City of Redmond

Redmond
WASHINGTON

Agenda

Tuesday, September 19, 2023

4:30 PM

City Hall: 15670 NE 85th St; Remote: Comcast Ch. 21/321, Ziply Ch. 34, Facebook (@CityofRedmond), Redmond.gov/rctvlive, or 510-335-7371

Committee of the Whole - Public Safety and Human Services

Committee Members

Jeralee Anderson, Presiding Officer
David Carson
Steve Fields
Jessica Forsythe
Varisha Khan
Vanessa Kritzer
Melissa Stuart

AGENDA

ROLL CALL

1. Safer Streets for All (SS4A) Consultant Agreement CM 23-464

Attachment A: SS4A Planning Process Graphic

Attachment B: Selected Consultant Proposal

Department: Planning and Community Development, 5 minutes
Requested Action: Consent, October 3rd

2. Proposed King County Community Development Block Grant (CDBG) 2024 Funding Allocation Plan CM 23-476

Attachment A: Proposed 2024 Redmond CDBG Allocation Plan

Department: Planning and Community Development, 5 minutes
Requested Action: Consent, October 3rd

3. Diversity, Equity, and Inclusion (DEI) Program Monthly Update CM 23-472

Department: Executive, 5 minutes
Requested Action: Informational

4. 2023 Adopted Costs for King County Sheriff Marine Policing Services. CM 23-478

Attachment A: King County Marine Patrol Services ILA

Attachment B: Redmond Marine Patrol 2023 Invoice

Attachment C: 2023A Adopted Marine Exhibit Summary

Attachment D: 2023A Adopted Costs for Marine Patrol Services

Attachment E: Redmond Marine Patrol 2022 Invoice

Department: Police, 5 minutes
Requested Action: Consent, October 3rd

5. Police Technology Update CM 23-477

Department: Police, 20 minutes
Requested Action: Informational

6. Adoption of an Ordinance for Amendments to the Redmond Fire Code CM 23-480

Attachment A: Fire Code Ordinance - Effective 10-29-2023

Department: Fire, 5 minutes
Requested Action: Consent, October 3rd

ADJOURNMENT

Memorandum

Date: 9/19/2023
Meeting of: Committee of the Whole - Public Safety and Human Services

File No. CM 23-464
Type: Committee Memo

TO: Committee of the Whole - Public Safety and Human Services
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Vangie Garcia, PE	Transportation Planning & Engineering Manager
Planning and Community Development	Francesca Liburdy, PE	Senior Transportation Planner
Planning and Community Development	Josh Mueller	Senior Transportation Strategist

TITLE:
Safer Streets for All (SS4A) Consultant Agreement

OVERVIEW STATEMENT:
With the Safer Streets for All (SS4A) Consultant Agreement, the City of Redmond is soliciting a consultant to create a Safety Action Plan. The funding to develop the consultant agreement and Safety Action Plan comes from the agreement the City of Redmond has with the Puget Sound Regional Council (PSRC). The Safety Action Plan will build upon the work completed for the Local Road Safety Plan that is currently in progress. When finished, the Action Plan will develop and prioritize safety improvement projects throughout the City and facilitate upcoming applications for safety grant funding.

☐ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
- 2030 Comprehensive Plan
- Transportation Master Plan
- Community Strategic Plan, including Objectives #2 and #3:
    - Objective #2: Continue investments in key opportunity projects that support economic and community vitality
    - Objective #3: On-going investigation of community driven safety concerns such as, traffic volumes, high

accident locations, bike lanes, crosswalks, and sidewalks to improve safety for pedestrians, bicyclists, and motorists.

- **Required:**
  U.S. Department of Transportation Safe Streets and Roads for All (SS4A) Grant Program
- **Council Request:**
  N/A
- **Other Key Facts:**
  An RFQ was posted on July 28, 2023, four submittals were received on August 18, 2023, and Transpo Group was subsequently notified that they were the selected consultant. A copy of the scope of work submitted by Transpo Group is included with this packet as Attachment B.

OUTCOMES:

The SS4A Action Plan will develop a list of prioritized safety improvement projects that will provide direct countermeasures to existing high-risk locations. With this Action Plan, the City of Redmond will be well prepared to apply for funding from safety grant programs.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  Community outreach for the SS4A Action Plan will begin once the consultant is under contract.
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:

The funding to develop the consultant agreement and Safety Action Plan comes from the agreement the City of Redmond has with the Puget Sound Regional Council (PSRC). Staff working on this project are funded through the adopted Mobility of People & Goods budget offer.

Approved in current biennial budget: ☒ **Yes** ☐ **No** ☐ **N/A**

Budget Offer Number:
0000034 - Mobility of People & Goods

Budget Priority:
Vibrant and Connected

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:

N/A

Funding source(s):
Puget Sound Regional Council (PSRC) Award. The grant was presented for acceptance on September 5, 2023, during the Planning and Public Works Committee of the Whole meeting. The grant is scheduled for acceptance on September 19, 2023, during the Business Meeting.

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
10/3/2023	Business Meeting	Approve

Time Constraints:
The selected consultant has been notified and is coordinating with City staff regarding the project schedule. Project work is anticipated to begin in October 2023.

ANTICIPATED RESULT IF NOT APPROVED:
If not approved, the City will not be able to move forward with the consultant contract and will not be able to use the funding obtained for this work from PSRC. Without a SS4A Action Plan, the City will lack a key resource in competing for future safety grant funding.

ATTACHMENTS:
Attachment A - SS4A Planning Process Graphic
Attachment B - Transpo Group Proposal

Safer Streets for All (SS4A) Planning Processes

Local Road Safety Plan (LRSP)
- **Currently in progress** with an update planned at the 11/14 Council meeting
- **Report** that includes historic crash data analysis, patterns of safety concerns, and potential countermeasures for each concern
- Remains at a higher level and begins to develop **specific location-based projects**

PSRC Sub-Agreement
- **Agreement with PSRC** that provides the funding for the SS4A Action Plan work
- PSRC will serve as the lead applicant developing a Regional Safety Plan while each jurisdiction within the sub-agreement will develop a **localized Safety Action Plan**

SS4A Consultant Agreement
- **Agreement with a consultant team** that allows the City of Redmond to solicit a consultant to complete the **localized Safety Action Plan**
- The solicitation process is currently in progress, and we will award a consultant this week

SS4A Action Plan
- **Localized Safety Action Plan** with prioritized safety improvement projects throughout Redmond
- **Report** that develops **specific location-based projects** to implement safety improvements
- Projects will provide basis for the City to apply for grant funding

Implementation Grant Funding
- **Grant applications** that award funding to the projects developed in the **localized Safety Action Plan**
- Funding through USDOT's SS4A Grant Funding program
- Additional funding can be awarded through WSDOT's Highway Safety Improvement Plan (HSIP) application

BID RESPONSE

Responding To:

Bid/Project Number: RFQ 10794-23

Bid/Project Title: Safer Streets for All (SS4A) Action Plan

Closing Date: 08/18/2023, 12:00 pm PST

Submitted By:

Name of Company Submitting Response:
Transpo Group

Printed Name of Person Submitting Response:
Bob Bailey

Email:
bob.bailey@transpogroup.com

Signature of Person Submitting Response: DocuSigned by: Bob Bailey 30EA6B6E9FF6415...

Date:
8/18/2023

Attach Your Bid/Proposal:

Remember to sign your bid/proposal

Attach all pages of your response here

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City of Redmond

Submittal of Qualifications for Safer Streets for All (SS4A) Action Plan

Prepared by:
TRANSPO GROUP
12131 113th Ave NE,
Suite 203
Kirkland, WA 98034
425.821.3665

August 18, 2023

LETTER OF TRANSMITTAL

TRANSPO GROUP is a transportation engineering and planning services firm focused on the safety, mobility, and connectivity of all modes and users of a transportation system. We are dedicated by our company values to a collaborative design process with our clients to meet an agency's goals and vision. We understand the design intricacies of local, state and federally funded transportation projects, and our staff understands the complexities of project delivery from the agency side.

Transpo has provided transportation safety analyses for over a dozen agencies in the last four years. We understand the process of spot and systemic safety analysis and creative use of countermeasures to effectively address safety risk factors. By integrating national best practices from AASHTO, NACTO, FHWA, Safe System Approach, MUTCD, and WSDOT with the latest PROWAG requirements and insight on future trends, Transpo has ensured forward-thinking planning and design for future transportation systems.

Business License
Transpo holds a City of Redmond business license as a requirement for performing these services.
#RED15-000307

Valid Time Period
This submittal is valid for 90 calendar days.

Business Name
Transpo Group USA, Inc.
12131 113th Ave NE,
Suite 203, Kirkland, WA 98034
Incorporated in 2012, in business since 1975. 75 employees.

August 18, 2023

RE: Submittal of Qualifications for Safer Streets for All (SS4A) Action Plan

Dear Selection Committee,

Transpo Group appreciates the opportunity to present our qualifications for assisting the City of Redmond to develop an Action Plan that builds on the City's Local Road Safety Plan to include additional public and stakeholder involvement, Citywide policy and standards reviews, an equity focus to develop an inclusive and comprehensive Plan with broad community support. We have received, read, and understand the City of Redmond's Request for Qualifications that was published on July 28, 2023.

The Transpo project team, which includes DKS Associates, has demonstrated expertise with the development of many LRSPs for the WSDOT HSIP grant funding program with ***over $8 million awarded to construct LRSP systemic safety improvements for our client cities***. We have an experienced team of transportation planning safety experts ready to partner with the City of Redmond to develop pro-active, equitable, and systemic safety plans and improvements that will support applications for HSIP and SS4A grant funding in 2024 and 2025.

The Transpo Team brings the following advantages to the City of Redmond's project:

- **Specialization in Transportation Planning and Safety**—Our team includes credentialed transportation planning and traffic safety experts, experienced in applying Safe System, Vision Zero, Complete Streets, and innovative solutions in urban areas, and are passionate about safety improvements for people of all ages, abilities, and modes.
- **Active Transportation Prioritization**—The Transpo team are experienced with a variety of methods for prioritizing pedestrian and bicycle projects and are currently engaged in prioritizing pedestrian and bicycle facilities in several communities.
- **State and Federal Grant Funding Expertise**—We have secured millions of dollars in state and federal grants to implement projects in many cities and clearly understand SS4A grant program requirements. We specialize in designing safety countermeasures with City implementation, delivery, and maintenance realities in mind.
- **Roadway Safety Audit Expertise**—Our partner, DKS, are experts at conducting Roadway Safety Audits with local experience and a focus on active modes.

We look forward to your review of our qualifications and would be happy to answer any questions you have about this proposal. The Transpo team looks forward to the opportunity to work with citizens and staff in the City of Redmond.

Sincerely,

Brett Schock, PE, AICP, RSP2i, ENV SP
Project Manager | (425) 896-5229 | brett.schock@transpogroup.com

PROPOSED TEAM

TEAM ORGANIZATION

We have identified key staff that will be assigned to the City's SS4A Action Plan project. Each team member is experienced in modern safety analysis techniques and the development of Safety Action Plan components, with specific strengths directly relevant to safety projects.

Estimated percentage of availability throughout the duration of the project is shown based on currently contracted project commitments.

Transpo and DKS are committed to the assignment of the identified personnel to the Redmond SS4A project for the duration of the project development. Each firm also has additional highly qualified staff that may be added, as needed, under the guidance of the task leads in our organizational chart.

Redmond
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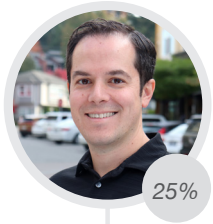
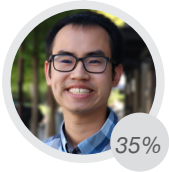
Transpo Group
DKS Associates
% *Availability*



Brett Schock | PE, AICP, RSP2I, ENV SP
PROJECT MANAGER
25%

Jon Pascal | PE
PRINCIPAL-IN-CHARGE
10%

Chris Comeau | FAICP-CTP
SAFETY ANALYSIS
30%



Tuan Nguyen | PE
CONCEPTUAL DESIGN
35%

Jane Jessen
OUTREACH LEAD
30%

Casey Rothlisberger
GIS ANALYSIS
40%

Jewell Hamilton
TECHNICAL WRITING/ SAFETY ANALYSIS
40%

Brian Chandler
PE, PTOE, RSP2IB, PMP
PRINCIPAL
20%

Brian Kellogg
PE, PTP, PTOE
SAFETY AUDIT LEAD
30%

Veronica Sullivan
RSPI
SAFETY AUDIT SUPPORT
30%

Roadway Safety Professional Credential — Our team includes multiple Roadway Safety Professionals, including Brett and Brian, two of the first 50 transportation professionals nationwide to be certified as a Roadway Safety Professional with a focus on Infrastructure (RSP2i). The RSP certification from the TPCB demonstrates an individual's commitment to going above and beyond the traditional approaches to planning and engineering of transportation systems for safety, considering the needs of vulnerable users and a range of modes. Our RSPs will help the City of Redmond move towards the lofty goal of Vision Zero which does not accept any serious injury or fatality on transportation facilities as inevitable or acceptable.

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At Transpo, we plan and design transportation systems for people — not just drivers of cars and trucks, but also the pedestrians, cyclists and transit riders who share these systems. We create transportation solutions, from transit-oriented development to context-sensitive designs, that enable a more sustainable tomorrow for communities of all sizes, and still get everyone where they need to go today. Our team of engineers, planners and technical resources includes a full range of skilled experts. Transpo has proven success providing transportation expertise including planning, design, construction support and development review. Transpo has assisted local, regional and state agencies in Washington with transportation planning and traffic engineering services since 1975.

Transpo's safety team, lead by Brett Schock, has developed Local Road Safety Plans, which are similar to the SS4A Safety Action Plan, for a dozen Cities, Counties and Tribes since 2018. Brett also developed a Local Road Safety Plan in his role as City Traffic Engineer and Target Zero Program Manager for the City of Kenmore, prior to coming to Transpo Group. Jon Pascal has provided QA/QC for all Transpo-developed Plans, and Tuan Nguyen has provided conceptual design support for many of the Plans. Detailed resumes for our project team and our project qualifications detail some of our highlighted Plans. In addition to LRSP development, our team has conducted public outreach and policy reviews with a focus on safety in various capacities for corridor studies, alternatives analyses and master planning projects. ***The SS4A Safety Action Plan combination of the various safety planning processes will combine our experience and expertise to provide a more comprehensive safety planning that will benefit the City of Redmond's transportation system users.***

Brett, our project manger, is a certified Roadway Safety Professional 2, with a focus on infrastructure, demonstrating his commitment and expertise in safety of transportation systems. He has developed training, case study and project implementation presentations, especially for active transportation, for multiple conferences at the local, state and national level for engineering, safety and planning audiences. Brett's experience will allow him to work efficiently and effectively with the City's project manager to develop a proactive, implementable Safety Action Plan. Brett and others on our team have participated in the WSDOT training seminars for Local Road Safety Plans yearly since 2017, and state and nationally offered training on the SS4A program and Safety Action Plans since 2022.

DKS

Founded in 1979, DKS Associates provides specialized transportation planning, design, and engineering services to public agencies across the country. DKS' safety projects include comprehensive safety action plans (CSAP), local road safety plans (LRSP), State Strategic Highway Safety Plans, corridor and hot spot safety needs investigations, and road safety audits.

The DKS team is involved with national safety research and has been hired to lead numerous transportation safety projects for state and local agencies throughout the West Coast. Our safety team brings vast experience preparing safety action plans at the local and state level, including facilitating robust public engagement for projects of all sizes. We apply the Safe System approach to traditional safety datasets, new technologies, demographics data, and public input to identify comprehensive solutions that improve safety for all road users. Beyond traditional safety studies, we bring unique expertise in state and federal safety funding programs, including the WSDOT County Safety Program and USDOT Safe Streets for All (SS4A).

SAFE SYSTEM APPROACH

Transpo and DKS are experts in the application of FHWA's Safe System Approach to proactively creating a future transportation system that is forgiving of human mistakes, provides critical redundancy, and shares responsibility for crash severity reduction. The Safe System Approach includes five areas of potential improvement. Our team's Safety Action Plan for the City of Redmond will primarily focus on safer roads, speeds and people, through analysis of data, identification of improvement projects and focusing on vulnerable users, but our analysis and documentation will also consider ways that the City and stakeholders such as the Police and local emergency responders can plan for post-crash care, and encourage safer vehicles. We are advocates for the Safe System Approach and understand that using the Approach will ensure consistency of the City's planning efforts with other statewide and national safety planning initiatives.

PROJECT UNDERSTANDING AND APPROACH

PROJECT UNDERSTANDING

Transpo's team, including DKS, have an in-depth understanding of the Safe Streets for All (SS4A) program. Our team are experts in the FHWA Safe System Approach that the SS4A program is rooted in and understand its relationship to the WSDOT Local Road Safety Plan (LRSP) and Highway Safety Improvement Program (HSIP) that have been in place for several years in Washington State. The SS4A Safety Action Plan, required for qualification to apply for implementation construction grant funds through the federal program, is an extension of the LRSP. The Safety Action Plan adds several components of public and stakeholder outreach, a review of policies and procedures, reporting and monitoring requirements, official declarations and commitments from agency elected leaders, and an overall focus on equity in safety analysis to the LRSP process. But, while there are some key differences, the core ***analysis of safety for the proactive mitigation of future crashes remains the core focus of LRSPs, Safety Action Plans and the FHWA Safe System Approach.***

We understand that the Safety Action Plan is guided by a self-certification checklist, provided by FHWA, that outlines the components of an Action Plan. Three of the required components are aligned with the process to develop an LRSP. The SS4A self-certification checklist allows an agency to select four of the remaining six components in order to meet the qualification for consideration of a construction grant application. ***The scope of the City of Redmond's RFQ for the SS4A Action Plan will meet the requirements of the self-certification checklist***, and improve the integration of safety into the short, medium and long-term transportation planning efforts of the City of Redmond, benefitting the users of the City's system of all modes, user types, abilities and comfort levels.

Transpo has been working with the City of Redmond on various safety planning initiatives for the last 12 months. The City of Redmond has been pursuing a more safety focused approach to not only project design and development, but long-term planning, prioritization of projects, and alignment among various planning document under an umbrella of improved safety. Transpo has assisted the City with the preparation of memoranda and presentations to internal City Committees as well as City Council on subjects such as Local Road Safety Plan (LRSP) concepts, a new Safety Level of Service approach to project prioritization, and the preparation of grant applications for

SS4A GRANT ELIGIBILITY CRITERIA

The SS4A program identifies 9 possible criteria a Safety Action Plan must meet. 3 of the criteria are required ***(shown in blue)***, and 4 of the remaining 6 must be met for an Action Plan to be eligible for implementation funding of projects. The criteria are:

1. *An official commitment to a "Zero goal"*
2. *A task force or committee developed, and will implement and monitor the Plan*
3. ***Systemic analysis of crash data***
4. *Public engagement*
5. *Equity considerations and analysis*
6. *Review of policies and standards for safety prioritization and improvement*
7. ***Identification and prioritization of safety projects***
8. *Outcome-based progress tracking*
9. ***Finalized plan between 2018 and 2023***

Our approach to the City of Redmond's proposed scope, plus our work on the Local Road Safety Plan, will meet all 9 of the criteria for self-certification.

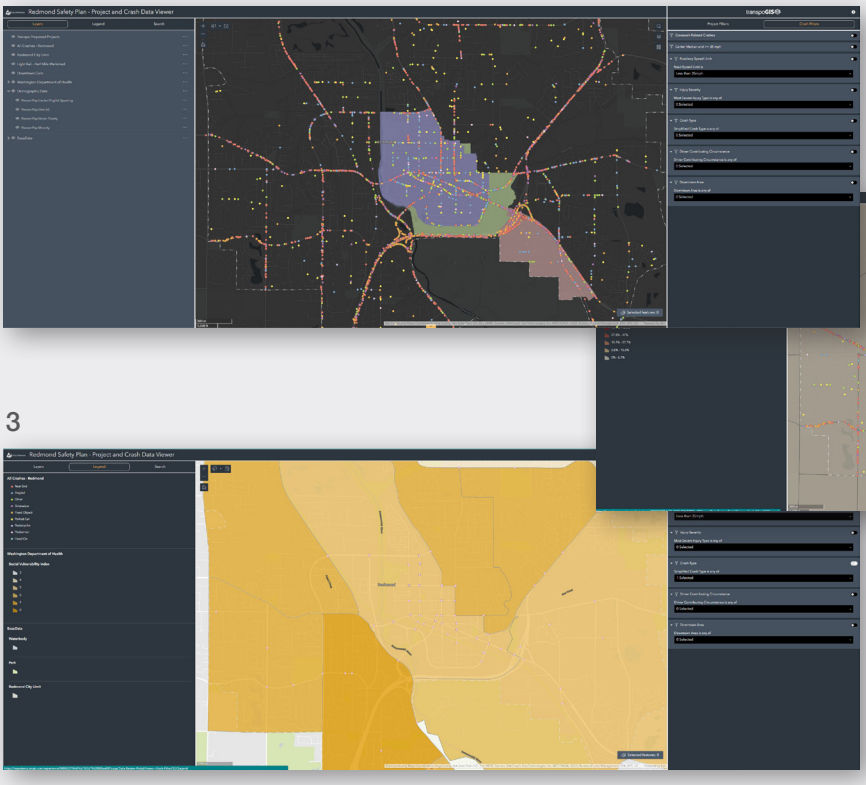
SS4A Self-Certification Checklist

the SS4A program. Transpo has used data from the 2022 call for projects from WSDOT's HSIP program to prepare a draft LRSP for the City of Redmond. We have completed the statistical identification of risk factors and begun the spatial analysis of contributing factors, roadway geometry and crash locations to prioritize, refine and finalize the risk factors and appropriate countermeasures to historical crashes in Redmond. Transpo has also developed a list of potential projects and begun drafting the LRSP in anticipation of the release of crash data approved by WSDOT for the 2024 HSIP call for projects in late 2023.

We have developed an in-depth understanding of the City of Redmond's transportation system, the crashes that have occurred, and the proactive measures that can be undertaken to prevent both the most severe crashes, especially those affecting the most vulnerable active mode users, but all crashes to improve multimodal safety across the City. We have developed a good working relationship with the City staff and City Council and demonstrated our understanding of the City's needs, the concerns of staff and Council, and our skills in identifying solutions at both the engineering/project level and the planning/policy level. ***Transpo has also worked with DKS through our planning work with Redmond*** to coordinate Citywide efforts identifying safety concerns for active mode users and aligning the goals and policies of existing and future planning documents, such as the Redmond Active Mode Master Plan. The LRSP that Transpo is developing will allow the City to apply for funding from WSDOT's HSIP program in 2024, and would be the basis of an SS4A Safety Action Plan used to apply for infrastructure grant funding from SS4A in July of 2024 and beyond.

We look forward to helping the City of Redmond, through the SS4A process, to develop vibrant, interconnected communities through identification and prioritization of projects that address safety concerns, improve connectivity for active modes, and create comfortable movement spaces for those of all modes, all ages and all abilities. We know that one of the challenges the SS4A project presents is getting buy-in from all stakeholders on some elements of the plan, the method of prioritizing projects and the countermeasure projects' design. We will rely on our team's experience in working with other agencies to integrate similar tactics for safety prioritization, and in designing and implementing similar safety treatments, to respond to concerns about acceptability to the public, long-term maintenance, deviation from historical/traditional standards, and impact on metrics such as traffic level of service and congestion that have, historically, served as the guiding principle for project development and selection.

1



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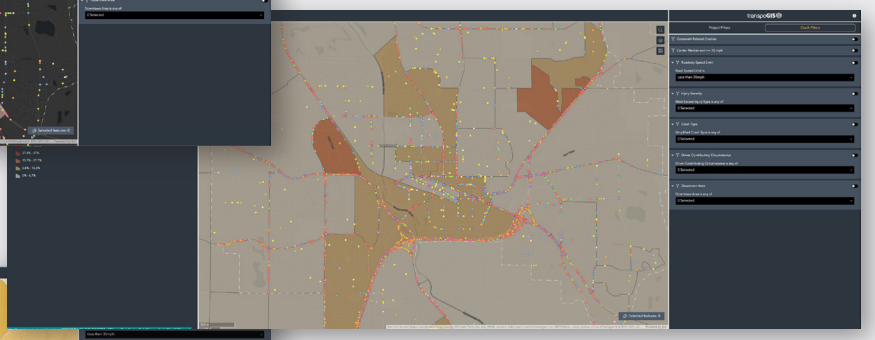


3

Data visualizations developed by Transpo for Redmond's Local Road Safety Plan showing, from top to bottom, (1) all crashes with the downtown core highlighted, (2) all crashes with US census data on poverty levels overlaid, and (3) pedestrian crashes with severe outcomes, overlaid with community vulnerability, as identified by the Washington State Department of Health.

PROJECT APPROACH

Our team's approach to the tasks in the proposed scope outlined in the City of Redmond RFQ for the SS4A Safety Action Plan is based in our understanding of the project, the City's current approach to safety, our team's experience and our relationship with the City staff. We have included a Work Plan that outlines our team's application of the approach to the scoped tasks, an estimate of hours and a proposed schedule. Our approach, work plan and schedule will allow the City to complete the Safety Action Plan and apply for engineering and construction funding from several potential grant funding sources, including the SS4A implementation grants in mid-2024 and mid-2025, WSDOT's HSIP program in early 2024, and Transportation Improvement Board (TIB) calls for projects in fall of 2024 and 2025.

COMMUNITY ENGAGEMENT

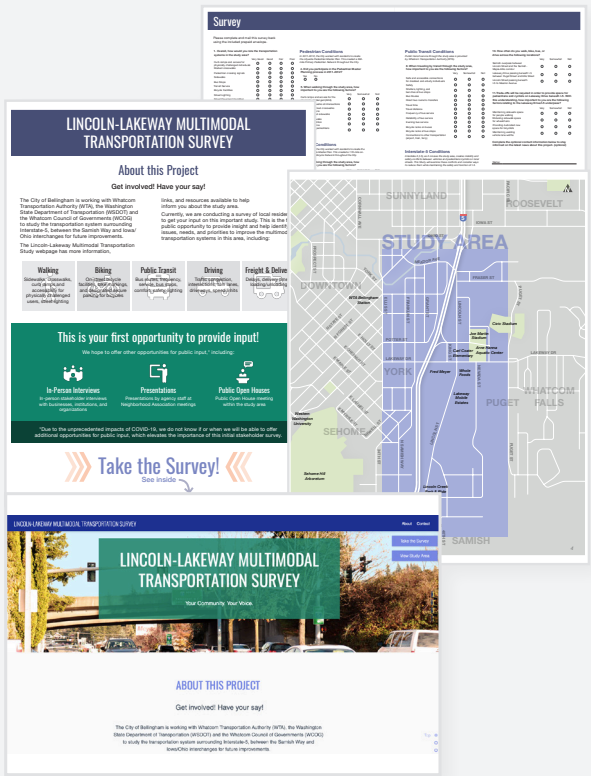
We will develop a community engagement plan with a two-pronged approach to gathering input from the public on safety concerns and potential improvements. A program of public outreach that mirrors a typical approach we have used successfully on several projects ranging from corridor studies to engineering alternatives analysis allows for a more passive gathering of feedback while offering the public information to read and respond to regarding the SS4A safety planning effort. A second active engagement would be the formation of a safety task force to directly engage with certain communities and ensure that equity is significant factor in the City's engagement efforts supporting the SS4A Safety Action Plan.We understand that the City has begun the process of developing a public outreach program regarding safety and active mode connectivity, and has been discussing safety internally for the last year.

We will leverage the infrastructure and lessons learned from the City's recent outreach around the new Sound Transit light rail stations that was focused on where people are going to and from around the new light rail. The City's existing practices will be valuable to gather public feedback on a wide-ranging scale, using online virtual open houses to provide information and gather input in a setting that meets the diverse demands on residents' time such as work hours, child and family care, etc. Feedback gathered from the public outreach program will be gathered, summarized and used to inform the prioritization of risk factors, potential identification of risk factors that may not have appeared in the statistical or spatial analysis, and development of countermeasure projects. We will develop recommendations for a safety task force composition, which will integrate well with our approach for the Roadway Audit, to gather feedback from various stakeholders, including the

OUTREACH GRAPHICS

One area that helps set Transpo apart from our competition is not only how we gather and interpret meaningful data, but our ability to transform that data into clear and easy-to-understand graphics that can be shared amongst the community and key stakeholders.

ADA Open House graphics created for the City of Walla Walla that include a QR code for easy access to the webpage and project information.



Sample graphics, online survey, and webpage completed for the City of Bellingham. For the full page visit https://www.lincolnlakewaystudy.com

public, community transportation advocacy groups, Public Works, City maintenance and the business community. ***In developing the task force, we will focus on equity and look to active engage communities who have historically been marginalized in outreach efforts***, or where there has not been significant historical investment by the City in transportation infrastructure and safety. The task force will allow the Transpo team to directly present ideas and solicit specific feedback from the group that can be used to ensure buy-in and alignment of the Safety Action Plan with the concerns and priorities of the Redmond community.The development of a community engagement plan will be one of the first work items the Transpo team approaches. The early focus on engagement will allow time in early 2024 to conduct robust outreach, gathering of feedback, and inclusion of engagement in the Safety Action Plan for the mid-2024 SS4A grant application date.

ROADWAY SAFETY AUDIT

DKS will assist the City in performing a Roadway Safety Audit (RSA), building upon Redmond's existing Local Road Safety Plan and incorporating Safe System Approach principles. Conducting an RSA is an opportunity for the project team to engage directly with residents and stakeholders in the field, gain an understanding of specific safety needs, and begin to formulate possible countermeasures in a direct and collaborative manner.

Brian Kellogg will lead the RSA process, coordinating each RSA between the Transpo Group and DKS project team, City of Redmond staff, and relevant community members and stakeholders. DKS has extensive experience conducting RSAs in Washington State, Oregon and California, as well as conducting training for the FHWA's general RSA guidelines to state and local practitioners. Some examples we will draw on for Redmond include the following:

- ***City of Bellevue, WA:*** DKS led bicycle and pedestrian-focused Road Safety Assessments near multiple school zones in Bellevue. The RSAs included day-long workshops with community members, City of Bellevue staff, and stakeholders representing the school district, law enforcement, and including WSDOT. The workshops allowed the team to observe conditions during different times of day, including an evening review to assess conditions after dark, and gather insights from those who regularly walk and bike in the area. For each workshop, our team was able to put together an overview of the main safety concerns around each school zone and link those to potential countermeasures.
- ***Seattle Dept. of Transportation:*** DKS conducted a bicycle safety assessment of the First Hill and South Lake Union streetcar lines to investigate safety-related issues and develop multimodal improvements. Our team co-led two walking audits with a team of multidisciplinary stakeholders. DKS recommended several safety improvements with a range of implementation schedules, and several rapid-build recommended treatments were installed shortly after the study completion.

To conduct RSAs for the City of Redmond's SS4A Action Plan, our team will work with the City to identify the number of workshops and focus areas, lay out the schedule, and develop the list of attendees (we recommend keeping each team to 10 participants or less). DKS will coordinate and facilitate the field audit and summarize the data, observations, and feedback gathered. After the audit, we will prepare an RSA technical memo that summarizes issues, prioritizes safety risk, and outlines potential treatments. In addition to longer-term changes that would be incorporated into the SS4A Action Plan, we will identify lower-cost, rapid-build treatments that can be applied immediately to address pressing safety concerns.

POLICY & REGULATORY AUDIT

The Transpo team will approach reviewing the City's existing policies and procedures with consideration of the impact that changes can have on a wide range of City departments and functions. ***We will look to integrate Safe System Approaches where feasible into City practices.*** Our recommendations will be based on our team's experience in the public sector and with an understanding of how changes in standards and policies can have wide-ranging impacts on maintenance, operations, the development community and even diverse departments like Parks. We will use the established safety task force as a way to discuss recommendations and identify potential impacts that our team does not have the day-to-day experience with implementation of Redmond's policies and procedures to fully understand. The policy audit process will culminate in a set of recommended modifications to documentation and plans that we will include in the Safety Action Plan. Our team will assist the City project manager and staff with the integration of modifications through helping to draft ordinances and new policy documents or plans as needed.

ACTION PLAN & RECOMMENDATIONS

Leveraging Transpo's work on the City's Local Road Safety Plan (LRSP), as well as the input and insight into the community's concerns and needs from the work in the other tasks detailed above, we will assemble the City of Redmond's Safety Action Plan. We know that it is important to the City that the Safety Action Plan integrate with other planning documents, such as the Transportation Master Plan. Our plan will include the recommended countermeasures from the LRSP, but will also include additional projects that are identified through the outreach, engagement, equity focus, policy review and roadway audits. Our recommendations in the Action Plan will meet SS4A's minimum project size of a $2.5 million funding request, with a 20% local match, for a baseline project size of $3 million. The project size may be a single improvement, or may be a collection of systemic improvements that meet the SS4A minimum project size. We will prioritize the recommendations in the Action Plan based on the input received from the public outreach, task force, and the prioritization method developed for the LRSP.

The Action Plan will include recommendations for reporting on progress, including maintaining baseline data on crashes, documentation of progress in implementing safety improvement projects, and comparison of crash data in the future to previous years. Comparison of crash data for the highest priority risk factors will be a priority to demonstrate the effectiveness of the City's plan and implementation of the plan. Transpo will develop the reporting and monitoring system to be a task the City can accomplish without significant additional investment of resources.

While the Action Plan is a requirement for the SS4A grant, we do not see the City's safety planning efforts as just "checking the box" on the self-certification checklist. The Transpo team is looking to partner with the City of Redmond to help answer the question, ***where is the City's investment in safety best spent today to have the greatest impact?***

By integrating the technical safety analysis, an in-depth understanding of safety countermeasure projects, an equity lens on all the technical work, feedback from the public and stakeholders, and demonstrating the City's commitment to safety through changes to policies and procedures, we will create a roadmap for Redmond to invest in safety that proactively mitigates future crashes, but also gets people from where they are to where they want to be, regardless of their mode of travel.

Redmond downtown crosswalk that could have safety and comfort modifications proposed through the Safety Action Plan.

GRANT FUNDING SUCCESS

Our project history in the following pages demonstrates the wide range of LRSPs that the Transpo team has prepared for public agencies, all of which have resulted in at least one HSIP grant funding award from WSDOT and totaling over $8 million to date as shown in the table below. In most cases, the funded projects were not current CIP/TIP priorities for the agencies prior to the development of the LRSP. Transpo developed several projects based on risk factors and existing conditions that will be part of each agency's future WSDOT HSIP funding applications, as well as other state and federal grant funding opportunities.

Transpo has helped our partner agencies succeed in securing over $8 million in grant funding for design and construction of safety-related projects that were identified and conceptually developed through Safety Plan documents like Redmond's SS4A Safety Action Plan. The table below includes projects identified in Local Road Safety Plans developed by our staff and the programs that awarded funding. In most cases, the funded projects were not current CIP/TIP priorities for the agencies prior to the development of the Safety Plan. Transpo developed several projects based on risk factors and existing conditions that will be part of each agency's future WSDOT HSIP funding applications, as well as other state and federal grant funding opportunities.

Transpo's grant funding assistance to our client agencies has been very successful across a wide range of grant funding programs. In addition to WSDOTadministered HSIP funds, several projects identified in Transpo team LRSPs have also received grant awards from TIB Urban Arterial, Sidewalk, and Complete Streets Programs; Tribal Safety programs; WSDOT's Pedestrian-Bicycle Safety and Safe Route to School Programs; and federal Surface Transportation Block Grants administered through Metropolitan Planning Organizations.

We will develop a Safety Action Plan that is useful for not only long-term City planning, but identifies projects that can be funded through several sources, including the 2024 HSIP, 2024 and 2025 SS4A, 2024 and 2025 TIB, and potentially WSDOT's 2024 or 2026 Safe Routes to School and Bike/Pedestrian Programs.

Our strategy for success focuses on ensuring that projects are matched to the right funding program with the right timing for funding, design, and construction. We also apply our grant funding expertise and understanding to make honest assessments for our clients when desired projects do not line up well with a grant funding program's priorities and evaluation criteria. As we assist our clients with developing conceptual projects and alternatives to deliver safety, connectivity, and multimodal transportation improvement goals, we keep implementation and funding in mind. From inception, project development is focused on improvements that have the highest likelihood of receiving grant funding.

LRSP YEAR	LRSP AGENCY	PROJECT IDENTIFIED IN LRSP	GRANT AWARD	SOURCE
2018	Kenmore	Citywide Speed Feedback Signs and RRFB Signage	$355,000	HSIP
2019	San Juan County	Run off Road Risk Survey - Multisite guardrail replacement	$416,090	HSIP
2020	Bellingham	James-Bakerview Intersection Multimodal Roundabout	$900,000	HSIP
2020	Edgewood	Chrisella Road - shoulder, signage, guardrail	$1,175,500	HSIP
2020	Port Angeles	Citywide signal upgrades - Flashing yellow and Lead Pedestrian Interval phases	$1,562,500	HSIP
2020	Maple Valley	Citywide roadway reflectivity, delineation, and signage	$484,200	HSIP
2020	Covington	RRFBs at roundabout crosswalks	$296,500	HSIP
2020	Covington	Timberlane Rd Ped & Bike Projects	$555,085	*SRTS*
2022	Bellingham	12th-Finnegan-11th Corridor Traffic Signal, RRFBs, sidewalk	$400,000	*TIB UAP*
2022	Port Angeles	1st & Front Street - crosswalk analysis and upgrades	$1,280,000	HSIP
2022	Maple Valley	Citywide signage upgrades	$317,000	HSIP
2022	Maple Valley	SR 516 Crossing	$302,400	HSIP
2022	Swinomish	Swinomish Village sidewalk gaps	$325,000	*TTPSF*

WORK PLAN

An outline of our Team's work plan follows. Each Task follows the outline included in the City of Redmond RFP. City review of draft deliverables, comment periods, comment responses, and inclusion of comments in final deliverables are assumed to be included with all tasks.

TASK 0 – PROJECT MANAGEMENT (60 HOURS)

We will work closely with the City project manager, to scope the project based on our understanding of the safety work performed to date and the remaining tasks to be accomplished to reach the project goal of an SS4A-eligible Safety Action Plan. We will host a kickoff meeting with the internal and external project team to establish familiarity, confirm the Transpo team's understanding of the project scope and needs. A series of ongoing check in meetings at a regular weekly or bi-weekly interval will be established early in the project and continue to serve as opportunities for coordination and updates on progress.

DELIVERABLES:

- *Invoices and progress reports*
- *Attendance at regular virtual meetings with agenda topics and action items*
- *Participate in one virtual or in-person project kick-off meeting*

TASK 1 – COMMUNITY ENGAGEMENT (110 HOURS)

Working in partnership with City staff, our team will help to develop guidance for membership in a Safety Planning task force, a plan for public and stakeholder engagement, and inclusion of equity considerations in the development and execution of an outreach plan. Our plan will incorporate City visions for a robust active mode connections and comfort analysis that overlaps with multimodal transportation safety.

DELIVERABLES:

- *Planning documentation of membership for a task force*
- *Public engagement plan documentation for execution by City staff*

TASK 2 – ROADWAY AUDIT (140 HOURS)

Transpo's partner, DKS, will conduct a roadway safety audit for the City. The safety audit will cover existing roadway operations and projects and integrate with Task 3's audit of policies and procedures.

DELIVERABLES:

- *Draft and Final memorandum documenting the Roadway Audit (also incorporated into Task 4)*

TASK 3 – POLICY & LOCAL REGULATIONS AUDIT (80 HOURS)

Transpo will perform an objective review of City of Redmond policies and local regulations, including instances where the City refers to WSDOT, King County or other outside standards, for opportunities to improve the inclusion of safety in standards, policies and guidance used by the City and required of City design consultants. The review will follow FHWA's Safe System approach, prioritizing the five elements of Safe System in the recommended modifications.

DELIVERABLES:

- *Draft and Final memorandum documenting the Policy & Local Regulatory Audit (also incorporated into Task 4)*

TASK 4 – ACTION PLAN (425 HOURS)

Our team will produce a draft Safety Actin Plan that includes summaries of information developed in all tasks, as well as the City's Local Road Safety Plan, and ties all efforts into a recommendation for safety improvement projects. The document will meet the requirements for both a Local Road Safety Plan and an SS4A-eligible Safety Action Plan to widen the potential grant funding resources that can be used to implement projects.

DELIVERABLES:

- *Draft and Final Safety Action Plan*

OPTIONAL TASK 5 – DEMONSTRATION PROJECTS (150 HOURS)

Opportunities for pilot or demonstration projects that meet the limitations of the City of Redmond's funding through SS4A could be identified and conceptually designed via an optional task. The limited funding available for design and implementation would require a simplified design process, but one that Transpo is familiar with executing on behalf of our clients. If this optional task is not elected, additional depth could be added to other tasks, or the budget held as a management reserve.

DELIVERABLES:

- *Identification of demonstration and pilot project opportunities*
- *Exhibits for implementation by local or small works roster crews of demonstration and pilot projects*

SCHEDULE

Transpo's team is committed to making the City of Redmond's project a priority and meeting the project schedule and expected level of quality and detailed safety analysis. We frequently manage multiple concurrent projects and utilize several short and medium range planning tools to assign and manage our resources and personnel. Our departments meet with all staff once a week to discuss a 3-week forecast of workload and upcoming deadlines. At these meetings, we identify staff who are over or under an ideal projected workload and rebalance, identify a need to bring in resources from other departments, or work additional hours to meet our commitments for deliverables to our clients. Transpo's project managers meet once a week to update the workload forecast and discuss among the managers, the need to balance competing deadlines and resource needs.

PROJECT SCHEDULE BY TASK		2023			2024								2025	
		O	N	D	J	F	M	A	M	J	Q3	Q4	Q1	Q2
Task 0	Project Management													
	Local Road Safety Plan (separate contract)													
Task 1	Community Engagement													
Task 2	Roadway Audit													
Task 3	Policy & Local Regulatory Audit													
Task 4	Safety Action Plan & Recommendations													
Task 5	(Opt.) Pilot & Demonstration Projects													
	Grant Applications						*HSIP*			*SS4A*	*TIB*			*SS4A*

PROJECT MANAGEMENT APPROACH

TRANSPO'S APPROACH to each and every one of our projects starts with a development of a project management and communication plan that is focused on the delivery of quality work products. We will focus the plan on best practice's in delivering planning studies. We understand that risk management is one of the best tools to keep projects on time and within budget. We will proactively identify potential risks to scope, budget, and schedule and will build into our project management plan the appropriate tools/processes to mitigate these risks.

Quality Assurance/ Quality Control

At the outset of the project, Transpo will identify what quality control tools will be employed and how quality control will fit in with the overall project management plan. Some tools and processes that may be included:

Risk register – We will identify and track risks to scope, schedule, and budget including level of risk, responsible party, and action plan for eliminating or minimizing that risk.

QC process – The process for auditing draft and final deliverables will be detailed including expected durations of specific review tasks.

The primary goal of the QA/QC process is client satisfaction. Client satisfaction is achieved by regular and open communication with the client by all levels of the project team. The QC process begins at the very outset of the project and carries through to close-out.

Systems for Budget, Scope Tracking, and Reporting

Transpo utilizes the Deltek Vision project monitoring and budgeting tool. This tool provides our leadership team with powerful project analytic and reporting system that provides real-time metrics via a cloud-based application and program available on any computer or electronic device. At the outset of a project, we will develop a project plan in Vision, budgeting time, labor rates, and direct expenses against a project schedule.

We prepare earned value (EV) reports that enable the City and our project manager to monitor how we are performing against the project plan, actual work, and work-completed to see if a project or task is on track. The EV report shows how much of the budget and time should have been spent, with regard to the amount of work done so far. The EV report is included with the monthly invoices and is accompanied by a written summary by the consultant project manager of what has been accomplished in the project to-date, for the most recent invoicing period, and what is anticipated to be accomplished by the end of the next invoicing period per the project schedule.

Scheduling Programs and Processes

Brett will lay out milestones, deliverables, and logical sequencing of tasks to develop critical path work items. He will also monitor the critical activities and manage the schedule by assessing risk impacts. He has managed numerous complex projects and will utilize all the tools at his disposal to closely manage a project schedule and monitor and report on the overall status throughout the life of the project.

Internal Team Communication

Effective and efficient communication within the project team is critical to project success in conveyance of information, dissemination of status and upcoming work, and overall team culture and morale in successful delivery of the project. Based in strong interpersonal relationships, Transpo utilizes a mixture of regularly scheduled and ad-hoc meetings, video and phone conferencing, and emails to maintain high levels of communication and interaction within the team.

For the City of Redmond, we will employ the following communication strategies for the internal team.

An initial **Kickoff Meeting** with all team leaders and other key participants in the project. At the meeting the project management plan will be reviewed so each team member begins the study with the same understanding.

Coordination Calls will be scheduled with Brett, and key team members on a regular basis. Microsoft Teams will be the likely video conferencing system utilized so everyone can attend, and information can be shared on screen. Meetings will be used to share common information, discuss issues, review schedules and identify topics that will be elevated to the City.

Meetings will be scheduled at the end of critical path items, or ahead of key events such as the public survey, virtual open house, or presentations to agency leaders. At these meetings City staff may attend to review important deliverables or preliminary results or findings.

Client Communication

Our collaborative approach is based upon open communication with the City and other stakeholders. We begin with a foundation of trust and transparency when we jointly develop the scope of work, schedule, and budget. A Communications Plan will be developed that establishes the roles and responsibilities and communications processes of all team members.

Throughout the project, regularly scheduled check-ins with the City will occur. City staff are welcome to participate in the project team kickoff meeting and regular project team meetings to share and discuss project status, issue identification and resolution, project findings, and review project work products.

Stakeholder Communication

Communication and coordination with key stakeholders will be defined during the preparation of the communications plan, and through one-on-one interviews to gather input and feedback. Communication will also be in the form of email to share information and seek input. Phone calls or video conferencing meetings may be necessary with specific stakeholders to discuss issues that may arise.

From the onset of the project, the communication plan will confirm the approach to communication and responsibilities of individual team members.

Plan for Reducing Risks

The scope of work and project management plan will be developed collaboratively with the City and include frequent communication and coordination to identify issues early. Critical path activities will be closely monitored, and some “float” will be included to address potential schedule delays outside the control of the project team or account for unforeseen issues. Allowing for change helps us to maintain the overall project schedule if a delay does occur, provides focus to critical activities, and mitigates impacts from unforeseen delays.

Risk Management Strategies

Specific strategies to reduce risks to the project schedule and budget include the following:

- *Hold regular project team meetings*
- *Actively communicate with the City*
- *Incorporate lessons learned from similar studies*
- *Focus on activities to drive decision making*
- *Identify risks to the project during scope development*
- *Emphasize planning level context, and higher level of analysis to avoid unnecessary delays or costs*

PROJECT EXPERIENCE

CITY OF PORT ANGELES LOCAL ROAD SAFETY PLAN

Client: *City of Port Angeles / 2019-2020, 2021-2022*

Transpo developed the Local Road Safety Plan for the City of Port Angeles. Transpo followed the typical development pattern of collecting and analyzing data, identifying risk factors and developing countermeasure projects. Transpo worked closely with City staff to communicate findings and incorporate City preferences into project designs. Combining data and spatial analysis, risk factors focused on intersection control, pedestrian crossings and roadside objects. Transpo designed several countermeasures including a program of mini-roundabouts for urban intersections and replacement of signal controllers to allow for lead pedestrian interval, flashing yellow arrow and other modern signal safety treatments. Transpo completed grant applications for two projects for 2020.

Project Budget	Schedule
Fee: $23,000 (99% spent)	Kickoff: May 2018 Completed: March 2019 Schedule met

FUNDED PROJECT(S):

- *US 101 Signal controller replacements ($1.5m)*
- *1st and Front Street Pedestrian Improvements ($1.2m)*

SIMILARITIES TO PROJECT:

- *LRSP with signalized intersections*
- *Countermeasures for urban and rural areas in the same Plan*
- *Active mode focus countermeasure projects*

Relevant Example of Work

City of Port Angeles
Local Road Safety Plan

Link below

City of Port Angeles
Local Road Safety Plan

CITY OF RENTON LOCAL ROAD SAFETY PLAN

Client: *City of Renton / 2021-2022*

Transpo assisted the City in creating a Local Road Safety Plan (LRSP), which uses a data-based, proactive approach, identifying prioritized risk factors and applying systemic improvements across the City's transportation network. The LRSP allows the City to focus on systemic improvements to the transportation network, in addition to spot improvements, which can not only address reported and observed crashes, but address conditions which meet risk factors for future crashes.

The Transpo team analyzed statistical crash data and GIS-mapped spatial crash data to obtain a deeper analysis insight into contributing factors to crashes, necessary for identifying prioritized risk factors. The risk factors were paired with countermeasures to prioritize types of projects the City should invest in, through local funds and grant funding partners, to proactively mitigate future crashes. Transpo was provided by the City with a list of several dozen potential projects that had been previously identified. The projects were packaged into systemic improvements that matched the recommended countermeasures. Packages included 10-15 locations for Citywide pedestrian crossing improvements, Citywide signalized intersection improvements, and Citywide roadside hazard mitigation. Conceptual designs, one-page project summaries and planning level cost estimates were developed for the project packages. A Highway Safety Improvement Program (HSIP) grant application was assembled and submitted to WSDOT for the highest priority package of safety improvements, addressing pedestrian safety and comfort at signalized intersections.

Project Budget	Schedule
Fee: $22,000 (100% spent)	Kickoff: Nov 2021 Completed: Mar 2022 Schedule met

SIMILARITIES TO PROJECT:

- *Citywide safety plan*
- *Consideration of active mode safety improvements in a systemic package*
- *Urban and suburban land use*

CITY OF BELLINGHAM PED/BIKE MASTER PLAN

Client: *City of Bellingham / 2014, 2022-2023*

As part of the 2014 City of Bellingham's Bicycle Master Plan, Chris Comeau and Transpo staff evaluated 225 individual bikeway links on the citywide Bellingham bicycle network using bicycle level of traffic stress and ViaCity parcel-based route directness index (RDI). Increased traffic volume, speed, noise, and turn conflicts increases feelings of stress for a person riding a bicycle on city streets. The RDI value measures the directness of travel time and connectivity. This allowed planners to consider the user perspective on safety and comfort to develop recommendations combined with travel time and route choice to prioritize, program, fund, and construct over 100 individual bicycle improvements on the citywide network over 10 years.

Transpo was a key team member assisting the City of Bellingham with the development of a Citywide pedestrian and bicycle master plan in 2014, and is currently providing an update for the master plan. Transpo's role in the plan included identification of potential projects by analyzing citywide GIS data for missing critical links in connectivity, identifying safety concerns, and working with the public to incorporate feedback into a list of candidate projects. Transpo provided conceptual design descriptions for projects and planning-level cost estimates to guide long-term planning, grant funding applications and packaging of smaller projects in the City's capital improvement program.

Project Budget	Schedule
Fee: $89,000 (90% spent)	Update: 2022 Completed: On-Going The schedule for the project was met, after modification by the City to incorporate additional public feedback.

SIMILARITIES TO PROJECT:

- *Active mode project identification and design*
- *Incorporating public feedback into active mode project identification*
- *Analysis of missing links in active mode network*

TRANSPO REFERENCES

Transpo's success is rooted in our commitment to providing high value, high quality service to our clients. We encourage you to contact our references regarding our past performance.

City of Port Angeles
Jonathan Boehme
Deputy Director of Engineering
(360) 417-4811, jboehme@cityofpa.us

City of Renton
Blake Costa, P.E., Civil Engineer III
(425) 757-9994, bcosta@Rentonwa.gov

City of Bellingham
Riley Grant, Communications Manager
(360) 778-8100, ragrant@cob.org

> Brett's team were creative in the integration of active mode facilities in the right of way and focused on safety and mobility for all users throughout the design process.
>
> *Freeman Anthony—Project Manager, City of Bellingham*

Brett Schock
PE, AICP, RSP2i, ENV SP
PROJECT MANAGER

Brett brings a 20-year career in roadway design and active transportation safety and mobility. Brett has performed as a public and private project manager and engineer on all phases of project development, from preliminary design and environmental assessment, to management of diverse engineering teams to complete final design, contract document production, project advertisement and implementation. He is well-versed in the most recent AASHTO, FHWA and NACTO guidance as well as Target Zero approaches to prioritize safety in the design of active transportation networks that are comfortable for users of all ages and abilities. Brett enjoys taking a creative approach to non-motorized infrastructure development, identifying opportunities to maximize the use of existing facilities.

PROJECT SAMPLES

- **Local Road Safety Plans**
  Kenmore, Covington, Port Angeles, San Juan County, Maple Valley, Edgewood, Sumner, Lake Stevens, Renton, Redmond, Swinomish Indian Tribal Community
  Brett has developed Local Road Safety Plans for several agencies, both as a City traffic engineer and with Transpo Group. Brett leads a team in the analysis of crash data and identification of trends and risk factors, including development of mapping to analyze spatial trends and investigate individual crash details where needed. He works with engineering staff to develop conceptual project designs and cost estimates for proposed countermeasures. Brett collaborates closely with agency staff to develop a Safety Plan that meets each City's vision for addressing safety, comfort with federally funded projects and capacity to deliver projects in future years.
- **Target Zero Program**
  City of Kenmore
  Brett led the engineering portion of the program assessing city-wide active transportation mode safety, identifying and prioritizing projects to address active mode safety concerns. The Target Zero program included public outreach to educate and encourage the public in the use of active transportation modes, development of a Neighborhood Transportation Plan Program, and an extensive series of 40 public meetings to develop proactive safety treatments for traffic calming and active transportation safety. Yearly Target Zero updates were provided by Brett to the City Council, with extensive documentation of the efforts completed in the previous year to advance the goals of the program.
- **Renton Safe Routes to Transit**
  City of Renton
  Brett managed the design of bike lane additions and pedestrian crossing improvements at six sites across Renton. Projects included a mix of "low cost/ high impact" projects and standard hardscape improvements.

EXPERTISE
- Active Transportation Safety Analysis and Design
- Pedestrian and Bicycle Improvement Planning & Design
- Traffic Engineering
- Public Involvement

EDUCATION
- MS, Engineering Management, *Robert Morris University*
- BS, Civil Engineering, *University of Pittsburgh*

LICENSURE
- PE, Washington, Texas

CERTIFICATION
- AICP
- Roadway Safety Professional (RSP2i)
- Environmental Sustainability Professional (ENV SP)

MEMBERSHIPS
- American Planning Association (APA)

VALUE TO THE TEAM
- Concurrent LRSP development experience
- LRSP and SS4A Training
- Safety Certification and Expertise

brett.schock@transpogroup.com

transpogroup

Jon Pascal PE
PRINCIPAL-IN-CHARGE

Jon is a Principal at Transpo and specializes in moving projects from planning to engineering design. Jon is passionate about finding ways to improve roadway safety for all users, especially pedestrians and bicyclists. He regularly leads transportation safety studies and understands how to carefully balance competing priorities to address the needs of all travel modes. He is also an appointed member of Washington State's Cooper Jones Active Transportation Safety Council, that reports directly to the State Legislature to help advance legislation to improve safety for active transportation users across the state.

PROJECT SAMPLES

- **Local Road Safety Plan**
  City of Maple Valley, Edgewood, Sumner, Renton, San Juan County
  Jon provided oversight of the analysis of crash data and identification of trends and risk factors for roadways. He assisted in developing conceptual project designs and cost estimates of proposed countermeasures for problem locations.
- **Hansville Comprehensive Safety Study**
  Kitsap County
  Jon led a study of County rural roadways to identify signage, illumination, shoulder, and traffic control improvements, as well as a review of the County's criteria for installing traffic calming measures and modifying speed limits.
- **Islandwide Speed Limit Study**
  City of Bainbridge Island
  Jon led a study to evaluate speed limits on all 150 miles of public streets across the City. The need arose due to inconsistent speed limits, continued public requests for speed reductions, safety concerns, and a desire to develop objective criteria in setting of speed limits. The results of the study led the City to reduce speed limits on nearly 50 miles of roadway.
- **Samish-Maple-Ellis Multimodal Safety Improvements**
  City of Bellingham
  Jon led a study and design effort to examine alternatives to reduce collisions, construct bikeway facilities, improve pedestrian safety, and improve the streetscape environment along the Samish-Maple-Ellis corridor in Bellingham. The study resulted in a set of recommendations including buffered bicycle lanes, improved crossings, and intersection reconfigurations.
- **Clearwater Avenue Corridor Safety Study**
  City of Kennewick
  Jon led a consultant team to prepare a detailed evaluation of the Clearwater Avenue corridor and develop alternatives to address the identified safety, access, and circulation issues. The study included a robust public outreach component to assist in identifying feasible solutions along the corridor.

EXPERTISE

- Safety Analysis
- Multimodal Planning
- Traffic Engineering
- Design Standards/ Complete Street Policies

EDUCATION

- MS, Civil Engineering
  University of Washington
- BS, Forestry
  University of Washington

LICENSURE

- PE, Washington, Idaho

MEMBERSHIPS

- Member, Institute of Transportation Engineers (ITE)
- Member, Cooper Jones Active Transportation Safety Council, Washington State Traffic Safety Commission
- King County Regional Transit Committee

VALUE TO THE TEAM

- As a Principal, has authority to allocate resources
- Focus on incorporating best practice pedestrian and bicycle design treatments
- LRSP and safety planning expertise

jon.pascal@transpogroup.com

Chris Comeau FAICP-CTP

SAFETY ANALYSIS

Chris Comeau, FAICP-CTP, joined Transpo as a Senior Transportation Planner after 22 years working for the City of Bellingham. Chris was responsible for creating Bellingham's innovative multimodal transportation plans, policies, and programs, and transforming them into projects by securing $70 million dollars in transportation grants and multi-agency funding partnerships. In 2020, Chris' work resulted in the League of American Bicyclists promoting Bellingham to a Gold-level Bicycle Friendly Community – 1 of only 34 communities in the U.S. to gain that status. Chris has worked with the Transpo team on a wide variety of projects and is excited to bring his knowledge and extensive experience to the consultant side of projects.

PROJECT SAMPLES

- **Prioritized Pedestrian and Bicycle Master Plans**
  City of Bellingham
  From 2011 thru 2014, Chris helped Bellingham create its first Pedestrian and Bicycle Master Plans with defined walkway and bikeway networks and project lists prioritized according to community values and connectivity benefit. From 2012 through 2022, Chris implemented 218 sidewalk, bikeway, and crossing improvement projects from these plans, which equated to 23% of the pedestrian plan and 52% of the bicycle plan.
- **Local Road Safety Plans**
  City of Bellingham
  Chris independently produced Bellingham's 2020 and 2022 Local Road Safety Plans, which incorporated social equity considerations, mixed-use and transit-oriented development, and focused on eliminating fatalities and injuries involving pedestrians and bicyclists. Bellingham's 2020 LRSP secured $900,000 in HSIP grant funds for roundabout improvements, as well as $4 million in WSDOT SRTS, PBS, and TIB grants for sidewalks, bikeways, flashing crosswalks, and a roundabout. Bellingham's 2022 LRSP secured a $400,000 TIB grant for a traffic signal and sidewalk at a park-n-ride and a $400,000 TIB grant for a traffic signal, sidewalk, and flashing crosswalks in an Urban Village.
- **Transportation Grant Funding Success**
  City of Bellingham
  Over the past 16 years, Chris secured over $70 million in regional, state, and federal grant funding for transportation improvements in Bellingham. Key to this success was Chris' ability to lead feasibility studies, develop innovative solutions to complex transportation problems, forge partnerships with local agencies and organizations, and effectively illustrate the transportation benefits to be gained in grant applications.

AREAS OF EXPERTISE

- Safety Analysis
- Multimodal Planning
- Grant Writing

EDUCATION

- Graduate Studies, Land Use Planning
  Northern Arizona University
- BS, Land Use Planning
  Northern Arizona University

CERTIFICATIONS

Elected to College of Fellows of AICP (FAICP) February 2022

AICP advanced credential for Certified Transportation Planner (CTP)

American Institute of Certified Planners (AICP) #019503

MEMBERSHIPS

- American Planning Association (APA) – U.S. and Washington Chapters
- Institute of Transportation Engineers (ITE) - U.S. and Washington Chapters
- Association of Pedestrian and Bicycle Professionals (APBP) – U.S. Chapter

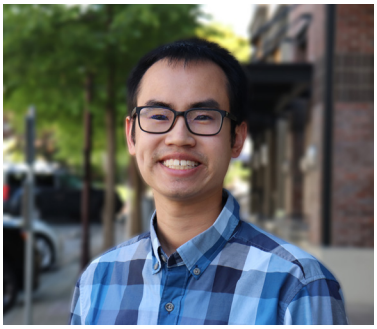
VALUE STATEMENTS

- Safety planning experience and expertise from the agency perspective
- Demonstrated success with obtaining grant funding for safety projects

chris.comeau@transpogroup.com

transpogroup

Tuan Nguyen
CONCEPTUAL DESIGN



Tuan is a multi-modal transportation engineer with 4 years of experience with Transpo Group. In his role at Transpo, he has developed a wide range of design experience including traffic signals, channelization, illumination, temporary traffic control, and ADA curb ramps. Tuan has been involved in various non-motorized design projects across the Puget Sound region. He is always willing to accept any challenge and enjoys thinking "outside the box" to develop creative and innovative solutions. The experience that he has accumulated in his career will allow him to deliver this project in a highly effective and efficient manner. He is proficient in AutoCAD, Civil3D, AGI32, and AutoTURN.

PROJECT SAMPLES

- **2019 Transportation Benefit District Projects**
  Bellingham, WA
  Tuan is designing eleven non-motorized projects around the City of Bellingham. Key project elements include design of a 300-foot new shared use path, 1,000 feet of continuous buffered bike lanes, and over ½ mile of new sidewalk, as well as miles of new bicycle boulevard. This project further connects the city's bicycle network as outlined in the City of Bellingham Bicycle Master Plan and increases pedestrian infrastructure and connections around the city.

- **Lakefront Pedestrian & Bicycle Safety Project**
  Kirkland, WA
  Tuan developed the channelization, signage, and rectangular rapid flashing beacon plans and cost estimate for a 4-mile long corridor along Lake Washington Boulevard NE and Market St in Kirkland WA. Channelization include implementation of dashed green pavement markings at intersections and solid green pavement markings at driveways. A key factor to this project was the design of way-finding signage to guide cyclists along the corridor. This project aimed to enhance the bicycle and pedestrian experience and encourage multi-modal usage through Downtown Kirkland and surrounding neighborhoods.

- **Washington State Convention Center Addition**
  Seattle, WA
  Tuan is one of the lead designers on the $1.6 billion Convention Center expansion project in Downtown Seattle. As part of this project, he has been responsible for the channelization and signal design efforts and on-going construction coordination. During the initial stage of construction, the access to the Downtown Seattle Transit Tunnel remained open through a temporary ramp to allow buses to enter the surface streets. Tuan developed the channelization plans and temporary traffic control in the busy Downtown Seattle environment, including converting an existing one-way into a two-way with a new protected bike lane. With such a large-scale project in a busy downtown environment, Tuan has gained extensive experience working with multiple stakeholders and various civil engineering consultants for this project.

EXPERTISE

- Channelization Design
- Multi-modal Design
- Traffic Signal Design
- Civil3D Roadway Modeling

EDUCATION

- BS, Civil & Environmental Engineering
  University of Washington

LICENSURE

- PE, Washington

MEMBERSHIPS

- Institute of Transportation Engineers (ITE)

tuan.nguyen@transpogroup.com

Casey Rothlisberger

GIS ANALYSIS

Casey is a GIS Technician with a passion for mapping and analyzing spatial data. He has experience across the full suite of ESRI software, and primarily focuses on cartography, data collection, data management, and spatial analysis. He works with Transpo's GIS team and technical engineers to produce clean, accurate data and intuitive static and interactive maps.

PROJECT SAMPLES

- **Redmond Local Road Safety Plan**
  City of Redmond | Redmond, WA
  Casey has provided GIS mapping of crash data and tools for analysis of contributing factors to crashes for the City's Local Road Safety Plan. Casey has applied GIS tools to develop public and internal facing maps that have been key in identifying trends, risk factors and countermeasure projects. He has provided analysis and insight from the spatial data that has informed project types and locations during the LRSP development.
- **Whatcom Transit Authority Planning On-Call**
  Whatcom Transit Authority | Bellingham, WA
  Casey assisted in inventory and update Whatcom Transit Authority bus stops using aerial imagery and data collection in the field. Casey also analyzed the walkability range for pedestrians accessing bus stops within Whatcom Transit Authority's main three bus lines in Bellingham, Washington by using service layer analysis in GIS.
- **Duvall On-Call GIS Support & Asset Utility Mapping**
  City of Duvall | Duvall, WA
  Casey helped clean asset data for Duvall's wastewater treatment plant so assets could be easily organized, located, and updated. He also uploaded the data online and created a web map and a web application that the client can use to manage thousands of asset points within the wastewater treatment plant.
- **Meridian Ave Corridor Study**
  City of Edgewood | Edgewood, WA
  Casey helped to import 10 years of collision data for Meridian Ave in the city of Edgewood. Collision data had to be cleaned and managed for GIS compatibility. Once the data was uploaded into GIS software, collisions were mapped and differentiated by collision type. The data was then uploaded online, and Casey produced an interactive web application that technical managers and clients could use to help visualize the collision data.

EXPERTISE

- GIS Mapping / Analysis
- Interactive Web Mapping
- Census Data Analysis
- Asset Database Development

EDUCATION

- B.A. Environmental Studies, Western Washington University
- Geographic Information Science Certificate, Western Washington University

VALUE TO THE TEAM

- Understanding of the goals of safety-related GIS mapping
- Preparation of public-facing GIS maps
- Skilled with creation of internal GIS tools to help facilitate safety analysis

casey.rothlisberger@transpogroup.com

transpogroup

Jewell Hamilton

TECHNICAL WRITING & SAFETY ANALYSIS

Jewell is a Transportation Analyst with Transpo Group who regularly assists with traffic operations and transportation planning projects and is developing expertise in ADA transition plan and safety projects. They are passionate about helping communities achieve social, economic, and environmental sustainability goals. They believe that an agency's approach to transportation greatly influences not only the health and quality of life of its residents, but how equitable, attractive, and prosperous the area will be.

Jewell has four years of experience in working with the public as well as private sector and government agencies in addressing issues such as first and last mile transit access, pedestrian network planning and development, and ADA compliance planning. They are familiar with Safe Roads and Vision Zero, and holds a Green Roads Orange Badge from the Sustainable Transport Council.

PROJECT SAMPLES

- **Local Road Safety Plan**
  City of Redmond | Redmond, WA
  Jewell has provided safety statistical and spatial analysis and technical writing for the development of a Local Road Safety Plan for the City of Redmond. Jewell's analysis and insight into safety trends has contributed to the development of risk factors, countermeasures and potential project types. Inclusion of on-the-ground analysis and experience of the sites of higher crash risk and consideration of the user and user's experience of both the existing and modified transportation environment have been key factors in Jewell's identification of safety improvements.

- **Roadway Safety Audits**
  Swinomish Indian Tribal Community (SITC) | Swinomish, WA
  Jewell provided technical writing and safety analysis for four Roadway Safety Audits conducted in the Swinomish Village area for the SITC. Jewell analyzed existing conditions to identify safety concerns and potential safety improvements for all modes of travel in four corridors. The Audits were conducted using FHWA's Safe System Approach, applying Tribal Safety Program funds to identify important safety improvements on roads in the SITC.

EXPERTISE

- Traffic Operations
- Transportation Planning
- ADA Transition Planning

EDUCATION

- **MS, Sustainable** *Transportation*
  University of Washington
- **BS, Civil Engineering**
  Western Washington University

jewell.hamilton@transpogroup.com

Jane Jessen
OUTREACH LEAD

Jane has worked in marketing and graphic design for over 20 years and has been involved in public outreach, marketing, and designing projects for Transpo for over 9 years. She has worked on projects of all sizes, from large-scale reports to web content design, developing outreach materials and infographics, all of which require a knowledge of the audience and an eye for detail. She has the unique and design, using both words and graphics to help interpret complex data into visually pleasing and easy-to-understand graphics and content for public consumption. Jane and her team are responsible for all marketing efforts at Transpo for both internal groups and external clients. They have supported numerous public outreach events, online open houses, created outreach graphics, report graphics, and designed and facilitated community surveys. Jane has an easy-going manner that helps foster a smooth process and focuses on delivering quality products and good customer service.

PROJECT SAMPLES

- **Lincoln-Lakeway Multimodal Transportation Study**
  City of Bellingham
  Transpo assisted a study of the transportation system surrounding Interstate-5 along Lincoln-Lakeway Drive for future improvements. Jane assisted the City in conducting a public survey of local residents to provide insight and help identify issues, needs, and priorities to improve the multimodal transportation systems in this area. They survey was designed primarily as an online survey and promoted through email and posts on social media and the project website. In an effort to reach as many people as possible, she also designed a paper survey that was mailed to a segment of hard-to-reach people within the study area, and both the paper and online survey were translated into Spanish.

- **HOCTS Long Range Transportation Plan (LRTP) Update**
  Herkimer-Oneida County Transportation Study (HOCTS)
  Transpo delivered the 2020-2040 Long-Range Transportation Plan for HOCTS, the designated metropolitan planning organization for the Utica, NY region. Jane led the development of all outreach materials, including survey development and public information boards for both formal project-oriented meetings and “pop-up” booths at major public events in the region. In an effort to reach a broad audience, surveys for the public were translated for the first time into the region’s top five Limited English Proficiency (LEP) languages. She also managed the graphic design for the LRTP final document (available at: www.hoctslrtp.org), which will guide federal investment in the region’s transportation network over the plan’s 20-year horizon.

- **ADA Transition Plans**
  Multiple Agencies | Washington State
  Jane assisted with the coordination and design of multiple extensive public outreach processes for clients such as the University of Washington and King County with well attended in-person open houses, online open house and survey, and an app and website with an interactive map that allows members of the public to identify specific locations of concern. She and her team then use the data collected to summarize the outreach data to easily convey information for public consumption.

EXPERTISE

- Public Outreach Coordination
- Graphics Development
- Online Surveying and
- Open Houses

EDUCATION

- BA, English
  Coe College
- Graphic Design
  Certification courses
  UC Santa Cruz

VALUE TO THE TEAM

- Able to create visuals for a non-technical audience
- Experienced at preparing Public Outreach materials
- Technically savvy with a variety of online outreach tools

jane.jessen@transpogroup.com

Brian Chandler
PE, PTOE, RSP2IB, PMP
PRINCIPAL, NATIONAL DIRECTOR FOR TRANSPORTATION SAFETY

Brian brings 24 years of experience in transportation safety planning, engineering, and data analysis— including leadership roles at the Missouri DOT, FHWA, and the private sector. He is a certified Road Safety Professional (RSP) Level 2 in both

behavioral and infrastructure disciplines. Transportation safety is his daily focus and professional passion. Brian will use his experience in safety planning to build the safety plan strategic framework, and ensure the plan meets all Safe Streets and Roads for All (SS4A) requirements.

PROJECT SAMPLES

- **Comprehensive Safety Action Plan (CSAP)**
  Richland, WA
  As project manager, Brian updated the 2022 Local Road Safety Plan to the 2023 CSAP by adding public engagement, Equity analysis, policy assessment, and performance measurement. The project resulted in a plan eligible for SS4A grant requirements for upcoming program cycles.

- **Local Road Safety Plan**
  Bremerton, WA
  Brian was Project Manager for the City of Bremerton's 2020 Local Road Safety Plan, a plan required for cities to participate in the Washington State DOT 2020 HSIP grant program. The Bremerton LRSP also served as the 2-year safety plan to identify infrastructure needs for upcoming funding opportunities. He identified location-specific and systemic safety needs using a GIS-based analysis of collision history and citizen feedback data. DKS then developed the LRSP, identified projects, and developed the city's HSIP grant applications. Brian also supported development of the 2022 LRSP as a subject matter expert.

- **Local Road Safety Plan and Grant Applications**
  Walla Walla, WA
  Brian led the development of the 2018 Walla Walla Local Road Safety Plan including crash mapping, problem identification at hot spots and corridors, and countermeasure selection. As part of the project Brian completed two City Safety Program Applications for safety grant funding. The result of the project was a successful safety grant application that will provide Walla Walla funding to improve safety on their city streets.

- **Pasco, WA Local Road Safety Plan.**
  Brian was Project Manager for the Pasco Local Road Safety Plan, produced to make the city eligible for the WSDOT 2020 City Safety Program that awards federal safety funding to cities for roadway safety needs. He developed the LRSP, identified projects, and developed the city's HSIP grant applications that resulted in $2 million in safety project awards. Brian supported the 2022 Pasco LRSP as a subject matter expert.

- **Southwest Washington RTC City Safety Plans.**
  As project manager, Brian led the development of five 2022 City Safety Plans for the following cities in Washington: Battle Ground, Camas, La Center, Ridgefield, and Washougal. Activities included identifying safety needs, developing the safety plan, recommending projects, and completing grant applications for the WSDOT City Safety Program.

EDUCATION

- BS, Civil Engineering, University of Missouri-Columbia

CERTIFICATIONS

- Washington Professional Civil Engineer, No. 47563
- Professional Traffic Operations Engineer, No. 1690
- Road Safety Professional Level 2, No. 32
- Project Management Professional, No. 4940438E1

brian.chandler@dksassociates.com

Brian Kellogg PE, PTP, PTOE

TRANSPORTATION ENGINEER/PLANNER

Brian is a Transportation Engineer & Planner with over ten years of experience working on and managing projects ranging from design decisions around channelization and signal timings, to transit/BRT planning and roundabout design. His project management approach places safety into discussions around design changes, and his experience in analyzing crash history and gaining input from stakeholders and community members has resulted in providing practical, effective countermeasures to improve safety outcomes for all roadway users.

PROJECT SAMPLES

- **Puyallup-Tacoma Regional Trail**
  Pierce County, WA.
  Part of the Puget Sound Gateway Program, the planning of a trail connection between the cities of Puyallup and Tacoma through the southern Puget Sound region. Multiple routes were considered for the trail, with each analyzed in terms of cost, safety and comfort for pedestrians and cyclists, demographics/equity for accessing the trail, and availability of right-of-way. Through his work on other intersection control areas of the project, Brian conducted safety and accessibility analyses for ensuring trail users were safely accommodated.

- **Pierce Transit BRT - Pacific Ave**
  Tacoma, WA.
  DKS is leading the traffic operations and safety analysis for the planning of the Pierce Transit BRT line to run between downtown Tacoma and Spanaway along SR 7. Brian led the development of a simulation model for the downtown Tacoma portion of the BRT route and assisted in traffic analysis for other portions of the BRT line.

- **SDOT Westlake & Denny Station Relocation**
  Seattle, WA
  Brian led DKS's study of the combined station serving the Seattle Streetcar and multiple bus lines at the intersection of Westlake Avenue and Denny Way in Seattle's South Lake Union neighborhood. The DKS team evaluated multiple alternatives for moving the station, which experiences high congestion and frequent safety issues between transit and general vehicles. The alternatives were rated according to their effects on pedestrian safety and estimated exposure to vehicular traffic, and helped SDOT to select an alternative that would balance transit operations with safety in this area with heavy walking traffic.

EDUCATION

- M.Sc. Transportation Systems Technical University of Munich February 2012
- BS Civil Engineering University of Nebraska May 2009

CERTIFICATIONS

- Professional Engineer, Washington State No. 57248
- Professional Transportation Planner, No. 596
- Professional Traffic Operations Engineer (PTOE) No. 4678

brian.kellogg@dksassociates.com

Veronica Sullivan RSP1

TRANSPORTATION ENGINEER/PLANNER

Veronica brings seven years of experience working on a wide variety of transportation safety projects including local road safety plans, road safety audits (RSAs), intersection and corridor safety plans, and multimodal safety plans. She has also led public and private outreach efforts including facilitating mobility tours, preparing public meeting materials, developed technical reports, 3D renderings, and online Tableau interactive dashboards. Veronica has leveraged information gathered through public outreach to help develop local road safety plans, grant applications, and statewide pedestrian and bicycle plans. As a project manager, Veronica is organized, understands safety data, is an excellent communicator, and delivers products that meet or exceed expectations. She recently managed the 2022 Bremerton and Pasco LRSPs and will apply successes and lessons learned on those projects.

PROJECT SAMPLES

- **Countywide Speed Limit Evaluation**
  Island County, WA
  Veronica is serving as Project Manager on this on-going project with Island County. In 2021, the DKS team developed a revised speed limit policy for Island County to promote consistent, appropriate, safe driving speeds countywide based on the NCHRP 966 report and other guiding documents. This project's second phase involves implementing the customized speed limit setting evaluation excel tool that recommends posted speed limits for roads in Island County.

- **City Safety Plan**
  City of Pasco WA
  Veronica served as Project Manager for this project that involved developing a Local Road Safety Plan that incorporates crash history and other risk factors to implement countermeasures to improve safety in the City of Pasco. Veronica used Tableau to map crash data to identify hot spots, contributing factors, associated risk factors, and deficiencies present in the City's road network. She also developed two successful HSIP grant applications worth $1 million combined based on the projects identified in the city safety plan.

- **Strategic Road Safety Plan**
  City of Bremerton, WA
  Veronica served as Project Manager to develop the Strategic Road Safety Plan and grant applications that used a data driven approach to implement infrastructure-based countermeasures to improve safety in the City of Bremerton. Veronica used GIS and Tableau to map crash data to effectively identify trends, contributing factors, associated risk factors and deficiencies present in the City's road network. After summarizing the data, the DKS team identified a prioritized list of infrastructure-based countermeasures for the purpose of reducing the risk of crashes resulting in serious injuries or fatalities. The team conducted multiple benefit-cost ratios to determine which projects to pursue for grant funding.

EDUCATION

- MASc, Civil Engineering, University of Waterloo
- BESc, Urban Planning, University of Waterloo

CERTIFICATIONS

- Road Safety Professional Level 1, 2021, No. 684 (RSP1)

veronica.sullivan@dksassociates.com

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Certificate Of Completion

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In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

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Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

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Memorandum

Date: 9/19/2023
Meeting of: Committee of the Whole - Public Safety and Human Services

File No. CM 23-476
Type: Committee Memo

TO: Committee of the Whole - Public Safety and Human Services
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Brooke Buckingham	Human Services Manager
Planning and Community Development	Alaric Bien	Senior Planner

TITLE:
Proposed King County Community Development Block Grant (CDBG) 2024 Funding Allocation Plan

OVERVIEW STATEMENT:
As part of the Interlocal agreement with King County, each year Redmond must develop a plan for allocating its Community Development Block Grant (CDBG) entitlement funds. This plan is for funds to be received, allocated, and spent in 2024.

☐ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  King County Consortium Consolidated Housing and Community Development Plan
- **Required:**
  Community Development Block Grant Program Joint Interlocal Agreement
- **Council Request:**
  N/A
- **Other Key Facts:**
  Projects eligible to receive CDBG funds are limited due to various federal requirements. Funds may be used for public services (i.e., human services programs) and capital projects that demonstrate a direct benefit to Redmond residents that meet the low to moderate-income requirements. The proportion of funds available for each type of activity is determined by the interlocal agreement between Joint Agreement Cities and King

County. Funds may be used in three categories, Capital, Public Service, and Administration, as described below.

Capital Funding Process and Recommendation: CDBG may support certain Public Improvement and/or Parks projects, and there are a number of constraints related to the use of these funds. Support for affordable housing is an allowed use, and staff is recommending that the 2023 CDBG capital funds be allocated to A Regional Coalition for Housing (ARCH), as they have been for many years.

Public Service Funding Process and Recommendation: Programs that may be considered for public service funding are dedicated to human service activities that must also meet strict CDBG eligibility and reporting requirements. Staff reviewed applications that were received as part of the regular 2023-2024 Human Services allocation process. Only proposals for new or expanded services may be considered for CDBG funding, though continuing programs that have been supported using CDBG are eligible to continue receiving those funds. Based on these criteria, staff is recommending that Redmond allocate its 2024 CDBG Public Services funds to Congregations for the Homeless to continue supporting the services and operation of an emergency shelter for men experiencing homelessness on the Eastside.

Planning & Administration Funding Recommendation: CDBG allows up to 20 percent of the grant for planning and administration purposes. While this may be waived and applied to capital projects, our experience has been that the amount of staff time spent on eligible activities consistently exceeds the maximum allowed. The rest has been supported by City funds. Staff is recommending the full 20% be allocated to the planning and administration of this grant.

The full plan for which approval is needed is summarized in Attachment A.

OUTCOMES:
Approval of this funding plan keeps the City in compliance with county requirements governing the pending distribution of 2024 CDBG funds to the City. Allocation of these funds will help support emergency shelter for men experiencing homelessness, Redmond's contribution to A Regional Coalition on Housing's capital funds, and staff time to plan for and administer these funds, ensuring compliance with all federal regulations.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  The required 15-day notice for public comment was posted in the Seattle Times on May 17, 2023. Opportunity for in-person public comment was held at a public meeting on June 12, 2023.
  Opportunity for written public comment was given from May 17 through June 12, 2023.
- **Outreach Methods and Results:**
  Written public notice was published in the Seattle Times.
- **Feedback Summary:**
  No public comment was received.

BUDGET IMPACT:

Total Cost:
Approximately $242,362. The exact amount will not be known until the budget is passed by Congress in 2024 (typically by early summer).

Staffing to support this work is being provided by the Department of Planning and Community Development - Human Services Division.

Approved in current biennial budget: ☐ **Yes** ☐ **No** ☒ **N/A**

Budget Offer Number:
0000037 - Housing and Human Services

Budget Priority:
Vibrant and Connected

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:
N/A

Funding source(s):
Department of Housing and Urban Development, Community Development Block Grants

Budget/Funding Constraints:
All funds must be expended between January 1 and December 31, 2024.

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
10/3/2023	Business Meeting	Approve

Time Constraints:
The City's allocation plan must be submitted to King County by October 20, 2023, in order to be incorporated into their process for submission to the federal government. To meet this timeline, Council must approve a plan by its October 17, 2023, meeting.

ANTICIPATED RESULT IF NOT APPROVED:
Should Council decline to approve the funding allocation plan, the City would need to propose a new set of uses and begin the process again starting with the 15-day public notice, public comment period, internal committee review, presentation to the Public Safety and Human Services Committee of the Whole, and approval by City Council. Alternatively, the City could return the funds to the County for use by the entire CDBG Consortium.

ATTACHMENTS:

Attachment A - Proposed 2024 Redmond CDBG Allocation Plan

ATTACHMENT A

Proposed 2024 Redmond CDBG Allocation Plan

Capital Projects		
1	ARCH	$158,788
Public Services		
1	Congregations for the Homeless-Homeless Services	$41,787
Planning & Administration		
1	Administration	$41,787
Contingency Projects		
1	Since the CDBG funds are an estimate from the federal government, Redmond must also adopt a contingency plan. Accordingly, the above projects will receive proportionate increases/decreases to CDBG funding.	

NOTE: All dollar amounts are estimates until the County is officially notified by the Department of Housing and Urban Development (HUD).

Memorandum

Date: 9/19/2023
Meeting of: Committee of the Whole - Public Safety and Human Services

File No. CM 23-472
Type: Committee Memo

TO: Committee of the Whole - Public Safety and Human Services
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Executive	Malisa Files, Chief Operating Officer	425-556-2166

DEPARTMENT STAFF:

Executive	Jan Harrison	DEI Program Advisor

TITLE:
Diversity, Equity, and Inclusion (DEI) Program Monthly Update

OVERVIEW STATEMENT:
Per Council's request, this DEI monthly update contains information on work projects, including the Redmond Youth Partnership Advisory Committee (RYPAC), Title VI, and the Welcoming Redmond Reconnection Team.

☐ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☒ **Receive Information** ☐ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  N/A
- **Required:**
  N/A
- **Council Request:**
  Council requested a monthly update on DEI projects.
- **Other Key Facts:**
  N/A

OUTCOMES:
DEI program status report.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**

N/A

- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:
N/A

Approved in current biennial budget: ☒ **Yes** ☐ **No** ☐ **N/A**

Budget Offer Number:
0000024

Budget Priority:
Strategic and Responsive

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:
N/A

Funding source(s):
General Fund

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
8/2/2023	Committee of the Whole - Planning and Public Works	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
N/A	None proposed at this time	N/A

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
N/A

ATTACHMENTS:

N/A

Memorandum

Date: 9/19/2023
Meeting of: Committee of the Whole - Public Safety and Human Services

File No. CM 23-478
Type: Committee Memo

TO: Committee of the Whole - Public Safety and Human Services
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Police	Chief Darrell Lowe	425-556-2521

DEPARTMENT STAFF:

Police	Brian Coats	Captain

TITLE:
2023 Adopted Costs for King County Sheriff Marine Policing Services

OVERVIEW STATEMENT:
The police department is seeking council's approval of the cost adjustment for services provided by the King County Sheriff's marine patrol season for 2023.

The City of Redmond and King County Sheriff's Office hold an Interlocal Agreement (ILA) for Marine Police Patrol Services. Each year, the sheriff's office sends an invoice to the police department with a statement reflecting the cost for services provided by the marine unit. For 2023, the cost is $20,661.00; an increase from $17,563 invoiced in 2022.

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  N/A
- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:
The King County Sheriff's Office (KCSO) Marine Unit provides routine seasonal proactive and responsive patrol services in Lake Sammamish. The marine unit is responsible for enforcing applicable laws and ordinances, promoting boating safety, preventing law and safety violations, and responding to calls for service during the boating season.

The KCSO Marine Unit also provides non-routine, off-season services at the specific request of the City.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:
$20,661.00

Approved in current biennial budget: ☒ **Yes** ☐ **No** ☐ **N/A**

Budget Offer Number:
228 Criminal Justice

Budget Priority:
Safe and Resilient

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:
N/A

Funding source(s):
General Fund

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
10/3/2023	Business Meeting	Approve

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
King County Sheriff's Marine Patrol Unit will cease providing services on Lake Sammamish and the City will need to explore options.

ATTACHMENTS:
Attachment A: King County Marine Patrol Services ILA
Attachment B: Redmond Marine Patrol 2023 invoice
Attachment C: 2023 Adopted Marine Exhibit Summary
Attachment D: 2023A Adopted Costs for Marine Patrol Services
Attachment E: Redmond Marine Patrol 2022 Invoice

ORIGINAL

INTERLOCAL AGREEMENT
BETWEEN KING COUNTY AND THE CITY OF REDMOND
RELATING TO MARINE PATROL SERVICES

THIS IS AN AGREEMENT between King County, a home rule charter county, a political subdivision of the State of Washington, hereinafter referred to as the "County," and the City of Redmond, a municipal corporation of the State of Washington, hereinafter referred to as the "City."

WHEREAS, the City has a geographical boundary either bordering on or encompassing navigable waters in King County and thus has the authority to police these waters; and

WHEREAS, the King County Sheriff's Office, hereinafter referred to as "KCSO," has established and maintains a marine patrol service on the waters of unincorporated King County which can also service the waters under the authority of the City;

NOW THEREFORE, the County and City hereby agree:

1. KCSO Obligations

   1.1. Routine Seasonal Patrol Services. The KCSO Marine Unit will provide routine seasonal proactive and responsive patrol services in selected waters under City jurisdiction in Lake Sammamish and/or Lake Washington for the purposes of enforcing applicable laws and ordinances, promoting boating safety, preventing law or safety violations, and responding to emergency calls for service. Routine patrol services will span the period of highest recreational boater activity for four consecutive months, beginning around the opening day of boating season (approximately from May 15 to September 15). Patrol shifts will emphasize afternoon and early evening hours of the boating season, although may be subject to interruption for boat repair and maintenance.

   1.2. Non-Routine, Off-Season Response. The KCSO Marine Unit will provide non-routine, off-season responsive patrol services at the specific request of the City outside the boating season.

   1.3. Buoy Maintenance. The KCSO Marine Unit will maintain, repair, and replace specified buoys in selected waters under City jurisdiction as needed throughout the year.

   1.4. Service Statistics & Reports. The KCSO Marine Unit will provide the City with monthly, quarterly, or annual reports (according to the City's preference) of the marine patrol services provided and incidents occurring within City waters.

2. City Obligations

   2.1. The City confers municipal police authority on County officers engaged pursuant to this Agreement in enforcing State and City ordinances within City waters for the purposes of carrying out this Agreement.

2.2. The City will, to the extent reasonable, bring local ordinances into conformity with applicable County boating ordinances to provide uniformity of regulation and enforcement on all waters.

3. Supervision and Personnel. The County is acting hereunder as an independent contractor so that:

3.1. Control of Personnel. Control of personnel, standards of performance, discipline and all other aspects of performance will be governed entirely by the County.

3.2. Status of Employees. All persons rendering services under this Agreement will be for all purposes employees of the County.

3.3. Liabilities. All liabilities to employees of the County for salaries, wages, any other compensation, injury, or sickness arising from performance of the law enforcement services by the County hereunder will be that of the County.

4. Compensation

4.1. Cost Development. The City will pay the County its share of the cost of marine patrol services, as indicated in the Cost Exhibit. Cost will include direct costs, Sheriff's Office and County general overhead, less revenue received by the County for the City's share of the Vessel Registration Fee. Cost will be based on the County's budget for marine patrol services and estimated boat tax revenue for the succeeding year.

4.2. Cost Exhibit Production. KCSO will develop and explain the city's cost share by updating the Cost Exhibit twice each year. Estimated costs will be sent to the city in the form of a "proposed" Cost Exhibit no later than October 15th each year for the subsequent year's cost. Actual costs will be sent to the city in the form of an "adopted" Cost Exhibit no later than April 15th each year. The two exhibits will be compared; the city will be billed the lesser of the two costs.

4.3. City Share Cost Model Calculation. The City's cost share will be determined as indicated in the Cost Exhibit. The City's workload share will be averaged with the City's freshwater shoreline footage share. The City's workload share will represent a 3-year rolling average of incidents. Incidents will include dispatched calls for service (DCFS) and on-views captured during the boating season months. Incidents will also include non-routine/off-season response and buoy maintenance incidents detailed in Section 4.4.

4.4. Non-Routine/Off-Season Response & Buoy Maintenance. Non-routine DCFS response generated by the City and the number of buoys on which maintenance is performed may be added to the City's workload share factored into the City share cost model calculation per Section 4.3.

4.5. Billing. The estimated contract amount will be billed annually by July 1. Payments will be made within 30 days after invoicing by the county.

5. Indemnification

5.1. In executing this agreement, the County does not assume liability or responsibility for or in any way release the City from any liability or responsibility which arises in whole or in part from the existence, validity or effect of city ordinances, rules or regulations. If any such

cause, claim, suit, action or administrative proceeding is commenced, the City will defend the same at its sole expense and if judgment is entered or damages are awarded against the City, the County, or both, the City will satisfy the same, including all chargeable costs and attorney's fees.

5.2. The County will indemnify and hold harmless the City and its officers, agents, and employees, or any of them, from and against any and all claims, actions, suits liability, loss, costs, expenses, and damages of any nature whatsoever, which are caused by or result from a negligent act or omission of the County, its officers, agents, and employees in performing services pursuant to this agreement.

The County agrees that its obligations under this paragraph extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, the County, by mutual negotiation, hereby waives, as respects the City only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW. In the event the City incurs any judgment, award, and/or cost arising therefrom including attorneys' fees to enforce the provisions of this article, all such fees, expenses, and costs will be recoverable from the County.

5.3. In the event that any suit based upon such a claim, action, loss, or damage is brought against the City or the City and the County, the County will defend the same at its sole cost and expense; and if final judgment be rendered against the City and its officers, agents, and employees or jointly against the City and the County and their respective officers, agents, and employees the County will satisfy the same.

5.4. The City will indemnify and hold harmless the County and its officers, agents, and employees, or any of them, from and against any and all claims, actions, suits, liability, loss, costs, expenses, and damages of any nature whatsoever, which are caused by or result from a negligent act or omission of the City, its officers, agents, and employees. The City agrees that its obligations under this paragraph extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, the City, by mutual negotiation, hereby waives, as respects the County only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW. In the event the County incurs any judgment, award, and/or cost arising therefrom including attorneys' fees to enforce the provisions of this article, all such fees, expenses, and costs will be recoverable from the City.

5.5. In the event that any suit based upon such a claim, action, loss, or damage is brought against the County or the City and the County, the City will defend the same at its sole cost and expense; and if final judgment be rendered against the County, and its officers, agents, and employees or jointly against the County and the City and their respective officers, agents, and employees the city will satisfy the same.

6. Duration

6.1. This agreement is effective January 1, 2011. The contract will renew automatically from year to year unless terminated by either party as provided herein.

7. Termination

7.1. For the purposes of this contract and for workload gathering, an operational service year will be considered as January 1st through December 31st of each year. Notice of intent to terminate will be given in writing no later than September 30th for termination beginning the subsequent operational year (January 1st).

8. General Provisions

8.1. This Agreement supersedes any prior contract between the County and the City relating to marine patrol services. It is intended to express the entire agreement between the parties.

8.2. This Agreement may be amended by mutual written agreement of the parties. However, any amendment to update specifically the annual budget amount or the specific water area selected by the City to be served by KCSO per Section 1.1 may be agreed to in writing by the City and the King County Sheriff.

8.3. No waiver by any party of any term or condition of this Agreement will be deemed or construed as a waiver of any other term or condition, nor will a waiver of any breach be deemed to constitute a waiver of any subsequent breach whether of the same or a different provision of this Agreement.

8.4. This Agreement will be administered by the King County Sheriff or his/her designee and by designee of the City.

IN WITNESS WHEREOF the parties have executed this Agreement.

KING COUNTY

7/15/11

King County Executive Date

7/25/11

King County Sheriff Date

CITY OF REDMOND

7/14/10

City Signature Date

City Agreement Routing Form

The Project Administrator should complete the top section of this form, once Department Head/Designee signature has been obtained, attach the specified number of agreement originals to this form (have the contractor/supplier sign all original copies before routing) and forward the documents to the City Clerk for internal city routing. The City Clerk will route the agreement to the Risk Manager for approval of insurance and idemnification requirements, to the City Attorney for approval as to legal form and to the Mayor for signature. The City Clerk will then attest/authenticate the Mayor's signature and will forward this form and remaining agreement(s) to Project Administrator.

Project Title: MARINE PATROL SERVICES - INTERLOCAL AGREEMENT

Type of Service: marine patrol

Supplier/Contractor Name: KING COUNTY SHERIFFS OFFICE

Contract/Agreement Amount, Original: dependent on requests/calls for service Amended Amount: _____

Council Approval Date: 6/15/10 Nature of Funding: general fund

Project Administrator: Chief. SHARI SHOVLIN MailStop: PSPDA Phone: 425 554 2564

Anticipated Agreement Start Date: 1/1/2011 Estimated Completion Date: auto. renewal unless terminated

Does this contract contain the purchase of technology related items/services? ☐ YES ☒ NO

If Yes, route to: I.S. Manager (3SFN)

I.S. Signature: _____ Date: _____

Department Head/Designee Signature: [signature] Date: 7/8/10

Comments:

Account Numbers/ Distribution 1039.549000.913200

ROUTING PROCESS: (2 copies)

To: City Clerk M. (for routing and tracking) Date 7/8/10

Risk Manager MEB (Signature or initials) Date 7/8/10

City Attorney [signature] (Signature or initials) Date 7/13/10

(Note: If contract exceeds Mayor's authorized signing limits, route to City Clerk (3NFN) for council approval)

Mayor [signature] (Signature or initials) Date 7/14/10

City Clerk M. (Signature or initials) Date 7/15/10

NOTE: The agreement becomes fully executable once the Mayor has signed it. The Project Administrator may then forward one set of originals to the Contractor/Consultant and work may begin. The City's original will be retained by the City Clerk. Once all signatures have been obtained, forward a copy of this form to Accounts Payable, with payment instructions.

Finance use ONLY Vendor Id _____ Date Received _____ Agreement # _____

SHERIFF
KING COUNTY SHERIFF'S OFFICE
516 Third Ave W-116
Seattle, WA 98104

Patti Cole-Tindall
Sheriff

July 19, 2023

INVOICE NO. 23-0249

Chief Darrell Lowe
Chief of Police
Redmond Police Department
8701 – 160th Ave NE
Redmond, WA 98052

RE: STATEMENT FOR MARINE PATROL SERVICES FOR 2023 SEASON FROM MAY 15TH TO SEPTEMBER 15TH 2023

In accordance with our Interlocal Agreement for Marine Police Patrol Services, please be advised that your obligation for the 2023 Marine Patrol Season is **$20,661.00**.

Please send remittance to the following address:

King County Sheriff's Office
W-150 King County Courthouse
516 Third Ave.
Seattle, WA 98104-2312
Attention: Jason King, Financial Management Section

If you have any billing questions, feel free to contact: KCSO.Accounting@kingcounty.gov

Sincerely,

Kathy Nieto

Kathy Nieto, Business Finance Officer III
Financial Management Section
Redmond-Marine Patrol 2023
1039499-200327-43301
Email: dlowe@redmond.gov

2023 Adopted Exhibit for Marine Patrol Services

Step 1: Cost Allocation

	2023 Adopted Budget
Marine Patrol Budget, Full Year	1,247,238
Marine Patrol Budget, Boating Season Allocation *(full year/3)*	415,746
Boat Tax Revenue *(credited back to customers)*	(90,940)
Net Marine Patrol Budget for boating season allocated to Marine Patrol Customers	324,806

Step 2: Workload Allocation

	Shoreline	% Shoreline	3-Yr Incidents	% Incidents	% Share Total
Beaux Arts	1,145	0.55%	15	2.29%	1.42%
Bellevue	26,680	12.85%	59	8.81%	10.83%
Issaquah	20,966	10.10%	97	14.48%	12.29%
Kenmore	18,331	8.83%	51	7.67%	8.25%
Kirkland	49,231	23.72%	161	23.99%	23.85%
Lake Forest Park *(start 4/1/18)*	11,132	5.36%	34	5.03%	5.20%
Redmond	13,389	6.45%	42	6.27%	6.36%
Sammamish	42,068	20.27%	82	12.20%	16.23%
Yarrow Point **(ended 9/27/2022)**	0	0.00%	0	0.00%	0.00%
Unincorporated King County	24,631	11.87%	129	19.26%	15.56%
	207,572	100.00%	670	100.00%	100.00%

Step 3: Customer Costs

	2021A	2022A	2023P	2023A	2023A vs 2023P	%
Beaux Arts	2,717	2,999	4,641	4,614	(27)	-1%
Bellevue	37,916	35,845	35,385	35,183	(203)	-1%
Issaquah	33,346	34,399	40,157	39,927	(230)	-1%
Kenmore	31,746	26,483	26,945	26,791	(154)	-1%
Kirkland	87,703	78,412	77,928	77,482	(446)	-1%
Lake Forest Park *(start 4/1/18)*	12,799	12,955	16,971	16,874	(97)	-1%
Redmond	16,952	17,602	20,780	20,661	(119)	-1%
Sammamish	49,724	46,501	53,023	52,719	(303)	-1%
Yarrow Point **(ended 9/27/22)**	12,670	11,186	0	0	0	
Unincorporated King County	27,317	29,393	50,846	50,555	(291)	-1%
	312,890	295,773	326,676	324,806	(1,870)	-1%

Notes:

- "3-Yr Incidents" represents a 3-year rolling average of workload (DCFS + on-views) using 2019-2021 workload. Starting in 2020, buoy work will be billed separately since new requirements require that this work be out-sourced.
- Per the contract, you will be charged the lesser of two amounts between Proposed and Adopted.
- Lake Forest Park started marine policing services on 4/1/2018.
- Yarrow Point ended marine policing services on 9/27/2022.

KING COUNTY SHERIFF'S OFFICE
516 Third Avenue, W-116
Seattle, WA 98104-2312

Patti Cole-Tindall
Sheriff

June 28, 2023

Chief Darrell Lowe
Chief of Police
Redmond Police Department
8701 – 160th Ave NE
Redmond, WA 98052

RE: 2023 ADOPTED COSTS FOR MARINE POLICING SERVICES

Dear Chief Lowe,

Attached please find the 2023 Adopted costs for King County Sheriff's Office marine law enforcement services, in the amount of $20,661. Per our agreement, you pay the lesser of the Proposed versus Adopted costs. Proposed costs were in the amount of $20,780, so your final 2023 cost to be billed is $20,661.

As mentioned earlier, buoy replacement will be billed separately, due to new requirements requiring this work be outsourced.

If you have any questions about this exhibit, please contact Anita Clouse at (206) 263-2548. If you have any questions about the services you receive, please contact Marine Unit Sergeant Richard Barton at (206) 477-0755. Thank you for partnering with us to provide marine law enforcement services to Redmond.

Sincerely,

Jason S. King
KCSO Chief Financial Officer

Enclosure

cc: File Copies: King County Sheriff's Office Contracts & Budgeting Units

SHERIFF
KING COUNTY SHERIFF'S OFFICE
516 Third Ave W-116
Seattle, WA 98104

Patti Cole-Tindall
Sheriff

June 16, 2022

INVOICE NO. 22-0297

Chief Darrell Lowe
Chief of Police
Redmond Police Department
8701 – 160th Ave NE
Redmond, WA 98052

RE: STATEMENT FOR MARINE PATROL SERVICES FOR 2022 SEASON FROM MAY 15TH TO SEPTEMBER 15TH 2022

In accordance with our Interlocal Agreement for Marine Police Patrol Services, please be advised that your obligation for the 2022 Marine Patrol Season is **$17,563.00**.

Please send remittance to the following address:

King County Sheriff's Office
W-150 King County Courthouse
516 Third Ave.
Seattle, WA 98104-2312
Attention: Jason King, Financial Management Section

If you have any billing questions, feel free to contact: KCSO.Accounting@kingcounty.gov

Sincerely,

Kathy Nieto

Kathy Nieto, Business Finance Officer III
Financial Management Section
Redmond-Marine Patrol 2022
1039499-200327-43301

Memorandum

Date: 9/19/2023
Meeting of: Committee of the Whole - Public Safety and Human Services

File No. CM 23-477
Type: Committee Memo

TO: Committee of the Whole - Public Safety and Human Services
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Police	Chief Darrell Lowe	425-556-2521

DEPARTMENT STAFF:

Police	Brian Coats	Captain

TITLE:
Police Technology Update

OVERVIEW STATEMENT:
This is an overview for Council on police technology the department is currently using and considering for the future.

Police technology is emerging rapidly, giving law enforcement additional tools to address an increase in criminal activity, while being mindful of the expectations the community has to privacy. The use of new technology provides an opportunity for the police department to perform more effectively and efficiently within the context of current staffing levels.

Police staff are looking forward to a productive discussion about how technology is shaping the future of law enforcement.

☒ **Additional Background Information/Description of Proposal Attached**
My90 (axon.com) <https://www.axon.com/products/my90>
ALPR (axon.com) <https://www.axon.com/products/flock-evidence>
Axon Air <https://www.axon.com/products/axon-air>
-School Zone Speed Enforcement City of Kirkland (kirklandwa.gov)
<https://www.kirklandwa.gov/Government/Departments/Police-Department/Community-Resources/School-Zone-Speed-Enforcement>

REQUESTED ACTION:

☒ **Receive Information** ☐ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  N/A
- **Required:**

N/A

- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:

The use of technology provides an opportunity for the police department to perform more effectively and efficiently. Technology currently in use and under consideration are as follows:

CURRENTLY IN USE

Body-Worn and In-Car Cameras

- RPD has been live with these systems for one year.
- BWC footage is being used effectively in our Use of Force review process.

Unmanned Aerial System (UAS)

- This is an on-going program, currently entailing 7 UASs and 13 FAA licensed pilots.
- Two mini drones were the most recent acquisition, used successfully for building searches and barricaded subject calls without jeopardizing the safety of police officers.
- Next step entails the integration of a **Drone as a First Responder (DFR)** program. Launched from the roof of city hall, the UAS will monitor calls for service and deploy as applicable. The UAS can respond to locations across town in 1-2 minutes, determine if there is a need for a patrol officer to respond, and perform overhead area searches for offenders, missing persons, etc.

Axon Air

- An integrated UAS platform that delivers secure wireless livestreaming and provides operational efficiency.
- The system easily manages pilots, flight logs, and data as well as seamless integration with the department's digital evidence platform.

My90 Integrated Survey

- 90-day trial of this community survey tool that is sent out automatically to people who have had interactions with RPD staff. It is integrated with the department's records management system and sends the survey by call for service.
- The survey has 10 questions that asks for feedback (positive, neutral, or negative) about the level of service they received from police staff.

PLANNED FUTURE USE

Recorded Traffic Cameras and City Camera Access

- Upgrade of the City's server systems to begin capturing recorded video from traffic cameras.
- Video footage would be retained for a yet to be determined number of days and used to identify people involved in criminal activity.

School Zone Enforcement Cameras

- Consideration being given to add cameras in school zones activated at the start and end of school days.
- The department will be reviewing traffic survey data prior to going forward with this project.

Red Light Cameras

- To reduce traffic collisions, consideration being given to install and manage red light cameras in identified high-collision intersections.

Automatic License Plate Readers (ALPR)

- ALPRs are high-speed, computer-controlled camera systems that can be mounted on street poles, streetlights and attached to patrol cars.
- ALPRs automatically capture all license plate numbers that come into view, along with location, date, and time. The data includes a photograph of the vehicle and sometimes its driver and passengers, which is uploaded to a

central server.

Microsoft Key-Word Search Product

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:
On-going equipment and training costs

Approved in current biennial budget: ☒ **Yes** ☐ **No** ☐ **N/A**

Budget Offer Number:
228 Criminal Justice

Budget Priority:
Safe and Resilient

Other budget impacts or additional costs: ☐ **Yes** ☐ **No** ☒ **N/A**
If yes, explain:
N/A

Funding source(s):
General Fund

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	Item has not been presented to Council	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action

N/A	None proposed at this time	N/A

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
N/A

ATTACHMENTS:
N/A

Memorandum

Date: 9/19/2023
Meeting of: Committee of the Whole - Public Safety and Human Services

File No. CM 23-480
Type: Committee Memo

TO: Committee of the Whole - Public Safety and Human Services
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Fire	Adrian Sheppard, Fire Chief	425-556-2201

DEPARTMENT STAFF:

Fire	Todd Short	Fire Marshal
Fire	Rich Gieseke	Assistant Fire Marshal

TITLE:
Adoption of an Ordinance for Amendments to the Redmond Fire Code

OVERVIEW STATEMENT:
Adoption of the 2021 Redmond Fire Code, including state and local amendments, in coordination with the State of Washington's adoption of the 2021 State Fire Code.

a. Ordinance No. XXXX: An Ordinance of the City of Redmond, Washington, Amending Redmond Municipal Code Sections 15.06, Fire Code, to Coordinate with the 2021 International Fire Code and Subsequent State Amendments

☒ **Additional Background Information/Description of Proposal Attached**

REQUESTED ACTION:

☐ **Receive Information** ☒ **Provide Direction** ☐ **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  Fire Department Strategic Plan and Standards of Cover
- **Required:**
  RCW 19.27.031
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:
Regular updates of the Redmond Fire Code required to coordinate with the scheduled 3-year updates of Washington State's Adoption of the amended International Fire Code. Maintaining a current fire code addresses new hazards and process, enhances public safety, and provides for predictable development environment.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:
Cost covered in ongoing budget allocation.

Approved in current biennial budget: ☒ **Yes** ☐ **No** ☐ **N/A**

Budget Offer Number:
100.603.00.00360.52230 Fire Prevention Operating Supplies

Budget Priority:
N/A

Other budget impacts or additional costs: ☐ **Yes** ☒ **No** ☐ **N/A**
If yes, explain:
N/A

Funding source(s):
Prevention, General Fund

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
N/A	N/A	N/A

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
10/3/2023	Business Meeting	Approve

Time Constraints:
The State of Washington Fire Code adoption is currently anticipated to become effective on October 29, 2023. Adoption of the Redmond Fire Code will coincide with the State's actual date of adoption.

ANTICIPATED RESULT IF NOT APPROVED:
If the Redmond Fire code is not adopted our local code will not be coordinated with the State Fire Code.

ATTACHMENTS:
Attachment A: RMC 15.06 Redmond Fire Code - effective 10-29-2023

CODE

CITY OF REDMOND
ORDINANCE NO._____

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING REDMOND MUNICIPAL CODE CHAPTER 15.06, FIRE CODE, IN ORDER TO READOPT THE 2021 INTERNATIONAL FIRE CODE AND SUBSEQUENT STATE AMENDMENTS.

WHEREAS, The State Building Code Council is adopting the 2021 International Fire Code pursuant to RCW 19.27.031; and

WHEREAS, Failure to adopt the 2021 International Fire Code with state will result in the City being out of compliance with state law; and

WHEREAS, The Fire Department has recommended that the City adopt the 2021 International Fire Code, with certain deletions and amendments, with an effective date coinciding with the State's actual effective date, currently anticipated to be October 29, 2023; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City Code.

Section 2. Amendment of RMC 15.06. The following provisions of RMC 15.06 are hereby amended to read as set forth below:

Chapter 15.06
FIRE CODE*

Sections:

Prior legislation: Ords. 1537, 1926, 2014, 2215.

Code reviser's note: This chapter was previously codified as Chapter 15.28 RMC.

***** Formerly Chapter 20E.100 RCDG.

15.06.010 Short title.

This chapter and amendments hereto shall constitute the Redmond Fire Code and may be cited as such.

15.06.011 Adoption.

A. The International Fire Code, [~~2018~~] **2021** Edition, published by the International Code Council including Appendices B, F and I, together with the amendments, modifications, and exceptions

in Washington Administrative Code Chapter 51-54A, excluding the changes to IFC Section 503, in their entirety as the same now exist or as they may be hereafter amended, except such portions as are hereinafter by this chapter deleted; modified; amended; or added to, are hereby adopted and incorporated as fully as if set out at length herein

15.06.012 Restrictions.

A. *Occupancies Prohibited.* No Group H, Division 1 occupancy as defined in Section [~~307~~] **202**, International Building Code, [~~2018~~] **2021** Edition, shall be permitted.

Exception: A Group H, Division 1 occupancy may be allowed when approved by the Chief and the Building Official and authorized by a valid fire code permit.

B. *Bulk Plants.* Bulk plants referred to in Section 5702, **and defined in Section 202,** of the International Fire Code, [~~2018~~] **2021** Edition, shall be prohibited throughout the City except in areas zoned Manufacturing Park (MP) or Industry (I) pursuant to the Redmond Zoning Code and shall be limited to underground storage only.

Exception: Unless prohibited by the City of Redmond wellhead protection ordinance or critical aquifer recharge area regulations.

C. *Liquefied Petroleum Gas Storage.* The limits referred to in Section 6104.2 of the International Fire Code, [~~2018~~] **2021** Edition, in which bulk storage of liquefied petroleum gas is restricted, are established throughout the City limits except areas zoned Manufacturing Park (MP) or Industry (I) pursuant to the Redmond Zoning Code.

D. *Flammable Cryogenic Fluids.* Flammable cryogenic fluids referred to in Section 5806 of the International Fire Code, [~~2018~~] **2021** Edition, shall be prohibited throughout the City except in areas zoned Manufacturing Park (MP) or Industry (I), or when approved by the Fire Code Official and the Building Official and authorized by a valid fire code permit.

(E) On demand mobile fueling operations referred to in section 5707 of the International Fire Code, 2021 Edition, shall be prohibited throughout the city.

15.06.013 Amendments.

A. The following are modifications or amendments to the International Fire Code, [~~2018~~] **2021** Edition, as adopted in RMC 15.06.011, and shall correspond to the context of said International Fire Code as if set out at length in their respective sections in lieu of or in addition to published sections or subsections. Where an amendment or modification replaces a published section or subsection, the published section or subsection shall be deemed void and deleted.

1. Amend 102.5 to read as follows:

102.5 Application of residential code.

Where structures are designed and constructed in accordance with the International Residential Code, including, without exception, all new licensed adult family homes in existing structures, the provisions of this code shall apply as follows:

1. Construction and design provisions of this code pertaining to the exterior of the structure shall apply including, but not limited to, premises identification, fire apparatus access and water supplies. Where interior or exterior systems or devices are installed, construction permits required by Section [~~105.7~~] **105.6** apply.

2. Administrative, operational and maintenance provisions of this code **and requirements of R.M.C 15.06.016** shall apply.

2. Amend Section 102.7 to read as follows:

102.7 Referenced codes and standards.

The codes and standards referenced in this code shall be the Redmond Fire Department Standards and those that are listed in Chapter 80. Such codes and standards shall be considered part of the requirements of this code to the prescribed extent of each such reference and as further regulated in Sections 102.7.1; 102.7.2, and 102.7.3. Redmond Fire Department Standards shall constitute the primary reference document and guideline. Where differences occur between the provisions of this code and the referenced standards, the provisions of this code shall apply.

3. Add Section 102.7.3 as follows:

102.7.3 Supplemental rules and regulations.

The fire code official is authorized to render interpretations of this code and to make and enforce rules and supplemental regulations in order to carry out the application and intent of its provisions. Such interpretations, rules, and regulations shall be known as the Redmond Fire Department Standards and shall be in conformance

with the intent and purpose of this code and shall be available to the public during normal business hours.

4. Add Section 104.6.5 as follows:

104.6.5 Documentation of required maintenance

When required by the *fire code official* documentation of maintenance to fire safety features or systems required by this code shall be submitted to the fire code official in an approved method, manner, and form. Fees associated with such documentation shall be in accordance with the adopted fee schedule.

5. Amend Section [~~104.11.2~~] **104.12.2** to read as follows:

[~~104.11.2~~] **104.12.2** Obstructing operations.

Persons shall not obstruct the operations of the fire department in connection with extinguishment, control, or investigation of any fire or actions relative to other emergencies or disobey any lawful command of the fire chief or officer of the fire department in charge of the emergency, or any part thereof, or any lawful order of a police officer assisting the fire department.

6. Add Section [~~104.12~~] **104.13** as follows:

[~~104.12~~] **104.13** Assistance from other agencies.

Police and other enforcement agencies shall have authority to render necessary assistance in the enforcement of this code as requested by the fire code official.

7. Amend Section 105.2.3 to read as follows:

105.2.3 Time limitation of application.

An application for a permit for any proposed work or operation shall be deemed to have been abandoned 365 days after the date of filing, unless such application has been diligently prosecuted or a permit shall have been issued; except that the fire code official is authorized to grant one or more extensions of time for additional

periods not exceeding 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

8. Amend Section 105.3.1 to read as follows:

105.3.1 Expiration.

An operational permit shall remain in effect until reissued, renewed or revoked, or for such a period of time as specified in the permit. Construction permits shall automatically become invalid unless the work authorized by such permit is commenced within 365 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 365 days after the time the work is commenced. Before such work recommences, a permit shall be first obtained and the fee to recommence work, if any, shall be one-half the amount required for a new permit for such work; provided, that changes have not been made and will not be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. Permits are not transferable and any change in occupancy, operation, tenancy or ownership shall require that a new permit be issued.

9. Amend Section 105.3.2 to read as follows:

105.3.2 Extensions.

A permittee holding an unexpired permit shall have the right to apply for an extension of the time within which the permittee will commence work under that permit where work is unable to be commenced within the time required by this section for good and satisfactory reasons. The *fire code official* is authorized to grant, in writing, one or more extensions of the time period of a permit for periods of not more than 365 days each. Such extensions shall be requested by the permit holder in writing and justifiable cause demonstrated.

10. Amend Section [~~105.6.23~~] **105.5.25** to read as follows:

[~~105.6.23~~] **105.5.25** Hot work operations.

An operational permit is required for hot work including, but not limited to:

1. Public exhibitions and demonstrations where hot work is conducted.

2. Use of portable hot-work equipment inside a structure.

Exception 1: Work that is conducted under a construction permit.

Exception 2: Less than 16 ounces in self-contained, handheld devices that do not allow gas flow or flame when the trigger is released.

3. Fixed-site hot-work equipment such as welding booths.

4. Hot work conducted within a wildfire risk area.

5. Application of roof coverings with the use of an open-flame device.

6. When approved, the fire code official shall issue a permit to carry out a hot work program. This program allows approved personnel to regulate their facility's hot work operations. The approved personnel shall be trained in the fire safety aspects denoted in this chapter and shall be responsible for issuing permits requiring compliance with the requirements found in Chapter 35. These permits shall be issued only to their employees or hot-work operations under their supervision.

11. Amend Section [~~105.6.27~~] **105.5.29** to read as follows:

[~~105.6.27~~] **105.5.29** LP-gas.

An operational permit is required for:

1. Storage and use of LP-gas.

Exception 1: A permit is not required for individual containers with a 500-gallon (1893 L) water capacity or less or multiple container systems having an aggregate quantity not exceeding 500 gallons (1893 L) serving occupancies in Group R-3.

Exception 2: In other than R-3 occupancies, a permit is not required in noncommercial outdoor use of propane barbecue grills.

2. Operation of cargo tankers that transport LP-gas.

12. Amend Section [~~105.6.30~~] **105.5.32** to read as follows:

[~~105.6.30~~] **105.5.32** Mobile food preparation vehicles.

A permit is required for food preparation vehicles equipped with appliances that produce smoke or grease-laden vapors or utilize LP-gas or CNG systems. A permit issued from a public fire agency approved by the fire code official may be accepted in lieu of a Redmond Fire Department operational permit.

13. Amend Section ~~[105.6.43]~~ **105.5.45** to read as follows:

~~[105.6.43]~~ **105.5.45** Repair garages.

An operational permit is required for the operation of repair garages.

~~[14. REPEALED.]~~

~~[15]~~ **14**. Add Section [~~105.6.51~~] **105.5.53** to read as follows:

[~~105.6.51~~] **105.5.53** Fire alarm systems.

A fire alarm operational permit is required to operate all fire alarm systems required by Chapter 9 or RMC 15.06.015.

Point of Information: This requirement will apply to all systems effective January 1, 2021.

~~[16. ADD SECTION 105.6.52, EMERGENCY RESPONDER RADIO COVERAGE SYSTEM, AS FOLLOWS:~~

~~105.6.52 EMERGENCY RESPONDER RADIO COVERAGE SYSTEM.~~

~~AN OPERATIONAL PERMIT IS REQUIRED TO OPERATE AN EMERGENCY RESPONDER RADIO COVERAGE SYSTEM AS PRESCRIBED IN SECTION 510.]~~

~~[17]~~ **15**. Amend Section [~~105.7.5~~] **105.6.3** to read as follows:

[~~105.7.5~~] **105.6.3** Cryogenic fluids.

A construction permit is required for installation of or alteration to stationary cryogenic fluid storage systems where the system capacity exceeds the amounts listed in Table [~~105.6.10~~] **105.5.11**. Maintenance performed in accordance with this code is not considered an alteration and does not require a construction permit.

[~~18~~] **16**. Amend Section [~~105.7.20~~] **105.6.19** as follows:

[~~105.7.20~~] **105.6.19** Smoke control or smoke exhaust systems.

Construction permits are required for installation of or alteration to smoke control or smoke exhaust systems regulated by Chapter 9. Maintenance performed in accordance with this code is not considered to be an alteration and does not require a permit.

[~~19~~] **17**. Add Section [~~105.7.27~~] **105.6.26** as follows:

[~~105.7.27~~] **105.6.26** HPM facilities.

A construction permit is required to install equipment or facilities that store, handle, or use hazardous production materials.

[~~20~~] **18**. Add Section [~~105.7.28~~] **105.6.27** as follows:

[~~105.7.28~~] **105.6.27** Refrigeration equipment.

A construction permit is required to install a mechanical refrigeration unit or system regulated by Chapter 6 of the IFC.

[~~21~~] **19**. Add Section [~~105.7.29~~] **105.6.28** as follows:

[~~105.7.29~~] **105.6.28** Places of assembly.

A construction permit is required for all new place of assembly uses.

~~[22. Amend Section 108.6 as follows:~~

~~108.6 Overcrowding.~~

~~Overcrowding or admittance of any person beyond the approved capacity of a building or a portion thereof shall not be allowed. The fire code official, upon finding any overcrowding conditions or obstructions in aisles, passageways or other means of egress, or upon finding any condition which constitutes a life safety hazard, shall be authorized to direct actions be taken to reduce the overcrowding or to cause the event to be stopped until such condition or obstruction is corrected.]~~

20. Amend section 111 as follows:

111.1 Appeals

Whenever the fire code official or designee disapproves an application or refuses to grant a permit applied for, or when it is claimed that the provisions of the code do not apply or that the true intent and meaning of the code has been misconstrued or wrongly interpreted, the applicant may appeal to the Chief of the Fire Department in accordance with the procedures for Type 1 Review, RZC 21.76.060(d). Appeals from the decisions of the Chief to the Hearing Examiner shall be made as prescribed in RZC 21.76.060(d)(4).

111.2 Limitations on authority: Section not adopted.

111.3 Qualifications: Section not adopted.

111.4 Administration: Section not adopted.

[~~23~~] **21**. Add Section [~~111.5~~] **114.8** as follows:

[~~111.5~~] **114.8** Fire- or explosion-damaged buildings.

The owner, occupant, or other person having under his control any property or materials on a property damaged by fire or explosion shall, when ordered by the fire chief, immediately secure the property against entry or unauthorized access by the public, by boarding up all openings, fencing, barricading or utilizing other appropriate measures. Within 30 days after written notice to do so has been served, all debris and/or damaged materials shall be removed from the property and proof

furnished that contractual arrangements have been made for prompt demolition, replacement, or repair of all fire- or explosion-damaged structures remaining on the property involved in the fire or explosion.

[~~24~~] **22**. Add/amend Section 202 as follows:

1. Amend the definition(s) of "Facility" and "High-Rise Buildings" to read as follows:

FACILITY.

A building or use in a fixed location including exterior storage areas for flammable and combustible substances and hazardous materials, piers, wharves, tank farms, parks, plazas, sport fields, or other public assembly areas and similar uses. This term includes recreational vehicles, mobile home and manufactured housing parks, sales, and storage lots.

HIGH-RISE BUILDINGS:

A building with an occupied floor or occupied roof located more than 75 feet (22,860 mm) above the lowest level of fire department vehicle access.

[~~25~~] **23**. Amend Section 307.1 to read as follows:

307.1 General.

A person shall not kindle or maintain, or authorize to be kindled or maintained, any open burning unless conducted and approved in accordance with Sections 307.1.1 through 307.5, see also Chapter 173-425 WAC.

[~~26~~] **24**. Amend Section 307.4.2 to read as follows:

307.4.2 Recreational fires.

Recreational fires shall not be conducted within 50 feet (15,240 mm) of a structure or combustible material. Conditions that could cause a fire to spread within 50 feet (15,240 mm) of a structure shall be eliminated prior to ignition.

[~~27~~] **25**. Amend Section 307.4.3 to read as follows:

307.4.3 Portable outdoor fireplaces.

Portable outdoor fireplaces shall be used in accordance with the manufacturer's instructions and shall not be operated within 15 feet (3048 mm) of a structure or combustible material.

[~~28~~] **26**. Add Section 503.1.1.1 to read as follows:

503.1.1.1 Extent of access.

The fire apparatus access roadway shall extend to within 50 feet of at least 25 percent of the perimeter of the building. Where access roadway cannot be provided, the fire code official is authorized to require an approved fire protection system or systems as provided in RMC 15.06.017.

Exception: Detached one- and two-family dwelling units.

[~~29~~] **27**. Add Section 503.1.1.2 to read as follows:

503.1.1.2 Easements.

When directed by the fire code official, emergency vehicle access routes or areas, including emergency vehicle operations areas, turnarounds, overhang areas, firefighter access, emergency egress, or similar, that are not within a public right-of-way shall be maintained in an approved and recorded emergency vehicle access and/or firefighter access easement.

28. Add section 503.1.4 to read as follows:

503.1.4 emergency medical access.

When an elevator is required in a building, access for aid or medic vehicles shall be provided as follows or as approved by the fire code official:

1. Vehicular access shall be provided to a dedicated parking space that is located within 75 feet (22,860 mm) of travel distance to a 4 foot by 7 foot elevator that serves each floor or area of a structure.

2. The path from the parking space to the elevator shall not contain stairs, obstructions, or grade changes that prevent the safe use of a stretcher.

3. When the parking space is provided within a structure or parking garage, the minimum clear height shall be as specified by the fire code official but not less than 10 feet. If this space is provided along a street the minimum length of the parking space shall be not less than 30 feet (9,140 mm).

4. The minimum width and turning radii shall be the same as other required fire access unless approved by the fire code official.

[30] **29**. Add Section 503.2.7.1 as follows:

503.2.7.1 Maximum grade.

All required access roadways shall be constructed so that the maximum gradient is 10 percent. Where this requirement cannot be met, the fire code official is authorized to require approved safeguards as identified in RMC 15.06.017.

[~~31~~] **30**. Amend Section 503.2.8 to read as follows:

503.2.8 Angles of approach and departure.

The angles of approach and departure for fire apparatus access roads shall be within the limits established by the fire code official based on the fire department's apparatus. No access roadway or access road approach to a public way shall have an arc higher than 12 inches in less than 20 feet. Where these requirements cannot be provided, the fire code official is authorized to require approved safeguards as identified in RMC 15.06.017.

[~~32~~] **31**. Amend Section 503.4 as follows:

503.4 Obstructions of fire lanes and fire apparatus access roads.

Fire lanes and fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Section 503.2.1 and 503.2.2 shall be maintained at all times. The fire chief shall have the power and authority to remove or cause to be removed without notice, any vehicle, vessel, or thing parked or placed in violation of Section 503.4 of the International Fire Code. The fire chief may direct a property owner or property manager of a commercial or multifamily development to have such vehicles towed and/or contract with a towing company to have such vehicles towed when necessary to maintain fire access unobstructed. The owner of any item so removed shall be responsible for all towing, storage, and other charges connected therewith.

[~~33~~] **32**. Add Section 505.3 to read as follows:

505.3 Street and road designations.

Street and road designations shall be as determined and assigned by the fire chief.

~~[34. Add Section 503.1.4 to read as follows:~~

~~503.1.4 Emergency medical access.~~

~~When an elevator is required in a building, access for aid or medic vehicles shall be provided as follows or as approved by the fire code official:~~

~~1. Vehicular access shall be provided to a dedicated parking space that is located within 75 feet (22,860 mm) of travel distance to a 4 ft. by 7 ft. elevator that serves each floor or area of a structure.~~

~~2. The path from the parking space to the elevator shall not contain stairs, obstructions, or grade changes that prevent the safe use of a stretcher.~~

~~3. When the parking space is provided within a structure or parking garage, the minimum clear height shall be as specified by the fire code official but not less than 10~~

~~feet. If this space is provided along a street the minimum length of the parking space shall be not less than 30 feet (9,140 mm).~~

~~4. The minimum width and turning radii shall be the same as other required fire access unless approved by the fire code official.]~~

[~~35~~] **33**. Amend Section 507.5 to read as follows:

507.5 Fire hydrant systems.

Fire hydrant systems along public or private roads shall comply with Sections 507.5.1 through 507.5.6. Hydrant spacing in commercial and multifamily shall be 300 feet (91,440 mm) on-center; hydrant spacing for single-family residences shall be 600 feet (182,880 mm) on center.

[~~36~~] **34**. Amend Section 507.5.1 to read as follows:

507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than [~~150~~] **300** feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Exceptions:

1. For group R-3, Group U and one- and two-family dwellings, the distance requirement shall be [~~300~~] **450** feet (91,440 mm).

2. For Group R-3, Group U, and one- and two-family dwellings equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3, the distance requirement shall be 600 feet (182,880 mm).

[~~37~~] **35**. Amend Section 507.5.1.1 to read as follows:

507.5.1.1 Hydrant for sprinkler and standpipe systems.

Buildings equipped with a sprinkler or standpipe system installed in accordance with Section 903 or 905 shall have a fire hydrant within 40 feet of the fire department connections.

Exception: The distance shall be permitted to exceed 40 feet where approved by the fire code official.

[~~38~~] **36**. Replace the existing language in Section 510 with the following:

510.1 Emergency responder radio coverage in new buildings.

Approved radio coverage for emergency responders shall be provided within buildings meeting any of the following conditions:

1. High rise buildings.
2. The total building area is 50,000 square feet or more.
3. The total basement area is 10,000 square feet or more; or
4. There are floors used for human occupancy more than 30 feet below the finished floor of the lowest level of exit discharge.
5. Buildings or structures where the fire or police chief determines that in-building radio coverage is critical because of its unique design, location, use or occupancy.

The radio coverage system shall be installed in accordance with Sections 510.4 through 510.5.5 of this code and with the provisions of NFPA 1221 (2019). This section shall not require improvement of the existing public safety communication systems.

Exceptions:

1. Buildings and areas of buildings that have minimum radio coverage signal strength levels of the King County regional 800 MHz radio system within the building in accordance with Section 510.4.1 without the use of a radio coverage system.

2. In facilities where emergency responder radio coverage is required and such systems, components, or equipment required could have a negative impact on the normal operations of that facility, the fire code official shall have the authority to accept an automatically activated emergency responder radio coverage system.

3. One- and two-family dwellings and townhouses.

4. Subject to the approval of the fire code official, buildings other than high-rise buildings, colleges, universities, and buildings primarily occupied by Group E or I occupancies that have completed a mobile emergency responder radio coverage application and submitted payment as outlined in the application.

510.2 Emergency responder radio coverage in existing buildings.

Existing buildings shall be provided with approved radio coverage for emergency responders as required in Chapter 11.

510.3 Permit required.

A construction permit for the installation of or modification to emergency responder radio coverage systems and related equipment is required as specified in Section 105.7.6. Maintenance performed in accordance with this code is not considered a modification and does not require a permit.

510.4 Technical requirements.

Systems, components, and equipment required to provide the emergency responder radio coverage system shall comply with Sections 510.4.1 through 510.4.2.8.

510.4.1 Emergency responder communication enhancement system signal strength.

The building shall be considered to have acceptable emergency responder communications enhancement system coverage when signal strength measurements in 95 percent of all areas on each floor of the building meet the signal strength requirements in Sections 510.4.1.1 through 510.4.1.3.

Exception: Critical areas, such as the fire command center(s), the fire pump room(s), interior exit stairways, exit passageways, elevator lobbies, standpipe cabinets, sprinkler sectional valve locations, and other areas required by the fire code official, shall be provided with 99 percent floor area radio coverage.

510.4.1.1 Minimum signal strength into the building.

The minimum inbound signal strength shall be sufficient to provide usable voice communications throughout the coverage area as specified by the fire code official. The inbound signal level shall be a minimum of -95 dBm in 95% of the coverage area and 99% in critical areas and sufficient to provide not less than a delivered audio quality (DAQ) of 3.0 or an equivalent signal-to-interference-plus-noise ratio (SINR) applicable to the technology for either analog or digital signals.

510.4.1.2 Minimum signal strength out of the building.

The minimum outbound signal strength shall be sufficient to provide usable voice communications throughout the coverage area as specified by the fire code official. The outbound signal level shall be sufficient to provide not less than a DAQ of 3.0 or an equivalent SINR applicable to the technology for either analog or digital signals. A minimum signal strength of -95 dBm shall be received by the King County regional 800 MHz radio system when transmitted from within the building.

510.4.1.3 System performance. Signal strength shall be sufficient to meet the requirements of the applications being utilized by public safety for emergency operations through the coverage area as specified by the radio system manager in Section 510.4.2.2.

510.4.2 System design.

The emergency responder radio coverage system shall be designed in accordance with Sections 510.4.2.1 through 510.4.2.8 and NFPA 1221 (2019).

510.4.2.1 Amplification systems and components.

Buildings and structures that cannot support the required level of radio coverage shall be equipped with systems and components to enhance the public safety radio signals and achieve the required level of radio coverage specified in Sections 510.4.1 through 510.4.1.3. Public safety communications enhancement systems utilizing

radio-frequency-emitting devices and cabling shall be allowed by the public safety radio system operator. Prior to installation, all radio frequency (RF)-emitting devices shall have the certification of the radio licensing authority and be suitable for public safety use.

510.4.2.2 Technical criteria.

The public safety radio system operator shall provide the various frequencies required, the location of radio sites, the effective radiated power of radio sites, the maximum propagation delay in microseconds, the applications being used and other supporting technical information necessary for system design upon request by the building owner or owner's representative.

510.4.2.3 Power supply sources.

Emergency responder radio coverage systems shall be provided with dedicated standby batteries or provided with 2-hour standby batteries and connected to the facility generator power system in accordance with Section 1203. The standby power supply shall be capable of operating the emergency responder radio coverage system at 100-percent system capacity for a duration of not less than 12 hours.

510.4.2.4 Signal booster requirements.

If used, signal boosters shall meet the following requirements:

1. All signal booster components shall be contained in a National Electrical Manufacturer's Association (NEMA) 4 IP66-type waterproof cabinet or equivalent.

    Exception: Listed battery systems that are contained in integrated battery cabinets.

2. Battery systems used for the emergency power source shall be contained in a NEMA 3R or higher-rated cabinet, IP65-type waterproof cabinet or equivalent.

3. Equipment shall have FCC or other radio licensing authority certification and be suitable for public safety use prior to installation.

4. Where a donor antenna exists, isolation shall be maintained between the donor antenna and all inside antennas to not less than 20 dB greater than the system gain under all operating conditions.

5. Bidirectional amplifiers (BDAs) used in emergency responder radio coverage systems shall be fitted with anti-oscillation circuitry and per-channel AGC.

6. The installation of amplification systems or systems that operate on or provide the means to cause interference on any emergency responder radio coverage networks shall be coordinated and approved by the public safety radio system operator.

7. Unless otherwise approved by the public safety radio system operator, only channelized signal boosters shall be permitted.

    Exception: Broadband BDAs may be utilized when specifically authorized in writing by the public safety radio system operator.

510.4.2.5 System monitoring.

The emergency responder radio enhancement system shall include automatic supervisory and trouble signals that are monitored by a supervisory service and are annunciated by the fire alarm system in accordance with NFPA 72. The following conditions shall be separately annunciated by the fire alarm system, or, if the status of each of the following conditions is individually displayed on a dedicated panel on the radio enhancement system, a single automatic supervisory signal may be annunciated on the fire alarm system indicating deficiencies of the radio enhancement system:

1. Loss of normal AC power supply.

2. System battery charger(s) failure.

3. Malfunction of the donor antenna(s).

4. Failure of active RF-emitting device(s).

5. Low-battery capacity at 70-percent reduction of operating capacity.

6. Active system component malfunction.

7. Malfunction of the communications link between the fire alarm system and the emergency responder radio enhancement system.

510.4.2.6 Additional frequencies and change of frequencies.

The emergency responder radio coverage system shall be capable of modification or expansion in the event frequency changes are required by the Federal Communications Commission (FCC) or other radio licensing authority or additional frequencies are made available by the FCC or other radio licensing authority.

510.4.2.7 Design documents.

The fire code official shall have the authority to require as-built design documents and specifications for emergency responder communications coverage systems. The documents shall be in a format acceptable to the fire code official.

510.4.2.8 Radio communication antenna density.

Systems shall be engineered to minimize the near-far effect. Radio enhancement system designs shall include sufficient antenna density to address reduced gain conditions.

Exceptions:

1. Class A narrow band signal booster devices with independent AGC/ALC circuits per channel.

2. Systems where all portable devices within the same band use active power control.

510.5 Installation requirements.

The installation of the public safety radio coverage system shall be in accordance with NFPA 1221 and Sections 510.5.1 through 510.5.7.

510.5.1 Approval prior to installation.

Amplification systems capable of operating on frequencies licensed to any public safety agency by the FCC or other radio licensing authority shall not be installed without prior coordination and approval of the public safety radio system operator.

510.5.2 Minimum qualifications of personnel.

The minimum qualifications of the system designer and lead installation personnel shall include both of the following:

1. A valid FCC-issued general radio telephone operators license.
2. Certification of in-building system training issued by an approved organization or approved school, or a certificate issued by the manufacturer of the equipment being installed.

510.5.3 Acceptance test procedure.

Where an emergency responder radio coverage system is required, and upon completion of installation, the building owner shall have the radio system tested to verify that two-way coverage on each floor of the building is in accordance with Section 510.4.1. The test procedure shall be conducted as follows:

1. Each floor of the building shall be divided into a grid of 20 approximately equal test areas with a maximum test area size of 6,400 square feet. Where the floor area exceeds 128,000 square feet, the floor shall be divided into as many approximately equal test areas as needed such that no test area exceeds the maximum square footage allowed for a test area.

2. Coverage testing of signal strength shall be conducted using a calibrated spectrum analyzer for each of the test grids. A diagram of this testing shall be created for each floor where coverage is provided, indicating the testing grid used for the test in Section 510.5.3(1) and including signal strengths and frequencies for each test area. Indicate all critical areas.

3. Functional talk-back testing shall be conducted using two calibrated portable radios of the latest brand and model used by the agency's radio communications system or other equipment approved by the fire code official. Testing shall use digital audible quality (DAQ) metrics, where a passing result is a DAQ of 3 or higher. Communications between handsets

shall be tested and recorded in the grid square diagram required by section 510.5.3(2): each grid square on each floor; between each critical area and a radio outside the building; between each critical area and the fire command center or fire alarm control panel; between each landing in each stairwell and the fire command center or fire alarm control panel.

4. Failure of more than 5% of the test areas on any floor shall result in failure of the test.

    Exception: Critical areas shall be provided with 99 percent floor area coverage.

5. In the event that two of the test areas fail the test, in order to be more statistically accurate, the floor shall be permitted to be divided into 40 equal test areas. Failure of not more than two nonadjacent test areas shall not result in failure of the test. If the system fails the 40-area test, the system shall be altered to meet the 95-percent coverage requirement.

6. A test location approximately in the center of each test area shall be selected for the test, with the radio enabled to verify two-way communications to and from the outside of the building through the public agency's radio communications system. Once the test location has been selected, that location shall represent the entire test area. Failure in the selected test location shall be considered to be a failure of that test area. Additional test locations shall not be permitted.

7. The gain values of all amplifiers shall be measured, and the test measurement results shall be kept on file with the building owner so that the measurements can be verified during annual tests. In the event that the measurement results become lost, the building owner shall be required to rerun the acceptance test to reestablish the gain values.

8. As part of the installation, a spectrum analyzer or other suitable test equipment shall be utilized to ensure spurious oscillations are not being generated by the subject signal booster. This test shall be conducted at the time of installation and at subsequent annual inspections.

9. Systems incorporating Class B signal booster devices or Class B broadband fiber remote devices shall be tested using two portable radios simultaneously conducting subjective voice quality checks. One portable radio shall be positioned not greater than 10 feet (3048 mm) from the indoor antenna. The second portable radio shall be positioned at a distance that represents the farthest distance from any indoor antenna. With both portable radios simultaneously keyed up on different frequencies within the same band, subjective audio testing shall be conducted and comply with DAQ levels as specified in Sections 510.4.1.1 and 510.4.1.2.

10. Documentation maintained on premises.

At the conclusion of the testing and prior to issuance of the building certificate of occupancy, the building owner or owner's representative shall place a copy of the following records in the DAS enclosure or the building engineer's office. The records shall be available to the fire code official and maintained by the building owner for the life of the system:

a. A certification letter stating that the emergency responder radio coverage system has been installed and tested in accordance with this code and that the system is complete and fully functional.

b. The grid square diagram created as part of testing in Sections 510.5.3(2) and 510.5.3(3).

c. Data sheets and/or manufacturer specifications for the emergency responder radio coverage system equipment, backup battery, and charging system (if utilized).

d. A diagram showing device locations and wiring schematic.

e. A copy of the electrical permit.

11. Acceptance test reporting to fire code official.

At the conclusion of the testing, and prior to issuance of the building certificate of occupancy, the building owner or owner's representative shall submit to the fire code official a report of the acceptance test in an approved manner.

510.5.4 FCC compliance.

The emergency responder radio coverage system installation and components shall comply with all applicable federal regulations including, but not limited to, FCC 47 CFR Part 90.219.

510.5.5 Mounting of the donor antenna(s).

To maintain proper alignment with the system designed donor site, donor antennas shall be permanently affixed on the highest possible position on the building or where approved by the fire code official. A clearly visible sign shall be placed near the antenna stating, “movement or repositioning of this antenna is prohibited without approval from the fire code official.” The antenna installation shall be in accordance with the applicable requirements in the International Building Code for weather protection of the building envelope.

510.5.6 Wiring.

The backbone, antenna distribution, radiating, or any fiber-optic cables shall be rated as plenum cables. The backbone cables shall be connected to the antenna distribution, radiating, or copper cables using hybrid coupler devices of a value determined by the overall design. Backbone cables shall be routed through an enclosure that matches the building’s required fire-resistance rating for shafts or interior exit stairways. The connection between the backbone cable and the antenna cables shall be made within an enclosure that matches the building’s fire-resistance rating for shafts or interior exit stairways, and passage of the antenna distribution cable in and out of the enclosure shall be protected as a penetration per the International Building Code.

510.5.7 Identification signs.

Emergency responder radio coverage systems shall be identified by an approved sign located on or near the fire alarm control panel or other approved location stating “This building is equipped with an emergency responder radio coverage system. Control equipment located in room”. A sign stating “Emergency Responder Radio Coverage System Equipment” shall be placed on or adjacent to the door of the room containing the main system components.

510.6 Maintenance.

The emergency responder radio coverage system shall be maintained operational at all times in accordance with Sections 510.6.1 through 510.6.7.

510.6.1 Testing and proof of compliance.

The owner of the building or owner's authorized agent shall have the emergency responder radio coverage system inspected and tested annually or where structural changes occur including additions or remodels that could materially change the original field performance tests. Testing shall consist of the following items:

1. In-building coverage test as required by the fire code official as described in Section 510.5.3 "Acceptance test procedure" or 510.6.1.1 "Alternative in-building coverage test".

   Exception: Group R Occupancy annual testing is not required within dwelling units.

2. Signal boosters shall be tested to verify that the gain/output level is the same as it was upon initial installation and acceptance or set to optimize the performance of the system.

3. Backup batteries and power supplies shall be tested under load of a period of 1 hour to verify that they will properly operate during an actual power outage. If within the 1-hour test period the battery exhibits symptoms of failure, the test shall be extended for additional 1-hour periods until the integrity of the battery can be determined.

4. If a fire alarm system is present in the building, a test shall be conducted to verify that the fire alarm system is properly supervising the emergency responder communication system as required in Section 510.4.2.5. The test is performed by simulating alarms to the fire alarm control panel. The certifications in Section 510.5.2 are sufficient for the personnel performing this testing.

5. Other active components shall be checked to verify operation within the manufacturer's specifications.

6. At the conclusion of the testing, a report, which shall verify compliance with Section 510.6.1, shall be submitted to the fire code official in an approved manner.

7. At the conclusion of testing, a record of the inspection and maintenance along with an updated grid diagram of each floor showing tested strengths in each grid square and each critical area shall be added to the documentation maintained on the premises in accordance with Section 510.5.3.

510.6.1.1 Alternative in-building coverage test.

When the comprehensive test documentation required by Section 510.5.3 is available or the most recent full five-year test results are available if the system is older than six years, the in-building coverage test required by the fire code official in Section 510.6.1(1), may be conducted as follows:

1. Functional talk-back testing shall be conducted using two calibrated portable radios of the latest brand and model used by the agency's radio communications system or other equipment approved by the fire code official. Testing shall use digital audible quality (DAQ) metrics, where a passing result is a DAQ of 3 or higher. Communications between handsets in the following locations shall be tested: between the fire command center or fire alarm control panel and a location outside the building; between the fire alarm control panel and each landing in each stairwell.

2. Coverage testing of signal strength shall be conducted using a calibrated spectrum analyzer for:

    a. Three grid areas per floor. The three grid areas to be tested on each floor are the three grid areas with poorest performance in the acceptance test or the most recent annual test, whichever is more recent; and

    b. Each of the critical areas identified in acceptance test documentation required by Section 510.5.3 or as modified by the fire code official, and

    c. One grid square per serving antenna.

3. The test area boundaries shall not deviate from the areas established at the time of the acceptance test or as modified by the fire code official. The building shall be considered to have acceptable emergency responder radio coverage when the required signal strength requirements in 510.4.1.1 and 510.4.1.2 are located in 95 percent of all areas on each floor of the building and 99 percent in critical areas, and any nonfunctional serving antenna are repaired to function within normal ranges. If the documentation of the acceptance test or most recent previous annual test results are not available or acceptable to the fire code official, the radio coverage verification testing described in 510.5.3 shall be conducted.

510.6.2 Additional frequencies.

The building owner shall modify or expand the emergency responder radio coverage system at his or her expense in the event frequency changes are required by the FCC or other radio licensing authority or additional frequencies are made available by the FCC public safety radio system operator or FCC license holder. Prior approval of a public safety radio coverage system on previous frequencies does not exempt this section.

510.6.3 Nonpublic safety system.

Where other nonpublic safety amplification systems installed in buildings reduce the performance or cause interference with the emergency responder communications coverage system, the nonpublic safety amplification system shall be corrected or removed.

510.6.4 Field testing.

Agency personnel shall have the right to enter onto the property at any reasonable time to conduct field testing to verify the required level of radio coverage or to disable a system that due to malfunction or poor maintenance has the potential to impact the emergency responder radio system in the region.

[~~39~~] **37**. Amend Section [~~603.3~~] **605.4** to read as follows:

[~~603.3~~] **605.4** Fuel oil storage systems.

Fuel oil storage systems **for building heating systems** shall be installed **and maintained** in accordance with this code. **Tanks and fuel** oil piping systems shall be installed in accordance with **chapter 13 of** the International Mechanical Code. Secondary containment shall be provided for all new installations of storage tanks and associated piping.

Exception: Piping that is integral to the fuel-fired appliance.

[~~40~~] 3**8**. Amend Section 901.4.1 to read as follows:

901.4.1 Required fire protection systems.

Fire protection **and life safety** systems required by this code or the International Building Code shall be installed, repaired, operated, tested, and maintained in accordance with this code. A fire protection **or life safety** system for which a design option, exception, or reduction to the provisions of this code or the International Building Code has been granted shall be considered a required system. The Redmond Fire Department Standards applicable to the particular system shall constitute the primary reference document.

[~~41~~] **39**. Amend Section 901.7 to read as follows:

901.7 Systems out of service.

Where a fire protection system is out of service, the fire department and the fire code official shall be notified immediately and, where required by the fire code official, the building shall either be evacuated or an approved fire watch shall be provided for all occupants left unprotected by the shutdown until the fire protection system has been returned to service.

Where utilized, fire watches shall be provided with at least one approved means for notification of the fire department and their only duty shall be to perform constant patrols of the protected premises and keep watch for fires.

Exception: Facilities with an approved notification and impairment management program. The notification and impairment program for water-based fire protection systems shall comply with NFPA 25.

[~~42~~] **40**. Add Section 901.11 to read as follows:

901.11 Problematic fire protection systems:

In the event of repeated system malfunctions or maintenance related activations, the fire code official may declare the system to be a problematic system and is authorized to direct corrective action to be taken. The fire code official is authorized to have the fire protection system taken out of service. The procedures found in Section 901.7 "Systems out of service" shall be followed.

[~~43~~] **41**. Amend Section 903.2 to read as follows:

903.2 Where required.

Approved automatic sprinkler systems in new buildings and structures shall be provided in the locations described in Redmond Municipal Code Section 15.06.016 and IFC Sections 903.2.1 through 903.2.12.

[~~44~~] **42**. Add Section 903.3.9 as follows:

903.3.9 Fire sprinkler and standpipe main/express drains.

Fire sprinkler and standpipe main/express drains shall be positioned to drain to the sanitary sewer. Additionally, maintenance or testing discharges from fire pumps shall be treated in order to comply with the National Pollution Discharge Elimination System (NPDES) requirements.

Exception: This requirement does not apply to systems installed in one- and two-family dwellings and townhomes.

[~~45~~] **43**. Amend Section 903.4.2 to read as follows:

903.4.2 Alarms.

Approved audible and visible alarm notification appliances shall be provided for every automatic sprinkler system in accordance with Section 907 and throughout areas designated by the fire code official. Sprinkler water-flow alarm devices shall be activated by water flow equivalent to the flow of a single sprinkler of the smallest orifice size installed in the system. Alarm devices shall be provided on the exterior of the building in an approved location. Where a fire alarm system is installed, activation of the automatic sprinkler system shall activate the building fire alarm system.

Exception: With approval of the fire code official, audible and visible alarm notification appliances may be omitted for approved residential sprinkler systems in 1- or 2-dwelling units if not otherwise specifically required.

~~[46]~~ **44**. Amend Section 903.4.3 to read as follows:

903.4.3 Floor control valves.

Approved supervised indicating control valves shall be provided at the point of connection to the riser on each floor. The floor control valves shall be located within interior exit stairways and within 6 feet of floors or landings unless chains or other readily approved devices are readily available.

Exceptions:

1. In buildings without interior exit stairways, the location of the floor control valves shall be determined by the fire code official.
2. Approved domestically supplied local systems with 10 heads or less.
3. Approved residential sprinkler systems for 1 or 2 dwelling units if not otherwise specifically required.

[~~47~~] **45**. Amend Section 905.3.1 as follows:

905.3.1 Height.

Class I standpipe systems shall be installed throughout buildings where any of the following conditions exist:

1. Three or more stories are above or below the lowest level of the fire department vehicle access.

~~[1.]~~**2.** Where the floor level of the highest story is located more than 30 feet (9,144 mm) above the lowest level of the fire department vehicle access.

~~[2.]~~**3.** Where the floor level of the lowest story is located more than 30 feet (9,144 mm) below the highest level of fire department vehicle access.

4. Basements greater than 20,000 square feet.

5. Multiple levels of below grade parking.

Exception: In determining the lowest level of fire department vehicle access, it shall not be required to consider:

1. Recessed loading docks for four vehicles or less, and

2. Conditions where topography makes access from the fire department vehicle to the building impractical or impossible.

46. Amend section 905.3.8 as follows:

905.3.8 landscaped roofs and courtyards.

Buildings or structures that have landscaped roofs or courtyards and that are equipped with a standpipe system shall have the standpipe system extended so that all portions of the roof level or courtyard on which the landscaped roof or courtyard is located is reachable from a hose connection by a 30-foot hose stream from a nozzle attached to 150 feet of hose.

[~~48~~] **47**. Add Section 905.3.9 to read as follows:

905.3.9 High-rise building standpipes.

High-rise standpipe risers shall be combination standpipe/sprinkler risers using a minimum pipe size of 6 inches. One 2 1/2-inch hose connection shall be provided

on every intermediate floor level landing in every required stairway and elsewhere as required by NFPA 14.

Where and only where static or residual water pressures at any hose outlet exceeds 175 psi (1207 kPa), approved pressure regulating devices (PRV) shall be installed to limit the pressure to a range between 125 and 175 psi at not less than 300 gpm.

The pressure on the inlet side of the pressure-regulating device shall not exceed the rated working pressure of the device. An additional nonregulated hose connection located directly below the PRV or an equally sized bypass around the PRV with a normally closed control valve shall be provided at each reduced pressure connection. Each nonregulated hose connection shall be labeled "High Pressure-No PRV". Each sign shall have 1/2-inch white letters on a red background.

[~~49~~] **48** Add Section 905.3.10 as follows:

905.3.10 Vertical standpipes served by fire pumps in high-rise buildings.

Where vertical standpipes are served by fire pumps, a check valve shall be installed at the base of each vertical standpipe.

[~~50~~] **49**. Amend Section 907.1 as follows:

907.1 General

Redmond Municipal Code 15.06.015 and this section cover**s** the application, installation, performance, and maintenance of fire alarm systems and their components in new and existing buildings and structures. The requirements of Section 907.2 are applicable to new buildings and structures. The requirements of 907.9 are applicable to existing buildings and structures. Redmond Fire Department Standard 9.00, Automatic Alarm Systems, applies to all required systems.

[~~51~~] **50**. Amend Section 907.2 to read as follows:

907.2 Where required – New buildings and structures.

An approved fire alarm system installed in accordance with the provisions of this code and NFPA 72 shall be provided in new buildings and structures where there is a required sprinkler system, except one- and two-family dwellings as defined in the International Residential Code and in accordance with Sections 907.2.1 through 907.23**,** and provide occupant notification in accordance with Section 907.5 unless other requirements are provided by another section of this code.

A minimum of one manual fire alarm box shall be provided in an approved location to initiate a fire alarm signal to fire alarm systems employing automatic fire detectors or water-flow detection devices. Where other sections of this code allow elimination of fire alarm boxes due to sprinklers, a single fire alarm box shall be installed.

Exception: The manual fire alarm box is not required for fire alarm systems dedicated to elevator recall control and supervisory service.

[52] **51**. Amend Section 1011.12.2 as follows:

1011.12.2 Roof access.

Where a stairway is provided to a roof, access to the roof shall be provided through a penthouse complying with Section [~~1510.2~~] **1511.2** of the International Building Code.

Exception: In buildings without an occupied roof, access to the roof shall be permitted to be a roof hatch or trap door not less than 16 square feet in area and having a minimum dimension of 3 feet.

[~~53~~] **52**. Amend Section 1103.2 as follows:

1103.2 Emergency responder radio system coverage in existing buildings.

Buildings constructed prior to the implementation of this code shall not be required to comply with the emergency responder coverage provisions except as follows:

1. Whenever an existing wired communication system cannot be repaired or is being replaced.

2. Buildings identified in Section 510.1 undergoing substantial alteration as determined by the fire code official.

3. When buildings, classes of buildings or specific occupancies do not have minimum radio coverage signal strength as identified in Section 510.4.1 and the fire or police chief determines that lack of minimum signal strength poses an undue risk to emergency responders that cannot be reasonably mitigated by other means.

Exception: Where it is determined by the fire code official that the radio coverage system is not needed.

[~~54~~] **53**. Amend Section 1103.8.1 to read as follows:

1103.8.1 Where required.

Existing group I-1 and R occupancies shall be provided with single-station smoke alarms in accordance with Section [~~907.2.10~~] **907.2.11**. Interconnection and power sources shall be in accordance with sections 1103.8.2 and 1103.8.3, respectively.

Exception: Where smoke detectors connected to a fire alarm system have been installed as a substitute for smoke alarms.

[~~55~~] **54**. Add Section 1103.11 as follows:

1103.11 Building information card.

An approved building information card shall be located in each fire command center that includes, but is not limited to, all of the following information:

1. General building information.

Includes the property name, address, the number of floors in the building above- and below- grade, use and occupancy classification (for mixed-use buildings, the different types of occupancies on each floor should be specified) and the estimated building population during the day, night, and weekends.

2. Building emergency contact information.

Includes the building's emergency contacts, including, but not limited to the building manager; building engineer; and their respective work phone numbers, cell phone numbers, and e-mail addresses.

3. Building construction information.

Includes the type of building construction, including, but not limited to, the floors, walls, columns, and roof assembly.

4. Exit stairway information.

Includes the number of exit access stairways and exit stairways in building; each exit access stairway and exit stairway designation and floors served; the location where each exit access stairway and exit stairway discharges; interior pressurized exit stairways; exit stairways provided with emergency lighting; exit stairways that allow reentry; exit stairways providing roof access; elevator information that includes the number of elevator banks, elevator bank designation, elevator car numbers and respective floors that they serve, the location of elevator machine rooms, control rooms and control spaces; location of sky lobby; and location of freight elevator banks;

5. Building services and system information.

Building services and system information that includes the location of mechanical rooms, the location of the building management system, the location and capacity of all fuel oil tanks, the location of emergency generator(s), and the location(s) of natural gas service.

6. Fire protection system information.

Fire protection system information that includes the location of standpipes, the location of the fire pump room, the location of fire department connections, the floors protected by automatic sprinklers and location of different types of automatic sprinkler systems installed including but not limited to dry, wet, and pre-action systems.

7. Hazardous material information.
Hazardous material information that includes the location and quantities of hazardous materials.

[~~56. AMEND CHAPTER 3308.2 AS FOLLOWS:~~

~~3308.2 PROGRAM SUPERINTENDENT.~~

~~THE OWNER SHALL DESIGNATE A PERSON TO BE THE FIRE PREVENTION PROGRAM SUPERINTENDENT WHO SHALL BE RESPONSIBLE FOR THE DEVELOPMENT, IMPLEMENTATION, AND MAINTENANCE OF A WRITTEN PLAN ESTABLISHING A FIRE PREVENTION PROGRAM AT THE PROJECT SITE APPLICABLE THROUGHOUT ALL PHASES OF THE CONSTRUCTION, REPAIR, ALTERATION, OR DEMOLITION WORK AND ENSURE THAT IT IS CARRIED OUT THROUGH COMPLETION OF THE PROJECT. THE FIRE PREVENTION PROGRAM SUPERINTENDENT SHALL HAVE THE AUTHORITY TO ENFORCE THE PROVISIONS OF THIS CHAPTER AND OTHER PROVISIONS AS NECESSARY TO SECURE THE INTENT OF THIS CHAPTER. WHERE GUARD SERVICE IS PROVIDED, THE SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE GUARD SERVICE.~~]

[~~57. AMEND CHAPTER 3308.3 AS FOLLOWS:~~

~~3308.3 PREFIRE PLANS.~~

~~THE FIRE PREVENTION PROGRAM SUPERINTENDENT SHALL DEVELOP AND MAINTAIN AN APPROVED PREFIRE PLAN IN COOPERATION WITH THE FIRE CHIEF. PRE-FIRE PLANS FOR BUILDINGS EXCEEDING 50,000 SQUARE FEET SHALL BE APPROVED PRIOR TO THE ISSUANCE OF THE BUILDING PERMIT. THE FIRE CHIEF AND THE FIRE CODE OFFICIAL SHALL BE NOTIFIED OF CHANGES AFFECTING THE UTILIZATION OF INFORMATION CONTAINED IN SUCH PREFIRE PLANS.~~]

[~~58~~] **55**. Add Section [~~3308.10~~] **3303.11** as follows:

[~~3308.10~~] **3303.11** Job shacks and other temporary structures.

Job shacks and other temporary structures located within or less than 20 feet from the permanent building shall:

1. Be constructed of noncombustible materials or 1-hour fire-resistive construction.

2. Not be equipped with fuel-fired heaters.

3. Be equipped with a monitored fire alarm system when located below grade.

4. Not function as offices unless protected with automatic sprinkler systems.

[~~59~~] **56**. Add Section [~~3308.11~~] **3303.12** as follows:

[~~3308.11~~] **3303.12** Buildings greater than 50,000 feet in area.

Buildings under construction that are defined as a high-rise or are greater than 50,000 in area shall comply with the requirements of [~~3308.11.1~~] **3303.12.1** through [~~3308.11.3~~] **3303.12.3**.

[~~3308.11.1~~] **3303.12.1** Job site security.

The job site shall be secured with controlled access once above-grade combustible construction has begun with off-hours guard service, motion-controlled surveillance, or both.

[~~3308.11.2~~] **3303.12.2** Construction mitigations for wood frame buildings exceeding 80,000 square feet when exposures exist within 60 feet of a building under construction.

The exterior wall of the building under construction shall be covered with 5/8-inch gypsum sheathing to include windows, doors, or other openings until interior framing members have been covered with gypsum board or their finish materials.

For the purpose of measuring total square footage of wood framing, any adjacent ongoing wood-frame construction is considered to be within the project when adjacent structures are separated by less than 60 feet of open air.

Exception: A mitigation plan developed by a Washington State-licensed fire protection engineer. The mitigation plan may rely on temporary, permanent, and/or active measures.

[~~3308.10.3~~] **3303.12.3** Construction mitigations for wood-frame buildings exceeding 350,000 square feet or 200,000 square feet when the building exceeds 50 feet in height.

Mitigating fire protection barriers consisting of at least one layer of 5/8-inch gypsum board or other equivalent fire resistive materials shall be installed such that the

mitigating fire protection barrier(s) enclose area(s) of not more than 50,000 square feet.

For the purpose of measuring total square footage of wood framing, any adjacent ongoing wood frame construction is considered to be within the project when adjacent structures are separated by less than 60 feet of open air.

Exception: A mitigation plan developed by a Washington State-licensed fire protection engineer. The mitigation plan may rely on temporary, permanent, and/or active measures.

[~~60~~] **57**. Amend Section 5001.5.2 to read as follows:

5001.5.2 Hazardous Materials Inventory Statement (HMIS).
Where required by the fire code official, an application for a permit shall include an HMIS, such as Superfund Amendments and Reauthorization Act of 1986 (SARA) Title III, Tier II Report or other approved statement. The HMIS shall be provided using a Redmond Fire Department-approved format and shall include the following information:

1. Product name.
2. Component.
3. Chemical Abstract Service (CAS) number.
4. Location where stored or used.
5. Container size.
6. Hazard classification.
7. Amount in storage.
8. Amount in use-closed systems.
9. Amount in use-open systems.

[~~61~~] **58**. Amend Section 5003.1 to read as follows:

5003.1 Scope.
The storage, use and handling of all hazardous materials shall be in accordance with this section and shall comply with the provisions of the City of Redmond wellhead protection ordinance and critical aquifer recharge area regulations.

[~~62~~] **59**. Add Section 5003.9.11 as follows:

5003.9.11 Manufacturer's limitations.
The storage of hazardous materials shall not exceed the manufacturer's limitations on shelf life or violate any other restrictions on use.

[~~63~~] **60**. Add Section 5608.1.1 as follows:

5608.1.1 Fireworks.
Refer to Redmond Municipal Code Chapter 9.26, (Fireworks) and to RCW 70.77.120 et seq. (State fireworks law).

[~~64~~] **61**. Add Section 5703.4.1, to read as follows:

5703.4.1, Secondary containment.
Secondary containment shall be provided for all new installations of storage tanks and associated piping.

[~~65~~] **62.** Amend Section B102.1 to read as follows:

B102.1 Definitions
For the purpose of this appendix, certain terms are defined as follows:

FIRE FLOW: The flow rate of a water supply, measured at 20 pounds per square inch (psi) (138 kPa) residual pressure, that is available for firefighting.

FIRE-FLOW CALCULATION AREA: The building area, as defined in Chapter 2 of this Code, is used to determine the required fire flow.

[~~66~~] **63**. Amend Section B104.1 to read as follows:

B104.1 General
The *fire-flow calculation area* shall be the area of all floor levels included within the *exterior walls* (or exterior walls and fire walls), exclusive of vent shafts and *courts*. Areas of the building not provided with surrounding walls shall be included in the fire-flow calculation area if such areas are included within the horizontal projections of the roof or floor above, except as modified in Section B104.3.

[~~67~~] **64**. Amend Section B104.2 to read as follows:

B104.2 Area separation.

Portions of buildings that are separated by fire walls constructed in accordance with the International Building Code, Section 706, and ADU's separated from the primary structure in accordance with International Residential Code, Section 302.3, are allowed to be considered as separate fire-flow calculation areas.

[~~68~~] **65**. Amend Section B105.1 to read as follows:

B105.1 One- and two-family dwellings.

The minimum *fire-flow* and flow duration requirements for one- and two-family *dwellings* shall be as specified in Tables B105.1(1) and B105.1(2).

Exception: One- and two-family homes located in areas of the City identified by the City of Redmond Water Department as having less than 1500 gpm available, may use the following formula to determine required fire flow:

Available gpm x 2.4 square feet = maximum building area

[~~69~~] **66**. Amend Section B105.2 to read as follows:

B105.2 Buildings other than one- and two-family dwellings.

The minimum *fire-flow* and flow duration for buildings other than one- and two-family *dwellings* shall be as specified in Tables B105.2 and B105.2(2).

[~~70~~] **67**. Amend Table B105.1(1) to read as follows:

Table B105.1(1). REQUIRED FIRE FLOW FOR ONE- AND TWO-FAMILY DWELLINGS

FIRE-FLOW CALCULATION AREA (square feet)	**AUTOMATIC SPRINKLER SYSTEM (design standard)**	**MINIMUM FIRE FLOW (gallons per minute)**	**FLOW DURATION (hours)**
0 – 3600	No automatic sprinkler system	1500	2

FIRE-FLOW CALCULATION AREA (square feet)	AUTOMATIC SPRINKLER SYSTEM (design standard)	MINIMUM FIRE FLOW (gallons per minute)	FLOW DURATION (hours)
3601 and greater	No automatic sprinkler system	Value in Table B105.1(2)	Duration in Table 105.1(2) at the required flow rate
0 – 3600	NFPA 13D	1000	1
3601 and greater	NFPA 13D	50% of the value in Table B105.1(2), but not less than 1000gpm	Duration in Table 105.1(2) at the required flow rate

Table B105.2. REQUIRED FIRE FLOW FOR BUILDINGS OTHER THAN ONE- AND TWO-FAMILY DWELLINGS

AUTOMATIC SPRINKLER SYSTEM (design standard)	MINIMUM FIRE FLOW (gallons per minute)	FLOW DURATION (hours)
No automatic sprinkler system	Value in Table B105.1(2)	Duration in Table 105.1(2)
NFPA 13	50% of the value in Table B105.1(2) but not less than 3500 gpm	Duration in Table 105.1(2) at the reduced flow rate but not less than 3 hours

15.06.014 Reserved.

15.06.015 Fire detection systems.

The following regulations constitute general requirements of fire detection and alarm systems and supervisory and alarm requirements for buildings with automatic fire sprinklers. Specific requirements may be found in the Redmond Fire Department Standards, Redmond Fire Code, and NFPA 72.

Where required:

A. In structures with an approved fire sprinkler system.

Exception 1: Fire sprinkler system with 10 or less heads with the approval of the Fire Marshal.

Exception 2: One- and two-family dwellings per the International Residential Code.

B. *Structures in Annexed Areas.* Any structure with a gross area of 6,000 square feet or more annexed to the City shall install a fire detection system within one year from the date of annexation.

Exception: Single-family and multifamily residential occupancies.

C. Where required elsewhere by the Redmond Fire Code or the International Building Code. (Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.016 Fire sprinkler systems.

A. The following regulations constitute general requirements for fire sprinkler systems:

1. All approved fire sprinkler systems shall meet the requirements of the Redmond Fire Department Standards, Redmond Fire Code, and the applicable NFPA standards. All systems shall have an adequate water supply, system of piping, and sprinkler heads designed to discharge water on a fire at an appropriate time and in an effective manner. All underground sprinkler supply piping shall be included on civil drawings and shall be approved by the water supplier and the Redmond Fire Department.

B. For the purposes of this section, building area, as defined in the IFC, shall apply.

C. *Where Required.* An approved fire sprinkler system shall be required in the following structures:

1. *Commercial.*

An area separation wall or fire wall, or occupancy separation or fire barrier wall, or a distance of 10 feet (3,048 mm) or less shall not constitute a separation between two commercial structures on the same property.

a. In any structure where the building area is 3,000 square feet or more.

These can include bus and transit shelters, covered pedestrian paths, and similar structures not attached to or within 10 feet (3,048 mm) of buildings.

Exception: Fire sprinklers are allowed to be omitted under roof structures when all of the following conditions exist:

i. Roof structures are stand-alone, detached, and built with noncombustible building materials.

ii. Used to provide weather protection for people.

iii. Are open on greater than 50 percent of the perimeter sides to allow ventilation of heat and smoke.

iv. Are not intended to store combustibles or have combustible materials contained beneath the roof line. The roof structure shall not extend over any transit vehicle or curb.

v. When no other code or applicable standard requires fire sprinklers.

b. In any structure where the calculated fire flow demand exceeds available flow.

c. In buildings with an A-2 occupancy where one or more of the following exists:

- An occupant load greater than 100.
- An A-2 fire area is located on a floor other than the level of exit discharge.

d. All nightclubs, defined as follows:

Nightclub. An A-2 occupancy use under the 2006 International Building Code in which the aggregate area of concentrated use of unfixed chairs and standing space that is specifically designated and primarily used for dancing or viewing performers exceeds 350 square feet, excluding adjacent lobby areas. “Nightclub” does not include theaters with fixed seating, banquet halls, or lodge halls.

e. In any building with an assembly occupancy where the total occupant load of the building is over 200.

f. Existing commercial buildings where one of the following applies:

• Additions resulting in a gross area greater than 5,000 square feet, or

• Sprinklers may be required in buildings that undergo a change of use or occupancy. Refer to the International Fire Code Section 102.3.

2. *Residential – One- and Two-Family Dwellings.*

a. An approved automatic fire sprinkler system shall be installed in new one- and two-family dwellings and townhouses as described in the International Residential Code in accordance with Section 903.3.1**.3** of the International Fire Code, [~~2018~~] **2021** Edition.

Exception: This subsection does not require the installation of an approved fire sprinkler system in any mobile home or manufactured home.

This exception is limited to this subsection and nothing herein exempts a mobile home or manufactured home from any other requirement to install an approved automatic fire sprinkler system under any other section or subsection of this code or of any international code adopted by the City.

b. Existing detached one- and two-family dwelling units where additions result in a structure that exceeds the available fire flow.

c. When ADU's are attached to, or within, an existing single family home both the ADU and existing single family home shall be sprinklered.

Exception: When the ADU and existing single family home are separated in accordance with the International Residential Code, Section 302.3.

d. In any one- and two-family dwelling unit that will be newly licensed as an adult family home.]

3. Where required elsewhere by the Redmond Fire Code or the International Building Code.

(Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2834 § 2 (part), 2016: Ord. 2774 § 2, 2015: Ord. 2693 § 2 (part), 2013: Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2324 § 1, 2007; Ord. 2220 § 1, 2004).

15.06.017 Restricted access buildings.

A. Where a building or portion of a building is so located or constructed with grades; elevations; vegetation; or other natural or manmade obstacles which make exterior or interior access and/or use by fire apparatus; equipment; or personnel unduly difficult; unsafe; or impossible, additional safeguards may be required by the Fire Code Official. Where such access is being proposed as part of a land subdivision, the Fire Code Official may declare a proposed lot un-accessible and therefore deny that proposed lot. Safeguards may consist of one or more of the following applicable items or alternates suitable for firefighting, fire protection, EMS, and/or rescue operations as specified by the Fire Code Official:

1. Automatic fire sprinkler throughout.

2. Smoke detection system.

3. Automatic fire alarm systems.

4. Communication systems.

    a. Voice alarm system;

    b. Public address system;

    c. Fire Department communication system.

5. Central control station.

6. Smoke control systems.

7. Emergency elevator systems.

8. Emergency exits.

9. Emergency areas of refuge including horizontal exits and smoke-proof enclosures.

10. Vertical and horizontal standpipes.

11. Standby power, light, and emergency systems.

12. Emergency medical services-sized elevator (four-foot x seven-foot clear interior).

13. Reduction or deletion of non-sprinklered areas.

14. Fire-resistive construction.

15. Noncombustible siding (limited, protected, or no openings).

16. NFPA 13-compliant sprinkler coverage.

17. Brushed concrete access drive or similar.

18. Firefighter access stairs/ramps.

19. Ladder operations area (not just aerial but also ground ladders).

20. Electrically controlled access doors or gates provided with emergency services override (strobe, radio, etc.).

21. Dedicated emergency service access and parking areas.

B. All systems shall meet the design requirements set forth in the Redmond Fire Department Standards and Redmond Fire Code.

15.06.018 Reserved.

(Ord. 2957 § 8 (part), 2019; Ord. 2357 § 1 (part), 2007).

15.06.019 New materials, processes or occupancies which may require permits.

The Fire Code Official shall determine and specify, after giving the affected person an opportunity to be heard, any new materials, processes or occupancies which may require permits, in addition to those now enumerated in said code. The Chief of the Fire Department shall cause such a list to be posted in a conspicuous place in his office and distribute copies thereof to interested persons.

15.06.020 Wellhead protection ordinance coordination.

Fire Department construction and maintenance, reviews and inspections occur within critical aquifer recharge areas established within the Redmond Municipal Code and the Redmond Zoning Code. A major component of these Fire Department reviews and inspections is the

verification that storage, handling, use, and operations involving hazardous materials comply with adopted codes. In order to coordinate and minimize overlap in the enforcement of the Redmond Fire Code with wellhead protection regulations, the following shall apply:

A. Regulations imposed through the wellhead protection and critical aquifer recharge area regulations are enforceable by a Fire Code Official.

B. Where, within a particular critical aquifer recharge area, a threshold amount noted within the wellhead protection or critical aquifer recharge area regulations is less than the threshold in the Redmond Fire Code, the lower threshold shall apply and be enforceable by the Fire Code Official.

C. The Fire Code Official shall exercise authority over all hazardous materials inventory statements and hazardous material management plans for materials regulated by the Redmond Fire Code.

D. The Fire Department shall have the authority to enforce rules governing deleterious substances for such substances so identified by the City of Redmond Environmental and Utilities Services Division. Substances so identified by Environmental and Utilities Services Division shall be listed under the subcategory “other health hazards” of hazardous materials. Other health hazards may include irritants, sensitizers, pyrophoric, unstable-reactive, and radioactive materials, as identified by the Fire Code Official.

15.06.021 **REPEALED** [~~APPEALS.~~

~~WHENEVER THE FIRE CODE OFFICIAL OR DESIGNEE DISAPPROVES AN APPLICATION OR REFUSES TO GRANT A PERMIT APPLIED FOR, OR WHEN IT IS CLAIMED THAT THE PROVISIONS OF THE CODE DO NOT APPLY OR THAT THE TRUE INTENT AND MEANING OF THE CODE HAS BEEN MISCONSTRUED OR WRONGLY INTERPRETED, THE APPLICANT MAY APPEAL TO THE CHIEF OF THE FIRE DEPARTMENT IN ACCORDANCE WITH THE PROCEDURES FOR TYPE 1 REVIEW, RZC 21.76.060(D). APPEALS FROM THE DECISIONS OF THE CHIEF TO THE HEARING EXAMINER SHALL BE MADE AS PRESCRIBED IN RZC 21.76.060(D)(4).]~~

(Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2693 § 2 (part), 2013: Ord. 2596 § 2 (part), 2011: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.022 Penalties and enforcement.

1. *Penalties for Violations.* Any person who violates any of the provisions of the Redmond Fire Code or fails to comply therewith, or who violates or fails to comply with any order made thereunder, or who builds in violation of any detailed statement of specifications or plans submitted and approved thereunder, and from which no appeal has been taken, or who fails to comply with such an order as affirmed or modified by the board of appeals or by a court of competent jurisdiction, within the time fixed herein, shall, severally for each and every such violation and noncompliance respectively, be subject to the penalties for violations provided in RMC 1.01.110 or 1.14.060 as deemed applicable by the Fire Chief. The imposition of one penalty for any violation shall not excuse the violation or permit it to continue; and all such persons shall be required to correct or remedy such violations or defects within a reasonable time.

2. The imposition of penalties upon conviction shall not preclude the City and the Fire Chief from taking further appropriate legal action to cause compliance with the provisions of the Redmond Fire Code or to remove prohibited conditions. (Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.023 Building permit issuance and occupancy.

The passage of the ordinance codified in this chapter is necessary for the protection of the public health, safety, and welfare of the citizens of the City. No building permit shall be issued until plans which are in compliance with this chapter have been submitted and approved. No building shall be occupied until such approved systems have been inspected and are operational. (Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.024 Nonconforming structures.

Nonconforming structures shall comply with the following:

A. A nonconforming structure may not be expanded or altered in any way so as to increase that nonconformity.

B. When a nonconforming structure has been destroyed, damaged, or incurred a loss equal to or greater than 50 percent of its assessed value or equal to or greater than 50 percent of multifamily residential units have displaced occupants it shall comply with the requirements of RMC 15.06.015 and 15.06.016.

C. Where structures have separate fire areas, either by definition or by geographic configuration as determined by the Fire Code Official, the percentage of damage or unit count may be figured based upon the assessed valuation, or number of units, contained within a fire area. Requirements of RMC 15.06.015 and 15.06.016 shall apply to the fire area only, except that the design and installation of any system shall accommodate future extension in other areas of the structure.

D. A nonconforming structure shall be brought into full compliance with RMC Chapter 15.06, the Redmond Fire Code, when alteration or expansion of the structure takes place and the following takes place within any three-year period:

1. The gross floor area of the structure is increased by 100 percent or more; or

2. The costs stated on all approved building permit applications for the structure equal or exceed the value of the existing structure at the beginning of that three-year period.

E. For purposes of this section, a multifamily residential unit has displaced occupants whenever the unit has been declared by the Building Official to be unsafe for occupancy due to fire damage, destruction or loss. (Ord. 3038 § 2, 2021; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2530 § 2 (part), 2010).

Section 3. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 4. Effective Date. This ordinance shall become effective concurrent with Washington State's adoption of the 2021 International Fire Code, anticipated to occur on October 29, 2023.

ADOPTED by the Redmond City Council this ____ day of _____, 2023.

CITY OF REDMOND

_____
JESSICA FORSYTHE, COUNCIL PRESIDENT AND MAYOR PRO TEM

ATTEST:

_____
CHERYL XANTHOS, MMC, CITY CLERK (SEAL)

APPROVED AS TO FORM:

_____
JAMES E. HANEY, CITY ATTORNEY

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
SIGNED BY THE MAYOR:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.

YES: