	88
57th Ave NE	NE 184th St	NE 183rd St	1998	88
58th Ave NE	NE 181st St	NE 180th St	1998	87
58th Ave NE	NE 187th Ave	NE 182nd Ave	1998	86
58th Ave NE	NE 193rd St	EOR S	1998	87
58th Ave NE	NE 195th St	NE 195th PI	1998	87
58th Ave NE	NE 196th St	NE 195th PI	1998	79
58th Ave NE	NE 197th St	NE 196th St	1998	86
58th Ave NE	NE 198th PI	NE 197th PI	1998	87
60th Ave NE	City Limits	NE 204th St	1998	80
60th Ave NE	EOR N	60th PI NE	1998	86
60th Ave NE	NE 197th St	61st PI NE	1998	90
60th Ave NE	NE 198th St	NE 197th St	1998	87
60th Ave NE	NE 199th St	NE 198th St	1998	85
60th Ave NE	NE 200th Ct	NE 199th St	1998	73
60th Ave NE	NE 201st ST	NE 200th CT	1998	83
60th Ave NE	NE 202nd Ln	NE 201st St	1998	70
60th Ave NE	NE 204th St	NE 202nd Ln	1998	75
60th PI NE	EOR N	NE 181st St	1998	84
60th PI NE	NE 203rd St	EOR S	1998	70
61st Ave NE	61st Ln NE	62nd Ave NE	1998	85
61st Ave NE	61st Ln NE	EOR N	1998	85
61st Ave NE	62nd Ave NE	NE Arrowhead Dr	1998	87
61st Ave NE	NE 181st St	NE Bothell Way	1998	75
61st Ave NE	NE 202nd St	NE 200th St	1998	86
61st Ave NE	NE 203rd St	NE 202nd St	1998	87
61st Ave NE	NE 204th St	NE 203rd St	1998	77
61st Ln NE	NE 159th St	61st Ave NE	1998	84
62nd Ave NE	EOR N	NE 152nd St	1998	70
62nd Ave NE	EOR N	NE 198th St	1998	85

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
62nd Ave NE	NE 152nd St	EOR S	1998	77
62nd Ave NE	NE 159th St	61st Ave NE	1998	87
62nd Ave NE	NE 191st St	NE 190th St	1998	60
62nd Ave NE	NE 195th St	NE 194th Pl	1998	74
62nd Ave NE	NE Arrowhead Dr	EOR S	1998	87
62nd Ct NE	EOR N	NE 196th St	1998	77
62nd Ct NE	EOR N	NE 198th St	1998	72
62nd Pl NE	NE 154th St	NE 153rd St	1998	74
62nd Pl NE	NE 156th St	NE Arrowhead Dr	1998	74
62nd Pl NE	NE 159th St	NE 156th St	1998	87
62nd Pl NE	NE Arrowhead Dr	EOR S	1998	87
63rd Ave NE	NE 157th St	NE 156th St	1998	87
63rd Ave NE	NE 158th St	NE 157th St	1998	87
63rd Ave NE	NE 159th St	NE 158th St	1998	86
63rd Ave NE	NE 181st St	NE Bothell Way	1998	84
63rd Ave NE	NE 192nd Ct	NE 192nd Pl	1998	78
63rd Ave NE	NE 193rd Ct	NE 193rd St	1998	81
63rd Ave NE	NE 193rd St	NE 192nd Ct	1998	88
63rd Ave NE	NE 194th Pl	NE 194th St	1998	87
63rd Ave NE	NE 194th St	NE 193rd Ct	1998	83
63rd Ave NE	NE Arrowhead Dr	NE 154th St	1998	83
63rd Ln NE	NE 198th St	EOR S	1998	87
64th Ave NE	EOR N	NE 198th St	1998	85
64th Ave NE	NE 156th St	NE Arrowhead Dr	1998	87
64th Ave NE	NE 157th St	NE 156th St	1998	86
64th Ave NE	NE 158th St	NE 157th St	1998	87
64th Ave NE	NE 159th St	NE 158th St	1998	87
64th Ave NE	NE 192nd Pl	NE 190th St	1998	73
64th Ave NE	NE 196th St	EOR S	1998	86
64th Ave NE	NE 198th St	EOR S	1998	86
64th Ave NE	NE Arrowhead Dr	NE 154th St	1998	87
64th Ct NE	EOR W	NE 151st St	1998	72

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
64th Ln NE	NE 188th St	EOR S	1998	87
64th Pl NE	EOR N	NE 198th St	1998	87
64th Pl NE	EOR W	NE 153rd St	1998	87
64th Pl NE	NE 186th St	EOR S	1998	93
64th Pl NE	NE 187th St	NE 186th St	1998	95
64th Pl NE	NE 193rd Pl	NE 192nd Pl	1998	85
64th Pl NE	NE 194th St	NE 193rd Pl	1998	85
64th Pl NE	NE 198th St	EOR S	1998	86
65th Ave NE	65th Pl NE	NE 196th St	1998	86
65th Ave NE	EOR W	NE 151st St	1998	70
65th Ave NE	NE Bothell Way	NE 175th St	1998	87
65th Ct NE	EOR N	NE 186th St	1998	73
65th Ln NE	Inglewood Dr NE	EOR S	1998	89
65th Pl NE	NE 188th St	EOR S	1998	76
65th Pl NE	NE 192nd Pl	65th Ave NE	1998	85
65th Pl NE	NE 192nd Pl	NE 191st St	1998	86
65th Pl NE	NE 192nd St	NE 192nd Pl	1998	85
65th Pl NE	NE Arrowhead Dr	EOR E	1998	87
66th Ave NE	EOR N	NE 188th St	1998	77
66th Ave NE	NE 182nd St	NE 181st St	1998	90
66th Ave NE	NE 184th St	NE 182nd St	1998	85
66th Ave NE	NE 185th St	NE 184th St	1998	88
66th Ave NE	NE 196th St	NE 194th St	1998	77
66th Pl NE	67th Ave NE	68th Ave NE	1998	87
66th Pl NE	EOR N	NE 171st St	1998	87
66th Pl NE	NE 194th St	NE 192nd St	1998	85
66th Pl NE	NE 196th St	67th Ave NE	1998	86
67th Ave NE	EOR N	NE 194th St	1998	74
67th Ave NE	NE 181st St	NE Bothell Way	1998	92
67th Ave NE	NE 185th St	NE 182nd St	1998	86
67th Ave NE	NE 191st St	NE 190th St	1998	77
67th Ln NE	Juanita Dr NE	EOR N	1998	85

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
67th Ln NE	Juanita Dr NE	EOR S	1998	86
67th Pl NE	NE 187th St	EOR S	1998	71
68th Ave NE	NE 181st St	NE Bothell Way	1998	65
68th Ave NE	NE 182nd St	NE 181st St	1998	67
68th Ave NE	NE Bothell Way	NE 175th St	1998	67
69th Pl NE	EOR N	NE 165th St	1998	75
70th Ave NE	72nd Pl NE	NE 152nd Ct	1998	87
70th Ave NE	EOR N	NE 155th St	1998	84
70th Ave NE	EOR N	NE 164th St	1998	83
70th Ave NE	NE 153rd St	NE 152nd Ct	1998	87
70th Ave NE	NE 170th St	EOR S	1998	87
70th Ct NE	EOR N	NE 74th St	1998	77
71st Ave NE	EOR N	NE 159th St	1998	86
71st Ave NE	EOR N	NE 188th St	1998	90
71st Ave NE	NE 159th St	NE 158th St	1998	77
71st Ave NE	NE 187th St	NE 185th St	1998	72
71st Ave NE	NE 188th St	NE 187th St	1998	85
71st Pl NE	NE 153rd St	EOR S	1998	68
72nd Ave NE	EOR N	NE 156th St	1998	88
72nd Ave NE	EOR N	NE 185th St	1998	85
72nd Ave NE	NE 167th St	NE 165th Pl	1998	86
72nd Ave NE	NE 168th St	NE 167th St	1998	87
72nd Ave NE	NE 170th St	NE 168th St	1998	87
72nd Ct NE	NE 190th St	EOR S	1998	87
73rd Ave NE	NE 143rd St	NE 145th St	1998	77
73rd Ave NE	NE 145th Pl	NE 145th St	1998	77
73rd Ave NE	NE 145th St	NE 146th St	1998	86
73rd Ave NE	NE 150th St	EOR S	1998	69
73rd Ave NE	NE 181st St	NE Bothell Way	1998	86
73rd Ave NE	NE 182nd St	NE 181st St	1998	77
73rd Ave NE	NE 185th St	NE 182nd St	1998	77
73rd Ave NE	NE 190th Ct	NE 190th St	1998	85

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construcuted				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
73rd Ave NE	NE 190th St	NE 185th St	1998	75
73rd Ave NE	NE 192nd St	NE 190th Ct	1998	81
73rd Ave NE	NE 202nd Pl	NE 192nd St	1998	69
73rd Ave NE	NE 204th St	NE 202nd Pl	1998	69
73rd Ave NE	NE Bothell Way	NE 175th St	1998	86
73rd Pl NE	EOR N	NE 204th Pl	1998	87
73rd Pl NE	NE 155th St	EOR N	1998	87
74th Ave NE	NE 169th St	NE 165th St	1998	84
74th Pl NE	74th Pl NE	75th Ave NE	1998	96
75th Ave NE	NE 145th Pl	NE 145th St	1998	86
75th Ave NE	NE 146th St	NE 145th Pl	1998	87
75th Ave NE	NE 148th Ln	NE 146th St	1998	82
75th Ave NE	NE 155th St	NE 148th St	1998	85
75th Ave NE	NE 195th St	NE 192nd St	1998	81
75th Ave NE	NE 200th St	NE 195th St	1998	82
75th Ave NE	NE 202nd Pl	NE 200th St	1998	84
75th Ave NE	NE 205th St	NE 202nd Pl	1998	82
76th Ave NE	NE 192nd St	EOR N	1998	85
76th Ave NE	NE 196th Ct	NE 195th St	1998	88
76th Ave NE	NE 197th Ct	NE 196th Ct	1998	76
76th Ave NE	NE 198th Pl	NE 197th Ct	1998	90
76th Ave NE	NE 200th St	NE 198th St	1998	90
76th Ave NE	NE 201st Pl	NE 200th St	1998	89
76th Ave NE	NE 202nd Pl	NE 201st Pl	1998	71
76th Ave NE	NE 205th St	NE 204th Pl	1998	69
76th Ct NE	NE 165th St	EOR S	1998	87
76th Pl NE	EOR N	NE 202nd Pl	1998	73
76th Pl NE	NE 163rd St	NE 155th St	1998	74
76th Pl NE	NE 192nd St	EOR N	1998	85
77th Ave NE	NE 199th St	EOR S	1998	81
77th Ave NE	NE 200th St	NE 199th St	1998	91
77th Ave NE	NE 203rd St	NE 202nd Pl	1998	87

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
77th Ave NE	NE 204th Pl	NE 203rd St	1998	72
77th Pl NE	NE 148th Pl	EOR S	1998	87
77th Pl NE	NE 195th St	EOR S	1998	82
78th Ave NE	NE 155th St	NE 150th St	1998	85
78th Ave NE	NE 198th St	NE 196th St	1998	73
78th Ave NE	NE 199th St	NE 198th St	1998	92
78th Pl NE	EOR N	NE 165th St	1998	77
78th Pl NE	NE 203rd St	EOR S	1998	83
79th Ave NE	EOR N	NE 156th St	1998	75
79th Ave NE	NE 156th St	NE 155th St	1998	85
79th Ave NE	NE 201st St	NE 200th St	1998	90
79th Ave NE	NE 203rd St	EOR E	1998	76
80th Ave NE	NE 150th St	NE 151st Ct	1998	87
80th Ave NE	NE 151st Ct	NE 152nd Ct	1998	87
80th Ave NE	NE 152nd Ct	EOR N	1998	87
80th Ave NE	NE 177th Ct	NE 179th Pl	1998	82
80th Ave NE	NE 179th Pl	NE 183rd St	1998	78
80th Ave NE	NE 183rd St	NE 185th St	1998	74
80th Ave NE	NE 185th St	NE 190th St	1998	81
80th Ave NE	NE 190th St	NE 192nd St	1998	70
80th Ave NE	NE 192nd St	NE 195th St	1998	68
80th Ave NE	NE 195th St	NE 198th St	1998	68
80th Ave NE	NE 198th St	NE 200th St	1998	57
80th Ave NE	NE 203rd St	NE 205th St	1998	69
80th Ave NE	NE Bothell Way	NE 177th Ct	1998	78
80th Ct NE	EOR N	NE Bothell Way	1998	87
80th Pl NE	NE 169th Pl	NE 169th St	1998	71
81st Ave NE	NE 145th Pl	NE 145th St	1998	74
81st Ct NE	NE 145th St	EOR N	1998	87
81st Ln NE	NE 179th Pl	EOR N	1998	90
81st Pl NE	EOR N	NE 169th Pl	1998	84
81st Pl NE	NE 169th Pl	NE 169th St	1998	77

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
82nd Ave NE	NE 190th St	NE 185th St	1998	84
82nd Ct NE	NE 145th St	EOR N	1998	87
82nd Ct NE	NE 175th St	EOR S	1998	85
82nd PI NE	83rd PI NE	NE 198th St	1998	90
82nd PI NE	NE 161st St	NE 159th St	1998	72
82nd PI NE	NE 166th St	EOR S	1998	71
82nd PI NE	NE 198th St	EOR S	1998	85
83rd Ave NE	EOR N	NE 195th St	1998	87
83rd Ave NE	NE 158th St	EOR S	1998	77
83rd Ave NE	NE 183rd St	83rd PI NE	1998	62
83rd Ave NE	NE 185th St	NE 183rd St	1998	83
83rd Ct NE	NE 175th St	EOR S	1998	88
83rd PI NE	EOR N	NE 183rd St	1998	86
83rd PI NE	NE 198th St	82nd PI NE	1998	90
83rd PI NE	NE 83rd Ave	NE 180th St	1998	82
83rd PI NE	NE Bothell Way	83rd Ave	1998	86
84th Ave NE	NE 146th St	NE 145th St	1998	76
84th Ave NE	NE 147th PI	NE 147th St	1998	72
84th Ave NE	NE 147th St	NE 146th St	1998	75
84th Ave NE	NE 148th PI	NE 147th PI	1998	69
84th Ave NE	NE 150th St	NE 148th PI	1998	75
84th Ave NE	NE 153rd St	NE 150th PI	1998	75
84th Ave NE	NE 155th St	NE 153rd St	1998	72
84th Ave NE	NE 156th St	NE 155th St	1998	76
84th Ave NE	NE 158th St	NE 156th St	1998	70
84th Ave NE	NE 159th St	NE 158th St	1998	75
84th Ave NE	Simonds Rd NE	NE 159th St	1998	72
85th Ave NE	NE 153rd St	EOR S	1998	84
86th Ave NE	NE 150th PI	EOR S	1998	76
86th PI NE	EOR N	NE 145th St	1998	68
87th Ave NE	NE 150th PI	EOR S	1998	69
88th Ave NE	NE 160th PI	NE 157th St	1998	69

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
88th Ave NE	NE 161st PI	NE 160th PI	1998	77
88th Ave NE	NE 163rd St	NE 161st PI	1998	76
89th PI NE	EOR N	NE 145th St	1998	80
89th PI NE	NE 149th St	NE 148th St	1998	72
89th PI NE	NE 150th St	NE 149th St	1998	87
90th Ave NE	NE 160th PI	NE 161st PI	1998	85
90th PI NE	NE 145th St	NE 145th PI	1998	85
92nd Ave NE	Simonds Rd NE	NE 145th St	1998	85
Arrowhead Dr NE	59th PI NE	61st Ave NE	1998	83
Arrowhead Dr NE	61st Ave NE	61st PI NE	1998	81
Arrowhead Dr NE	61st PI NE	62nd PI NE	1998	67
Arrowhead Dr NE	62nd PI NE	63rd Ave NE	1998	66
Arrowhead Dr NE	63rd Ave NE	64th Ave NE	1998	70
Arrowhead Dr NE	64th Ave NE	65th Ave NE	1998	68
Arrowhead Dr NE	EOR S	59th PI NE	1998	87
Arrowhead Dr NE	EOR W	58th Ln NE	1998	86
Arrowhead Dr NE	NE 151st St	Juanita Dr NE	1998	63
Arrowhead Dr NE	NE 151st St	NE 154th St	1998	71
Juanita Dr NE	NE 145th St	NE 143rd St	1998	69
Juanita Dr NE	NE 148th PI	NE 145th St	1998	70
Juanita Dr NE	NE 149th St	NE 148th PI	1998	68
Juanita Dr NE	NE 153rd PI	NE 149th St	1998	70
Juanita Dr NE	NE 154th Ct	NE 153rd PI	1998	66
Juanita Dr NE	NE 155th PI	NE 154th Ct	1998	72
Juanita Dr NE	NE 158th St	NE 155th PI	1998	71
Juanita Dr NE	NE 160th St	NE 158th St	1998	69
Juanita Dr NE	NE 163rd St	NE 160th St	1998	71
Juanita Dr NE	NE 165th St	NE 163rd St	1998	69
Juanita Dr NE	NE 166th Ct	NE 165th St	1998	70
Juanita Dr NE	NE 170th St	NE 166th Ct	1998	74
Kenlake PI NE	NE 181st St	EOR S	1998	87
NE 143rd St	73rd Ave NE	NE 145th St	1998	75

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 143rd St	Juanita Dr NE	NE 73rd Ave	1998	83
NE 146th Pl	81st Ave NE	EOR E	1998	87
NE 146th St	72nd Pl NE	75th Ave NE	1998	89
NE 146th St	78th Pl NE	EOR E	1998	87
NE 146th St	84th Ave NE	EOR E	1998	82
NE 146th St	EOR W	84th Ave NE	1998	72
NE 147th Ln	81st Ave NE	EOR W	1998	87
NE 147th Pl	72nd Pl NE	EOR E	1998	84
NE 147th Pl	EOR W	72nd Pl NE	1998	74
NE 147th Pl	EOR W	81st Ave NE	1998	84
NE 147th St	78th Ave NE	EOR E	1998	84
NE 147th St	81st Ave NE	EOR E	1998	84
NE 147th St	84th Ave NE	EOR E	1998	87
NE 147th St	88th Ave NE	EOR E	1998	85
NE 147th St	EOR W	84th Ave NE	1998	77
NE 147th St	EOR W	84th Ave NE	1998	87
NE 147th St	EOR W	Simonds Rd NE	1998	88
NE 148th Ln	74th Pl NE	EOR	1998	89
NE 148th Ln	81st Ave NE	EOR W	1998	74
NE 148th Pl	78th Ave NE	EOR E	1998	71
NE 148th Pl	84th Ave NE	EOR W	1998	77
NE 148th Pl	88th Ave NE	EOR	1998	85
NE 148th Pl	EOR E	84th Ave NE	1998	79
NE 148th St	74th Pl NE	NE 150th St	1998	87
NE 148th St	78th Ave NE	EOR W	1998	77
NE 148th St	89th Pl NE	EOR	1998	85
NE 149th Ct	EOR W	72nd Pl NE	1998	92
NE 149th St	81st Ave NE	EOR E	1998	74
NE 149th St	88th Pl NE	89th Pl NE	1998	71
NE 149th St	EOR W	81st Ave NE	1998	70
NE 149th St	Juanita Dr NE	EOR E	1998	87
NE 150th Pl	EOR W	84th Ave NE	1998	84

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 150th Pl	NE 84th Ave	87th Ave NE	1998	72
NE 150th St	72nd Pl NE	73rd Ave NE	1998	85
NE 150th St	73rd Ave NE	74th Pl NE	1998	87
NE 150th St	80th Ave NE	81st Ave NE	1998	77
NE 150th St	81st Ave NE	84th Ave NE	1998	84
NE 150th St	84th Ave NE	EOR E	1998	74
NE 150th St	88th Ave NE	88th Pl NE	1998	77
NE 150th St	88th Pl NE	89th Pl NE	1998	87
NE 151st Ct	80th Ave NE	EOR E	1998	87
NE 151st Ln	EOR W	78th Ave NE	1998	86
NE 151st St	EOR W	64th Ct NE	1998	85
NE 151st St	64th Ct NE	65th Ave NE	1998	72
NE 151st St	65th Ave NE	66th Ct NE	1998	69
NE 151st St	66th Ct NE	NE Arrowhead Dr	1998	67
NE 152nd Ct	80th Ave NE	EOR E	1998	77
NE 152nd St	62nd Ave NE	EOR E	1998	84
NE 152nd St	61st Pl NE	62nd Ave NE	1998	83
NE 152nd St	84th Pl NE	85th Ave NE	1998	85
NE 152nd St	84th Pl NE	NE 153rd St	1998	85
NE 153rd Pl	70th Ave NE	71st Pl NE	1998	72
NE 153rd Pl	71st Pl NE	72nd Ave NE	1998	72
NE 153rd Pl	72nd Ave NE	NE 155th Pl	1998	77
NE 153rd Pl	75th Ave NE	EOR E	1998	86
NE 153rd Pl	EOR W	81st Ave NE	1998	85
NE 153rd Pl	Juanita Dr NE	70th Ave NE	1998	76
NE 153rd Pl	NE 153rd St	EOR E	1998	74
NE 153rd St	64th Pl NE	NE 153rd Pl	1998	87
NE 153rd St	84th Ave NE	85th Pl NE	1998	84
NE 153rd St	EOR W	64th Pl NE	1998	87
NE 153rd St	NE 153rd Pl	NE 154th St	1998	87
NE 154th St	61st Pl NE	62nd Pl NE	1998	82
NE 154th St	64th Ave NE	NE 153rd Pl	1998	85

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 154th St	Juanita Dr NE	EOR E	1998	69
NE 154th St	NE 153rd St	NE Arrowhead Dr	1998	87
NE 155th Pl	Juanita Dr NE	70th Ave NE	1998	77
NE 156th Pl	81st Pl NE	EOR E	1998	84
NE 156th St	62nd Pl NE	63rd Ave NE	1998	86
NE 156th St	63rd Ave NE	64th Ave NE	1998	77
NE 156th St	EOR N	NE Inglewood Dr	1998	90
NE 156th St	EOR W	79th Ave NE	1998	77
NE 156th St	EOR W	84th Ave NE	1998	87
NE 157th St	63rd Ave NE	64th Ave NE	1998	77
NE 157th St	81st Pl NE	EOR E	1998	72
NE 158th Pl	81st Pl NE	EOR E	1998	87
NE 158th St	63rd Ave NE	64th Ave NE	1998	87
NE 158th St	70th Ave NE	71st Ave NE	1998	84
NE 158th St	74th Ave NE	75th Ave NE	1998	74
NE 158th St	83rd Ave NE	84th Ave NE	1998	77
NE 158th St	Juanita Dr NE	70th Ave NE	1998	84
NE 159th St	62nd Ave NE	62nd Pl NE	1998	87
NE 159th St	62nd Pl NE	63rd Ave NE	1998	87
NE 159th St	63rd Pl NE	64th Ave NE	1998	77
NE 159th St	64th Ave NE	EOR E	1998	87
NE 159th St	71st Ave NE	EOR E	1998	85
NE 160th Pl	88th Ave NE	90th Ave NE	1998	84
NE 160th Pl	90th Ave NE	EOR E	1998	84
NE 160th Pl	NE 160th Pl	NE 160th Pl	1998	87
NE 160th St	EOR W	74th Ave NE	1998	72
NE 161st St	90th Ave NE	EOR E	1998	77
NE 162nd St	EOR W	74th Ave NE	1998	85
NE 162nd St	EOR W	Simonds Rd NE	1998	72
NE 163rd St	69th Ave NE	70th Ave NE	1998	72
NE 163rd St	84th Ave NE	EOR W	1998	91
NE 163rd St	Juanita Dr NE	69th Ave NE	1998	87

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 165th Ct	72nd Ave NE	EOR E	1998	93
NE 165th Pl	EOR W	72nd Ave NE	1998	84
NE 165th St	69th Ave NE	EOR E	1998	71
NE 165th St	78th Pl NE	81st Pl NE	1998	87
NE 165th St	81st Pl NE	79th Pl NE	1998	87
NE 165th St	84th Ave NE	EOR E	1998	91
NE 166th Ct	Juanita Dr NE	EOR E	1998	87
NE 166th St	Simonds Rd NE	84th Ave NE	1998	82
NE 167th St	EOR W	72nd Ave NE	1998	79
NE 169th Ln	76th Ave NE	EOR E	1998	87
NE 169th Pl	NE 170th St	NE 169th St	1998	87
NE 169th St	74th Ave NE	75th Ave NE	1998	87
NE 169th St	80th Pl NE	81st Ave NE	1998	60
NE 169th St	80th Pl NE	81st Ave NE	1998	72
NE 169th St	84th Ave NE	NE 160th St	1998	77
NE 169th St	Simonds Rd NE	80th Pl NE	1998	65
NE 170th St	Inglewood Dr NE	65th Ln NE	1998	77
NE 170th St	NE 169th Pl	EOR E	1998	72
NE 171st St	Inglewood Dr NE	66th Pl NE	1998	87
NE 175th St	61st Ave NE	65th Ave NE	1998	84
NE 175th St	68th Ave NE	73rd Ave NE	1998	68
NE 175th St	73rd Ave NE	82nd Ct NE	1998	85
NE 175th St	82nd Ct NE	83rd Ct NE	1998	85
NE 179th Pl	80th Ave NE	EOR E	1998	88
NE 180th St	57th Ave NE	58th Ave NE	1998	87
NE 180th St	58th Ave NE	60th Ave NE	1998	89
NE 180th St	EOR E	57th Ave NE	1998	85
NE 181st St	58th Ave NE	60th Ave NE	1998	88
NE 181st St	60th Ave NE	60th Pl NE	1998	88
NE 181st St	61st Ave NE	62nd Ave NE	1998	93
NE 181st St	67th Ave NE	68th Ave NE	1998	85
NE 182nd Pl	80th Ave NE	EOR E	1998	87

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 182nd Pl	EOR W	80th Ave NE	1998	89
NE 182nd St	66th Ave NE	EOR E	1998	92
NE 182nd St	67th Ave NE	68th Ave NE	1998	51
NE 182nd St	68th Ave NE	70th Ln NE	1998	35
NE 182nd St	70th Ln NE	73rd Ave NE	1998	34
NE 182nd St	City Limit	57th Ave NE	1998	67
NE 182nd St	EOR W	62nd Ave NE	1998	87
NE 183rd St	80th Ave NE	EOR E	1998	87
NE 183rd St	83rd Ave NE	83rd Pl NE	1998	86
NE 183rd St	83rd Pl NE	EOR E	1998	85
NE 183rd St	EOR W	80th Ave NE	1998	69
NE 183rd St	NE 184th St	NE 184th St	1998	88
NE 184th St	62nd Ave NE	64th Ave NE	1998	83
NE 184th St	64th Ave NE	NE 183rd St	1998	89
NE 184th St	80th Ave NE	EOR	1998	85
NE 184th St	EOR W	57th Ave NE	1998	78
NE 184th St	NE 183rd St	66th Ave NE	1998	90
NE 184th St	NE 183rd St	NE 183rd St	1998	88
NE 185th St	61st Pl NE	61st Pl NE	1998	92
NE 185th St	68th Ave NE	EOR E	1998	64
NE 185th St	71st Ave NE	72nd Ave NE	1998	81
NE 185th St	72nd Ave NE	73rd Ave NE	1998	90
NE 185th St	80th Ave NE	83rd Ave NE	1998	87
NE 185th St	EOR W	71st Ave NE	1998	83
NE 185th St	EOR W	80th Ave NE	1998	87
NE 185th St	Kenlake Pl NE	62nd Ave NE	1998	90
NE 187th Pl	82nd Ave NE	EOR W	1998	85
NE 187th St	55th Ave NE	56th Ave NE	1998	77
NE 187th St	61st Pl NE	NE 187th St	1998	90
NE 187th St	63rd Ave NE	64th Ave NE	1998	76
NE 187th St	64th Ave NE	64th Pl NE	1998	92
NE 187th St	67th Pl NE	68th Ave NE	1998	75

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 187th St	71st Ave NE	EOR E	1998	89
NE 187th St	City Limit	55th Ave NE	1998	87
NE 187th St	EOR W	61st PI NE	1998	90
NE 187th St	Kenlake PI NE	62nd Ave NE	1998	89
NE 187th St	NE 187th St	Kenlake PI NE	1998	87
NE 189th PI	EOR W	82nd Ave NE	1998	90
NE 190th St	68th Ave NE	EOR E	1998	87
NE 190th St	72nd Ct NE	73rd Ave NE	1998	83
NE 190th St	80th Ave NE	82nd Ave NE	1998	68
NE 190th St	EOR W	72nd Ct NE	1998	86
NE 190th St	EOR W	73rd Ave NE	1998	83
NE 191st St	EOR W	65th PI NE	1998	81
NE 191st St	65th PI NE	67th Ave NE	1998	71
NE 192nd PI	64th Ct NE	64th Ave NE	1998	90
NE 192nd PI	64th PI NE	64th Ct NE	1998	89
NE 192nd PI	64th PI NE	65th Ave NE	1998	74
NE 192nd PI	65th Ave NE	65th PI NE	1998	83
NE 192nd St	75th Ave NE	73rd Ave NE	1998	86
NE 192nd St	80th Ave NE	75th Ave NE	1998	84
NE 193rd St	62nd Ave NE	63rd Ave NE	1998	69
NE 194th St	63rd Ave NE	63rd PI NE	1998	73
NE 194th St	63rd PI NE	64th Ave NE	1998	80
NE 194th St	EOR W	Kenlake PI NE	1998	69
NE 194th St	Kenlake PI NE	EOR E	1998	71
NE 195th PI	58th Ave NE	EOR E	1998	89
NE 195th St	58th Ave NE	EOR E	1998	87
NE 195th St	75th Ave NE	76th Ave NE	1998	75
NE 195th St	76th Ave NE	77th Ave NE	1998	83
NE 195th St	77th Ave NE	80th Ave NE	1998	83
NE 196th Ct	76th Ave NE	EOR E	1998	78
NE 196th Ct	78th Ave NE	EOR E	1998	85
NE 196th St	66th Ave NE	66th PI NE	1998	72

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 196th St	EOR W	62nd Ave NE	1998	72
NE 196th St	EOR W	78th Ave NE	1998	86
NE 196th St	NE 58th Ave	EOR E	1998	87
NE 197th Ct	76th Ave NE	EOR E	1998	80
NE 197th Pl	EOR E	78th Ave NE	1998	85
NE 197th St	EOR W	58th Ave NE	1998	90
NE 198th Pl	55th Ave NE	EOR E	1998	86
NE 198th Pl	58th Ave NE	EOR E	1998	87
NE 198th St	60th Ave NE	EOR E	1998	86
NE 198th St	62nd Ave NE	62nd Ct NE	1998	86
NE 198th St	67th Ave NE	68th Ave NE	1998	70
NE 198th St	76th Ave NE	EOR E	1998	92
NE 198th St	78th Ave NE	80th Ave NE	1998	86
NE 198th St	80th Ave NE	82nd Pl NE	1998	94
NE 198th St	82nd Pl NE	EOR E	1998	95
NE 199th Pl	55th Ave NE	EOR E	1998	85
NE 199th St	77th Ave NE	78th Ave NE	1998	92
NE 199th St	78th Ave NE	EOR E	1998	90
NE 199th St	EOR W	60th Ave NE	1998	89
NE 200th Ct	EOR W	NE 60th Ave	1998	86
NE 200th Pl	55th Ave NE	EOR E	1998	86
NE 200th St	61st Ave NE	61st Ct NE	1998	91
NE 200th St	75th Ave NE	76th Ave NE	1998	86
NE 200th St	76th Ave NE	77th Ave NE	1998	92
NE 200th St	77th Ave NE	79th Ave NE	1998	98
NE 200th St	79th Ave NE	80th Ave NE	1998	92
NE 200th St	EOR W	75th Ave NE	1998	92
NE 201st Ln	EOR W	61st Ave NE	1998	89
NE 201st St	EOR W	60th Ave NE	1998	90
NE 201st St	EOR W	61st Ave NE	1998	85
NE 202nd Ln	EOR W	60th Ave NE	1998	87
NE 202nd Pl	55th Ave NE	EOR E	1998	86

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 202nd PI	73rd Ave NE	EOR E	1998	87
NE 202nd PI	75th Ave NE	76th Ave NE	1998	79
NE 202nd PI	76th Ave NE	76th PI NE	1998	86
NE 202nd PI	76th PI NE	77th Ave NE	1998	68
NE 202nd PI	77th Ave NE	EOR E	1998	77
NE 203rd St	75th Ave NE	EOR E	1998	85
NE 203rd St	77th Ave NE	78th PI NE	1998	77
NE 203rd St	78th PI NE	79th Ave NE	1998	84
NE 203rd St	79th Ave NE	80th Ave NE	1998	85
NE 203rd St	80th Ave NE	City Limits	1998	81
NE 204th PI	57th Ave NE	EOR E	1998	96
NE 204th PI	73rd Ave NE	73rd PI NE	1998	85
NE 204th PI	73rd Ct NE	EOR E	1998	77
NE 204th PI	73rd PI NE	73rd Ct NE	1998	85
NE 204th PI	75th Ave NE	EOR E	1998	90
NE 204th PI	76th Ave NE	77th Ave NE	1998	84
NE 204th St	City Limits	73rd Ave NE	1998	85
Simonds Rd NE	75th Ave NE	79th Ave NE	1998	75
Simonds Rd NE	79th PI NE	NE 169th St	1998	81
Simonds Rd NE	84th Ave NE	NE 157th St	1998	71
Simonds Rd NE	NE 162nd Ct	84th Ave NE	1998	72
Simonds Rd NE	NE 162nd PI	NE 162nd Ct	1998	82
Simonds Rd NE	NE 165th St	NE 162nd PI	1998	71
Simonds Rd NE	NE 166th St	NE 165th St	1998	84
Simonds Rd NE	NE 169th St	NE 166th St	1998	79
61st PI NE	NE 187th St	NE 185th St	1999	97
61st PI NE	NE 190th St	NE 187th St	1999	68
60th PI NE	60th Ave NE	EOR S	1999	76
62nd Ave NE	NE 190th St	NE 187th St	1999	70
63rd Ave NE	NE 185th St	NE 187th St	1999	90
63rd Ave NE	NE 190th St	NE 187th St	1999	84
64th Ave NE	NE 187th St	NE 185th St	1999	80

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
64th Ave NE	NE 188th St	NE 187th St	1999	82
64th Ave NE	NE 190th St	NE 188th St	1999	85
65th Ave NE	NE 181st St	NE Bothell Way	1999	67
65th Ave NE	NE 188th St	NE 190th St	1999	75
65th Ave NE	NE 190th St	NE 192nd St	1999	86
66th Ave NE	NE 188th St	NE 185th St	1999	86
Kenlake PI NE	NE 192nd St	62nd Ave NE	1999	73
Kenlake PI NE	NE 194th PI	NE 192nd St	1999	83
NE 185th St	61st PI NE	Kenlake PI NE	1999	89
NE 187th St	62nd Ave NE	63rd Ave NE	1999	84
NE 190th St	61st Ave NE	61st PI NE	1999	67
NE 190th St	62nd Ave NE	63rd Ave NE	1999	76
NE 192nd St	65th PI NE	66th PI NE	1999	75
NE 196th St	EOR W	66th Ave NE	1999	76
NE 203rd St	EOR W	60th PI NE	1999	86
62nd Ave NE	NE 195th Ct	NE 195th St	2000	86
62nd Ave NE	NE 196th St	NE 195th Ct	2000	86
62nd Ave NE	NE 197th St	NE 196th St	2000	86
62nd Ave NE	NE 198th St	NE 197th St	2000	77
65th Ave NE	NE 196th St	NE 198th St	2000	77
66th Ave NE	NE 198th St	NE 196th St	2000	87
66th PI NE	NE 198th St	NE 196th St	2000	83
67th Ave NE	NE 194th St	NE 191st St	2000	86
67th Ave NE	NE 198th St	NE 195th St	2000	76
NE 190th St	67th Ave NE	68th Ave NE	2000	86
NE 191st St	68th Ave NE	EOR E	2000	86
NE 194th St	66th PI NE	67th Ave NE	2000	72
NE 194th St	EOR W	62nd Ave NE	2000	75
NE 195th St	62nd Ave NE	EOR E	2000	85
NE 196th St	62nd Ave NE	62nd Ct NE	2000	85
NE 196th St	62nd Ct NE	63rd PI NE	2000	73
NE 196th St	63rd PI NE	64th Ave NE	2000	83

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 196th St	64th Ave NE	65th Ave NE	2000	86
NE 196th St	65th Ave NE	66th Ave NE	2000	86
NE 197th St	61st Pl NE	62nd Ave NE	2000	87
NE 198th St	62nd Ct NE	63rd Ln NE	2000	86
NE 198th St	63rd Ln NE	64th Ave NE	2000	84
NE 198th St	64th Ave NE	64th Pl NE	2000	76
NE 198th St	64th Pl NE	65th Ave NE	2000	86
NE 198th St	65th Ave NE	66th Pl NE	2000	86
NE 198th St	66th Pl NE	67th Ave NE	2000	77
NE 203rd St	60th Pl NE	61st Ave NE	2000	86
NE 203rd St	61st Ave NE	EOR E	2000	87
NE 204th Pl	63rd Ave NE	EOR N	2000	86
NE 204th St	61st Ave NE	EOR E	2000	74
70th Ave NE	NE 155th St	NE 153rd St	2001	86
84th Ave NE	Simonds Rd NE	NE 166th St	2001	69
88th Ave NE	NE 157th St	EOR S	2001	71
NE 157th St	Simonds Rd NE	88th Ave NE	2001	86
NE 163rd St	88th Ave NE	EOR E	2001	69
NE 170th St	70th Ave NE	72nd Ave NE	2001	72
NE 170th St	72nd Ave NE	75th Ave NE	2001	71
NE 170th St	Juanita Dr NE	70th Ave NE	2001	69
NE 204th St	NE 157th St	NE 155th St	2001	70
Simonds Rd NE	88th Ave NE	NE 152nd St	2001	75
Simonds Rd NE	NE 147th St	92nd Ave NE	2001	70
Simonds Rd NE	NE 151st St	NE 147th St	2001	69
Simonds Rd NE	NE 152nd St	NE 151st St	2001	71
Simonds Rd NE	NE 155th St	88th Ave NE	2001	69
70th Ave NE	NE 159th St	NE 158th St	2002	85
70th Ave NE	NE 160th St	NE 159th St	2002	85
72nd Pl NE	NE 147th Pl	NE 147th St	2002	87
72nd Pl NE	NE 147th St	NE 146th St	2002	87
72nd Pl NE	NE 148th Pl	NE 147th Pl	2002	87

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
72nd PI NE	NE 149th PI	NE 148th PI	2002	87
72nd PI NE	NE 149th St	NE 149th PI	2002	83
72nd PI NE	NE 150th St	NE 149th Ct	2002	87
75th Ave NE	EOR N	NE 158th St	2002	80
78th Ave NE	NE 148th St	NE 145th St	2002	87
78th Ave NE	NE 149th St	NE 148th St	2002	85
78th Ave NE	NE 150th St	NE 149th St	2002	86
Kenlake PI NE	NE 187th PI	NE 185th St	2002	92
NE 145th PI	73rd Ave NE	75th Ave NE	2002	87
NE 145th St	EOR N	73rd Ave NE	2002	87
NE 148th PI	72nd PI NE	EOR E	2002	87
NE 149th PI	EOR E	72nd PI NE	2002	77
NE 156th St	72nd Ave NE	74th Ave NE	2002	86
NE 156th St	74th Ave NE	EOR E	2002	69
NE 158th St	EOR W	74th Ave NE	2002	85
NE 159th St	EOR W	70th Ave NE	2002	83
NE 160th St	Juanita Dr NE	70th Ave NE	2002	83
NE 185th St	62nd Ave NE	EOR E	2002	87
NE 185th St	63rd Ave NE	64th Ave NE	2002	84
NE 192nd St	EOR W	Kenlake PI NE	2002	87
58th Ave NE	NE 195th St	EOR S	2003	87
63rd PI NE	NE 194th St	EOR S	2003	73
64th Ct NE	NE 192nd PI	EOR S	2003	76
68th Ave NE	NE 185th St	NE 182nd St	2003	84
68th Ave NE	NE 187th St	NE 185th St	2003	70
68th Ave NE	NE 190th St	NE 187th St	2003	70
68th Ave NE	NE 191st St	NE 190th St	2003	68
68th Ave NE	NE 195th St	NE 191st St	2003	64
68th Ave NE	NE 198th St	NE 195th St	2003	64
NE 190th St	64th Ave NE	65th Ave NE	2003	70
NE 191st St	62nd Ave NE	EOR E	2003	86
NE 192nd Ct	63rd Ave NE	EOR N	2003	87

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 193rd Pl	64th Pl NE	EOR W	2003	87
NE 193rd St	55th Ave NE	58th Ave NE	2003	84
NE 193rd St	58th Ave NE	58th Pl NE	2003	85
NE 193rd St	58th Pl NE	59th Pl NE	2003	86
NE 193rd St	59th Pl NE	61st Ave NE	2003	85
NE 195th St	55th Ave NE	58th Ave NE	2003	88
NE 197th St	58th Ave NE	61st Ave NE	2003	88
61st Ave NE	60th Ave NE	NE 195th Pl	2004	72
61st Ave NE	City Limits	NE 204th St	2004	86
61st Ave NE	NE 193rd Pl	NE 190th St	2004	84
61st Ave NE	NE 193rd St	NE 190th St	2004	70
61st Ave NE	NE 194th Pl	NE 193rd Pl	2004	81
61st Ave NE	NE 195th Pl	NE 194th Pl	2004	70
61st Pl NE	62nd Ave NE	NE 200th St	2004	71
61st Pl NE	NE 197th St	60th Ave NE	2004	87
61st Pl NE	NE 200th St	NE 197th St	2004	81
62nd Ave NE	61st Pl NE	NE 202nd St	2004	67
63rd Ave NE	EOR N	NE 204th St	2004	76
63rd Ave NE	NE 203rd St	NE 202nd St	2004	85
63rd Ave NE	NE 204th St	NE 203rd St	2004	71
66th Ave NE	City Limit	NE 202nd St	2004	68
NE 202nd St	62nd Ave NE	63rd Ave NE	2004	66
NE 202nd St	63rd Ave NE	66th Ave NE	2004	69
NE 202nd St	66th Ave NE	NE 198th St	2004	70
61st Ave NE	60th Ave NE	NE 181st St	2005	78
61st Ave NE	NE 190th St	60th Ave NE	2005	80
72nd Ave NE	NE 153rd Pl	NE 153rd St	2005	87
72nd Ave NE	NE 153rd St	NE 152nd Pl	2005	87
85th Ave NE	NE 155th St	EOR S	2005	84
86th Ave NE	NE 155th St	EOR S	2005	83
NE 152nd Pl	72nd Ave NE	EOR E	2005	74
NE 155th St	73rd Pl NE	74th Ave NE	2005	76

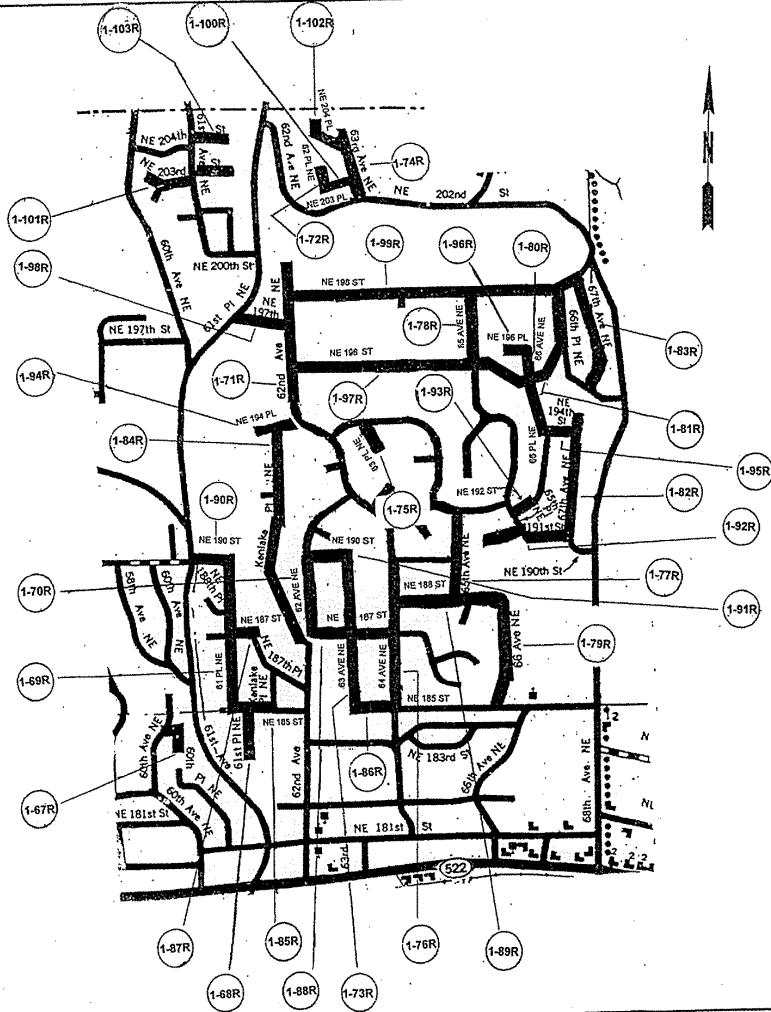
City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 155th St	74th Ave NE	75th Ave NE	2005	76
NE 155th St	75th Ave NE	76th PI NE	2005	75
NE 155th St	76th PI NE	78th Ave NE	2005	72
NE 155th St	78th Ave NE	79th Ave NE	2005	75
NE 155th St	79th Ave NE	81st Ave NE	2005	76
NE 155th St	81st Ave NE	84th Ave NE	2005	75
NE 155th St	84th Ave NE	85th Ave NE	2005	75
NE 155th St	85th Ave NE	86th Ave NE	2005	75
NE 155th St	86th Ave NE	Simonds Rd NE	2005	72
NE 155th St	NE 155th PI	73rd PI NE	2005	76
57th Ave NE	NE 190th St	EOR S	2006	87
58th Ave NE	NE 190th St	60th Ave NE	2006	87
60th Ave NE	NE 190th St	58th Ave NE	2006	96
60th PI NE	EOR N	NE 190th St	2006	87
62nd Ave NE	Kenlake PI NE	NE 187th PI	2006	95
62nd Ave NE	NE 181st St	NE Bothell Way	2006	90
62nd Ave NE	NE 182nd St	NE 181st St	2006	95
62nd Ave NE	NE 184th St	NE 182nd St	2006	95
62nd Ave NE	NE 185th St	NE 184th St	2006	95
62nd Ave NE	NE 187th PI	NE 185th St	2006	95
NE 190th St	56th Ave NE	56th Ln NE	2006	79
NE 190th St	56th Ln NE	57th Ave NE	2006	80
NE 190th St	57th Ave NE	57th PI NE	2006	77
NE 190th St	57th PI NE	58th Ave NE	2006	85
NE 190th St	58th Ave NE	60th Ave NE	2006	82
NE 190th St	60th Ave NE	60th PI NE	2006	86
NE 190th St	60th PI NE	61st Ave NE	2006	87
NE 190th St	EOR W	73rd Ave NE	2006	85
75th Ave NE	NE 170th St	NE 169th St	2007	71
76th Ave NE	NE 167th St	NE 165th St	2007	77
76th Ave NE	NE 169th St	NE 167th St	2007	87
79th PI NE	NE 167th St	NE 165th St	2007	87

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Constructed				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
79th Pl NE	NE 170th St	NE 167th St	2007	77
81st Ave NE	NE 156th Pl	NE 155th St	2007	85
81st Ave NE	NE 157th St	NE 156th Pl	2007	72
81st Ave NE	NE 158th St	NE 157th St	2007	83
81st Pl NE	NE 161st Pl	NE 158th St	2007	82
81st Pl NE	NE 165th St	NE 161st Pl	2007	85
NE 159th St	82nd Pl NE	84th Ave NE	2007	84
NE 161st St	81st Pl NE	82nd Pl NE	2007	84
NE 165th St	76th Ave NE	76th Ct NE	2007	87
NE 165th St	76th Ct NE	78th Pl NE	2007	85
NE 165th St	79th Pl NE	Simonds Rd NE	2007	86
NE 167th St	76th Ave NE	79th Pl NE	2007	84
NE 169th St	75th Ave NE	76th Ave NE	2007	77
69th Ave NE	NE 164th Ave	NE 163rd Ave	2008	87
70th Ave NE	NE 161st St	NE 160th St	2008	72
70th Ave NE	NE 163rd St	NE 161st St	2008	84
74th Ave NE	NE 156th St	NE 155th St	2008	86
74th Ave NE	NE 156th St	NE 156th St	2008	83
74th Ave NE	NE 158th St	NE 156th St	2008	87
74th Ave NE	NE 160th St	NE 158th St	2008	83
74th Ave NE	NE 162nd St	NE 160th St	2008	87
74th Ave NE	NE 163rd St	NE 162nd St	2008	85
76th Ave NE	NE 165th St	NE 163rd St	2008	76
NE 161st St	70th Ave NE	EOR W	2008	81
NE 163rd St	70th Ave NE	EOR E	2008	86
NE 163rd St	74th Ave NE	76th Ave NE	2008	85
NE 164th St	69th Ave NE	70th Ave NE	2008	84
NE 164th St	70th Ave NE	EOR E	2008	86
72nd Ave NE	EOR N	NE 170th St	2009	85
81st Ave NE	NE 146th Pl	NE 145th St	2009	77
81st Ave NE	NE 147th Pl	NE 147th St	2009	87
81st Ave NE	NE 147th St	NE 146th Pl	2009	72

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
81st Ave NE	NE 149th St	NE 147th Pl	2009	72
81st Ave NE	NE 150th St	NE 149th St	2009	76
81st Ave NE	NE 153rd Pl	NE 150th St	2009	86
81st Ave NE	NE 155th St	NE 153rd Pl	2009	87
88th Ave NE	NE 147th St	EOR S	2009	74
88th Ave NE	NE 150th St	NE 147th St	2009	76
88th Ave NE	NE 152nd St	NE 150th St	2009	72
88th Ave NE	Simonds Rd NE	NE 152nd St	2009	72
88th Pl NE	NE 150th St	NE 149th St	2009	86
90th Ave NE	NE 163rd St	NE 161st Pl	2009	74
NE 150th St	78th Ave NE	81st Ave NE	2009	78
NE 152nd St	88th Ave NE	EOR E	2009	70
NE 155th Pl	70th Ave NE	NE 153rd Pl	2009	85
NE 161st Pl	88th Ave NE	90th Ave NE	2009	72
NE 165th St	Juanita Dr NE	69th Pl NE	2009	77
NE 168th St	EOR W	72nd Ave NE	2009	87
78th Pl NE	NE 146th St	NE 145th St	2010	85
57th Ave NE	NE 204th Pl	NE 204th St	2011	84
60th Ave NE	60th Pl NE	NE 182nd St	2011	96
60th Ave NE	NE 180th St	NE Bothell Way	2011	90
60th Ave NE	NE 181st St	NE 180th St	2011	90
60th Ave NE	NE 181st St	NE 181st St	2011	88
60th Ave NE	NE 182nd St	NE 181st St	2011	88
64th Ave NE	NE 182nd St	NE 181st St	2011	90
64th Ave NE	NE 184th St	NE 182nd St	2011	88
64th Ave NE	NE 185th St	NE 184th St	2011	85
68th Ave NE	NE 175th St	NE 170th St	2011	72
NE 175th St	65th Ave NE	68th Ave NE	2011	83
NE 181st St	60th Pl NE	61st Ave NE	2011	89
NE 182nd St	57th Ave	58th Ave	2011	87
NE 182nd St	58th Ave NE	60th Ave NE	2011	86
NE 182nd St	62nd Ave NE	64th Ave NE	2011	87

City of Kenmore -- Pavement Management				
Sorted by Last Overlay/Year Construced				
Street Name	Begin Location	End Location	Last Overlay/Year Constructed	PCI
NE 185th St	64th Ave NE	66th Ave NE	2011	83
NE 185th St	66th Ave NE	67th Ave NE	2011	88
NE 185th St	67th Ave NE	68th Ave NE	2011	87
NE 200th St	61st Ct NE	61st Pl NE	2011	95
NE 204th St	55th Ave NE	57th Ave NE	2011	90
NE 204th St	57th Ave NE	EOR E	2011	86
NE 204th St	60th Ave NE	61st Ave NE	2011	87
65th Ave NE	EOR S	65th Pl NE	2012	91
NE 181st St	62nd Ave NE	63rd Ave NE	2012	93
NE 181st St	63rd Ave NE	64th Ave NE	2012	93
NE 181st St	64th Ave NE	65th Ave NE	2012	93
NE 181st St	65th Ave NE	67th Ave NE	2012	84
NE 181st St	68th Ave NE	73rd Ave NE	2012	91
NE 182nd St	64th Ave NE	66th Ave NE	2012	88
NE 186th St	64th Pl NE	65th Ct NE	2012	92
NE 186th St	65th Ct NE	EOR S	2012	92

HISTORICAL MAPS



QUANTITY TABULATION AND LOCATION FOR ACP						TOTAL QUANTITIES	
MAINTENANCE DIVISION 1						ACP	CSIC
LOCATION CODE	DESCRIPTION	WIDTH (FEET)	LENGTH (FEET)	ACP TONS	CSIC TONS	TONS	TONS
1-47R	CITY OF KENMORE 80 PL NE FROM 66 AVE NE TO END OF ROAD	22	0.05	65	0		
1-68R	CITY OF KENMORE 81 PL NE FROM NE 185 ST TO END OF ROAD	21	0.05	62	0		
1-69R	CITY OF KENMORE 81 PL NE FROM NE 185 ST TO NE 190 ST	23	0.24	328	0		
1-70R	CITY OF KENMORE 82 AVE NE FROM NE 187 ST TO NE 190 ST	22	0.12	158	0		
1-71R	CITY OF KENMORE 82 AVE NE FROM NE 185 ST TO END OF ROAD	25	0.22	325	0		
1-72R	CITY OF KENMORE 82 PL NE FROM NE 193 PL TO END OF ROAD	26	0.03	46	0		
1-73R	CITY OF KENMORE 83 AVE NE FROM NE 185 ST TO NE 190 ST	21	0.24	258	0		
1-74R	CITY OF KENMORE 83 AVE NE FROM NE 183 PL TO END OF ROAD	28	0.03	148	0		
1-79R	CITY OF KENMORE 89 PL NE FROM NE 194 ST TO END OF ROAD	27	0.05	80	0		
1-79R	CITY OF KENMORE 84 AVE NE FROM NE 185 ST TO NE 190 ST	21	0.24	289	0		
1-77R	CITY OF KENMORE 85 AVE NE FROM NE 188 ST TO NE 192 PL	34	0.43	281	0		
1-78R	CITY OF KENMORE 85 AVE NE FROM NE 185 ST TO NE 190 ST	22	0.12	155	0		
1-79R	CITY OF KENMORE 89 AVE NE FROM NE 185 ST TO NE 188 ST	27	0.17	271	0		
1-80R	CITY OF KENMORE 89 AVE NE FROM NE 190 ST TO NE 198 PL	26	0.06	82	0		
1-81R	CITY OF KENMORE 89 PL NE FROM NE 194 ST TO NE 198 ST	29	0.17	261	0		
1-82R	CITY OF KENMORE 87 AVE NE FROM NE 185 ST TO NE 190 ST	24	0.2	203	0		
1-83R	CITY OF KENMORE 87 AVE NE FROM NE 185 ST TO NE 188 ST	28	0.19	314	0		
1-84R	CITY OF KENMORE NE 185 ST FROM 81 PL NE TO KENLAKE PL	20	0.04	48	0		
1-85R	CITY OF KENMORE NE 185 ST FROM 83 AVE NE TO 84 AVE NE	24	0.07	90	0		
1-87R	CITY OF KENMORE NE 187 ST FROM 81 PL NE TO NE 187 PL	28	0.08	123	0		
1-88R	CITY OF KENMORE NE 187 ST FROM 82 AVE NE TO 83 AVE NE	25	0.12	177	0		
1-89R	CITY OF KENMORE NE 188 ST FROM 84 AVE NE TO 85 AVE NE	31	0.19	348	0		
1-90R	CITY OF KENMORE NE 190 ST FROM 81 AVE NE TO 81 PL NE	29	0.06	103	0		
1-91R	CITY OF KENMORE NE 190 ST FROM 81 AVE NE TO 83 AVE NE	21	0.07	87	0		
1-92R	CITY OF KENMORE NE 191 ST FROM END OF ROAD TO 87 AVE NE	28	0.18	278	0		
1-93R	CITY OF KENMORE NE 190 ST FROM 85 PL NE TO 88 PL NE	24	0.06	65	0		
1-94R	CITY OF KENMORE NE 194 PL FROM END OF ROAD TO END OF ROAD	27	0.06	98	0		
1-95R	CITY OF KENMORE NE 194 ST FROM 85 PL NE TO 87 AVE NE	26	0.06	92	0		
1-96R	CITY OF KENMORE NE 196 PL FROM 85 AVE NE TO END OF ROAD	24	0.04	57	0		
1-97R	CITY OF KENMORE NE 197 ST FROM 82 AVE NE TO 88 PL NE	25	0.5	738	0		
1-98R	CITY OF KENMORE NE 197 ST FROM 81 PL NE TO 83 AVE NE	23	0.1	120	0		
1-99R	CITY OF KENMORE NE 199 ST FROM 82 AVE NE TO 87 AVE NE	23	0.43	665	0		
1-100R	CITY OF KENMORE NE 200 PL FROM 83 PL NE TO 83 AVE NE	27	0.06	98	0		
1-101R	CITY OF KENMORE NE 200 ST FROM 80 PL NE TO END OF ROAD	27	0.13	207	0		
1-102R	CITY OF KENMORE NE 204 PL FROM 83 AVE NE TO END OF ROAD	24	0.08	114	0		
1-103R	CITY OF KENMORE NE 204 ST FROM 81 AVE NE TO END OF ROAD	27	0.07	112	0		

CALL 2 DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

FIELD BOOK:	
SURVEYED:	
SURVEY BASE MAP:	
DESIGN ENTERED:	
DESIGNED:	P. MOORE 1/99
CHECKED:	D. BLEASDALE 1/99
SUPERVISOR:	
DATE:	
REVISION:	
BY:	
DATE:	

FED. AID No.	
PROJECT No.	C45007
SURVEY No.	
MAINTENANCE DIVISION No.	1 & 2



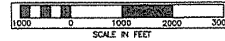
KING COUNTY DEPT. OF TRANSPORTATION
PAUL TOLVER, DIRECTOR
1999 NORTH COUNTY ASPHALT
CONCRETE PAVEMENT OVERLAY
(MAINTENANCE DIVISIONS 1 & 2)



SHEET
8
OF
12
SHEETS



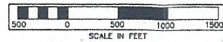


2.57 5.020 5.110

(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

SHEET
11
OF
14
SHEETS

313-31(11)



CALL 2 WORKING DAYS
BEFORE YOU DIG
1-800-424-5555
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

KING COUNTY DEPT. OF TRANSPORTATION
HAROLD TANIGUCHI, DIRECTOR

**2003 NORTH COUNTY ASPHALT
CONCRETE PAVEMENT OVERLAY**
(MAINTENANCE DIVISIONS 1 & 2)



SHEET
6
OF
14
SHEETS

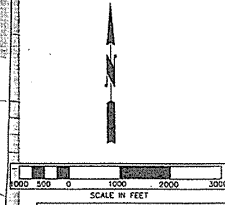
313-66(6)

CITY OF KENMORE AND NUD - 2004 OVERLAY STREETS
ACTUAL COSTS
ASPHALT AND PLANING ACTUALS

Location Code	Description	Width	Miles	Quantity - Tons		Quantity - S.Y.		Quantity - S.Y.		Cost - Ton		Cost - S.Y.		Cost - S.Y.		Item Cost		Road Cost	Design	Inspection	Total Cost
				Asphalt	Planing	Asphalt	Planing	Asphalt	Planing	Asphalt	Planing	Asphalt	Planing	Asphalt	Planing	Asphalt	Planing				
1-14R	CITY OF KENMORE 61ST AVE NE / 61ST PL NE FROM NE 190TH ST NORTH TO CITY LIMIT	41	0.85	1,960	6200	11,392		\$40.25	\$3.30	\$1.35		\$ 78,894.43	\$ 20,460.00	\$ 15,379.20	\$ 114,733.63	\$ 9,178.69	\$ 13,768.04	\$ 137,680.35			
1-15R	62ND AVE NE/NE 202ND ST FROM 61ST PL NE TO 68TH AVE NE	33	0.70	1,533	350	10,285		\$40.25	\$3.30	\$1.35		\$ 61,712.51	\$ 1,155.00	\$ 13,884.75	\$ 76,752.26	\$ 6,140.18	\$ 9,210.27	\$ 92,102.71			
NUD1	NORTHSHORE UTILITIES 1" Prelevel for approx half of 62ND AVE NE	33	0.35	1,057	0	0		\$40.25	\$3.30	\$1.35		\$ 42,542.24	\$ -	\$ -	\$ 42,542.24	\$ -	\$ 5,105.07	\$ 47,647.31			
NUD2	63RD AVE NE/ NE 203RD PL FROM NE 202ND ST TO END OF ROAD	32	0.12	246	30	0		\$40.25	\$3.30	\$1.35		\$ 9,890.23	\$ 99.00	\$ -	\$ 9,989.23	\$ -	\$ 1,198.71	\$ 11,187.94			
NUD3	66TH AVE NE FROM NE 202ND ST TO NORTH END OF PATCH	32	0.10	384	30	0		\$40.25	\$3.30	\$1.35		\$ 15,472.50	\$ 99.00	\$ -	\$ 15,571.50	\$ -	\$ 1,868.58	\$ 17,440.08			
Sub Totals			2.12	5,180	6,610	21,677						\$ 208,511.91	\$ 21,813.00	\$ 29,263.95	\$ 259,588.86	\$ 15,318.87	\$ 31,150.66	\$306,058.39			

NUD Total \$ 76,275.33
NUD Egn Est \$46,203.36
-\$30,071.97

Kenmore Total \$ 229,783.06
Kenmore Est \$ 281,430.00
\$ 51,646.94

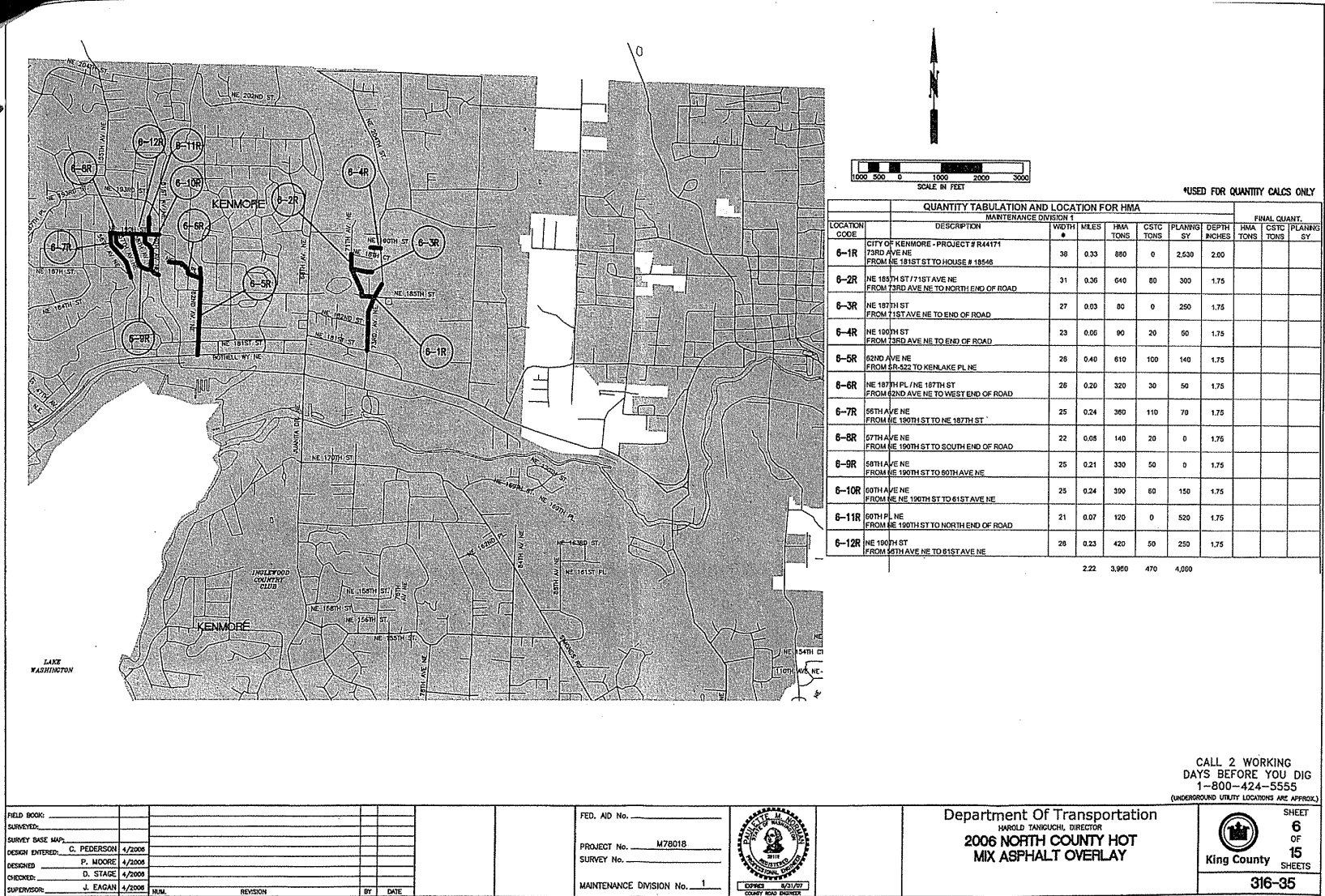


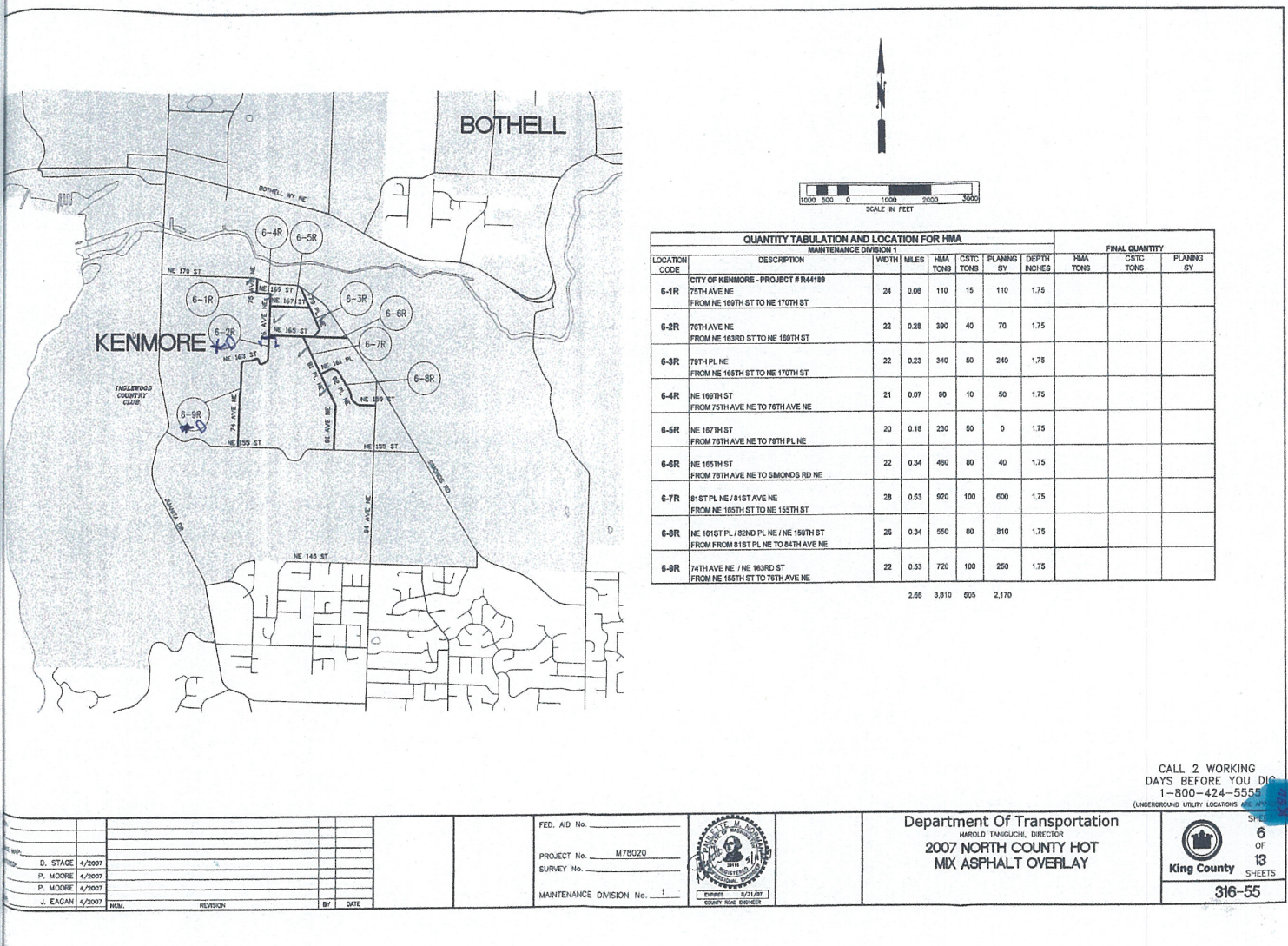
QUANTITY TABULATION AND LOCATION FOR HMA								FINAL QUANT.		
MAINTENANCE DIVISION 1										
LOCATION CODE	DESCRIPTION	WIDTH	MILES	HMA TONS	CSTC TONS	PLANING YD	DEPTH INCHES	HMA TONS	CSTC TONS	PLANING YD
1-11R	CITY OF KENMORE 91ST AVE NE FROM NE 190TH ST TO NE 181ST ST	48	0.51	1,000	0	3,750	2.00			
1-12R	NE 153RD PLANE 155TH ST FROM JUANITA RD TO KENMORE RD NE	28	1.3	2,650	0	4,950	2.00			
1-13R	72ND AVE NENE 159D PL FROM NE 153RD PL TO END OF ROAD	20	0.18	250	0	600	1.75			
1-14R	NE 154RD ST FROM 72ND AVE NE TO END OF ROAD	21	0.08	120	0	0	1.75			
1-17R	55TH AVE NE FROM NE 155TH ST TO END OF ROAD	28	0.04	60	0	0	1.75			
1-18R	18TH AVE NE FROM NE 155TH ST TO END OF ROAD	28	0.04	80	0	0	1.75			
			2.15	4,860	0	9,300				

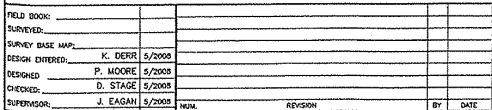
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)


 SHEET
 6
 OF
 13
 SHEETS
 King County
 316-13

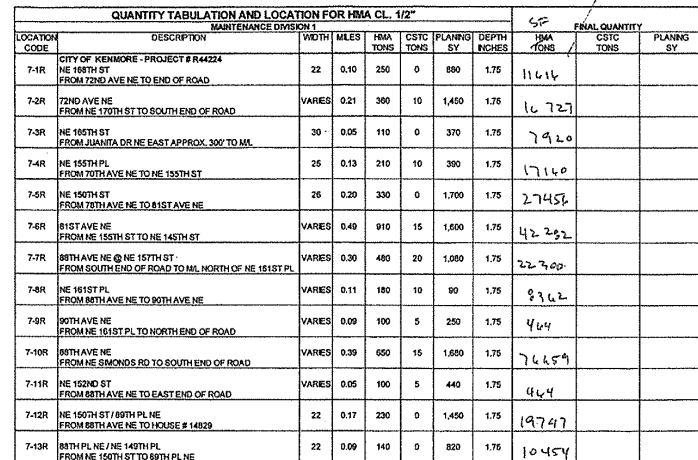
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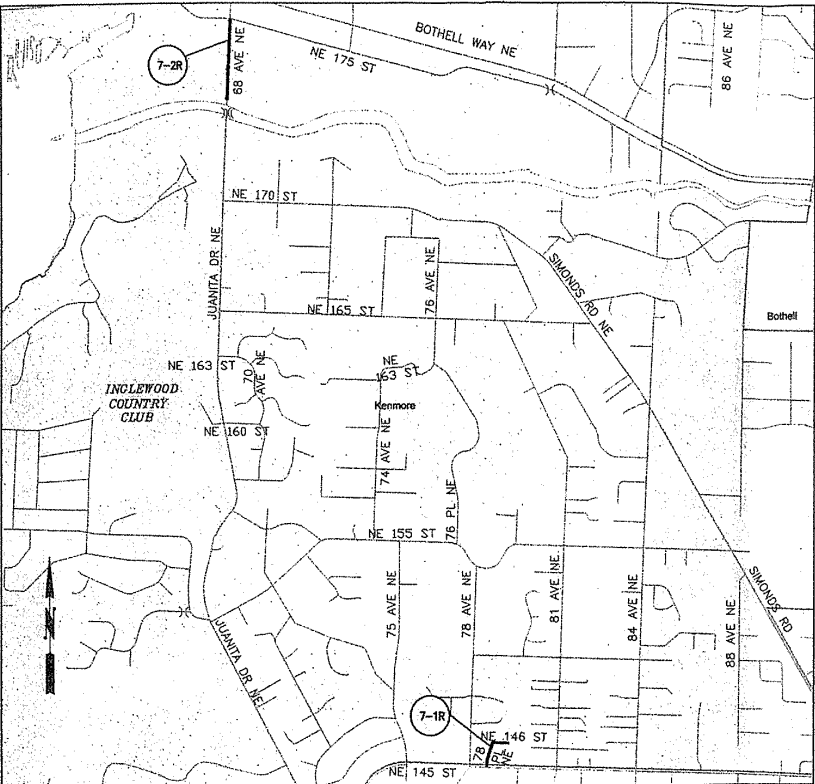
CALL 2 WORKING
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1-800-424-5555
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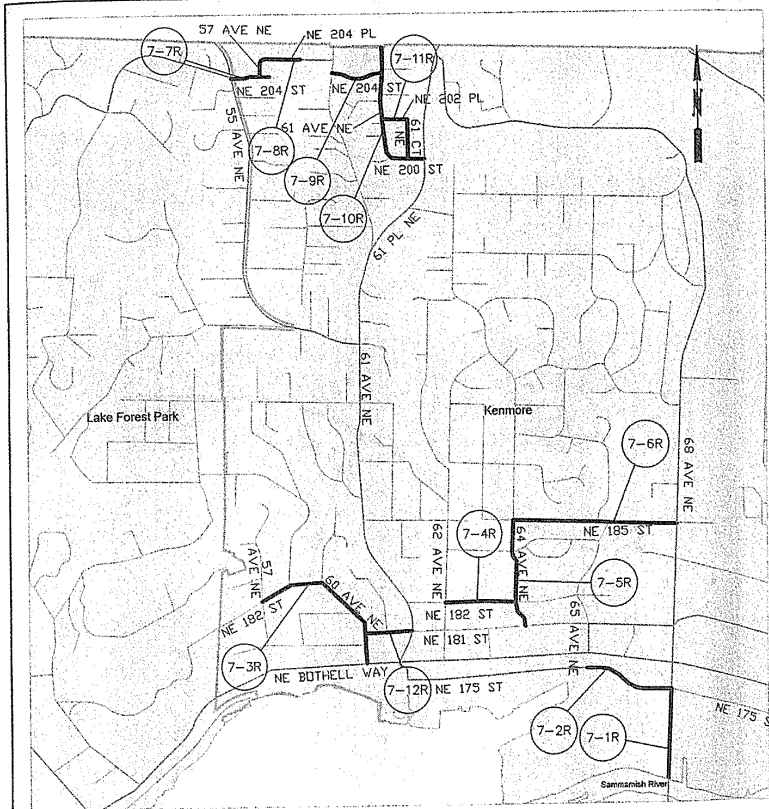


gustavsky 1.63 / 97
15.12 / 97

FED. AID No. _____
PROJECT No. M78025
SURVEY No. _____
MAINTENANCE DIVISION No. 1



										<table border="1"><thead><tr><th colspan="8">QUANTITY TABULATION AND LOCATION FOR HMA CL. 1 1/2"</th><th colspan="3">FINAL QUANTITY</th></tr><tr><th rowspan="2">LOCATION CODE</th><th rowspan="2">DESCRIPTION</th><th colspan="5">MAINTENANCE DIVISION 1</th><th rowspan="2">HMA TONS</th><th rowspan="2">CSTC TONS</th><th rowspan="2">PLANING SY</th><th rowspan="2">DEPTH INCHES</th><th rowspan="2">HMA TONS</th><th rowspan="2">CSTC TONS</th><th rowspan="2">PLANING SY</th></tr><tr><th>WIDTH</th><th>MILES</th><th>HMA TONS</th><th>CSTC TONS</th><th>PLANING SY</th></tr></thead><tbody><tr><td>7-1R</td><td>CITY OF KENMORE - PROJECT # R44347 76TH PL NE / NE 146TH ST FROM NE 145TH ST TO END OF ROAD</td><td>29</td><td>0.08</td><td>230</td><td>0</td><td>1,050</td><td>1.75</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>7-2R</td><td>68TH AVE NE - NIGHT PAVING FROM NE 175TH ST SOUTH TO BRIDGE</td><td>VARES</td><td>0.14</td><td>650</td><td>0</td><td>2,400</td><td>2.00</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td colspan="2"></td><td></td><td></td><td>0.22</td><td></td><td>880</td><td>0</td><td>3,450</td><td colspan="5"></td></tr></tbody></table>										QUANTITY TABULATION AND LOCATION FOR HMA CL. 1 1/2"								FINAL QUANTITY			LOCATION CODE	DESCRIPTION	MAINTENANCE DIVISION 1					HMA TONS	CSTC TONS	PLANING SY	DEPTH INCHES	HMA TONS	CSTC TONS	PLANING SY	WIDTH	MILES	HMA TONS	CSTC TONS	PLANING SY	7-1R	CITY OF KENMORE - PROJECT # R44347 76TH PL NE / NE 146TH ST FROM NE 145TH ST TO END OF ROAD	29	0.08	230	0	1,050	1.75							7-2R	68TH AVE NE - NIGHT PAVING FROM NE 175TH ST SOUTH TO BRIDGE	VARES	0.14	650	0	2,400	2.00											0.22		880	0	3,450																																									
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		HMA FOR PAVEMENT REPAIR - TONS	PAVEMENT REPAIR EXCAVATION - SY	DEPTH INCHES																																																																																																																											
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<table border="1"><tr><td>FIELD BOOK:</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>SURVEYED:</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>SURVEY BASE MAP:</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>DESIGN ENTERED:</td><td>K. DERR</td><td>5/2010</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>DESIGNED:</td><td>P. MOORE</td><td>5/2010</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>CHECKED:</td><td>D. STAGE</td><td>5/2010</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>SUPERVISOR:</td><td>J. EAGAN</td><td>5/2010</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>										FIELD BOOK:										SURVEYED:										SURVEY BASE MAP:										DESIGN ENTERED:	K. DERR	5/2010								DESIGNED:	P. MOORE	5/2010								CHECKED:	D. STAGE	5/2010								SUPERVISOR:	J. EAGAN	5/2010								<table border="1"><tr><td>FED. AID No.</td><td></td></tr><tr><td>PROJECT No.</td><td>M78032</td></tr><tr><td>SURVEY No.</td><td></td></tr><tr><td>MAINTENANCE DIVISION No.</td><td>1</td></tr></table>										FED. AID No.		PROJECT No.	M78032	SURVEY No.		MAINTENANCE DIVISION No.	1											KING COUNTY DEPT. OF TRANSPORTATION HAROLD TANIGUCHI, DIRECTOR 2010 NORTH COUNTY HOT MIX ASPHALT OVERLAY										CALL 2 WORKING DAYS BEFORE YOU DIG 1-800-424-5555 (UNDERGROUND UTILITY LOCATIONS ARE APPROX.)  SHEET 7 OF 10 SHEETS 317-58									
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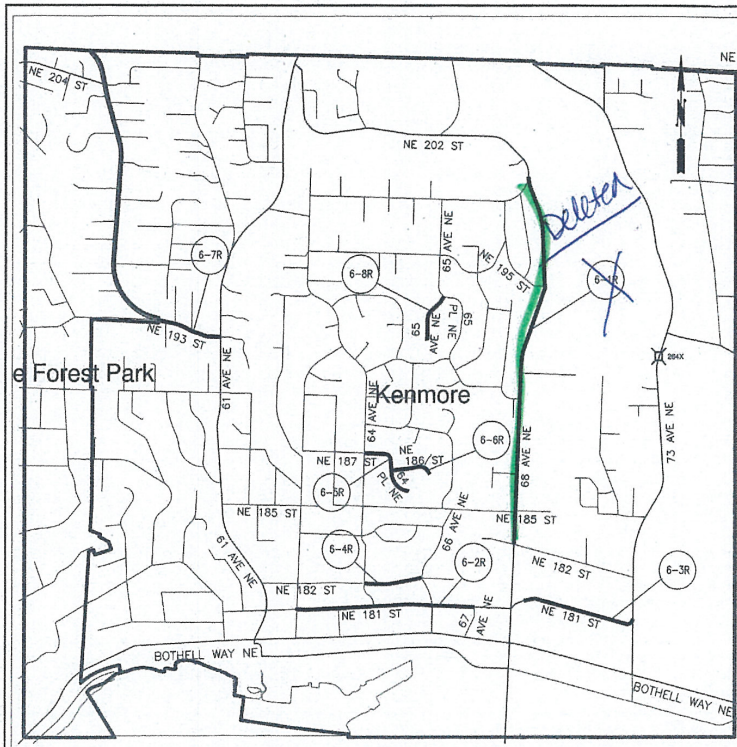


QUANTITY TABULATION AND LOCATION FOR HMA CL. 1/2" - NIGHT PAVING										FINAL QUANTITY		
LOCATION CODE	DESCRIPTION	WIDTH	MILES	HMA TONS	C/STC TONS	PLANNING SY	DEPTH INCHES	HMA TONS	C/STC TONS	PLANNING SY		
7-1R	CITY OF KENMORE - PROJECT # R44282 88 AVE NE FROM NE 175TH ST TO NORTH END OF BRIDGE	VARIES	0.14	640	0	1,250	2.00					
			0.14	640	0	1,250						

QUANTITY TABULATION AND LOCATION FOR HMA CL. 1/2"										FINAL QUANTITY		
LOCATION CODE	DESCRIPTION	WIDTH	MILES	HMA TONS	C/STC TONS	PLANNING SY	DEPTH INCHES	HMA TONS	C/STC TONS	PLANNING SY		
7-2R	CITY OF KENMORE - PROJECT # R44282 NE 175TH ST FROM 65TH AVE NE TO 60TH AVE NE	VARIES	0.20	530	10	390	2.00					
7-3R	60TH AVE NE / NE 182ND ST FROM NE BOTHELL WAY TO 57TH AVE NE	VARIES	0.34	900	15	930	2.00					
7-4R	NE 182ND ST FROM 62 AVE NE TO 64TH AVE NE	VARIES	0.15	250	25	140	2.00					
7-5R	64TH AVE NE FROM NE 181ST TO NE 185TH ST	VARIES	0.24	500	15	350	2.00					
7-6R	NE 185TH ST FROM 64TH AVE NE TO 60TH AVE NE	VARIES	0.35	780	50	1,860	2.00					
7-7R	NE 204TH ST FROM 65TH AVE NE TO EAST END OF ROAD	26	0.09	220	0	840	2.00					
7-8R	57TH AVE NE / NE 204TH PL FROM NE 204TH ST TO END OF ROAD	VARIES	0.13	210	0	870	2.00					
7-9R	NE 204TH ST FROM 60TH AVE NE TO 61ST AVE NE	26	0.11	210	0	800	2.00					
7-10R	NE 200TH ST / 61ST AVE NE FROM 61ST PL NE TO CITY LIMIT	VARIES	0.31	530	35	350	2.00					
7-11R	61ST CT NE / NE 202ND ST FROM NE 200TH ST TO 61ST AVE NE	VARIES	0.13	240	15	1,030	1.75					
7-12R	NE 181ST ST FROM 60TH AVE NE TO 61ST AVE NE	VARIES	0.08	210	20	150	2.00					
			2.13	4,590	185	7,560						

NOTES: SEE SPECIAL PROVISIONS FOR NIGHT PAVING HOURS.

SURVEY JOB NO.		FED. AID NO.			KING COUNTY DEPT. OF TRANSPORTATION 2011 NORTH COUNTY HOT MIX ASPHALT OVERLAY OVERLAY PLAN - KENMORE		SHEET 7 OF 14 SHEETS 317-89 (7)
CHECKED		PROJECT No.	M78037				
DESIGNED BY	K. DEPR 5/2011	SURVEY No.	317-89				
CHECKED BY	D. STAGE 5/2011	MAINTENANCE DIVISION No.					
SUPERVISOR	S. ROMAS 5/2011						
DATE							



QUANTITY TABULATION AND LOCATION FOR HMA CL. 1/2"										
LOCATION CODE	DESCRIPTION	MAINTENANCE DIVISION 1					FINAL QUANTITY			
		WIDTH FT	MILES	HMA TONS	CSIC TONS	PLANNING SY	DEPTH INCHES	HMA TONS	CSIC TONS	PLANNING SY
6-1R	CITY OF KENMORE - PROJECT # 1115850									
6-1R	10TH AVE NE FROM NE 19TH ST TO NE 182ND ST	VARIES	0.82	2,040	280	1,400	2.00			
6-2R	NE 181ST ST FROM 62ND AVE NE TO 87TH AVE NE	VARIES	0.42	800	150	5,000	2.00			
6-3R	NE 181ST ST FROM HOUSE # 6000 TO 78RD AVE NE	VARIES	0.21	450	30	1,980	2.00			
6-4R	NE 182ND ST FROM 64TH AVE NE TO 66TH AVE NE	24	0.13	200	50	1,460	2.00			
6-5R	NE 187TH ST / 64TH PL NE FROM 64TH AVE NE TO END OF ROAD	VARIES	0.16	300	15	1,000	1.75			
6-6R	NE 100TH ST FROM 64TH PL NE TO END OF ROAD	26	0.09	230	0	1,300	1.75			
6-7R	NE 103RD ST FROM KENMORE CA. TO 61ST AVE NE	VARIES	0.16	520	60	1,080	2.00			
6-8R	60TH AVE NE FROM 65TH PL NE TO END OF ROAD	VARIES	0.11	350	0	3,020	2.00			
			2.10	5,100	585	16,360				

NOTES: MTD/V SHALL BE USED ON ROAD CODE 6-1R.

PLANING QUANTITIES FOR ROAD CODES 6-2R AND 6-4R INCLUDE PLANING FOR REMOVAL OF EXCESSIVE CRACK SEALANT.

ROAD CODE 6-8R SHALL BE PLANED FULL WIDTH PRIOR TO OVERLAY.

PORTIONS OF NEW PAVEMENT ON ROAD CODES 6-2R AND 6-3R SHALL BE SKIPPED AS DIRECTED BY ENGINEER.

4 PCMS SHALL BE USED FOR ROAD CODES 6-1R, 6-2R, AND 6-3R.

.42
.21
.13
.16
.09
.16
.11 1.28

SURVEY JOB NO.	---	---	---
CHECKED:	---	---	---
CAD ENTERED:	K. DERR	4/2012	---
DESIGNED:	P. MOORE	4/2012	---
CHECKED:	D. STAGE	4/2012	---
SUPERVISOR:	S. RIMS	4/2012	---
REVISION	BY	DATE	

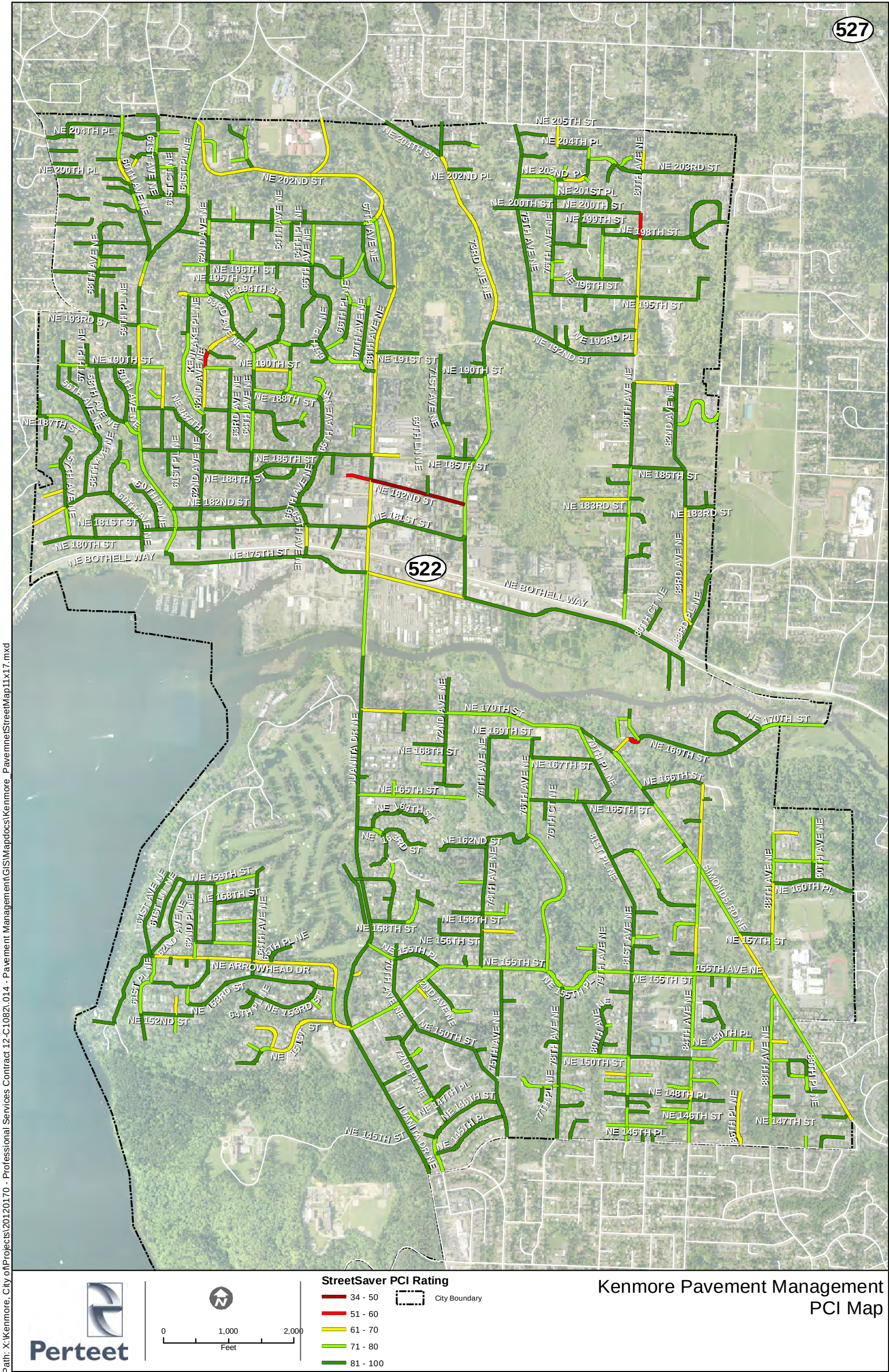
FED. AID No.	---
PROJECT No.	1115850
SURVEY No.	XXX-XX
MAINTENANCE DIVISION No.	1



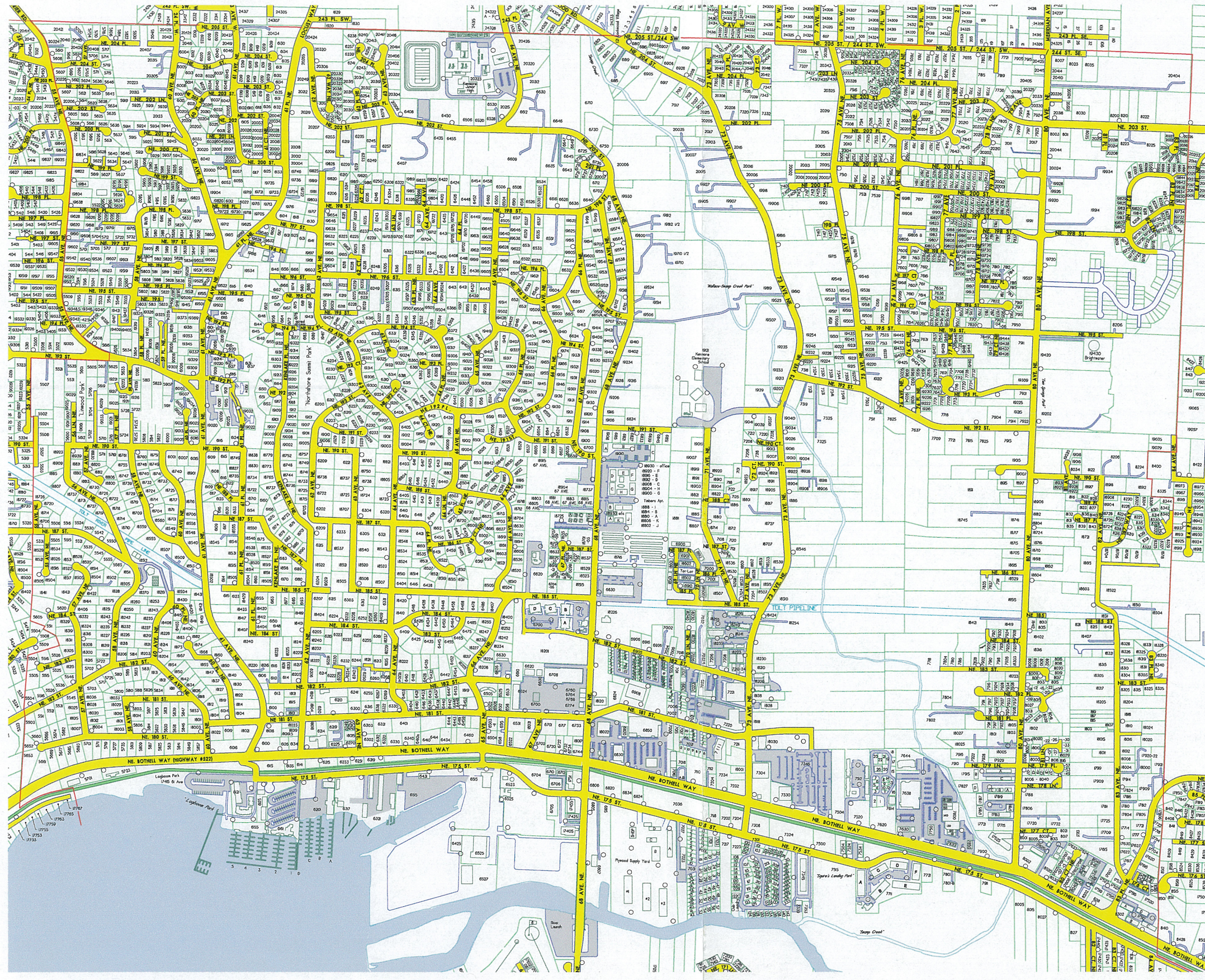
KING COUNTY DEPT. C
HAROLD TANGUAY
2012 COUNTY WIDE
HOT MIX ASPHALT OVERLAY

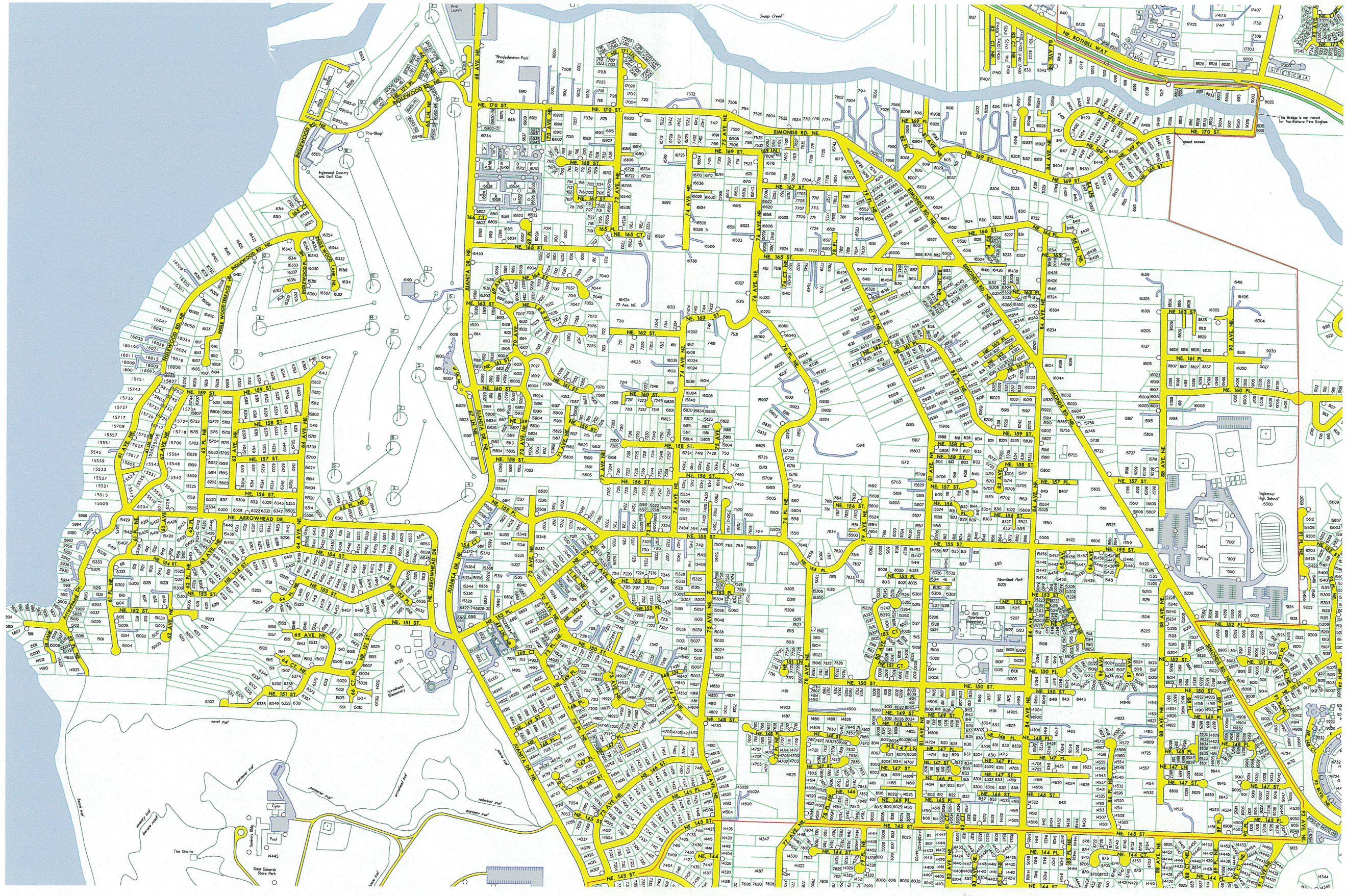
King County
OF 15 SHEETS
318-25

MAPS



Source: King County GIS; ESRI





PAVEMENT MANAGEMENT SYSTEM

City of Kenmore Presentation



By: Darrell Smith

Date: September 8, 2014

Introduction

- City of Kenmore manages 133.84 lane miles of roadway assets
- June 2014 all public streets pavement conditions were inspected
- Through good asset management practices, the City of Kenmore has seen their pavement conditions improve over the past 15 years
- The City presently has an overall Pavement Condition Index (PCI) score 82, which is very good
- A Pavement Management System is also a basic transportation grant eligibility requirement



Why Do We Rate Streets?

- Manage the roadway pavement infrastructure cost effectively (saves money)
- Research tells us that street pavement preservation can be performed at different cost points based on the rating of the street

Examples:

- 70 PCI = Cost effective pavement management (slurry and chip seals)
- 50 to 70 PCI = effective pavement management (2" overlays)
- 40 PCI = Expensive overlay/roadway reconstruction
- A Pavement Management System also allows the City to leverage local dollars for both State and Federal grants



80 PCI Rated Street



Pertee

60 PCI Rated Street



40 PCI Rated Street



Pertec

Pavement Condition Peers Comparison

Pavement Management PCI Ratings

King County PCI Scores by Jurisdiction		
Jurisdiction	PCI Rating	Pavement Practices
Hunts Point	82	Good Pavement Management Practices
Kenmore	82	
Redmond	76	
Bellevue	74	
Bothell	71	
Renton	66	Barely Keeping Up
Kirkland	62	
Woodinville	58	
Lake Forest Park	54	
North Bend	48	Extensive Reconstruction Needed
Snoqualmie	47	

Background

Pavement fails or wears out for the following reasons:

- Repeated heavy loads (primarily trucks and buses)
- Subgrade failures often caused by drainage issues or organic sub layer
- Environmental causes such as sun, water & freeze thaw action
- Studded tire wear
- Poor construction practices



Pertee

Pavement Management System

City of Kenmore Pavement Management System consists of:

- Pavement management software
- Pavement rating inspections
- Pavement Condition Index (PCI) calculations
- GIS maps
- Cost estimating
- Prioritized project list
- Thoughtful evaluation of the data collected

Pavement Management Software

The City of Kenmore utilizes MTC StreetSaver for the following reasons:

- Ease of use (staff can be trained online and the software is intuitive to use)
- Cloud based (data is stored off site and protected)
- Multiple users can access the data
- Many local agencies use MTC StreetSaver
- Sophisticated inspection algorithms that reduce data collection and inspections costs
- Widely accepted as a leading pavement management software and recommended by WSDOT
- City used to use CenterLine PMS, however, that software is no longer supported



Pertee

Data Collections

In the field we analyze the following pavement conditions:

- Alligator cracking
- Longitudinal and transverse cracking
- Patching
- Raveling

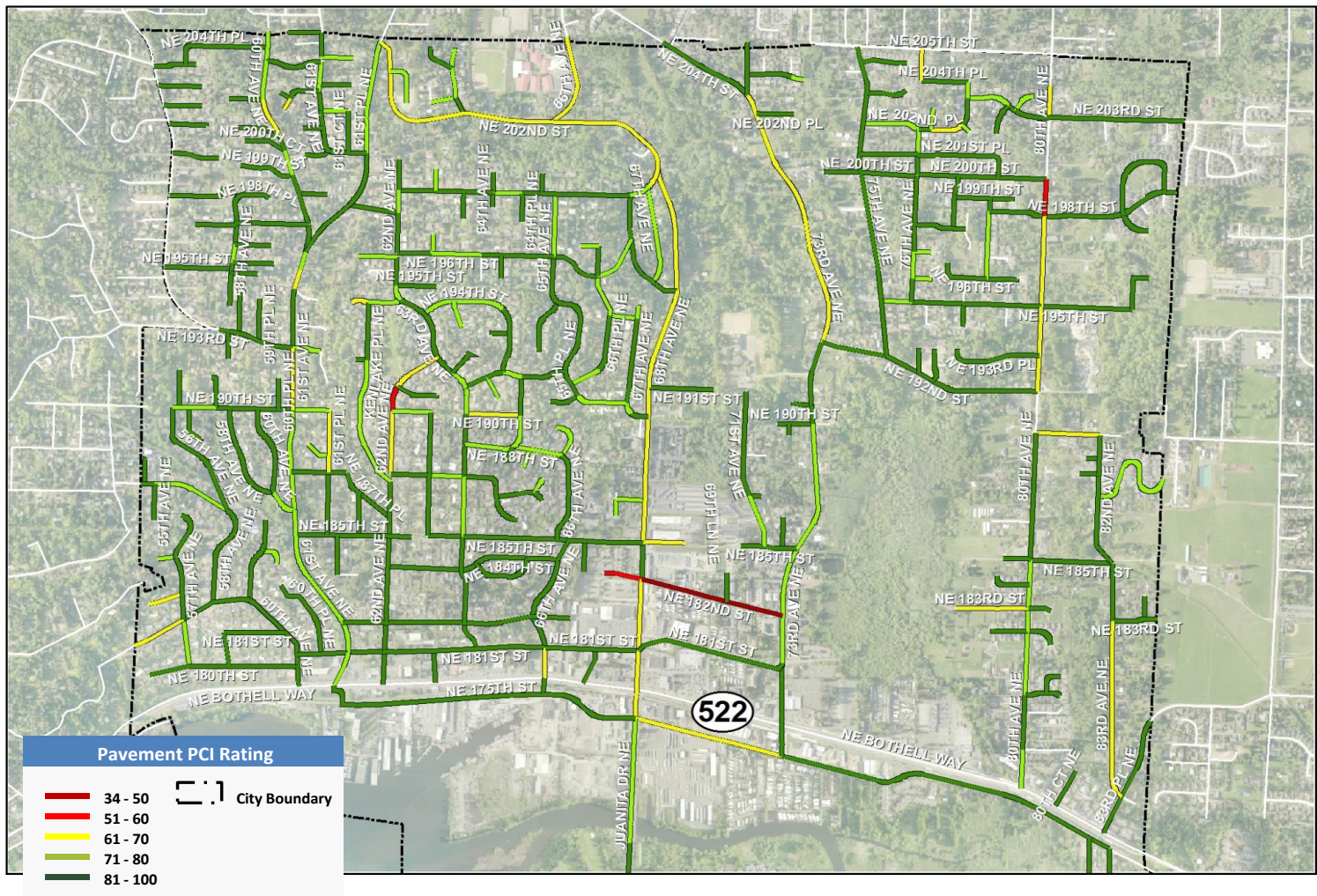
These attributes are measured at select locations and then entered into a pavement management software.

Results

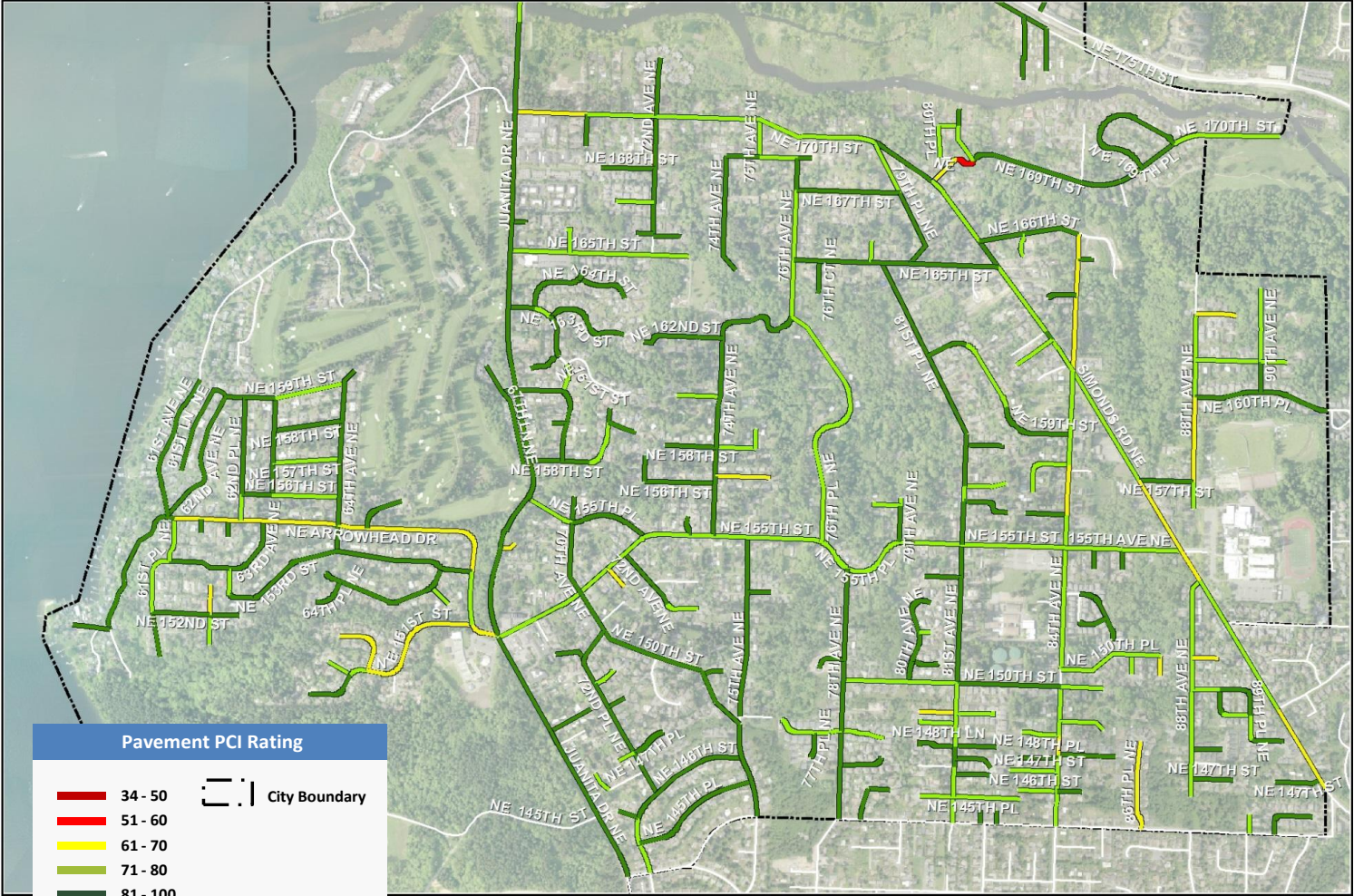
- In 2010 City had an overall PCI of 77
- 2014 City has an overall PCI of 82
- City just receive another pavement overlay grant largely because of past good practices and the tenacity of your City in seeking those grants
- Well positioned for overlay grant dollars and have ensured that the City is eligible for other transportation grant funding



Pavement Condition Map

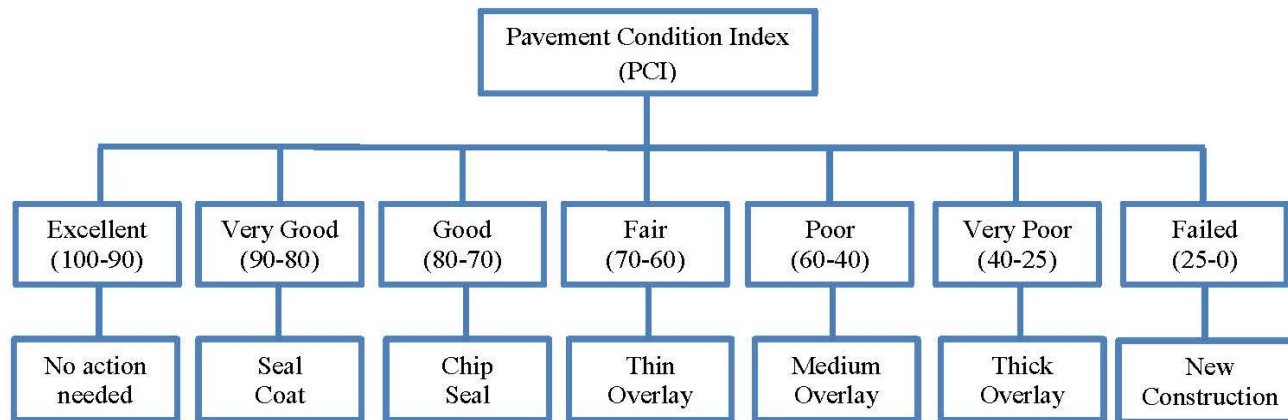


Pavement Condition Map



Prioritized Implementation Program

- Basic policies (no street shall fall below PCI of 50, arterials take precedence over residential streets)
- Suggest maintaining \$750,000 annual overlay budget
- Consider increasing to \$850,000/year
- Utilize Pavement Management Tree





Pertee

Questions?



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

Subject/Topic: Adopt 2015 Fee Schedule; Resolution No. 14-245 Proposed Council Action/Motion: Approve Resolution No. 14-245 the City of Kenmore, Washington, Adopting the City of Kenmore's 2015 Fee Schedule	For Council Meeting Agenda of: <u>September 8, 2014</u> Department: <u>City-wide</u> Prepared by: <u>Bryan Hampson</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>BA 8/25/14</u></td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: center;"><u>✓ RK 8/22/14</u></td> </tr> <tr> <td>Approved by Finance Director:</td> <td style="text-align: center;"><u>[Signature]</u></td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: center;"><u>[Signature]</u></td> </tr> </table> Exhibits/Attachments: 1. Resolution No. 14-245 with 2015 Fee Schedule (Exhibit A) 2. Attachment 2. The 2014 Fee Schedule, adopted by City Council on November 12, 2014.		<u>Initial & Date</u>	Approved by Department Head:	<u>BA 8/25/14</u>	Approved by City Attorney:	<u>✓ RK 8/22/14</u>	Approved by Finance Director:	<u>[Signature]</u>	Approved by City Manager:	<u>[Signature]</u>
	<u>Initial & Date</u>										
Approved by Department Head:	<u>BA 8/25/14</u>										
Approved by City Attorney:	<u>✓ RK 8/22/14</u>										
Approved by Finance Director:	<u>[Signature]</u>										
Approved by City Manager:	<u>[Signature]</u>										
Expenditure Required \$ NA	Amount Budgeted \$ NA	Appropriation Required \$ NA									
<u>INFORMATION/BACKGROUND:</u> Annually the City of Kenmore's fee schedule is reviewed and updated as provided for in Ordinance 02-0139. We are not proposing to increase the 2015 fees by the Consumer Price Index (CPI). The City Staff is proposing the following revisions and additions to the 2014 Fee Schedule: #1. Page 3 – Revises the business registration section. Removed the fee for a new application for a new business or home occupation previously licensed by Washington State Department of Revenue (DOR). DOR waived its administration fee for existing businesses that applied for City business registration by May 31, 2014. During that period, as recommended by the Kenmore Business Alliance, the City's business registration fee was temporarily increased by \$11. #2. Page 3 – Adds a new fee for marijuana businesses. The recommended City business license and annual fee is \$500. #3. Page 5 – Clarifies that the development review technology fee applies all fees in Section 4, "Development Services," except those with an asterisk ("*"). For example, impact fees and some non-construction right-of-way permits are not subject to the technology fee. #4. Page 6 – Adds a fee for Temporary Use Permits. While a temporary use permit is in the code, there is not a fee for it. Consistent with other minimum fees, we are recommending \$100. Temporary Use Permits are mechanisms by which the city may permit a use to locate within the city on an interim basis, without requiring full compliance with the development standards.											

- #5. Page 6 – Adds a fee to recoup the city's cost of mailing public notices to property owners within 1000 feet of a project in a development application. On average such notification involves about 200 to 225 addresses. This fee will allow the city to recoup the postage fees (currently \$0.49), supplies and staff time. Consistent with other minimum fees, we are recommending \$200.
- #6. Page 9 – Adds a simplified grading permit fee for small projects involving 500 cubic yards or less of dirt and not requiring an engineered design. This simplified fee will streamline the grading permits for small projects. The recommended fee is \$300, to cover staff time associated with intake, review and inspections.
- #7. Page 19 – Adds a new fee for memorial signs. The recommended memorial sign fee is \$300.
- #8. Page 20 – Re-establishes public safety fees, which were inadvertently left off of the 2011-2014 fee schedules. This fee allows the police to charge for false alarms in excess of three. The fee for the fourth and fifth are \$50 each, and the sixth and each subsequent false alarm is \$100 each.

FISCAL CONSIDERATION:

The proposed annual review and adjustments to the City's fee schedule are needed to ensure the City is recovering costs necessary with performing associated services.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Economic development and to continue to improve City services and processes.

CITY OF KENMORE
WASHINGTON

RESOLUTION NO. 14-245

**A RESOLUTION OF THE CITY OF KENMORE,
WASHINGTON, REVISING THE CITY FEE SCHEDULE
ADOPTING THE 2015 FEE SCHEDULE.**

WHEREAS, for the convenience of Kenmore residents and other city customers, the City Council has adopted all City fees by resolution; and

WHEREAS, the City reviews all fees annually and makes adjustments to them as necessary and appropriate; and

WHEREAS, the City Council desires to adopt a revised fee schedule as set forth in this resolution;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DOES RESOLVE to adopt the "City of Kenmore, Washington 2015 Fee Schedule", attached as "Exhibit A" to this resolution, which shall be effective on the adoption of this resolution

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 8th DAY OF SEPTEMBER, 2014.

CITY OF KENMORE

Mayor

ATTEST/AUTHENTICATED:

Patty Safrin, City Clerk

Approved as to form:

Rod Kaseguma, City Attorney

EXHIBIT A

City of Kenmore, Washington 2015 Fee Schedule



Resolution No. 14-245

Effective Date: September 8, 2014

Table of Contents

	Page
1. Business Registration and Licenses	3
2. Code Enforcement	4
3. Comprehensive Plan and Development Regulation Amendments	4
4. Development Services	5-19
General	5
Development Agreement	5
Pre-Application Fees	5
Zoning and Land Use Permits	6
Subdivision-Preliminary Application Review	6
Shoreline Management Permit	7
Special Review Fees	8
Engineering: General Permitting and Inspections	9
Engineering: Subdivision Plan Review and Inspections	11
Building Permits	12
Plumbing Permits	14
Mechanical Permits	14
Impact Fees	16
Fire Department Review	17
Right-of-Way Permits	17
Special Events Permits	19
Memorial Sign	19
5. Animal Care and Control	19
Animal License and Registration	19
Animal Business and Activity Permits	19
Civil Penalties	19
Service Fees	20
6. Miscellaneous Fees	20

Note: Solid vertical lines (|) in the margins indicate a change and a plus sign (+) in the margin of the fee schedule indicates a new fee from the previous schedule.

City of Kenmore, Washington – 2015 Fee Schedule cont.
Page 3 of 20

1. BUSINESS REGISTRATION AND LICENCES

Business Registration	2015 Fee
General Business - New Application for a new business	\$10
General Business Renewal	\$10
Home Occupation - New Application for a new business	\$10
Home Occupation Renewal	\$10
The business registration program is managed through Washington State Department of Revenue (DOR). The City registration fee is in addition to the DOR administration fee, which is currently \$19 for new applications and \$11 for renewals.	

Business Licenses	2015 Fee
Adult Entertainment	
Device	\$50 each
Operator	\$500/year
Premises	\$200/year
Panoram Manager License	\$50/year
Adult Cabaret	
Operator	\$500/year
Cabaret Manager License	\$50/year
Cabaret Entertainer License	\$50/year
Adult Retail Business License	\$500/year
Dance	\$200/year \$100/six months \$50/day
Dance (non-profit, educational or City-sponsored)	Exempt
Live Entertainment: music (other than mechanical); boxing or wrestling; exhibition skating; video arcades; pool halls; bowling alleys; race tracks and drag strips (if attendance more than 2,000 at a single event). Covers more than one skating rink, shooting gallery.	\$200/year \$100/six months \$50/day
Amusement Parks – Permanent	\$200/year
For one to 10 units, inclusive	\$100/six months
For more than 10 units	\$400/year \$200/six months
Carnivals	
For one to 10 units, inclusive	\$40.00/day
For more than 10 units	\$100/day
Closing out sales	
Closing out sale license – original license	\$300/year
First 30-day renewal	\$200/year
Second 30-day renewal	\$200/year
Junk Shop License	\$300/year
Junk Wagon License	\$40/year
Marijuana Business License	\$500/year
Massage Parlor/Bathhouse	\$150/year
Massage Practitioner	\$50/year
Theaters	\$100/each screen

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 4 of 20

Outdoor Musical Event (not sponsored by the City and with an admission fee)	\$750/year
Pawnbroker	\$500/year
Peddler/Solicitor	No fee
Secondhand dealer	\$40/year
Shuffleboard License	\$50/year
Renewal of License, registration or permit late penalty	10% of required fee
Transferability of license of permit	\$25

2. CODE ENFORCEMENT

Code Enforcement	2015 Fee
Inspection/Posting	\$50
Re-inspection	\$50
Abatement	Actual City costs
Abatement Hearing	\$360
Hearing Officer	\$215/hour
Notice of Violation Appeal Hearing	\$125
Removal of Declaration	\$20
Violation of a stop work order	\$500

Housing Code Enforcement	2015 Fee
Inspection/Posting	\$255/hour
Re-Inspection plus Notice and Order	\$510
Hourly Rate	\$255
Appeal Fee	\$150/each
Closing Fee	\$255
Contract Abatement Fee	\$15% of the contract
Late Fee	\$25% of amount due
Hearing Officer	\$215/hour

The following fees apply to all enforcement actions:	2015 Fee
Inspection Warrant	\$350/each
Attorney Fees	Rate per hour to be determined as established by the City Attorney contract for legal services
Paralegal Services	\$60/hour
Notary Services	\$10
Abatement	Actual cost of labor

3. COMPREHENSIVE PLAN AND DEVELOPMENT REGULATION AMENDMENTS

Type	2015 Fee
Prescreening/threshold review fee	\$200
Annual amendment cycle fee (applicants whose amendment proposals are approved for consideration by the City Council)	\$400

City of Kenmore, Washington – 2015 Fee Schedule cont.
Page 5 of 20

4. DEVELOPMENT SERVICES

General Fees	2015 Fee
Development Review Technology Fee Applies to all fees listed in Section 4. Exception: Items marked with an asterisk "*" are exempt from the technology fee	3%
P-Suffix and other required site plan reviews	
Initial plan review	\$1,078
Each additional review for compliance, including signs and tenant improvements.	\$163
Amend adopted P-suffix conditions	\$2,241
Mobile home park and RV park plan review	\$3,561
Site plan application fee (Land-use permit associated to KMC 18.105)	\$364
Construction permit site plan review	\$100
Landscape and tree management plan review	
Initial plan review based on site area	
0 – 1 site acre	\$211
> 1 – 2 site acres	\$337
> 2 – 5 site acres	\$507
> 5 – 10 site acres	\$676
More than 10 site acres	\$1,352
Each plan revision review	\$324
Request for modification requiring public notice	\$673.00
Landscape and tree management inspections	
Landscape installation inspection	\$269
Landscape maintenance bond release inspection	\$269
Additional excessive reviews and inspection fees Applies to all development permits; additional plan review or inspections required by changes, additions or revisions to the plans or excess reviews of re-submittals will be billed at an hourly rate.	\$100/hour
Hourly fees throughout this section may be billed in ½ hour intervals	

Development Agreement	2015 Fee
Threshold review with City Council	\$200*
Development Agreement requested by the applicant (proposal is approved for consideration by the City Council)	\$5,000 + City Attorney fees
Development Agreement requested by the City	No Fee

Pre-Application	2015 Fee
Pre-application review fee	No Fee

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 6 of 20

Zoning and Land Use	2015 Fee
Request for site specific rezone	\$3,000
Conditional use permits (CUP) and special use permits (SUP)	
Administrative CUP	\$3,633
SUP with public hearing	\$8,501
Daycare with 24 children or less	\$1,365
Request for time extension	\$146
Variances (including variances from KMC 18.55)	
Application review	\$2,500
Added fee when public hearing required	\$1,626
Request for time extension	\$146
Boundary line adjustment	\$574
Communications facility application fee	\$364
Accessory dwelling unit	\$50
Change of use (zoning only)	\$50
Reuse of closed public school facilities	\$1,400
Land use inspections	\$100/hour
Reasonable use exception	\$2,500
Public agency and utility exception	\$1,953
Zoning letter inquiry/request	\$100
Design review	\$100/hour
Temporary Use Permit	\$100
Public notice mailing fee	\$200*



Subdivision – Preliminary Application Review	2015 Fee
Preliminary short subdivisions	
Short subdivision 4 lots or less	
Base fee	\$1,111
Plus per lot	\$140
Short subdivision 5 to 9 lots	
Base fee	\$7,033
Plus per lot	\$153
Revision to approved preliminary	\$898
Short subdivision alteration	\$1,245
Request for time extension	\$100
Preliminary subdivisions	
Initial application	
50 lots or less	
Base fee	\$12,955
Plus per lot	\$167
More than 50 lots	
Base fee	\$22,208
Plus per lot	\$37
Surcharge for applications utilizing lot clustering or flexible yard provisions (percent of initial fee)	10%
Major revision requiring new public hearing	\$3,886

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 7 of 20

Minor revisions submitted after preliminary approval (not necessitating additional hearings)	\$925
Request for time extension	\$100
Subdivision alterations or subdivision vacations	
With public hearing	\$3,886
Without public hearing	\$1,944
Supplemental fee – a surcharge for applications involving significant environmentally sensitive areas (percentage of total initial fee)	10%
Supplemental fee – remanded applications (percentage of initial fee)	50%
Binding site plan	
Building permit, as-built or site plan review based plan	\$4,862
Conceptual plan	\$5,733
Revision to a preliminary approved plan	\$1,112
Revision to a final binding site plan	\$1,996

Shoreline Management Permit	2015 Fee
Substantial development permit	
Total cost of proposed development:	
Up to \$10,000	\$1,280
\$10,001 to \$100,000	\$2,560
\$100,001 to \$500,000	\$6,399
\$500,001 to \$1,000,000	\$9,598
\$1,000,001 or more	\$12,797
Single family joint-use dock	\$2,560
Shoreline conditional use permit	
Non-forest practices	\$7,219
Forest practices	\$1,313
Shoreline variance	
Up to \$10,000 project value	\$2,166
\$10,001 or more project value	\$7,219
Shoreline re-designation	
Base fee	\$14,438
Per shoreline lineal foot	\$27.60
Maximum	\$54,144
Shoreline review of other permits or approvals for conditions	\$177
Shoreline exemption	\$276
Supplemental fees	
Request for an extension of a permit, calculated as a percentage of the original permit	20%
Shoreline permit revision, calculated as a percentage of the original permit	20%
Surcharge when public hearing required	12%
Minimum	\$2,048

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 8 of 20

Permit compliance inspections	
Hourly rate (including travel time)	\$100/hour
Plus per mile	\$0.50/mile
Special Reviews	2015 Fee
State Environmental Policy Act (SEPA) review	
Environmental checklist	
Base fee	\$600
After six hours	\$100/hour
Supplemental Determination of Nonsignificance (DNS), Mitigated Determination of Nonsignificance (MDNS), or Determination of Significance (DS) review	\$100/hour
MDNS deposit	\$1,313
Environmental Impact Statement (EIS) deposit – a percentage of total estimated cost	33%
Draft Environmental Impact Statement (DEIS), Final Environmental Impact Statement (FEIS), Supplemental Environmental Impact Statement (SEIS) or addenda preparation and review costs – including scoping, writing, editing, publishing, mailing, distributing and contract administration: All fixed and contract costs, and time costs, per hour	\$100/hour
Post MDNS, DEIS, FEIS or SEIS publication work preparing or consulting on staff reports, permit conditions or public hearing testimony, per hour	\$100/hour
Critical areas review	
Applicants will be eligible for a refund of the portion of the base fee that is less than the city's costs (including consultants, public notice (as necessary) and other associated expenses).	
Review of residential building permits, shoreline permits, individual short subdivision, boundary line adjustments and right-of-way use permits:	
Site review base fee	\$1,000
Plus, per hour	\$100/hour
Review of commercial building permits, grading permits, engineering permits, subdivisions, PUDs, declassifications, variances, conditional use permits and unclassified use permits:	
Site review base fee	\$1,000
Plus, per hour	\$100/hour
Flood plain determination – certificate of elevation	\$100
Plus, per hour	\$100/hour
Review of mitigation plan compliance, per hour	\$100/hour
Critical areas inspection	\$100/hour
Inspection and monitoring, per hour	\$100/hour
Appeals	
Appeals to the hearing examiner from decisions of the City	\$125*
Departmental review of non-departmental permits	\$100/hour
Review and monitoring of master drainage plans, per hour	\$100/hour
Legal lot status request	\$200

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 9 of 20

Engineering: General Permitting & Inspections			2015 Fee
Parking review			
New or additional spaces			
First 0-25 spaces			\$23/each space
Next 26-50			\$20.70/each space
Next 51-75			\$16.30/each space
Next 76-150			\$16.30/each space
Anything above 150			\$11.80/each space
Minimum fee			\$296.10
Clearing			
0 – 5 site acres			
Base fee			\$73.50
Hourly fee			No fee
5.1 site acres or more			
Base fee			\$367.50
Hourly fee			\$100/hour
Field inspections			\$100/hour
Tree removal			\$73.50
Drainage review			
Residential drainage requirement review base fee			\$238
Small site drainage review			\$143
Targeted drainage review			\$234
Full drainage review			
Simplex review			\$293
Complex review			\$676
Commercial drainage plan review base fee			\$570
Total distributed area			
Targeted drainage review #1, 2 and 3		Full drainage review and targeted drainage review for #4	
0 – .50 site acre	\$895	\$1,119	
.51 – 1 site acre	\$1,234	\$1,543	
1.1 – 2 site acres	\$2,255	\$2,819	
2.1 – 5 site acres	\$4,951	\$6,189	
5.1 – 10 site acres	\$5,964	\$7,456	
More than 10 acres	\$6,640	\$8,300	
Traffic impact analysis review			
Level 1 (10 P.M. peak hour trips or less)			\$337
Level 2 (11-75 P.M. peak hour trips)			\$800
Level 3 (Over 75 P.M. peak hour trips)			\$1,600
Road standards/drainage standards variance			\$200
Grading permits for small projects that do not exceed 500 cubic yards (volume and disturbed area) and that do not require engineered drawings as determined by the director.			\$300
Grading permits –all other grading permits (based on the total of the two tables listed below)			
Table 1			
Volume	Base fee	Per 100 cubic yards	
0 to 500 cubic yards	\$0	+	\$28.40
501 to 3,000 cubic yards	\$54	+	\$39.20
3,001 to 10,000 cubic yards	\$339	+	\$26.10

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 10 of 20

10,001 to 20,000 cubic yards	\$2,159	+	\$7.90
20,001 to 40,000 cubic yards	\$3,319	+	\$2.10
40,001 to 80,000 cubic yards	\$3,599	+	\$1.40
80,001 cubic yards or more	\$4,239	+	\$0.60
Table 2			
Disturbed Area	Base fee	+	Per acre
Up to 1 acre	\$176	+	\$819.40
1.1 to 10 acres	\$381	+	\$614.30
10.1 to 40 acres	\$2,916	+	\$360.80
40.1 to 120 acres	\$10,428	+	\$176
120.1 to 360 acres	\$22,944	+	\$68.70
360.1 acres or more	\$34,716		\$36
Grading plan revision Hourly rate			\$100/hour
Grading permit operation monitoring (inspection fee when not associated to a Bond Quantity Worksheet) The operation monitoring fee shall be calculated by adding the applicable amount from the Annual Volume Table (below) to an amount equal to \$215 per acre disturbed and not rehabilitated during the monitoring period, to a maximum of \$10,000.			
Annual Volume Table			
Volume deposited or removed	Base fee		Per 100 cubic yards
0 to 3,000 cubic yards	\$0	+	\$102.20
3,001 to 10,000 cubic yards	\$2,550	+	\$17.20
10,001 to 20,000 cubic yards	\$3,760	+	\$5.10
20,001 to 40,000 cubic yards	\$4,280	+	\$2.50
40,001 cubic yards or more	\$4,680	+	\$1.50
Reclamation bond release inspection			\$255
Re-inspection of non-bonded actions			\$225
Construction inspections (when associated to a Bond Quantity Worksheet)			
Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond		
\$0 – \$30,000	\$213 + \$119 / \$1,000 bond		
\$30,001 – 120,000	\$2,253 + \$51 / \$1,000 bond		
\$120,001 or more	\$6,693 + \$14 / \$1,000 bond		
Addition inspection after 1 year	\$100/hour		
Maintenance bond inspections			
Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond		
\$0 – \$30,000	\$461 + \$15.30 / \$1,000 bond		
\$30,001 – 120,000	\$770 + \$5 / \$1,000 bond		
\$120,001 or more	\$1,166 + \$1.70 / \$1,000 bond		

City of Kenmore, Washington – 2015 Fee Schedule cont.
Page 11 of 20

Engineering: Subdivision Plan Review and Inspections		2015 Fee
Short subdivision engineering plan review		
Short subdivision 4 lots or less		
Base fee		\$2,087
Plus per lot		\$209
Short subdivision 5 to 9 lots		
Base fee		\$4,148
Plus per lot		\$209
Additional review in excess of initial fees		\$100/hour
Subdivision engineering plan review		
Subdivision 30 lots or less		
Base fee		\$6,209
Plus per lot		\$33.60
Subdivision 31 lots or more		
Base fee		\$6,710
Plus per lot		\$16.90
Revisions and re-submittals		
Each occurrence		\$119
Additional review in excess of initial fees		\$100/hour
Planned unit development engineering plan review		
30 units or less		
Base fee		\$6,209
Plus per unit		\$46.10
31 units or more		
Base fee		\$6,911
Plus per unit		\$22.70
Revisions and re-submittals		
Each occurrence		\$119
Additional review in excess of initial fees		\$100/hour
Conceptual binding site plan (including conceptual commercial binding site plan)		
Plan and profile base fee		\$4,132
Revisions and re-submittals		
Each occurrence		\$119
Additional review in excess of initial fees		\$100/hour
Construction inspections (when associated to a Bond Quantity Worksheet)		
Bond quantities worksheet amount (line T)		Initial fee + additional fee based on bond
\$0 – \$30,000		\$213 + \$119 / \$1,000 bond
\$30,001 – 120,000		\$2,253 + \$51 / \$1,000 bond
\$120,001 or more		\$6,693 + \$14 / \$1,000 bond
Addition inspection after 1 year		\$100/hour
Subdivision final approval		
Final short subdivision 4 lots or less		\$1,922
Final short subdivision 5 to 9 lots		\$3,873
Final short subdivision alteration		\$714

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 12 of 20

Final subdivision 30 lots or less	
Base fee	\$5,825
Plus per lot	\$69.10
Final subdivision 31 lots or more	
Base fee	\$6,470
Plus per lot	\$47.60
Subdivision alteration	\$1,077
Modification of a recorded building envelope	\$541
Request for name change	\$192
Final planned unit development	\$4,530
Request for time extension	\$145
Request for name change	\$192
Final building site plan	\$3,081
Subdivision – post final fees	
Maintenance bond inspection	
Bond amount	Initial fee + additional fee based on bond
\$0 – \$30,000	\$461 + \$15.30 / \$1,000 bond
\$30,001 – 120,000	\$770 + \$5 / \$1,000 bond
\$120,001 or more	\$1,166 + \$1.70 / \$1,000 bond

Building Permits		2015 Fee
Building permit fees are based on valuation. The table below establishes the permit fee from the valuation. Valuation is determined by type of construction and square footage or from a contractor's bid. The most recent edition of the Building Safety Journal determines the type of construction and square footage factor.		
Total valuation	fee	
\$1 – \$500	\$23.50	
\$501 – \$2,000	\$23.50 for the first \$500 plus \$3.05 for each additional \$100 or fraction thereof, to and including \$2,000.	
\$2,001 – \$25,000	\$69.25 for the first \$2,000 plus \$14 for each additional \$1,000 or fraction thereof, to and including \$25,000.	
\$25,001 – \$50,000	\$391.25 for the first \$25,000 plus \$10.10 for each additional \$1,000 or fraction thereof, to and including \$50,000.	
\$50,001 – \$100,000	\$643.75 for the first \$50,000 plus \$7 for each additional \$1,000 or fraction thereof, to and including \$100,000.	
\$100,001 – \$500,000	\$993.75 for the first \$100,000 plus \$5.60 for each additional \$1,000 or fraction thereof, to and including \$500,000.	
\$500,001 – \$1,000,000	\$3,223.75 for the first \$500,000 plus \$4.75 for each additional \$1,000 or fraction thereof, to and including \$1,000,000.	
\$1,000,001 or more	\$5,608.75 for the first \$1,000,000 plus \$3.65 for each additional \$1,000 or fraction thereof.	
Building plan review		
Plan review fees shall be 65% of the building permit fee (this does not include other review type costs). If the plan is a "basic", as determined by the Building Official, the plan check fee shall be 25% of the permit fee.		
Additional plan review required for changes, additions or revisions to plans (minimum charge ½ hour)		\$100/hour

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 13 of 20

For use of outside consultants for plan review and inspections		Actual costs
Building code change in use or occupancy	Minimum 2 hour inspection charge (\$200) plus actual inspections at hourly rate (\$100/hour)	
Mobile homes		
Mobile home permit		\$216
Temporary mobile home permit		\$263
Temporary mobile home for hardship		\$263
Non-insignia mobile home inspection		\$263
Re-Roof permits		
Single family residential		\$94
Commercial and multi-family		Based on permit per fee valuation table
Special review of oversized buildings		\$138
Condominium conversion review		
Project fee		
1 to 30 units		\$667
31 to 99 units		\$1,665
100 or more units		\$3,332
Plus per unit		\$332
Special plan review		\$100/hour
Pre-inspections		
Fire or flood damage		\$311
Minimum housing or other code compliance		\$311
Relocation of structures		\$311
Demolition inspection		\$94
Re-inspection (Ordinance 00-0098)		\$100/hour
Inspections outside of normal hours		\$100/hour
Inspections for which no fee is specifically indicated		\$100/hour
Billboard alteration or relocation site review		\$667
Certification of permit completion		
Temporary occupancy certificate, per building or tenant space		\$284
Final occupancy certification when more than one building permit, each additional building		\$284
Final occupancy certification for individual condominium or other portions of buildings, per unit		\$128
Letter of completion for shell construction permits when more than one building permit, each additional building		\$284
Extension and renewal		
Extensions for final inspection only		
Single family residential		\$100
All other permits		\$100
All other extensions or renewals (including temporary reinstatement)		
Single family residential and all other permits		\$100
Temporary mobile home		\$131
Temporary hardship mobile home		\$119

City of Kenmore, Washington – 2015 Fee Schedule cont.
Page 14 of 20

Plumbing Permits		2015 Fee
Commercial and Multi-family (Non one- and two-family dwellings and townhouses)	Based on actual valuation of all fixtures materials and installation as submitted and determined by the Building Official. When plan review is required, as determined by the Building Official, the plan review fee for all permits will be 65% of the permit fee.	
New one- and two-family dwellings and townhouses		\$225/dwelling
Alterations or additions to one- and two-family dwellings and townhouses		Based on the table below
Base fee		\$23.50
Plus:		
For each plumbing fixture on one trap or set of fixtures on one trap		\$10/each
Roof drain		\$10/each
Electric water heater		\$10/each
Grease trap		\$10/each
Alteration or repair of water piping or water treating equipment		\$10/each
Back flow devices (other than atmospheric vacuum breakers)		\$10/each
Other		\$10/each

Mechanical Permits		2015 Fee
Commercial and Multi-family (Non one- and two-family dwellings and townhouses)	Based on actual valuation of all fixtures materials and installation as submitted and determined by the Building Official. When plan review is required, as determined by the Building Official, the plan review fee for all permits will be 65% of the permit fee.	
New one- and two-family dwellings and townhouses		\$225/dwelling
Alterations or additions to one- and two-family dwellings and townhouses		Based on the table below
Base fee		\$23.50
Plus:		
Furnaces		
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3 kW)		\$14.80
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, over 100,000 Btu/h (29.3kW)		\$18.20
For the installation or relocation of each floor furnace, including vent		\$14.80
For the installation or relocation of each suspended heating, recessed wall heater or floor-mounted unit heater		\$14.80

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 15 of 20

Appliance vent	
For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit	\$7.25
Repairs, alterations and additions	
For the repair or alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code	\$13.70
Boilers, compressors and absorption systems	
For the installation and relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system to and including 100,000 Btu/h (29.3 kW)	\$14.70
For the installation and relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW)	\$27.15
For the installation and relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (512.9 kW)	\$37.25
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW)	\$55.45
For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW)	\$92.65
Air handlers	
For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 Us), including ducts attached thereto. Note: this fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code)	\$10.65
For each air-handling unit over 10,000 cfm (4719 Us)	\$18.10
Evaporative Coolers	
For each evaporative cooler other than the portable type	\$10.65
Ventilation and exhaust	
For each ventilation fan connected to a single duct	\$7.25
For each ventilation system which is not a portion of any heating or air conditioning system authorized by a permit	\$10.65
For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	\$10.65
Incinerators	
For the installation or relocation of each domestic-type incinerator	\$18.20

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 16 of 20

	For the installation or relocation of each commercial or industrial-type incinerator	\$14.50
Gas piping	Gas pipe (1-5 outlets)	\$10.65
	Gas pipe (outlets over 5)	\$1/each
Miscellaneous	For each appliance of piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table	\$10.65
	Gas water heater	\$10.65

Transportation Impact Fees*		ITE Code	2015 Fee
	Single family residence	210	\$8,434.02/unit
	Multi-family	220	\$5,462.31/unit
	Per peak hour trip		
	General light industrial	110	\$11.93/sq. ft.
	Manufacturing	140	\$9.01/sq. ft.
	Mini-warehousing	151	\$3.16/sq. ft.
	Condominium/townhouse	230	\$4,581.29/unit
	Mobile home park	240	\$4,926.81/unit
	Hotel	310	\$5,650/unit
	Motel	320	\$4,500.85/unit
	Marina	420	\$1,411.92/berth
	Golf course	430	\$2,298.31/acre
	Movie Theater	444	\$28.79/sq. ft.
	Racquet club	492	\$4.76/sq. ft.
	High School	530	\$4.61/sq. ft.
	Church	560	\$5.81/sq. ft.
	Hospital	610	\$14.10/sq. ft.
	Nursing home	620	\$1,466.32/bed
	General office building	710	\$18.15/sq. ft.
	Medical-dental building	720	\$42.74/sq. ft.
	Shopping center	820	\$9.30/sq. ft.
	Restaurant	932	\$49.66/sq. ft.
	Fast food restaurant without drive through	933	\$64.58/sq. ft.
	Fast food restaurant with drive through	934	\$83.91/sq. ft.
	Gas station	944	\$33,765.80/pump
	Gas station with convenience store	945	\$25,533.86/pump
	Supermarket	850	\$28.62/sq. ft.
	Convenience market	851	\$62.64/sq. ft.
	Drive-in bank	912	\$83.99/sq. ft.
Park Impact Fees*			2015 Fee
	Single family residence		\$2,537/unit
	Multi-family		\$1,658.82/unit
	Mobile home		\$788.25/unit

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 17 of 20

Fire Department Review*	2015 Fee
The fire review fee will be assessed per the approved contract with the Northshore Fire District #16 for all single family, multi-family and commercial projects.	

Limited Right-of-Way Permits	2015 Fee
Type A permit may be issued for activities within the right-of-way which will alter the surface or subsurface of the right-of-way. Examples include: • Open cut trenching • Culvert installation • Driveways • Shoulder improvements • Sidewalks • Above ground pedestals or utility boxes • Paving operations in right-of-way • Landscaping • Beautification (no fee)	
Application fee (includes review and 1 hour inspection)	\$200
Inspections in excess of 1 hour	\$100/hour
Type B permit may be issued for temporary use of the right-of-way (24 hours or less) for activities that will not alter the right-of-way surface or subsurface. Examples include: • Parade • Block party • Temporary parking • Temporary storage of dumpster/storage container	
Application fee (includes review and inspection)	\$75*
Type C permit may be issued for temporary use of the right-of-way (more than 24 hours) for activities that will not alter the right-of-way surface or subsurface. Also includes activities that require traffic plan and traffic plan review. Examples include: • Street closures • Extended storage in the right-of-way • Commercial activities in the right-of-way • Right-of-way used as construction site for private development	
Application fee (includes 1 hour inspection)	\$150*
Inspection in excess of 1 hour	\$100/hour*
Use fee	Fee = (use area) x \$20 per sq. ft. x days of usage/365 or a minimum of \$100, whichever is greater*

Access Right-of-Way Permits*	2015 Fee
Application fee (includes 1 hour review and 1 hour inspection)	\$200*
Review fee in excess of 1 hour	\$100/hour*
Inspection fee in excess of 1 hour	\$100/hour*
Use fee	
Open to the public	No fee
Limited (not open to the public)	Fee = (use area) x value ¹ x 25% or a minimum of \$100 whichever is greater*
¹ value of adjacent land (in area, sq ft) according to the County Assessor records	

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 18 of 20

Encroachment Right-of-Way Permits		2015 Fee
	Application fee (includes 1 hour review and 1 hour inspection)	\$200
	Review fee in excess of 1 hour	\$100/hour
	Inspection fee in excess of 1 hour	\$100/hour
	Use fee	Fee = (use area) x value ¹ x No. of Years x 12% or a minimum of \$100 whichever is greater
¹ value of adjacent land (in area, sq ft) according to the County Assessor records		

Utility franchise Right-of-Way Permits*		2015 Fee
	Application fee	\$200
	Review fee	\$100/hour
	Inspection fee	\$100/hour
	Use fee	No fee

State Route 522 driveway connection permit*		2015 Fee
Fee structure. The following nonrefundable fee structure is established for the processing, review and inspection of the connection permit application. A description of each category can be found in section 12.85.040 of the KMC. Due to the potential complexity of Category II and Category III connection proposals, and required mitigation measures that may involve construction on SR 522, the city may require a developer agreement in addition to the connection permit. The developer agreement may include, but is not limited to: plans; specifications; maintenance requirements; bonding requirements; inspection requirements; division of costs by the parties, where applicable; and provisions for payment by the applicant of actual costs incurred by the city in the review and administration of the applicant's proposal that exceed the required base fees in the following schedule: Category I – Base fee for one connection: - Agricultural, forest, utility operation and maintenance - Residential dwelling units (up to 10)- single connection - Other, with 100 average weekday vehicle trip ends - Fee per additional connection point Category II – Base fee for one connection: - Less than 1,000 average weekday vehicle trip ends 1,000 to 1,500 average weekday vehicle trip ends - Fee per additional connection point Category III - Base fee for one connection: 1,500 to 2,500 average weekday vehicle trip ends - Over 2,500 average weekday vehicle trip ends - Fee per additional connection point Category IV – Base fee per connection:		
		\$50
		\$50/dwelling
		\$500
		\$50
		\$1,000
		\$1,500
		\$250
		\$2,500
		\$4,000
		\$1,000
		\$100
Surety Bond. Prior to the beginning of construction of any connection, the city may require the permit holder to provide a surety bond as specified in WAC 468-34-020(3).		

City of Kenmore, Washington – 2015 Fee Schedule cont.

Page 19 of 20

Special Event Permit	2015 Fee
Application fee	\$100*
Memorial Sign	2015 Fee
Application fee and sign	\$300*

5. ANIMAL CARE AND CONTROL

Animal License and Registration	2015 Fee
Pet license – dog or cat	
Unaltered	\$60
Altered	\$30
Juvenile pet license – dog or cat	\$15
Discounted pet license – dog or cat	\$15
Replacement tag	\$5
Transfer fee	\$3
Guard dog registration	\$100
Exotic pet	
New	\$500
Renewal	\$250
Service animal	No fee
K-9 police dog	No fee
Late fees	
Received 45-90 days following license expiration	\$15
Received 90-135 days following license expiration	\$20
Received more than 135 days following license expiration	\$30
Received more than 365 days following license expiration	\$30 plus license fee(s) for any previous year pet was unlicensed
Animal Business and Activity Permits	2015 Fee
Hobby kennel and hobby cattery license	\$50
Private animal placement permit	No fee
Civil Penalties	2015 Fee
General	
No previous similar code violation within one year	\$50
One previous similar code violation within one year	\$100
Two previous similar code violation within one year	Double the rate of the previous penalty, up to a maximum of \$1,000.
Vicious animal or animal cruelty violations	
First violation within one year	\$500
Subsequent violations within one year	\$1,000
Dog leash law violations	
First violation within one year	\$25
Additional violation within one year	\$50
Animal abandonment	\$500
Unlicensed cat or dog	
Altered cat or dog	\$125
Unaltered cat or dog	\$250

City of Kenmore, Washington – 2015 Fee Schedule cont.
Page 20 of 20

Service Fees	2015 Fee
Adoptions –including licensing and spaying or neutering or the animal	\$75-\$250 based upon adoptability/animal
Spay or neutering deposit	\$150/animal
Impound or redemption – dogs, cats or other small animals	
First impound within one year	\$45
Second impound within one year	\$85
Third impound within one year	\$125
Impound or redemption – livestock, small	\$45
Impound or redemption – livestock, large	\$45 or actual cost of sheltering, whichever is greater
Kenneling at King County animal shelter – per 24 hours or portion thereof in-field pick-up of an owner's deceased unlicensed pet or pick-up of an unlicensed pet released voluntarily to the regional animal service section.	\$20
Owner-requested euthanasia (unlicensed pets)	\$50
Optional micro-chipping for adopted pets	\$25

6. MISCELLANEOUS

Type	2015 Fee
NSF (insufficient check)	\$25
Reports, copies, maps, etc.	
Accident reports, case reports	\$0.15/page
Ordinances, resolutions or findings	\$0.15/page
Copies or computer printouts	\$0.15/page
Audio or Electronic duplications	\$5 per tape or CD (other than budget documents)
Recording documents	Actual costs or \$100 minimum, whichever is greater
Note: any maps, plans, blueprints, as-built maps, or budget documents to be provided at cost. Other items not specifically listed will be charged at a rate that will reimburse the City's total cost of duplicating that item. Additionally, if any requested items are to be mailed, the cost of the envelope and postage shall be charged to the requestor.	
Use of City owned property, other than right-of-way, for event parking, storage or similar use	\$100/day
City Sponsored Event - Vendor Fees	
Food Vendor	\$30/day
Craft Vendor	\$30/day
Non-Profit Booth or Vendor	\$10/day
Public Safety Fees	
First three false alarms	No fee
Fourth and fifth false alarms	\$50 each
Sixth and additional false alarms	\$100 each

ATTACHMENT 2

City of Kenmore, Washington 2014 Fee Schedule



Resolution No. 13-0227

City of Kenmore, Washington – 2014 Fee Schedule cont.
Page 2 of 20

Table of Contents

	Page
1. Business Registration and Licenses	3
2. Code Enforcement	4
3. Comprehensive Plan and Development Regulation Amendments	4
4. Development Services	5-19
General	5
Development Agreement	5
Pre-Application Fees	5
Zoning and Land Use Permits	6
Subdivision-Preliminary Application Review	6
Shoreline Management Permit	7
Special Review Fees	8
Engineering: General Permitting and Inspections	9
Engineering: Subdivision Plan Review and Inspections	11
Building Permits	12
Plumbing Permits	14
Mechanical Permits	14
Impact Fees	16
Fire Department Review	17
Right-of-Way Permits	17
Special Events Permits	19
5. Animal Care and Control	19
Animal License and Registration	19
Animal Business and Activity Permits	19
Civil Penalties	19
Service Fees	20
6. Miscellaneous Fees	20

Note: Solid vertical lines (|) in the margins indicate a change and a plus sign (+) in the margin of the fee schedule indicates a new fee from the previous schedule.

City of Kenmore, Washington – 2014 Fee Schedule cont.
Page 3 of 20

1. BUSINESS REGISTRATION AND LICENCES

Business Registration	2014 Fee
General Business - New Application for existing businesses registered by DOR	\$21 (1)
General Business - New Application for a new business	\$10 (2)
General Business Renewal (starting in 2015)	\$10
Home Occupation - New Application for existing businesses registered by DOR	\$21 (1)
Home Occupation - New Application for a new business	\$10 (2)
Home Occupation Renewal (starting in 2015)	\$10
The business registration program is managed through Washington State Department of Revenue (DOR). The City registration fee is in addition to the DOR administration fee, which is currently \$19 for new applications and \$11 for renewals. (1) Applies to businesses currently licensed by DOR. DOR will waive their service fee for the first year. \$21 is for 2014; reverts to \$10 in 2015, when DOR's service fee commences for renewals. (2) Applies to new businesses needing City registration and a DOR license. DOR will assess an additional \$19 administration fee.	
Business Licenses	2014 Fee
Adult Entertainment	
Device	\$50 each
Operator	\$500/year
Premises	\$200/year
Panoram Manager License	\$50/year
Adult Cabaret	
Operator	\$500/year
Cabaret Manager License	\$50/year
Cabaret Entertainer License	\$50/year
Adult Retail Business License	\$500/year
Dance	\$200/year \$100/six months \$50/day
Dance (non-profit, educational or City-sponsored)	Exempt
Live Entertainment: music (other than mechanical); boxing or wrestling; exhibition skating; video arcades; pool halls; bowling alleys; race tracks and drag strips (if attendance more than 2,000 at a single event). Covers more than one skating rink, shooting gallery.	\$200/year \$100/six months \$50/day
Amusement Parks – Permanent	\$200/year
For one to 10 units, inclusive	\$100/six months
For more than 10 units	\$400/year \$200/six months
Carnivals	
For one to 10 units, inclusive	\$40.00/day
For more than 10 units	\$100/day
Closing out sales	
Closing out sale license – original license	\$300/year
First 30-day renewal	\$200/year
Second 30-day renewal	\$200/year
Junk Shop License	\$300/year

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 4 of 20

Junk Wagon License	\$40/year
Massage Parlor/Bathhouse	\$150/year
Massage Practitioner	\$50/year
Theaters	\$100/each screen
Outdoor Musical Event (not sponsored by the City and with an admission fee)	\$750/year
Pawnbroker	\$500/year
Peddler/Solicitor	No fee
Secondhand dealer	\$40/year
Shuffleboard License	\$50/year
Renewal of License, registration or permit late penalty	10% of required fee
Transferability of license of permit	\$25

2. CODE ENFORCEMENT

Code Enforcement	2014 Fee
Inspection/Posting	\$50
Re-inspection	\$50
Abatement	Actual City costs
Abatement Hearing	\$360
Hearing Officer	\$215/hour
Notice of Violation Appeal Hearing	\$125
Removal of Declaration	\$20
Violation of a stop work order	\$500

Housing Code Enforcement	2014 Fee
Inspection/Posting	\$255/hour
Re-Inspection plus Notice and Order	\$510
Hourly Rate	\$255
Appeal Fee	\$150/each
Closing Fee	\$255
Contract Abatement Fee	\$15% of the contract
Late Fee	\$25% of amount due
Hearing Officer	\$215/hour

The following fees apply to all enforcement actions:	2014 Fee
Inspection Warrant	\$350/each
Attorney Fees	Rate per hour to be determined as established by the City Attorney contract for legal services
Paralegal Services	\$60/hour
Notary Services	\$10
Abatement	Actual cost of labor

3. COMPREHENSIVE PLAN AND DEVELOPMENT REGULATION AMENDMENTS

Type	2014 Fee
Prescreening/threshold review fee	\$200
Annual amendment cycle fee (applicants whose amendment proposals are approved for consideration by the City Council)	\$400

City of Kenmore, Washington – 2014 Fee Schedule cont.
Page 5 of 20

4. DEVELOPMENT SERVICES

General Fees	2014 Fee
Development Review Technology Fee Applies to development permits and is based on development plan review fees and permit fees; not to include impact fees or land use decisions.	3%
P-Suffix and other required site plan reviews	
Initial plan review	\$1,078
Each additional review for compliance, including signs and tenant improvements.	\$163
Amend adopted P-suffix conditions	\$2,241
Mobile home park and RV park plan review	\$3,561
Site plan application fee (Land-use permit associated to KMC 18.105)	\$364
Construction permit site plan review	\$100
Landscape and tree management plan review	
Initial plan review based on site area	
0 – 1 site acre	\$211
> 1 – 2 site acres	\$337
> 2 – 5 site acres	\$507
> 5 – 10 site acres	\$676
More than 10 site acres	\$1,352
Each plan revision review	\$324
Request for modification requiring public notice	\$673.00
Landscape and tree management inspections	
Landscape installation inspection	\$269
Landscape maintenance bond release inspection	\$269
Additional excessive reviews and inspection fees Applies to all development permits; additional plan review or inspections required by changes, additions or revisions to the plans or excess reviews of re-submittals will be billed at an hourly rate.	\$100/hour
Hourly fees throughout this section may be billed in ½ hour intervals	

Development Agreement	2014 Fee
Threshold review with City Council	\$200
Development Agreement requested by the applicant (proposal is approved for consideration by the City Council)	\$5,000 + City Attorney fees
Development Agreement requested by the City	No Fee

Pre-Application	2014 Fee
Pre-application review fee	No Fee

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 6 of 20

Zoning and Land Use	2014 Fee
Request for site specific rezone	\$3,000
Conditional use permits (CUP) and special use permits (SUP)	
Administrative CUP	\$3,633
SUP with public hearing	\$8,501
Daycare with 24 children or less	\$1,365
Request for time extension	\$146
Variances (including variances from KMC 18.55)	
Application review	\$2,500
Added fee when public hearing required	\$1,626
Request for time extension	\$146
Boundary line adjustment	\$574
Communications facility application fee	\$364
Accessory dwelling unit	\$50
Change of use (zoning only)	\$50
Reuse of closed public school facilities	\$1,400
Land use inspections	\$100/hour
Reasonable use exception	\$2,500
Public agency and utility exception	\$1,953
Zoning letter inquiry/request	\$100
Design review	\$100/hour

Subdivision – Preliminary Application Review	2014 Fee
Preliminary short subdivisions	
Short subdivision 4 lots or less	
Base fee	\$1,111
Plus per lot	\$140
Short subdivision 5 to 9 lots	
Base fee	\$7,033
Plus per lot	\$153
Revision to approved preliminary	\$898
Short subdivision alteration	\$1,245
Request for time extension	\$100
Preliminary subdivisions	
Initial application	
50 lots or less	
Base fee	\$12,955
Plus per lot	\$167
More than 50 lots	
Base fee	\$22,208
Plus per lot	\$37
Surcharge for applications utilizing lot clustering or flexible yard provisions (percent of initial fee)	10%
Major revision requiring new public hearing	\$3,886
Minor revisions submitted after preliminary approval (not necessitating additional hearings)	\$925
Request for time extension	\$100

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 7 of 20

Subdivision alterations or subdivision vacations	
With public hearing	\$3,886
Without public hearing	\$1,944
Supplemental fee – a surcharge for applications involving significant environmentally sensitive areas (percentage of total initial fee)	10%
Supplemental fee – remanded applications (percentage of initial fee)	50%
Binding site plan	
Building permit, as-built or site plan review based plan	\$4,862
Conceptual plan	\$5,733
Revision to a preliminary approved plan	\$1,112
Revision to a final binding site plan	\$1,996

Shoreline Management Permit	2014 Fee
Substantial development permit	
Total cost of proposed development:	
Up to \$10,000	\$1,280
\$10,001 to \$100,000	\$2,560
\$100,001 to \$500,000	\$6,399
\$500,001 to \$1,000,000	\$9,598
\$1,000,001 or more	\$12,797
Single family joint-use dock	\$2,560
Shoreline conditional use permit	
Non-forest practices	\$7,219
Forest practices	\$1,313
Shoreline variance	
Up to \$10,000 project value	\$2,166
\$10,001 or more project value	\$7,219
Shoreline re-designation	
Base fee	\$14,438
Per shoreline lineal foot	\$27.60
Maximum	\$54,144
Shoreline review of other permits or approvals for conditions	\$177
Shoreline exemption	\$276
Supplemental fees	
Request for an extension of a permit, calculated as a percentage of the original permit	20%
Shoreline permit revision, calculated as a percentage of the original permit	20%
Surcharge when public hearing required	12%
Minimum	\$2,048
Permit compliance inspections	
Hourly rate (including travel time)	\$100/hour
Plus per mile	\$0.50/mile

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 8 of 20

Special Reviews	2014 Fee
State Environmental Policy Act (SEPA) review	
Environmental checklist	
Base fee	\$600
After six hours	\$100/hour
Supplemental Determination of Nonsignificance (DNS), Mitigated Determination of Nonsignificance (MDNS), or Determination of Significance (DS) review	\$100/hour
MDNS deposit	\$1,313
Environmental Impact Statement (EIS) deposit – a percentage of total estimated cost	33%
Draft Environmental Impact Statement (DEIS), Final Environmental Impact Statement (FEIS), Supplemental Environmental Impact Statement (SEIS) or addenda preparation and review costs – including scoping, writing, editing, publishing, mailing, distributing and contract administration: All fixed and contract costs, and time costs, per hour	\$100/hour
Post MDNS, DEIS, FEIS or SEIS publication work preparing or consulting on staff reports, permit conditions or public hearing testimony, per hour	\$100/hour
Critical areas review	
Applicants will be eligible for a refund of the portion of the base fee that is less than the city's costs (including consultants, public notice (as necessary) and other associated expenses).	
Review of residential building permits, shoreline permits, individual short subdivision, boundary line adjustments and right-of-way use permits:	
Site review base fee	\$1,000
Plus, per hour	\$100/hour
Review of commercial building permits, grading permits, engineering permits, subdivisions, PUDs, declassifications, variances, conditional use permits and unclassified use permits:	
Site review base fee	\$1,000
Plus, per hour	\$100/hour
Flood plain determination – certificate of elevation	\$100
Plus, per hour	\$100/hour
Review of mitigation plan compliance, per hour	\$100/hour
Critical areas inspection	\$100/hour
Inspection and monitoring, per hour	\$100/hour
Appeals	
Appeals to the hearing examiner from decisions of the City	\$125
Departmental review of non-departmental permits	\$100/hour
Review and monitoring of master drainage plans, per hour	\$100/hour
Legal lot status request	\$200

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 9 of 20

Engineering: General Permitting & Inspections			2014 Fee
Parking review			
New or additional spaces			
First 0-25 spaces			\$23/each space
Next 26-50			\$20.70/each space
Next 51-75			\$16.30/each space
Next 76-150			\$16.30/each space
Anything above 150			\$11.80/each space
Minimum fee			\$296.10
Clearing			
0 – 5 site acres			
Base fee			\$73.50
Hourly fee			No fee
5.1 site acres or more			
Base fee			\$367.50
Hourly fee			\$100/hour
Field inspections			\$100/hour
Tree removal			\$73.50
Drainage review			
Residential drainage requirement review base fee			\$238
Small site drainage review			\$143
Targeted drainage review			\$234
Full drainage review			
Simplex review			\$293
Complex review			\$676
Commercial drainage plan review base fee			\$570
Total distributed area	Targeted drainage review #1, 2 and 3	Full drainage review and targeted drainage review for #4	
0 – .50 site acre	\$895	\$1,119	
.51 – 1 site acre	\$1,234	\$1,543	
1.1 – 2 site acres	\$2,255	\$2,819	
2.1 – 5 site acres	\$4,951	\$6,189	
5.1 – 10 site acres	\$5,964	\$7,456	
More than 10 acres	\$6,640	\$8,300	
Traffic impact analysis review			
Level 1 (10 P.M. peak hour trips or less)			\$337
Level 2 (11-75 P.M. peak hour trips)			\$800
Level 3 (Over 75 P.M. peak hour trips)			\$1,600
Road standards/drainage standards variance			\$200
Grading permit (based on the total of the two tables listed below)			
Table 1			
Volume	Base fee		Per 100 cubic yards
0 to 500 cubic yards	\$0	+	\$28.40
501 to 3,000 cubic yards	\$54	+	\$39.20
3,001 to 10,000 cubic yards	\$339	+	\$26.10
10,001 to 20,000 cubic yards	\$2,159	+	\$7.90
20,001 to 40,000 cubic yards	\$3,319	+	\$2.10
40,001 to 80,000 cubic yards	\$3,599	+	\$1.40

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 10 of 20

80,001 cubic yards or more	\$4,239	+	\$0.60
Table 2			
Disturbed Area	Base fee	+	Per acre
Up to 1 acre	\$176	+	\$819.40
1.1 to 10 acres	\$381	+	\$614.30
10.1 to 40 acres	\$2,916	+	\$360.80
40.1 to 120 acres	\$10,428	+	\$176
120.1 to 360 acres	\$22,944	+	\$68.70
360.1 acres or more	\$34,716		\$36
Grading plan revision Hourly rate			\$100/hour
Grading permit operation monitoring (inspection fee when not associated to a Bond Quantity Worksheet) The operation monitoring fee shall be calculated by adding the applicable amount from the Annual Volume Table (below) to an amount equal to \$215 per acre disturbed and not rehabilitated during the monitoring period, to a maximum of \$10,000.			
Annual Volume Table			
Volume deposited or removed	Base fee		Per 100 cubic yards
0 to 3,000 cubic yards	\$0	+	\$102.20
3,001 to 10,000 cubic yards	\$2,550	+	\$17.20
10,001 to 20,000 cubic yards	\$3,760	+	\$5.10
20,001 to 40,000 cubic yards	\$4,280	+	\$2.50
40,001 cubic yards or more	\$4,680	+	\$1.50
Reclamation bond release inspection			\$255
Re-inspection of non-bonded actions			\$225
Construction inspections (when associated to a Bond Quantity Worksheet)			
Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond		
\$0 – \$30,000	\$213 + \$119 / \$1,000 bond		
\$30,001 – 120,000	\$2,253 + \$51 / \$1,000 bond		
\$120,001 or more	\$6,693 + \$14 / \$1,000 bond		
Addition inspection after 1 year	\$100/hour		
Maintenance bond inspections			
Bond quantities worksheet amount (line T)	Initial fee + additional fee based on bond		
\$0 – \$30,000	\$461 + \$15.30 / \$1,000 bond		
\$30,001 – 120,000	\$770 + \$5 / \$1,000 bond		
\$120,001 or more	\$1,166 + \$1.70 / \$1,000 bond		

City of Kenmore, Washington – 2014 Fee Schedule cont.
Page 11 of 20

Engineering: Subdivision Plan Review and Inspections		2014 Fee
Short subdivision engineering plan review		
Short subdivision 4 lots or less		
Base fee		\$2,087
Plus per lot		\$209
Short subdivision 5 to 9 lots		
Base fee		\$4,148
Plus per lot		\$209
Additional review in excess of initial fees		\$100/hour
Subdivision engineering plan review		
Subdivision 30 lots or less		
Base fee		\$6,209
Plus per lot		\$33.60
Subdivision 31 lots or more		
Base fee		\$6,710
Plus per lot		\$16.90
Revisions and re-submittals		
Each occurrence		\$119
Additional review in excess of initial fees		\$100/hour
Planned unit development engineering plan review		
30 units or less		
Base fee		\$6,209
Plus per unit		\$46.10
31 units or more		
Base fee		\$6,911
Plus per unit		\$22.70
Revisions and re-submittals		
Each occurrence		\$119
Additional review in excess of initial fees		\$100/hour
Conceptual binding site plan (including conceptual commercial binding site plan)		
Plan and profile base fee		\$4,132
Revisions and re-submittals		
Each occurrence		\$119
Additional review in excess of initial fees		\$100/hour
Construction inspections (when associated to a Bond Quantity Worksheet)		
Bond quantities worksheet amount (line T)		Initial fee + additional fee based on bond
\$0 – \$30,000		\$213 + \$119 / \$1,000 bond
\$30,001 – 120,000		\$2,253 + \$51 / \$1,000 bond
\$120,001 or more		\$6,693 + \$14 / \$1,000 bond
Addition inspection after 1 year		\$100/hour
Subdivision final approval		
Final short subdivision 4 lots or less		\$1,922
Final short subdivision 5 to 9 lots		\$3,873
Final short subdivision alteration		\$714

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 12 of 20

Final subdivision 30 lots or less	
Base fee	\$5,825
Plus per lot	\$69.10
Final subdivision 31 lots or more	
Base fee	\$6,470
Plus per lot	\$47.60
Subdivision alteration	\$1,077
Modification of a recorded building envelope	\$541
Request for name change	\$192
Final planned unit development	\$4,530
Request for time extension	\$145
Request for name change	\$192
Final building site plan	\$3,081
Subdivision – post final fees	
Maintenance bond inspection	
Bond amount	Initial fee + additional fee based on bond
\$0 – \$30,000	\$461 + \$15.30 / \$1,000 bond
\$30,001 – 120,000	\$770 + \$5 / \$1,000 bond
\$120,001 or more	\$1,166 + \$1.70 / \$1,000 bond

Building Permits		2014 Fee
Building permit fees are based on valuation. The table below establishes the permit fee from the valuation. Valuation is determined by type of construction and square footage or from a contractor's bid. The most recent edition of the Building Safety Journal determines the type of construction and square footage factor.		
Total valuation	fee	
\$1 – \$500	\$23.50	
\$501 – \$2,000	\$23.50 for the first \$500 plus \$3.05 for each additional \$100 or fraction thereof, to and including \$2,000.	
\$2,001 – \$25,000	\$69.25 for the first \$2,000 plus \$14 for each additional \$1,000 or fraction thereof, to and including \$25,000.	
\$25,001 – \$50,000	\$391.25 for the first \$25,000 plus \$10.10 for each additional \$1,000 or fraction thereof, to and including \$50,000.	
\$50,001 – \$100,000	\$643.75 for the first \$50,000 plus \$7 for each additional \$1,000 or fraction thereof, to and including \$100,000.	
\$100,001 – \$500,000	\$993.75 for the first \$100,000 plus \$5.60 for each additional \$1,000 or fraction thereof, to and including \$500,000.	
\$500,001 – \$1,000,000	\$3,223.75 for the first \$500,000 plus \$4.75 for each additional \$1,000 or fraction thereof, to and including \$1,000,000.	
\$1,000,001 or more	\$5,608.75 for the first \$1,000,000 plus \$3.65 for each additional \$1,000 or fraction thereof.	
Building plan review		
Plan review fees shall be 65% of the building permit fee (this does not include other review type costs). If the plan is a "basic", as determined by the Building Official, the plan check fee shall be 25% of the permit fee.		
Additional plan review required for changes, additions or revisions to plans (minimum charge ½ hour)		\$100/hour

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 13 of 20

For use of outside consultants for plan review and inspections		Actual costs
Building code change in use or occupancy	Minimum 2 hour inspection charge (\$200) plus actual inspections at hourly rate (\$100/hour)	
Mobile homes		
Mobile home permit		\$216
Temporary mobile home permit		\$263
Temporary mobile home for hardship		\$263
Non-insignia mobile home inspection		\$263
Re-Roof permits		
Single family residential		\$94
Commercial and multi-family		Based on permit per fee valuation table
Special review of oversized buildings		\$138
Condominium conversion review		
Project fee		
1 to 30 units		\$667
31 to 99 units		\$1,665
100 or more units		\$3,332
Plus per unit		\$332
Special plan review		\$100/hour
Pre-inspections		
Fire or flood damage		\$311
Minimum housing or other code compliance		\$311
Relocation of structures		\$311
Demolition inspection		\$94
Re-inspection (Ordinance 00-0098)		\$100/hour
Inspections outside of normal hours		\$100/hour
Inspections for which no fee is specifically indicated		\$100/hour
Billboard alteration or relocation site review		\$667
Certification of permit completion		
Temporary occupancy certificate, per building or tenant space		\$284
Final occupancy certification when more than one building permit, each additional building		\$284
Final occupancy certification for individual condominium or other portions of buildings, per unit		\$128
Letter of completion for shell construction permits when more than one building permit, each additional building		\$284
Extension and renewal		
Extensions for final inspection only		
Single family residential		\$100
All other permits		\$100
All other extensions or renewals (including temporary reinstatement)		
Single family residential and all other permits		\$100
Temporary mobile home		\$131
Temporary hardship mobile home		\$119

City of Kenmore, Washington – 2014 Fee Schedule cont.
Page 14 of 20

Plumbing Permits		2014 Fee
Commercial and Multi-family (Non one- and two-family dwellings and townhouses)	Based on actual valuation of all fixtures materials and installation as submitted and determined by the Building Official. When plan review is required, as determined by the Building Official, the plan review fee for all permits will be 65% of the permit fee.	
New one- and two-family dwellings and townhouses		\$225/dwelling
Alterations or additions to one- and two-family dwellings and townhouses		Based on the table below
Base fee		\$23.50
Plus:		
For each plumbing fixture on one trap or set of fixtures on one trap		\$10/each
Roof drain		\$10/each
Electric water heater		\$10/each
Grease trap		\$10/each
Alteration or repair of water piping or water treating equipment		\$10/each
Back flow devices (other than atmospheric vacuum breakers)		\$10/each
Other		\$10/each

Mechanical Permits		2014 Fee
Commercial and Multi-family (Non one- and two-family dwellings and townhouses)	Based on actual valuation of all fixtures materials and installation as submitted and determined by the Building Official. When plan review is required, as determined by the Building Official, the plan review fee for all permits will be 65% of the permit fee.	
New one- and two-family dwellings and townhouses		\$225/dwelling
Alterations or additions to one- and two-family dwellings and townhouses		Based on the table below
Base fee		\$23.50
Plus:		
Furnaces		
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, up to and including 100,000 Btu/h (29.3 kW)		\$14.80
For the installation or relocation of each forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance, over 100,000 Btu/h (29.3kW)		\$18.20
For the installation or relocation of each floor furnace, including vent		\$14.80
For the installation or relocation of each suspended heating, recessed wall heater or floor-mounted unit heater		\$14.80

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 15 of 20

Appliance vent	
For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit	\$7.25
Repairs, alterations and additions	
For the repair or alteration of, or addition to each heating appliance, refrigeration unit, cooling unit, absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code	\$13.70
Boilers, compressors and absorption systems	
For the installation and relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system to and including 100,000 Btu/h (29.3 kW)	\$14.70
For the installation and relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) to and including 15 horsepower (52.7 kW), or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW)	\$27.15
For the installation and relocation of each boiler or compressor over 15 horsepower (52.7 kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6 kW) to and including 1,000,000 Btu/h (512.9 kW)	\$37.25
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5 kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW)	\$55.45
For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW)	\$92.65
Air handlers	
For each air-handling unit to and including 10,000 cubic feet per minute (cfm) (4719 Us), including ducts attached thereto. Note: this fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling unit, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code)	\$10.65
For each air-handling unit over 10,000 cfm (4719 Us)	\$18.10
Evaporative Coolers	
For each evaporative cooler other than the portable type	\$10.65
Ventilation and exhaust	
For each ventilation fan connected to a single duct	\$7.25
For each ventilation system which is not a portion of any heating or air conditioning system authorized by a permit	\$10.65
For the installation of each hood which is served by mechanical exhaust, including the ducts for such hood	\$10.65

City of Kenmore, Washington – 2014 Fee Schedule cont.
Page 16 of 20

Incinerators		
For the installation or relocation of each domestic-type incinerator		\$18.20
For the installation or relocation of each commercial or industrial-type incinerator		\$14.50
Gas piping		
Gas pipe (1-5 outlets)		\$10.65
Gas pipe (outlets over 5)		\$1/each
Miscellaneous		
For each appliance of piece of equipment regulated by the Mechanical Code but not classed in other appliance categories, or for which no other fee is listed in the table		\$10.65
Gas water heater		\$10.65
Transportation Impact Fees		ITE Code
Single family residence		210
Multi-family		220
Per peak hour trip		
General light industrial		110
Manufacturing		140
Mini-warehousing		151
Condominium/townhouse		230
Mobile home park		240
Hotel		310
Motel		320
Marina		420
Golf course		430
Movie Theater		444
Racquet club		492
High School		530
Church		560
Hospital		610
Nursing home		620
General office building		710
Medical-dental building		720
Shopping center		820
Restaurant		932
Fast food restaurant without drive through		933
Fast food restaurant with drive through		934
Gas station		944
Gas station with convenience store		945
Supermarket		850
Convenience market		851
Drive-in bank		912
Park Impact Fees		2014 Fee
Single family residence		\$2,537/unit
Multi-family		\$1,658.82/unit
Mobile home		\$788.25/unit

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 17 of 20

Fire Department Review	2014 Fee
The fire review fee will be assessed per the approved contract with the Northshore Fire District #16 for all single family, multi-family and commercial projects.	

Limited Right-of-Way Permits	2014 Fee
Type A permit may be issued for activities within the right-of-way which will alter the surface or subsurface of the right-of-way. Examples include: • Open cut trenching • Culvert installation • Driveways • Shoulder improvements • Sidewalks • Above ground pedestals or utility boxes • Paving operations in right-of-way • Landscaping • Beautification (no fee)	
Application fee (includes review and 1 hour inspection)	\$200
Inspections in excess of 1 hour	\$100/hour
Type B permit may be issued for temporary use of the right-of-way (24 hours or less) for activities that will not alter the right-of-way surface or subsurface. Examples include: • Parade • Block party • Temporary parking • Temporary storage of dumpster/storage container	
Application fee (includes review and inspection)	\$75
Type C permit may be issued for temporary use of the right-of-way (more than 24 hours) for activities that will not alter the right-of-way surface or subsurface. Also includes activities that require traffic plan and traffic plan review. Examples include: • Street closures • Extended storage in the right-of-way • Commercial activities in the right-of-way • Right-of-way used as construction site for private development	
Application fee (includes 1 hour inspection)	\$150
Inspection in excess of 1 hour	\$100/hour
Use fee	$\text{Fee} = (\text{use area}) \times \$20 \text{ per sq. ft.} \times \text{days of usage} / 365$ or a minimum of \$100, whichever is greater

Access Right-of-Way Permits	2014 Fee
Application fee (includes 1 hour review and 1 hour inspection)	\$200
Review fee in excess of 1 hour	\$100/hour
Inspection fee in excess of 1 hour	\$100/hour
Use fee	
Open to the public	No fee
Limited (not open to the public)	$\text{Fee} = (\text{use area}) \times \text{value}^* \times 25\%$ or a minimum of \$100 whichever is greater
*value of adjacent land (in area, sq ft) according to the County Assessor records	

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 18 of 20

Encroachment Right-of-Way Permits		2014 Fee
	Application fee (includes 1 hour review and 1 hour inspection)	\$200
	Review fee in excess of 1 hour	\$100/hour
	Inspection fee in excess of 1 hour	\$100/hour
	Use fee	Fee = (use area) x value* x No. of Years x 12% or a minimum of \$100 whichever is greater
*value of adjacent land (in area, sq ft) according to the County Assessor records		

Utility franchise Right-of-Way Permits		2014 Fee
	Application fee	\$200
	Review fee	\$100/hour
	Inspection fee	\$100/hour
	Use fee	No fee

State Route 522 driveway connection permit		2013 Fee
Fee structure. The following nonrefundable fee structure is established for the processing, review and inspection of the connection permit application. A description of each category can be found in section 12.85.040 of the KMC. Due to the potential complexity of Category II and Category III connection proposals, and required mitigation measures that may involve construction on SR 522, the city may require a developer agreement in addition to the connection permit. The developer agreement may include, but is not limited to: plans; specifications; maintenance requirements; bonding requirements; inspection requirements; division of costs by the parties, where applicable; and provisions for payment by the applicant of actual costs incurred by the city in the review and administration of the applicant's proposal that exceed the required base fees in the following schedule: Category I – Base fee for one connection: - Agricultural, forest, utility operation and maintenance - Residential dwelling units (up to 10)- single connection - Other, with 100 average weekday vehicle trip ends - Fee per additional connection point Category II – Base fee for one connection: - Less than 1,000 average weekday vehicle trip ends 1,000 to 1,500 average weekday vehicle trip ends - Fee per additional connection point Category III - Base fee for one connection: 1,500 to 2,500 average weekday vehicle trip ends - Over 2,500 average weekday vehicle trip ends - Fee per additional connection point Category IV – Base fee per connection:		
		\$50
		\$50/dwelling
		\$500
		\$50
		\$1,000
		\$1,500
		\$250
		\$2,500
		\$4,000
		\$1,000
		\$100
Surety Bond. Prior to the beginning of construction of any connection, the city may require the permit holder to provide a surety bond as specified in WAC 468-34-020(3).		

City of Kenmore, Washington – 2014 Fee Schedule cont.
Page 19 of 20

Special Event Permit	2014 Fee
Application fee	\$100

5. ANIMAL CARE AND CONTROL

Animal License and Registration	2014 Fee
Pet license – dog or cat	
Unaltered	\$60
Altered	\$30
Juvenile pet license – dog or cat	\$15
Discounted pet license – dog or cat	\$15
Replacement tag	\$5
Transfer fee	\$3
Guard dog registration	\$100
Exotic pet	
New	\$500
Renewal	\$250
Service animal	No fee
K-9 police dog	No fee
Late fees	
Received 45-90 days following license expiration	\$15
Received 90-135 days following license expiration	\$20
Received more than 135 days following license expiration	\$30
Received more than 365 days following license expiration	\$30 plus license fee(s) for any previous year pet was unlicensed

Animal Business and Activity Permits	2014 Fee
Hobby kennel and hobby cattery license	\$50
Private animal placement permit	No fee

Civil Penalties	2014 Fee
General	
No previous similar code violation within one year	\$50
One previous similar code violation within one year	\$100
Two previous similar code violation within one year	Double the rate of the previous penalty, up to a maximum of \$1,000.
Vicious animal or animal cruelty violations	
First violation within one year	\$500
Subsequent violations within one year	\$1,000
Dog leash law violations	
First violation within one year	\$25
Additional violation within one year	\$50
Animal abandonment	\$500
Unlicensed cat or dog	
Altered cat or dog	\$125
Unaltered cat or dog	\$250

City of Kenmore, Washington – 2014 Fee Schedule cont.

Page 20 of 20

Service Fees	2014 Fee
Adoptions –including licensing and spaying or neutering or the animal	\$75-\$250 based upon adoptability/animal
Spay or neutering deposit	\$150/animal
Impound or redemption – dogs, cats or other small animals	
First impound within one year	\$45
Second impound within one year	\$85
Third impound within one year	\$125
Impound or redemption – livestock, small	\$45
Impound or redemption – livestock, large	\$45 or actual cost of sheltering, whichever is greater
Kenneling at King County animal shelter – per 24 hours or portion thereof in-field pick-up of an owner's deceased unlicensed pet or pick-up of an unlicensed pet released voluntarily to the regional animal service section.	\$20
Owner-requested euthanasia (unlicensed pets)	\$50
Optional micro-chipping for adopted pets	\$25

6. MISCELLANEOUS

Type	2014 Fee
NSF (insufficient check)	\$25
Reports, copies, maps, etc.	
Accident reports, case reports	\$0.15/page
Ordinances, resolutions or findings	\$0.15/page
Copies or computer printouts	\$0.15/page
Audio or Electronic duplications	\$5 per tape or CD (other than budget documents)
Recording documents	Actual costs or \$100 minimum, whichever is greater
Note: any maps, plans, blueprints, as-built maps, or budget documents to be provided at cost. Other items not specifically listed will be charged at a rate that will reimburse the City's total cost of duplicating that item. Additionally, if any requested items are to be mailed, the cost of the envelope and postage shall be charged to the requestor.	
Use of City owned property, other than right-of-way, for event parking, storage or similar use	\$100/day
City Sponsored Event - Vendor Fees	
Food Vendor	\$30/day
Craft Vendor	\$30/day
Non-Profit Booth or Vendor	\$10/day



City Of Kenmore, Washington

Memorandum

Date: August 21, 2014

To: Rob Karlinsey, City Manager

From: Bryan Hampson, Development Services Director *BH*

Re: **Development Services Report – 2014 Mid-Year**

Executive Summary:

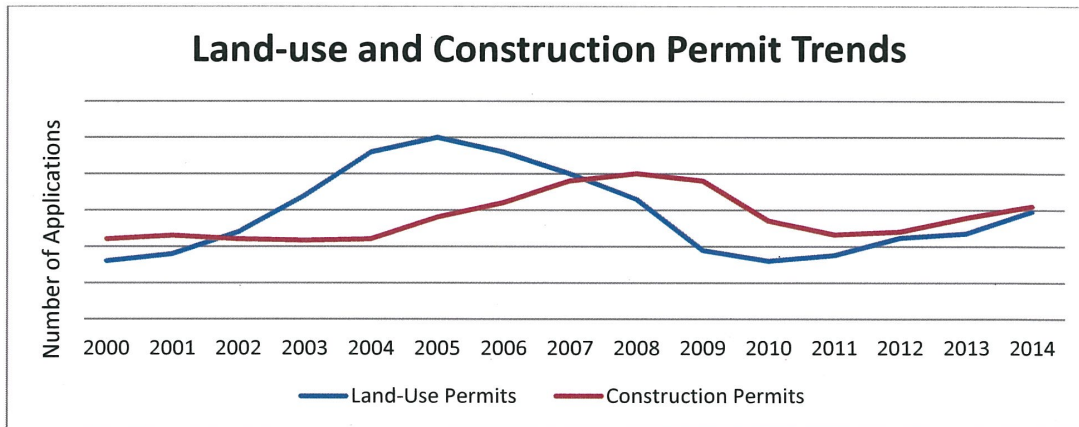
Development activities continue to experience an upward trend, which is an indication the local economy is growing. Permit revenues are up 23% compared to the same period last year and appear as if they will exceed the budgeted projections.

Other key items – 2014 First Half:

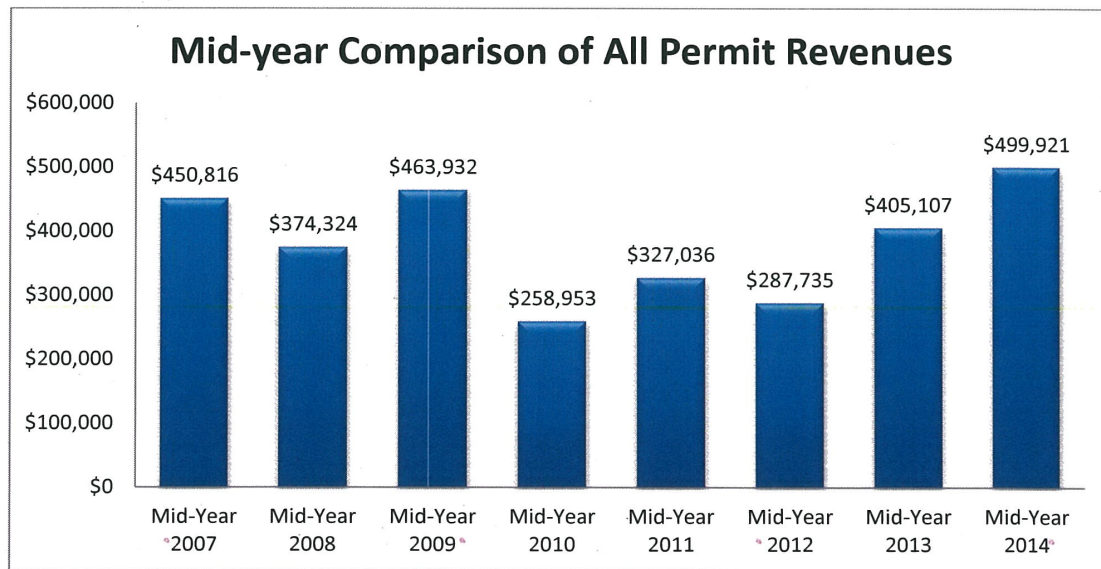
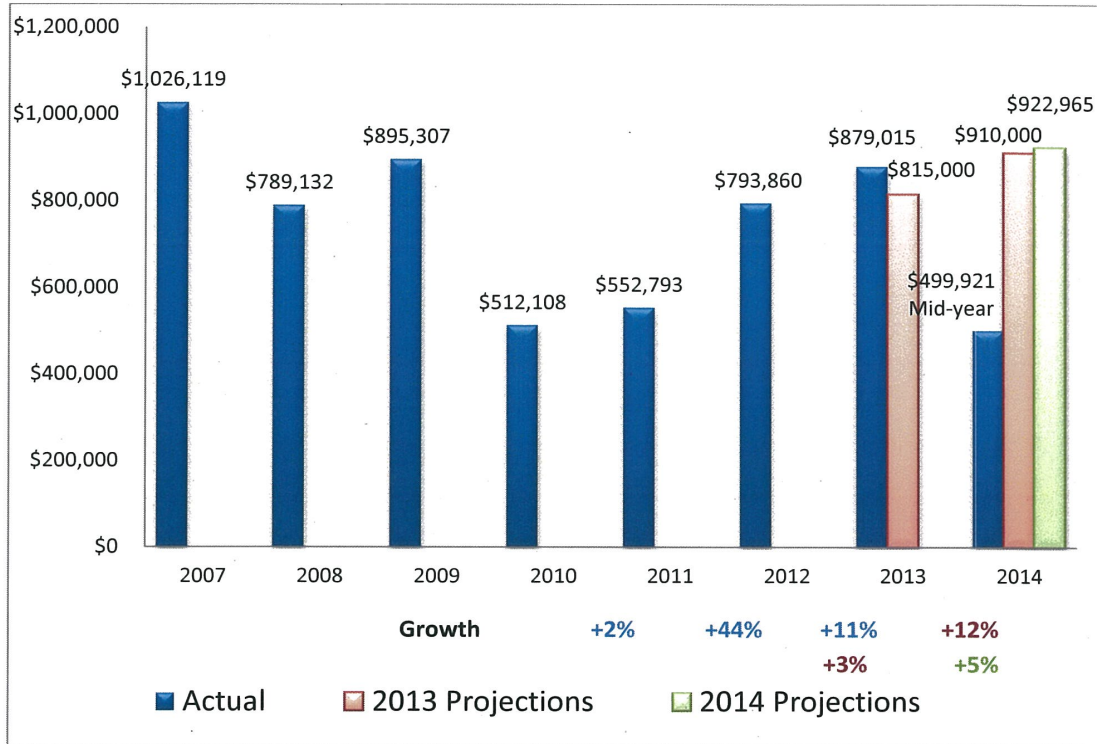
- Land-use applications continue to slightly increase, up 11% compared to the same period last year;
- Building permits are up 88% compared to the same period last year, but still below pre-recession levels;
- Engineering and Right-of-way permits are up 230% compared to the same period last year;
- Park impact fees are down 23% compared to the same period last year. However because of the Spencer68 project they are projected to be 135% of 2013 at year-end;
- Transportation impact fees are about the same compared to the same period last year. Similarly, they are projected to be 38% higher than 2013 at year-end;
- Single-family remains a strong category of permit activity although some notable new multi-family projects are Spencer68, V alue Driven Townhouses, and Refino Six Townhouses.

Development Review Team Members and Titles

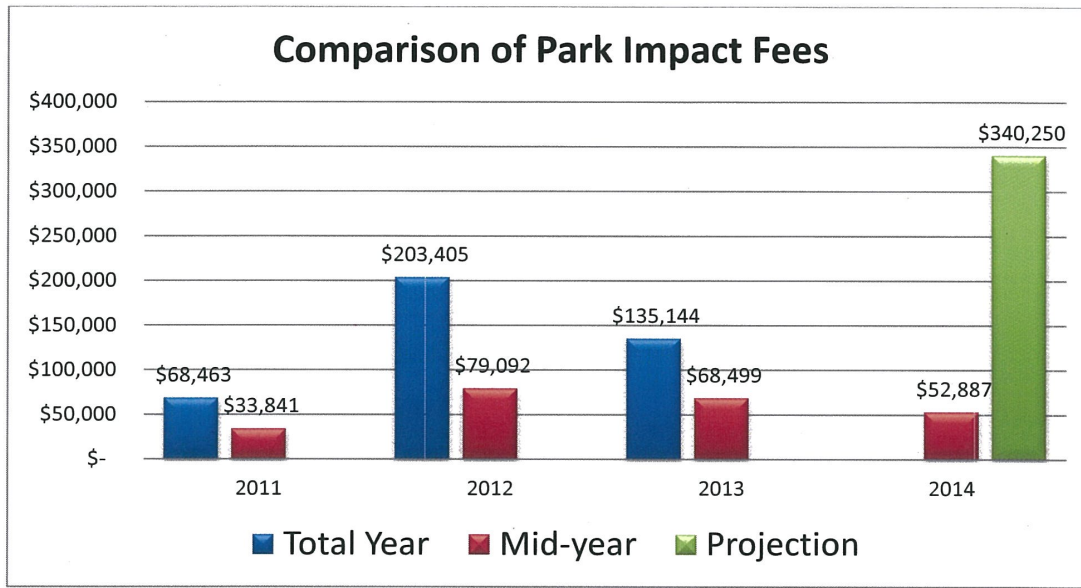
Andrew Bauer	Associate Planner
Bryan Hampson	Development Services Director
Cliff Sether	Police Chief
Debbie Bent	Community Development Director
Greg Lum	Building and Code Inspector
Jarrett Smith	Engineering Tech
Jeff LaFlam	Fire Marshal
Jennifer Gordon	Public Works Operations Manager
Kathleen Hicks	Permit Specialist
Kent Vaughan	Senior Civil Engineer
Kris Overleese	Engineering and Environmental Services Director
Lauri Anderson	Senior Planner
Mark Schwarzwalter	Building Inspector/Plans Examiner
Nancy Meehan	Administrative Assistant
Samantha Loyuk	Assistant Planner
Teresa McAllister	Office Assistant II
Tom Alexieff	Senior Civil Engineer, Northshore Utility District
Zack Richardson	Civil Engineer



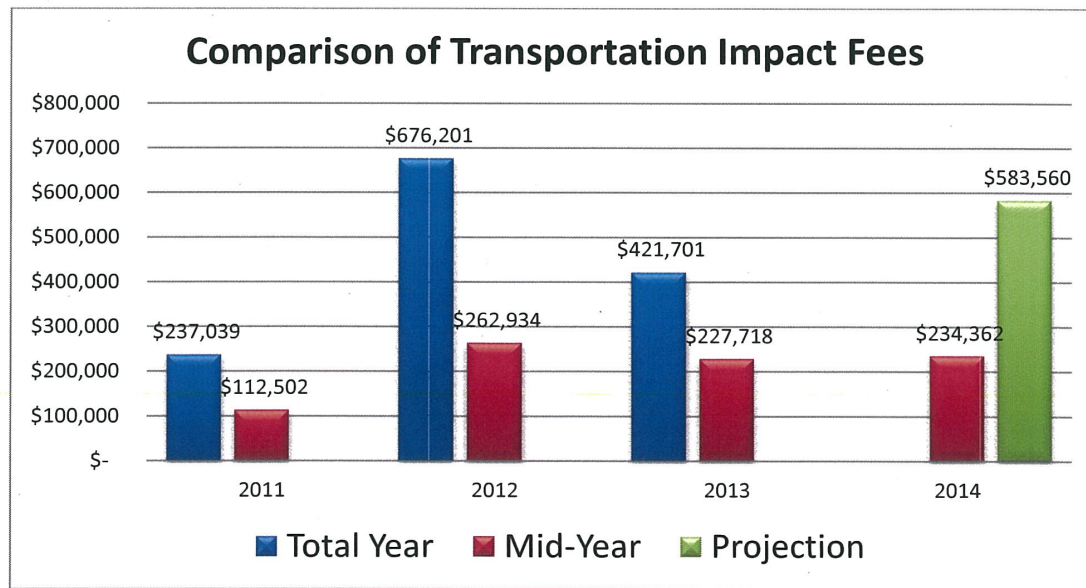
Summary of All Permit Revenues



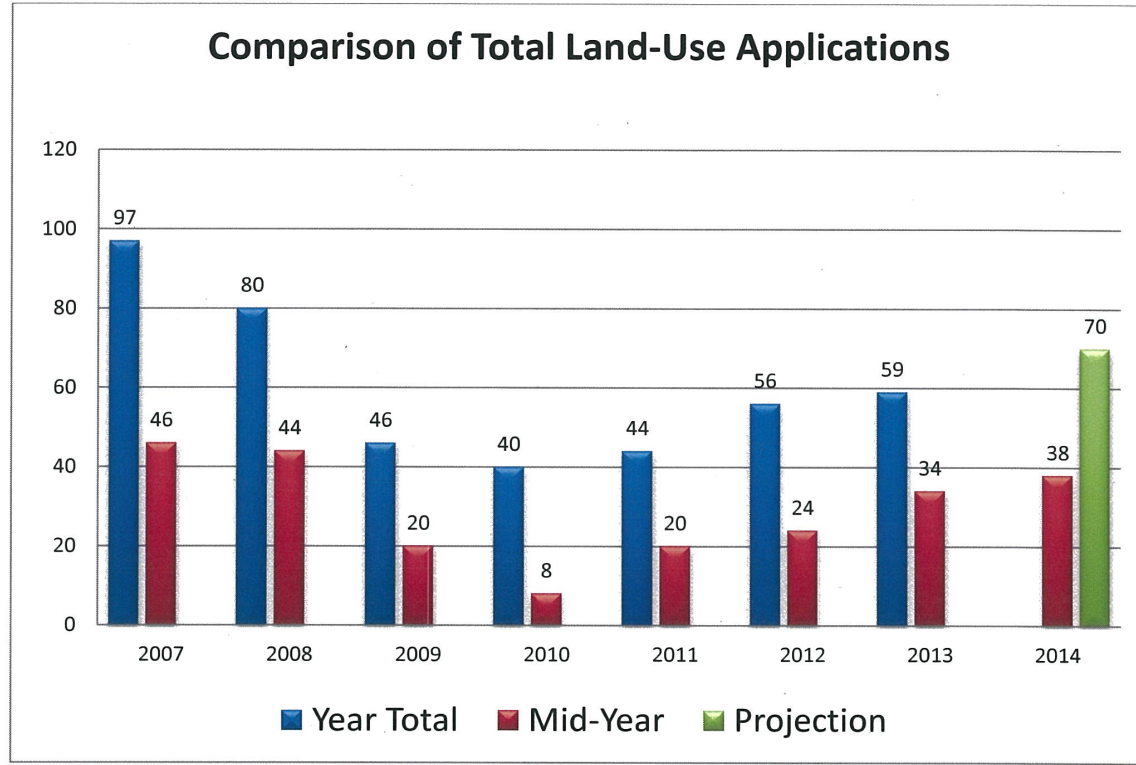
Impact Fee Revenues



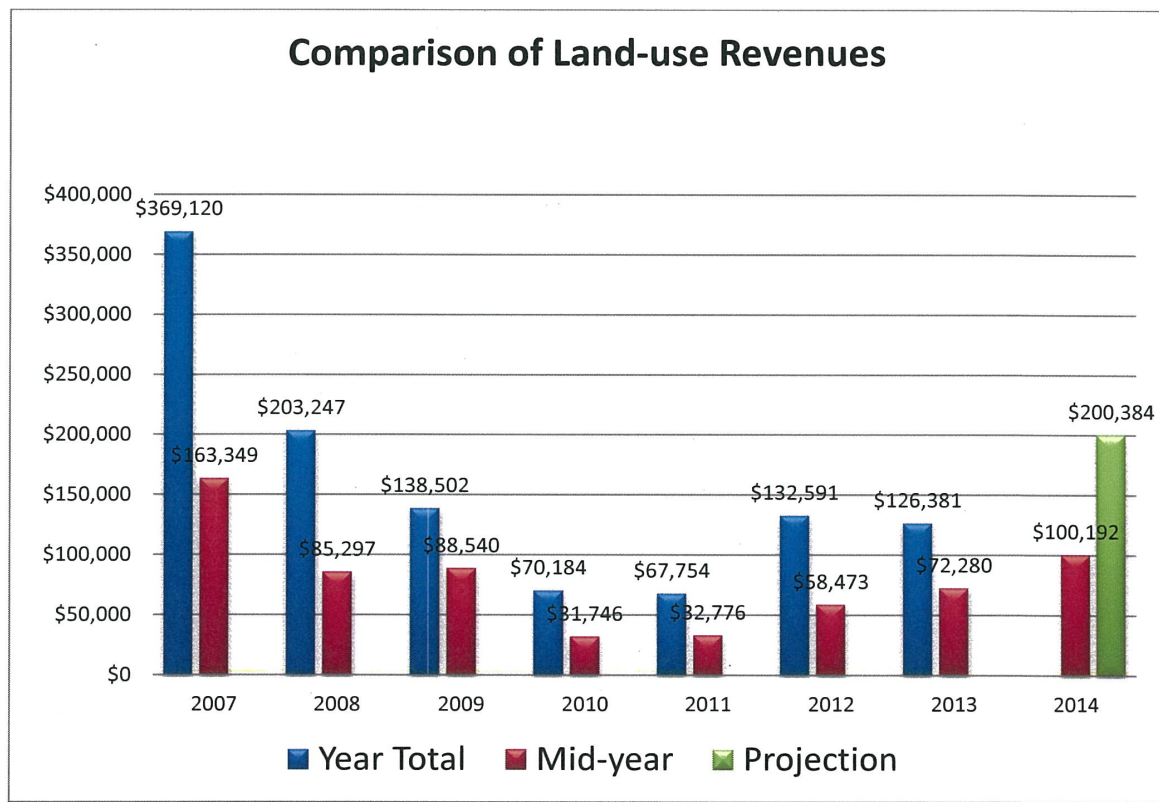
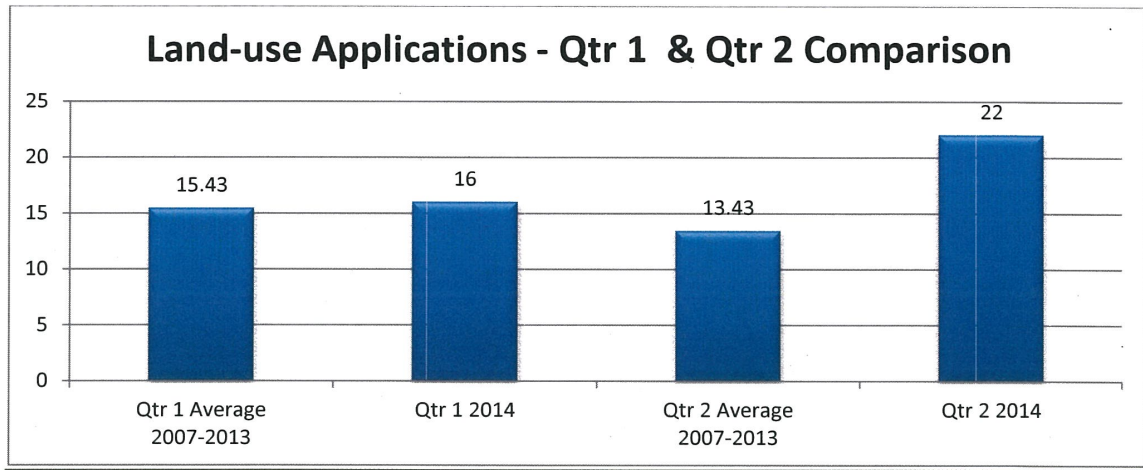
Note: The Spencer68 project pays 25% of impact fees at building permit issuance (3rd Quarter 2014).



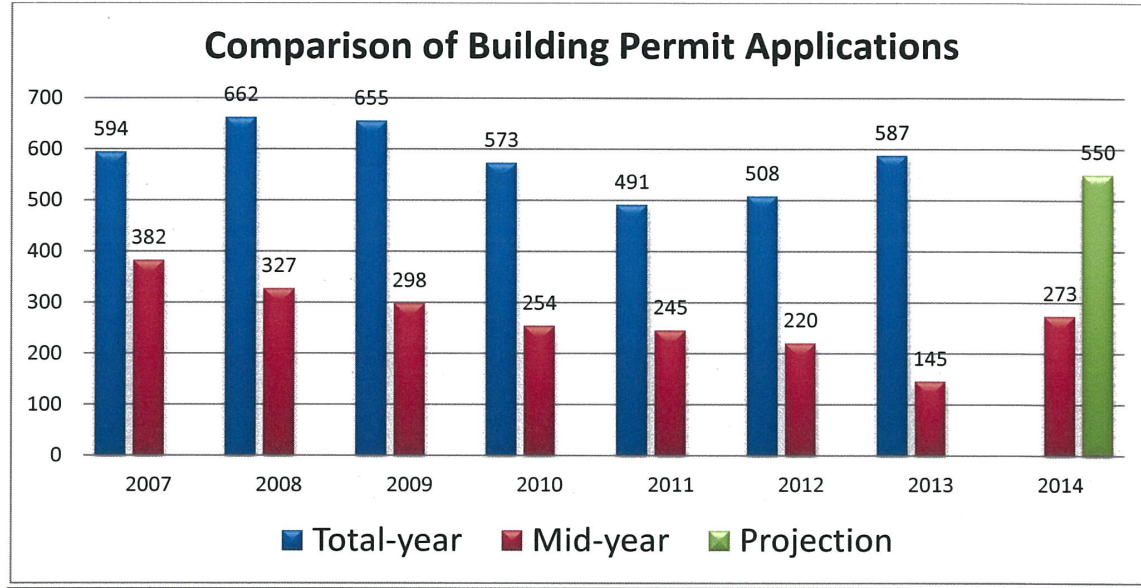
Land-use Applications



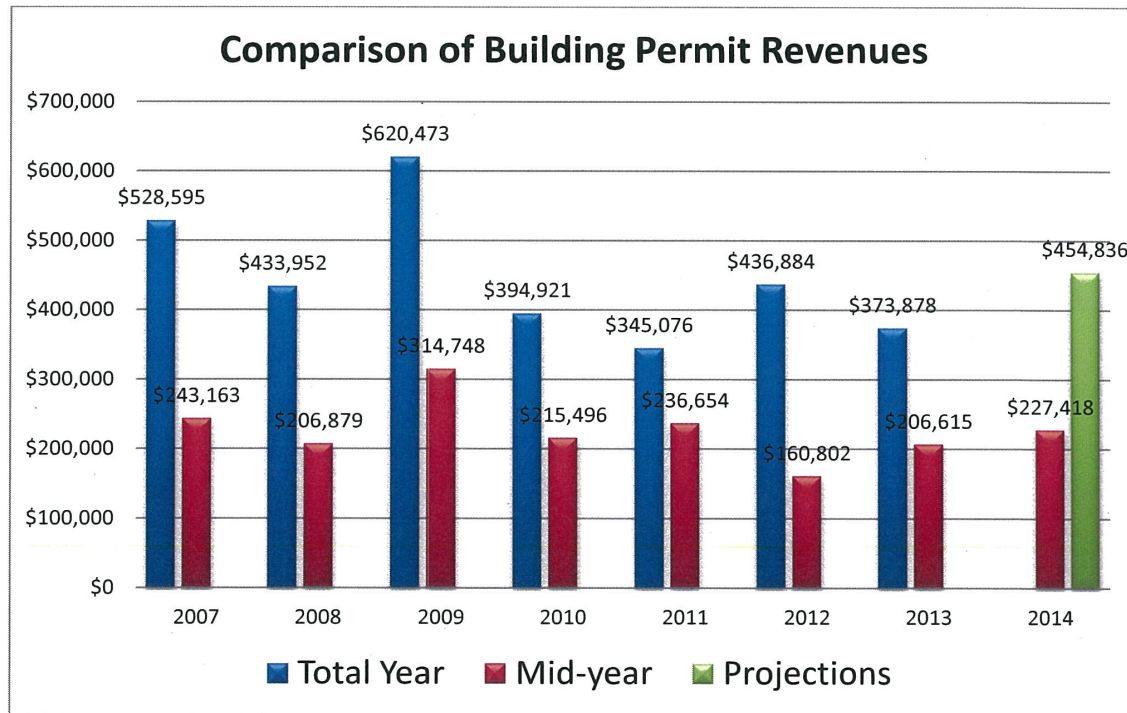
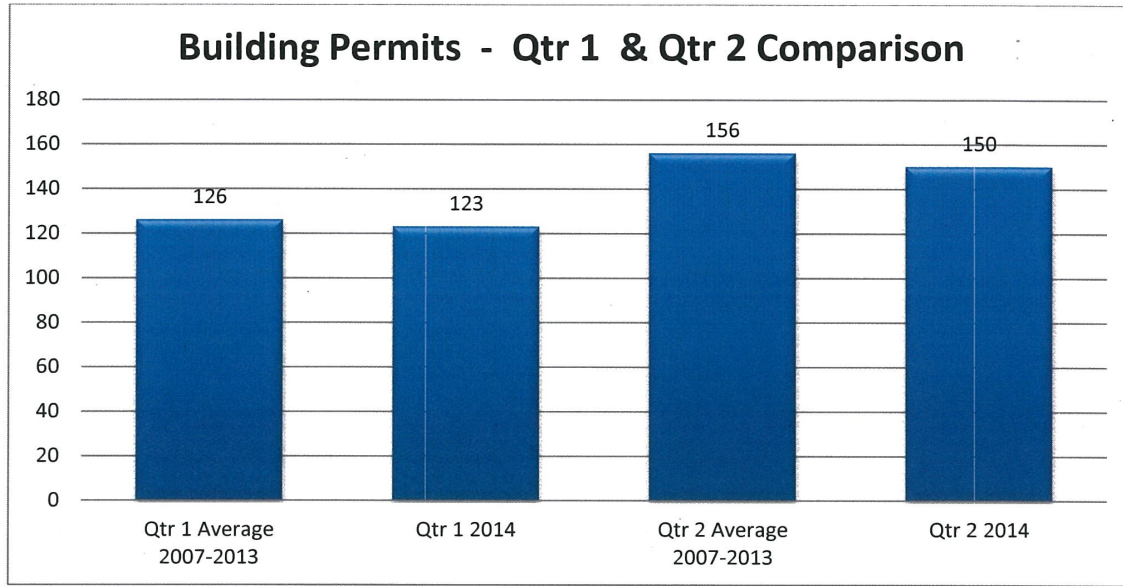
	Total '07	Total '08	Total '09	Total '10	Total '11	Total '12	Total '13	Mid- year 2014
Accessory Dwelling Unit	4	2	5	8	4	7	8	5
Boundary Line Adjustment	5	6	3	4	2	7	5	2
Commercial Site Development	4	7	1	1	2	0	3	0
Communications Facilities					4	6	4	2
New Multi-Family Development	6	1	1	0	0	0	0	1
Long Plat	4	3	1	0	0	1	0	0
Short Plat	12	9	3	1	1	3	3	7
Shoreline Substantial Development	9	5	12	10	6	9	10	7
Variance/Modification	10	3	2	1	1	4	5	3
Notices of Applications Published	28	28	10	7	9	15	13	10
SEPA	15	16	8	8	15	10	8	1
Total	97	80	46	40	44	56	59	38



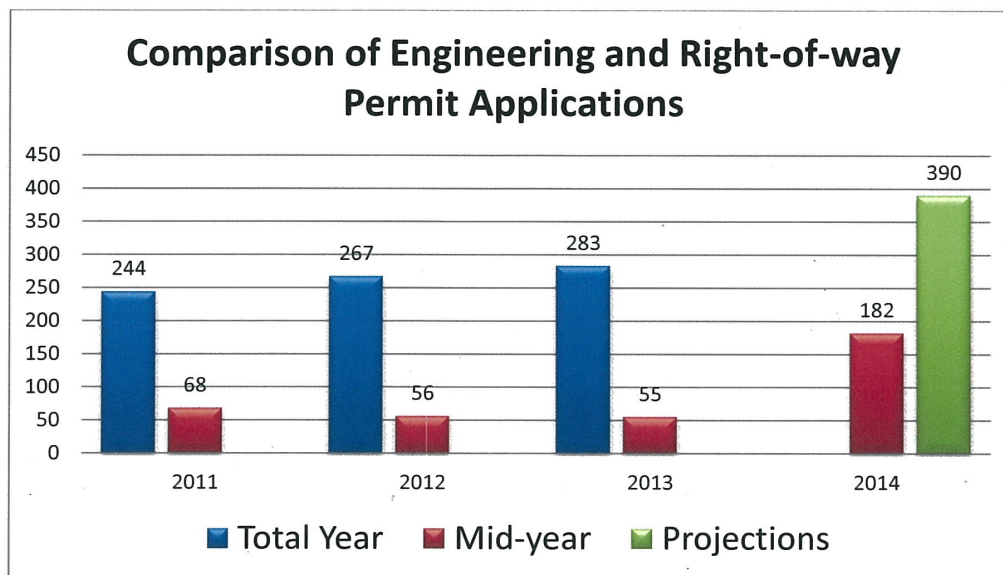
Building Permits



	2007	2008	2009	2010	2011	2012	2013	Mid-Year 2014
New Single-family Residence	76	69	67	79	46	71	58	25
Single-family addition	57	43	28	36	21	22	14	15
Single-family remodel	39	36	41	47	33	23	35	24
Single-family reroof	42	60	49	30	31	18	12	6
Mechanical	168	227	269	243	179	205	244	110
Plumbing	72	93	84	60	66	64	71	37
New Multi-family	5	12	0	0	0	0	8	8
Multi-family alteration	16	11	0	2	2	8	4	0
New Commercial	2	2	2	1	13	5	5	3
Commercial Tenant Imp	12	14	15	16	16	16	12	8
Communications Facility	1	3	2	1	5	4	1	4
Demolition	17	13	10	8	9	9	26	9
Sign	25	22	20	22	16	12	15	8
Other	62	57	68	28	54	51	82	16
Total	594	662	655	573	491	508	587	273

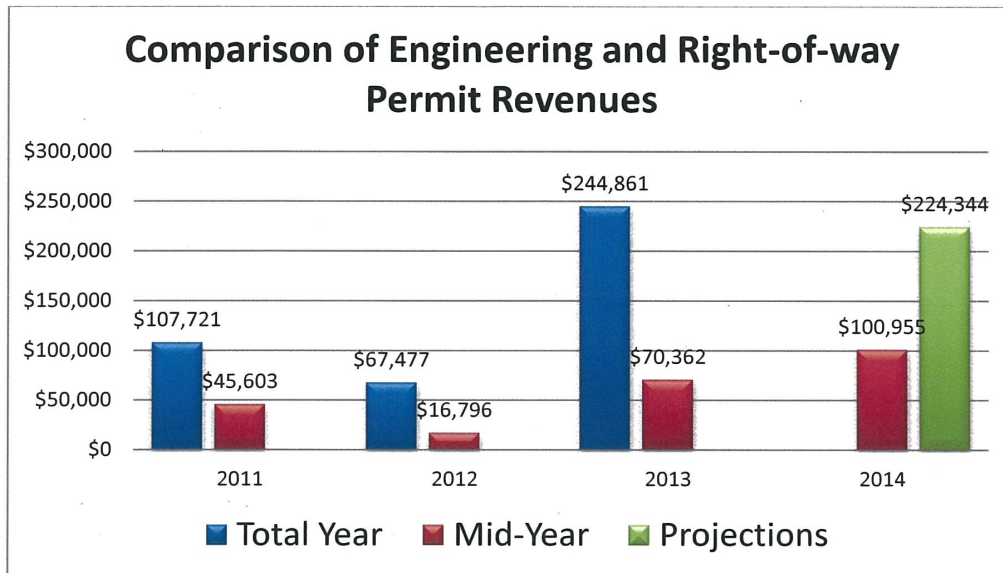


Engineering Permits



Prior to October 2010 the right of way processes and utility inspections were contracted through King County and the grading permits were lumped in with the land-use permits.

	2010	2011	2012	2013	Mid-year 2014
Engineering	1	13	9	19	15
Grading	27	10	4	1	2
Tree Removal	85	72	56	39	22
Right-of-way	3	24	21	40	18
Franchise Right-of-way	-	117	163	175	112
Special Events	0	8	14	9	13
Total	116	244	267	283	182



Inspections

The inspections include all inspections performed by the building inspector, planning inspector, engineering inspector, right-of-way inspector and code enforcement officer.

Inspections Performed per year:	2011	2012	2013	Mid-year 2014
Residential Building	1026	1492	1309	691
Residential Plumbing	300	359	362	174
Residential Mechanical	457	419	507	247
Commercial Building	207	248	149	35
Commercial Plumbing	61	35	54	8
Commercial Mechanical	79	46	35	10
Re-roof	63	47	41	19
Sign	16	11	10	1
Other	26	35	62	43
Landscape	19	26	9	3
Engineering	176	122	18	46
Grading	20	15	1	
Right-of-Way	45	49	40	50
Total	2495	2904	2597	1326