

# City of Redmond



## Agenda

Tuesday, July 1, 2025

4:30 PM

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

### **Committee of the Whole - Planning and Public Works**

#### **Committee Members**

*Melissa Stuart, Presiding Officer*

*Jeralae Anderson*

*Steve Fields*

*Jessica Forsythe*

*Vanessa Kritzer*

*Angie Nuevacamina*

*Osman Salahuddin*

*Meetings can be attended in person, viewed live on RCTV (redmond.gov/rctlive), Comcast Channel 21/321, Ziply Channel 34, Facebook/YouTube (@CityofRedmond), or listen live at 510-335-7371*

### **AGENDA**

#### **ROLL CALL**

#### **A. Action Items**

1. Award Bid to A1 Landscaping of Snohomish, WA, in the [CM 25-368](#)  
Amount of \$2,739,391, for the Bel-Red Buffered Bike Lanes  
Project

[Attachment A: Project Information Sheet](#)

[Attachment B: Additional Project Information](#)

*Department: Public Works, 5 minutes*

*Requested Action: Consent, July 15th*

2. Award Construction Contract to Always Active Services, LLC [CM 25-386](#)  
of Snohomish, WA, in the Amount of \$364,458, for the  
Meadow Park Sport Court Replacement

[Attachment A: Project Information Sheet](#)

[Attachment B: Additional Project Information](#)

*Department: Public Works, 5 minutes*

*Requested Action: Consent, July 15th*

3. Approve Consultant Agreement for the Curbside Management [CM 25-394](#)  
Plan Project

[Attachment A: Consulting Services Agreement](#)

*Department: Public Works, 5 minutes*

*Requested Action: Consent, July 15th*

4. Approval of On-Call Consultant Contracts for Transportation [CM 25-391](#)  
Planning & Engineering

[Attachment A: RFQ 10872-25 On-Call Transportation Planning and  
Engineering Services](#)

[Attachment B: RFQ 10872-25 Scope of Work](#)

[Attachment C: RFQ 10872-25 Option for Renewal](#)

[Attachment D: RFQ 10872-25 Consultant Agreement \(boilerplate\)](#)

*Department: Planning and Community Development, 5 minutes*

*Requested Action: Consent, July 15th*

**B. Feedback for Study Session/Staff Report**

1. Transportation Master Plan Status Update [CM 25-397](#)

[Attachment A: Issues Matrix](#)

[Attachment B: Draft Transportation Demand Management \(TDM\) Chapter](#)

[Attachment C: Draft Pedestrian Network Chapter](#)

*Department: Planning and Community Development, 10 minutes*

*Requested Action: Study Session, July 8th*

2. Establishing the 2025-26 Annual Comprehensive Plan Docket [CM 25-390](#)

[Attachment A: Planning Commission Report - Annual Docket 25-26](#)

[Attachment B: Appendices](#)

*Department: Planning and Community Development, 10 minutes*

*Requested Action: Study Session, July 22nd*

3. Capital Investment Program (CIP) Project Updates - Q2 2025 [CM 25-393](#)

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[Attachment A: Draft 2025 CIP Quarter 2 Projects Update](#)

[Attachment B: Projects List - Council Handout](#)

[Attachment C: Council Issues Matrix](#)

*Department: Public Works, 5 minutes*

*Requested Action: Staff Report, July 15th*

**C. Informational - N/A****D. Read Only**

1. Stormwater and Surface Water System Plan Progress Update [CM 25-392](#)

[Attachment A: Presentation](#)

*Department: Public Works*

**ADJOURNMENT**

*Meeting videos are usually posted by 12 p.m. the day following the meeting at [redmond.legistar.com](http://redmond.legistar.com), and can be viewed anytime on Facebook/YouTube (@CityofRedmond) and OnDemand at [redmond.gov/OnDemand](http://redmond.gov/OnDemand)*



## Memorandum

**Date:** 7/1/2025

**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-368

**Type:** Committee Memo

**TO:** Committee of the Whole - Planning and Public Works

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Public Works	Aaron Bert	425-556-2786
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**DEPARTMENT STAFF:**

Public Works	Aaron Noble	Project Manager
Planning and Community Development	Micah Ross	Senior Engineer
Public Works	Steve Gibbs	Capital Projects Division Manager
Public Works	Vangie Garcia	Deputy Public Works Director

**TITLE:**

Award Bid to A1 Landscaping of Snohomish, WA, in the Amount of \$2,739,391, for the Bel-Red Buffered Bike Lanes Project

**OVERVIEW STATEMENT:**

Public Works is requesting to award the construction contract for the Bel-Red Buffered Bike Lanes Project, Project No. 2329, to A1 Landscaping in the amount of \$2,739,391.

This project will add buffered bike lanes along Bel-Red Road from NE 30<sup>th</sup> St to West Lake Sammamish Parkway. This project will also make 22 curb ramps ADA compliant, replace the sidewalk, overlay the roadway, and make improvements to the traffic signals.

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

**REQUESTED ACTION:**

☐ **Receive Information**

☒ **Provide Direction**

☐ **Approve**

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**  
Transportation Master Plan
- **Required:**  
Council approval is required to award a Public Works contract that exceeds \$300,000 (2018 City Resolution 1503).



- **Council Request:**  
N/A
- **Other Key Facts:**  
Public Works is requesting this item go forward for Council approval at the July 15, 2025, Council business meeting.

**OUTCOMES:**

Improved pedestrian and bicycle access to Overlake Village, the Microsoft Campus and Light Rail. If approved, construction will begin before August and paving will be completed this year.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  - September 2024 - Door Hangers
  - February 2025 - Mailers were delivered
  - July 2025 - Traffic Alerts and project signs
  - Email newsletter and social media to alert commuters will be timed to approximately one week prior to traffic revisions.
- **Outreach Methods and Results:**
  - Direct communication with adjacent property owners via postcard
  - Flyers, posters, and social media posts
  - Webpage updates including FAQs
- **Feedback Summary:**  
N/A

**BUDGET IMPACT:**

**Total Cost:**  
\$2,739,391

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

**Budget Offer Number:**  
CIP

**Budget Priority:**  
Vibrant and Connected

**Other budget impacts or additional costs:** ☐ **Yes** ☐ **No** ☐ **N/A**

**If yes, explain:**  
N/A

**Funding source(s):**  
Business Tax, Impact Fees, Stormwater CIP, TIB Grant

**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
7/15/2025	Business Meeting	Approve

**Time Constraints:**

N/A

**ANTICIPATED RESULT IF NOT APPROVED:**

Award of bid must occur within 45 days of the bid opening (May 29,2024) or the contractor may withdraw their bid.

**ATTACHMENTS:**

Attachment A: Project Information Sheet

Attachment B: Additional Project Information



## CIP Project Information Sheet

**Project Name:** Bel-Red Road Buffered Bike Lanes (30th Street to WLSP)

**Project Status:** Existing - Revised

**Functional Area(s):** Transportation

**Relevant Plan(s):** Transportation Master Plan

**Neighborhood:** Overlake

**Time Frame:** 2023-2025

**Budget Priority:** Vibrant and Connected

**Citywide Rank:** 28

**Functional Area Priority:** High

**Location:** Bel-Red Road at NE 30th Street to WLSP

**Description:**

Reconfigure Bel-Red Rd to repurpose one uphill lane into buffered bicycle lanes from WLSP to NE 30th St.

**Anticipated Outcomes:** **Primary:** Upgrade/Enhancement **Secondary:** Safety

Improved pedestrian and bicycle access to Overlake Village Light Rail Station and to Overlake Village.

**Request:** **Primary Reason(s):** Budget Process, Schedule Change

Project schedule moved up because Bel-Red identified as key bike connection to improve access to light rail service in Overlake. This project is also being modified to extend the limits of the project north to WLSP and account for TIB grant funding (\$650,000)

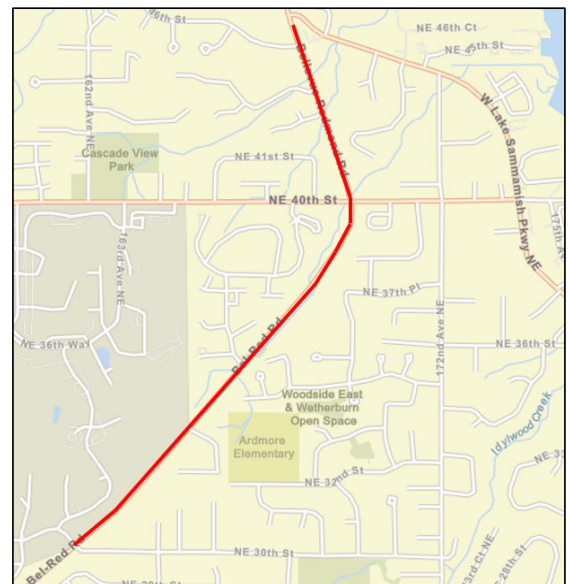
Budget:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Original Budget	\$22,762	\$273,143	\$1,499,555						\$1,795,460
Approved Changes	\$1,873,862	\$1,676,095	-\$1,499,555						\$2,050,402
<b>Current Approved Budget</b>	<b>\$1,896,624</b>	<b>\$1,949,238</b>							<b>\$3,845,862</b>
<b>Proposed New Budget</b>	<b>\$2,782,744</b>	<b>\$2,418,460</b>							<b>\$5,201,204</b>
Proposed changes due to	X Scope Change	X Schedule Change	X Budget Change						

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)	\$296,658								\$296,658
Right of Way	\$38,068								\$38,068
Design (31-100%)	\$704,432								\$704,432
Construction	\$1,743,586	\$1,561,116							\$3,304,702
Contingency		\$857,344							\$857,344
<b>Total</b>	<b>\$2,782,744</b>	<b>\$2,418,460</b>							<b>\$5,201,204</b>

Estimated M&O Impacts:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Cost				\$3,000	\$3,000	\$3,000	\$3,000	ongoing	\$12,000

Explanation: Impacts include sweeping, curb repairs, painting, markings, signage. In-street operations may require additional flagging.

Proposed Funding Sources:	Prior	2025-2030	Future	Total
Business Tax	\$749,412	\$939,680		\$1,689,091
Impact Fees	\$749,411	\$939,680		\$1,689,090
Stormwater CIP	\$633,922	\$539,101		\$1,173,023
TIB Grant	\$650,000			\$650,000
<b>Total</b>	<b>\$2,782,744</b>	<b>\$2,418,460</b>		<b>\$5,201,204</b>



## Attachment B – Additional Project Information

### Bel-Red Buffered Bike Lanes

#### Project Discussion

The project will be constrained within the existing ROW and within the existing curb to curb width. Work will primarily be to re-channelize the existing roadway along with appropriate ADA ramp upgrades. A pavement grind and overlay is planned for the entire street between WLSP and NE 40th Street due to poor existing pavement conditions.

This project is awarded based only on the costs for Schedule A of the project. Schedule B is an optional additive that is entirely within the City of Bellevue. A1 Landscaping's pricing for Schedule B is higher than what would be allowed by the project budget. It is not recommended that Schedule B be awarded. It may be possible to add in all, or portions of, schedule B by Change Order during construction if found to be in the best interests of the City.

#### Project-Related Community/Stakeholder Outreach

Project will be included on the City website. Traffic Alerts will be sent through the City's electronic notification system.

Door hangers were given to residents in September 2024.

Mailers were sent out to nearby residents in February 2025.

#### Bid Results

The project was advertised in the *Daily Journal of Commerce* and *The Seattle Times* on May 14, 2025 and May 21, 2025. Bids were received and opened on May 29, 2025. The City received five bids; four of which are summarized below, one bid was non-responsive.

<b>Bidder</b>	<b>Bidder Location</b>	<b>Bid Amount</b>
<b>A1 Landscaping and Construction, Inc</b>	<b>Snohomish</b>	<b>\$2,739,391</b>
Kamins Construction, Inc		\$2,746,349
Marshbank Construction, Inc		\$2,820,701
Active Construction, Inc		\$2,842,717
<b>Engineer's Estimate</b>		<b>\$2,748,195</b>

All bidders' unit prices, extensions, and additions have been checked for accuracy and unbalanced bid items. The contractor's references were checked and found to be acceptable. Staff recommends awarding contract to A1 Landscaping Construction, Inc.

## Fiscal Information

### Current Project Budget

Business Tax	\$1,689,091
Impact Fees	\$1,689,090
Stormwater CIP	\$1,173.023
TIB Grant	\$650,00
<b>Total Funding</b>	<b>\$5,201,204</b>

### Estimated Project Costs

Preliminary Design	\$0.00
Design	\$867,223
Right of Way	\$96,055
Construction	\$3,199,618
Contingency	\$424,683
<b>Total Estimated Project Cost</b>	<b>\$4,482,858</b>

**Budget Difference** **\$718,346**

## Previous Project-Related Council Touches

<b>Date</b>	<b>Meeting</b>	<b>Action</b>
July 7, 2024	Council Meeting	Approve Consultant Agreement



## Memorandum

**Date:** 7/1/2025

**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-386

**Type:** Committee Memo

**TO:** Committee of the Whole - Planning and Public Works

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Public Works	Aaron Bert	425-556-2786
Parks	Loreen Hamilton	425-556-2336

**DEPARTMENT STAFF:**

Public Works	Joe Averill	Project Manager
Parks	Darcey Rayner-Shepard	Parks Operations Manager
Public Works	Steve Gibbs	Capital Projects Division Manager
Public Works	Vangie Garcia	Deputy Public Works Director

**TITLE:**

Award Construction Contract to Always Active Services, LLC of Snohomish, WA, in the Amount of \$364,458, for the Meadow Park Sport Court Replacement

**OVERVIEW STATEMENT:**

Public Works is requesting to award the construction contract of the Meadow Park Sport Court Replacement (Project Number 2330) in the amount of \$364,458.78 to Always Active Services, LLC.

This project will create a safe playing surface for pickleball, basketball, and other active recreation. Improvements will include replacement of the sport court and adjacent pathways to address the failing court surface, root eruptions, ADA deficiencies, and improve the functional layout. New pickleball and basketball equipment, pedestrian furniture, select sidewalks, cement seating wall, and a new lighted pedestrian crossing will be installed.

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

**REQUESTED ACTION:**

☐ **Receive Information**

☒ **Provide Direction**

☐ **Approve**

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**  
PARCC Plan, ADA Transition Plan

- **Required:**  
Council approval is required to award a Public Works contract that exceeds \$300,000 (2018 City Resolution 1503).
- **Council Request:**  
NA
- **Other Key Facts:**  
Public Works is requesting this item go forward for Council approval at the July 15, 2025, Council business meeting.

**OUTCOMES:**

Approving the contract will provide for a new multi-sport court surface for pickleball and basketball recreation and will ensure a safe, level surface for users, ADA compliant sidewalks, curb ramps, lighted street crossing, and new benches.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**  
Webpage: Posting, January 2025  
Postcard: Notice to adjacent residents, June 2025  
Social Media: Posts and service alerts updates will be provided.  
On-site signage: Project information and tree protection signs, during construction, Summer 2025
- **Outreach Methods and Results:**  
NA
- **Feedback Summary:**  
NA

**BUDGET IMPACT:**

**Total Cost:**  
\$364,458.78

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

**Budget Offer Number:**  
CIP

**Budget Priority:**  
Healthy and Sustainable

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

**Funding source(s):**  
General Fund, Parks CIP

**Budget/Funding Constraints:**

NA

☒ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

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

**Proposed Upcoming Contact(s)**

Date	Meeting	Requested Action
7/15/2025	Business Meeting	Approve

**Time Constraints:**

Award of bid must occur within 45 days of the bid opening (which occurred on May 29, 2025) or the contractor may withdraw their bid.

**ANTICIPATED RESULT IF NOT APPROVED:**

Not approving the contract will result in delaying the construction, closure of the sport court, and increasing the cost to complete the project.

**ATTACHMENTS:**

Attachment A: Meadow Park Sports Court Replacement Project Information Sheet

Attachment B: Additional Project Information





## CIP Project Information Sheet

**Project Name:** Hardscape Project - Meadow Park Sport Court Replacement

**Project Status:** Existing

**Functional Area(s):** Parks

**Relevant Plan(s):** PARCC Plan, ADA Transition Plan

**Neighborhood:**

**Location:** 10710 160th Avenue NE

**Time Frame:** 2024-2026

**Budget Priority:** Healthy and Sustainable

**Citywide Rank:** 21

**Functional Area Priority:** High

**Description:**

Replace sports court to address failing court surfacing and adjacent pathways, root eruptions, and functional layout.

**Anticipated Outcomes:** **Primary:** Rehabilitation

**Secondary:**

Create a safe playing surface on the sports court and maintain our level of service for pickleball and basketball/active recreation in the neighborhood.

**Request:** **Primary Reason(s):** Budget Process

Project approved in the 2023-2038 CIP budget process.

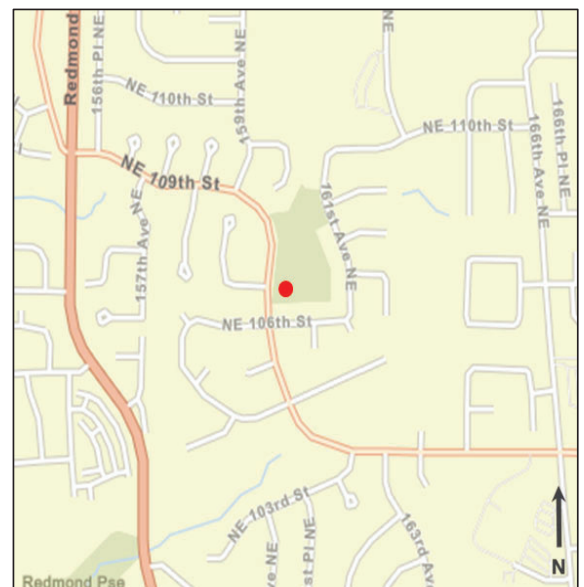
Budget:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Original Budget	\$520,932	\$114,605							\$635,537
Approved Changes									
<b>Current Approved Budget</b>	<b>\$520,932</b>	<b>\$114,605</b>							<b>\$635,537</b>
<b>Proposed New Budget</b>	<b>\$98,229</b>	<b>\$381,163</b>	<b>\$114,509</b>						<b>\$593,901</b>
Proposed changes due to	Scope Change	X	Schedule Change	X	Budget Change				

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)	\$40,929								\$40,929
Right of Way									
Design (31-100%)	\$57,300	\$32,742							\$90,042
Construction		\$244,235	\$91,588						\$335,823
Contingency		\$104,186	\$22,921						\$127,107
<b>Total</b>	<b>\$98,229</b>	<b>\$381,163</b>	<b>\$114,509</b>						<b>\$593,901</b>

Estimated M&O Impacts:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Cost									

Explanation: No M&O costs expected.

Proposed Funding Sources:	Prior	2025-2030	Future	Total
General Fund	\$11,489	\$432,413		\$443,902
Parks CIP	\$86,740	\$63,259		\$149,999
<b>Total</b>	<b>\$98,229</b>	<b>\$495,672</b>		<b>\$593,901</b>



## Attachment B – Additional Project Information

### Meadow Park Sport Court Replacement

#### Project-Related Community/Stakeholder Outreach

City Communications, Parks & Recreation, Sports and Fitness staff have been informed of the upcoming construction. Outreach will include social media posts and service alert notices to Redmond residents and neighborhoods.

#### Bid Results

The project was advertised in the *Daily Journal of Commerce* on May 15 and May 21, 2025. Bids were received and opened on May 29, 2024. The City received 6 bids which are summarized below.

Bidder	Bidder Location	Bid Amount
<b>Always Active Services LLC</b>	<b>Snohomish, WA</b>	<b>\$364,425.00</b>
APCON TECH INC.	Bellevue, WA	\$366,239.02
EKM General Contractors LLC	Woodinville, WA	\$416,448.68
Active Construction	Tacoma, WA	\$470,470.00
Puget Sound Construction	Tukwila, WA	\$793,432.02
Judha of Lion Landscaping	Maple Valley, WA	\$1,482,265.45
<b>Engineer's Estimate</b>		<b>\$384,096.59</b>

All bidders' unit prices, extension and additions have been checked for accuracy and unbalanced bid items. The contractor's references have been checked and found to be acceptable. Staff recommends awarding the contract to Always Active Services LLC.

#### Fiscal Information

<b>Current Project Budget</b>	
General Fund	\$443,902
Parks CIP	\$149,999
<b>Total Funding</b>	<b>\$593,901</b>
<b>Estimated Project Costs</b>	
Design	\$120,387
Construction	\$422,753
Contingency	\$50,731
<b>Total Estimated Project Cost</b>	<b>\$593,871</b>
<b>Budget Difference</b>	<b>\$30</b>



## Memorandum

**Date:** 7/1/2025

**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-394

**Type:** Committee Memo

**TO:** Committee of the Whole - Planning and Public Works

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Public Works	Aaron Bert	425-556-2786
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**DEPARTMENT STAFF:**

Public Works	Isabel Diaz	Senior Traffic Engineer
Public Works	Paul Cho	Traffic Engineering Manager
Public Works	Vangie Garcia	Deputy Public Works Director

**TITLE:**

Approve Consultant Agreement for the Curbside Management Plan Project

**OVERVIEW STATEMENT:**

Public Works is requesting to award a consultant agreement with Walker Consultants in the amount of \$114,990 for the development of a curbside management system for the three Redmond Urban Centers: Downtown, Overlake, and Marymoor. This plan will include an assessment of existing infrastructure and engage stakeholders to develop a curb prioritization framework to effectively manage the use of curb space within the urban centers.

This effort will review data collected as part of the Parking Study led by Planning Department and will consider strategies identified in the study. While the Parking Study is focused on parking supply, demand, and land use considerations, the Curbside Management Plan will analyze the broader impacts on traffic operations and how curb use affects transit, commercial loading, ridesharing, micromobility, and general traffic flow. This ensures that curbside strategies are aligned with overall mobility and operational goals.

The Request for Qualifications (RPQ) was advertised in February 2025. Walker Consultants was determined to be the most qualified firm based on their understanding of the project scope and experience developing and implementing curb management plans.

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

**REQUESTED ACTION:**

☐ **Receive Information**

☒ **Provide Direction**

☐ **Approve**

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**  
Transportation Master Plan
- **Required:**  
Council approval is required to award services agreements that exceed \$50,000 (2018 City Resolution 1503).
- **Council Request:**  
N/A
- **Other Key Facts:**  
Public Works is requesting this item go forward for Council approval at the July 15, 2025, Council business meeting.

**OUTCOMES:**

The plan will develop a curb prioritization framework and document findings and recommendations on a report. Approving this agreement keeps the City on the path to completing the Curbside Management Plan, to effectively manage the use of public curb space within the City's urban centers.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**  
To be completed within 11 months from contract signing.
- **Outreach Methods and Results:**  
Stakeholder surveys and meetings, door-to-door engagement with businesses in the urban centers.
- **Feedback Summary:**  
N/A

**BUDGET IMPACT:**

**Total Cost:**  
\$114,990

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

**Budget Offer Number:**  
\$100,000 from 2025-2026 approved budget

**Budget Priority:**  
Safe and Resilient

**Other budget impacts or additional costs:** ☒ Yes ☐ No ☐ N/A

**If yes, explain:**

Additional funds to cover the additional costs of \$14,990 have been identified in the Traffic Operations operating budget.

**Funding source(s):**  
General Fund Surplus

**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
7/15/2025	Business Meeting	Approve

**Time Constraints:**

N/A

**ANTICIPATED RESULT IF NOT APPROVED:**

Not approving the agreement would delay timeline for completion of the plan, currently anticipated for Summer 2026.

**ATTACHMENTS:**

Attachment A: Walker Consultant Agreement

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<b>PROJECT TITLE</b>	<b>EXHIBITS</b> (List all attached exhibits - Scope of Work, Work Schedule, Payment Schedule, Renewal Options, etc.)
<b>CONTRACTOR</b>	<b>CITY OF REDMOND PROJECT ADMINISTRATOR</b> (Name, address, phone #)  City of Redmond
<b>CONTRACTOR'S CONTACT INFORMATION</b> (Name, address, phone #)	<b>BUDGET OR FUNDING SOURCE</b>
<b>CONTRACT COMPLETION DATE</b>	<b>MAXIMUM AMOUNT PAYABLE</b>

THIS AGREEMENT is entered into on \_\_\_\_\_, 20\_\_ between the City of Redmond, Washington, hereinafter called "the CITY", and the above person, firm or organization, hereinafter called "the CONSULTANT".

WHEREAS, the CITY desires to accomplish the above-referenced project; and

WHEREAS, the CITY does not have sufficient staff or expertise to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a CONSULTANT to provide the necessary services for the project; and

WHEREAS, the CONSULTANT has represented to the CITY that the CONSULTANT is in compliance with the professional registration statutes of the State of Washington, if applicable, and has signified a willingness to furnish consulting services to the CITY, now, therefore,

IN CONSIDERATION OF the terms and conditions set forth below, or attached and incorporated and made a part hereof, the parties agree as follows:

1. Retention of Consultant - Scope of Work. The CITY hereby retains the CONSULTANT to provide professional services as defined in this agreement and as necessary to accomplish the scope of work attached hereto as Exhibit A and incorporated herein by this reference as if set forth in full. The CONSULTANT shall furnish all services, labor and related equipment necessary to conduct and complete the work, except as specifically noted otherwise in this agreement.

2. Completion of Work. The CONSULTANT shall not begin any work under the terms of this agreement until authorized in writing by the CITY. The CONSULTANT shall complete all work required by this agreement according to the schedule attached as Exhibit B and incorporated herein by this reference as if set forth in full. A failure to complete the work according to the attached schedule, except where such failure is due to circumstances beyond the control of the CONSULTANT, shall be deemed a breach of this agreement. The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the CITY, in the event of a delay attributable to the CITY, or because of unavoidable delays caused by circumstances beyond the control of the CONSULTANT. All such extensions shall be in writing and shall be executed by both parties.

3. Payment. The CONSULTANT shall be paid by the CITY for satisfactorily completed work and services satisfactorily rendered under this agreement as provided in Exhibit C, attached hereto and incorporated herein by this reference as if set forth in full. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work specified in the Scope of Work attached. The CONSULTANT shall be entitled to invoice

the CITY no more frequently than once per month during the course of the completion of work and services by the CONSULTANT. Invoices shall detail the work performed or services rendered, the time involved (if compensation is based on an hourly rate) and the amount to be paid. The CITY shall pay all such invoices within 30 days of submittal, unless the CITY gives notice that the invoice is in dispute. In no event shall the total of all invoices paid exceed the maximum amount payable set forth above, if any, and the CONSULTANT agrees to perform all services contemplated by this agreement for no more than said maximum amount.

4. Changes in Work. The CONSULTANT shall make such changes and revisions in the complete work provided by this agreement as may be necessary to correct errors made by the CONSULTANT and appearing therein when required to do so by the CITY. The CONSULTANT shall make such corrective changes and revisions without additional compensation from the CITY. Should the CITY find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof changed or revised, the CONSULTANT shall make such revisions as directed by the CITY. This work shall be considered as Extra Work and will be paid for as provided in Section 5.

5. Extra Work.

A. The CITY may, at any time, by written order, make changes within the general scope of the agreement in the services to be performed. If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the work or services under this agreement, whether or not changed by the order, or otherwise affects any other terms or conditions of the agreement, the CITY shall make an equitable adjustment in the (1) maximum amount payable; (2) delivery or completion schedule or both; and (3) other affected terms, and shall modify the agreement accordingly.

B. The CONSULTANT must submit any "proposal for adjustment" under this clause within 30 days from the date of receipt of the written order to make changes. However, if the CITY decides that the facts justify it, the CITY may receive and act upon a proposal submitted before final payment of the agreement.

C. Failure to agree to any adjustment shall be a dispute under the Disputes clause of this agreement, as provided in Section 13. Notwithstanding any such dispute, the CONSULTANT shall proceed with the agreement as changed.

D. Notwithstanding any other provision in this section, the maximum amount payable for this agreement shall not be increased or considered to be increased except by specific written amendment of this agreement.



6. **Ownership of Work Product.** Any and all documents, drawings, reports, and other work product produced by the CONSULTANT under this agreement shall become the property of the CITY upon payment of the CONSULTANT'S fees and charges therefore. The CITY shall have the complete right to use and re-use such work product in any manner deemed appropriate by the CITY, provided, that use on any project other than that for which the work product is prepared shall be at the CITY'S risk unless such use is agreed to by the CONSULTANT.

7. **Independent Contractor.** The CONSULTANT is an independent contractor for the performance of services under this agreement. The CITY shall not be liable for, nor obligated to pay to the CONSULTANT, or any employee of the CONSULTANT, sick leave, vacation pay, overtime or any other benefit applicable to employees of the CITY, nor to pay or deduct any social security, income tax, or other tax from the payments made to the CONSULTANT which may arise as an incident of the CONSULTANT performing services for the CITY. The CITY shall not be obligated to pay industrial insurance for the services rendered by the CONSULTANT.

8. **Indemnity.** The CONSULTANT agrees to hold harmless, indemnify and defend the CITY, its officers, agents, and employees, from and against any and all claims, losses, or liability, for injuries, sickness or death of persons, including employees of the CONSULTANT, or damage to property, arising out of any willful misconduct or negligent act, error, or omission of the CONSULTANT, its officers, agents, subconsultants or employees, in connection with the services required by this agreement, provided, however, that:

A. The CONSULTANT's obligations to indemnify, defend and hold harmless shall not extend to injuries, sickness, death or damage caused by or resulting from the sole willful misconduct or sole negligence of the CITY, its officers, agents or employees; and

B. The CONSULTANT's obligations to indemnify, defend and hold harmless for injuries, sickness, death or damage caused by or resulting from the concurrent negligence or willful misconduct of the CONSULTANT and the CITY, or of the CONSULTANT and a third party other than an officer, agent, subconsultant or employee of the CONSULTANT, shall apply only to the extent of the negligence or willful misconduct of the CONSULTANT.

9. **Insurance.** The CONSULTANT shall provide the following minimum insurance coverages:

A. Worker's compensation and employer's liability insurance as required by the State of Washington;

**B. General public liability and property damage insurance in an amount not less than a combined single limit of two million dollars (\$2,000,000) for bodily injury, including death, and property damage per occurrence.**

**C. Professional liability insurance, if commercially available in CONSULTANT's field of expertise, in the amount of two million dollars (\$2,000,000) or more against claims arising out of work provided for in this agreement.**

**The amounts listed above are the minimum deemed necessary by the CITY to protect the CITY'S interests in this matter. The CITY has made no recommendation to the CONSULTANT as to the insurance necessary to protect the CONSULTANT'S interests and any decision by the CONSULTANT to carry or not carry insurance amounts in excess of the above is solely that of the CONSULTANT.**

**All insurance shall be obtained from an insurance company authorized to do business in the State of Washington. Excepting the professional liability insurance, the CITY will be named on all insurance as an additional insured. The CONSULTANT shall submit a certificate of insurance to the CITY evidencing the coverages specified above, together with an additional insured endorsement naming the CITY, within fifteen (15) days of the execution of this agreement. The additional insured endorsement shall provide that to the extent of the CONSULTANT's negligence, the CONSULTANT's insurance shall be primary and non-contributing as to the City, and any other insurance maintained by the CITY shall be excess and not contributing insurance with respect to the CONSULTANT's insurance. The certificates of insurance shall cover the work specified in or performed under this agreement. No cancellation, reduction or modification of the foregoing policies shall be effective without thirty (30) days prior written notice to the CITY.**

**10. Records. The CONSULTANT shall keep all records related to this agreement for a period of three years following completion of the work for which the CONSULTANT is retained. The CONSULTANT shall permit any authorized representative of the CITY, and any person authorized by the CITY for audit purposes, to inspect such records at all reasonable times during regular business hours of the CONSULTANT. Upon request, the CONSULTANT will provide the CITY with reproducible copies of any such records. The copies will be provided without cost if required to substantiate any billing of the CONSULTANT, but the CONSULTANT may charge the CITY for copies requested for any other purpose.**

**11. Notices. All notices required to be given by either party to the other under this Agreement shall be in writing and shall be given in person or by mail to the addresses set forth in the box for the same appearing at the outset of this Agreement. Notice by mail shall be deemed given as of the date the same is deposited in the United States mail, postage prepaid, addressed as provided in this paragraph.**

12. **Project Administrator.** The Project Administrator shall be responsible for coordinating the work of the CONSULTANT, for providing any necessary information for and direction of the CONSULTANT's work in order to ensure that it meets the requirements of this Agreement, and for reviewing, monitoring and approving the quality and quantity of such work. The CONSULTANT shall report to and take any necessary direction from the Project Administrator.

13. **Disputes.** Any dispute concerning questions of fact in connection with the work not disposed of by agreement between the CONSULTANT and the CITY shall be referred for resolution to a mutually acceptable mediator. The parties shall each be responsible for one-half of the mediator's fees and costs.

14. **Termination.** The CITY reserves the right to terminate this agreement at any time upon ten (10) days written notice to the CONSULTANT. Any such notice shall be given to the address specified above. In the event that this agreement is terminated by the City other than for fault on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT for all services performed. No payment shall be made for any work completed after ten (10) days following receipt by the CONSULTANT of the notice to terminate. In the event that services of the CONSULTANT are terminated by the CITY for fault on part of the CONSULTANT, the amount to be paid shall be determined by the CITY with consideration given to the actual cost incurred by the CONSULTANT in performing the work to the date of termination, the amount of work originally required which would satisfactorily complete it to date of termination, whether that work is in a form or type which is usable to the CITY at the time of termination, the cost of the CITY of employing another firm to complete the work required, and the time which may be required to do so.

15. **Non-Discrimination.** The CONSULTANT agrees not to discriminate against any customer, employee or applicant for employment, subcontractor, supplier or materialman, because of race, creed, color, national origin, sex, religion, honorable discharged veteran or military status, familial status, sexual orientation, age, or the presence of any sensory, mental, or physical disability or the use of a trained dog or service animal by a person with a disability, except for a bona fide occupational qualification. The CONSULTANT understands that if it violates this provision, this Agreement may be terminated by the CITY and that the CONSULTANT may be barred from performing any services for the CITY now or in the future.

16. **Compliance and Governing Law.** The CONSULTANT shall at all times comply with all applicable federal, state, and local laws, rules, ordinances, and regulations. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

17. **Subcontracting or Assignment.** The CONSULTANT may not assign or subcontract any portion of the services to be provided under this agreement without the express written consent of the CITY. Any sub-consultants approved by the CITY at the outset of this agreement are named on separate Exhibit attached hereto and incorporated herein by this reference as if set forth in full.

18. **Non-Waiver.** Payment for any part of the work or services by the CITY shall not constitute a waiver by the CITY of any remedies of any type it may have against the CONSULTANT for any breach of the agreement by the CONSULTANT, or for failure of the CONSULTANT to perform work required of it under the agreement by the CITY. Waiver of any right or entitlement under this agreement by the CITY shall not constitute waiver of any other right or entitlement.

19. **Litigation.** In the event that either party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this agreement, the parties agree that such actions shall be initiated in the Superior Court of the State of Washington, in and for King County. The parties agree that all questions shall be resolved by application of Washington law and that parties to such actions shall have the right of appeal from such decisions of the Superior Court in accordance with the law of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior Court of the State of Washington, in and for King County. The prevailing party in any such litigation shall be entitled to recover its costs, including reasonable attorney's fees, in addition to any other award.

20. **Taxes.** The CONSULTANT will be solely responsible for the payment of any and all applicable taxes related to the services provided under this agreement and if such taxes are required to be passed through to the CITY by law, the same shall be duly itemized on any billings submitted to the CITY by the CONSULTANT.

21. **City Business License.** The CONSULTANT has obtained, or agrees to obtain, a business license from the CITY prior to commencing to perform any services under this agreement. The CONSULTANT will maintain the business license in good standing throughout the term of this Agreement.

22. **Entire Agreement.** This agreement represents the entire integrated agreement between the CITY and the CONSULTANT, superseding all prior negotiations, representations or agreements, written or oral. This agreement may be modified, amended, or added to, only by written instrument properly signed by both parties hereto. These standard terms and conditions set forth above supersede any conflicting terms and conditions on any attached and incorporate exhibit. Where conflicting language exists, the CITY'S terms and conditions shall govern.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the  
day and year first above written.

CONSULTANT:

CITY OF REDMOND:

By: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Angela Birney, Mayor  
DATED: \_\_\_\_\_

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
City Clerk, City of Redmond

APPROVED AS TO FORM:

\_\_\_\_\_  
Office of the City Attorney



## Task 0: Project Development and Management

1. **Project Scope:** Develop and finalize the project scope, schedule, and budget alongside the City Project Team. Refine the data collection and engagement scope of work.
2. **Communications:** Develop a comprehensive communications plan/protocol for the project, including protocols for the Consultant/City Project Team, communications platform, and file system
3. **Kick-Off Meeting:** Prepare for and execute kickoff meetings for the project:
  - a. Consultant/City Project Team
  - b. The meeting agenda will include developing a vision, guiding principles, and goals for the study in line with citywide goals for curbside management and mobility.
4. **Project Management Meetings:** Conduct project management meetings via the City's approved online platform. Provide meeting agendas, minutes, and action items.
5. **Project Invoices:** Walker uses an internal electronic accounting system, which prepares monthly invoices and progress reports.

### **Task 0: Project Development and Management—Deliverables**

1. Finalized Project Scope, Schedule, and Budget
2. Communications Protocol
3. Kick-off meeting
4. Check-In Meetings
5. Monthly Project Invoices

## Task 1: Existing Conditions and Assessment

1. **RFI:** Walker will develop a Request for Information and a list of known background documents related to the study. The city will respond to the Request for Information. Walker will compile and organize the data provided through the RFI.
2. **Existing Programs and Infrastructure Review:** To understand how systems meet at the curb and inform prioritization development, Walker will analyze existing programs and infrastructure and conduct spatial and temporal data analysis. This analysis will determine significant travel corridors, activity generators, and curb hot spots. To better understand the dynamics of curb use, Walker will analyze curb hot spots, trip counts, and origin and destinations using Replica, our “big data” platform.
3. **Agency Meetings:** Hold three meetings with City staff to provide background information and input on curb issues, programs, and processes.
4. **Existing Data Analysis:** Walker will review curb data collected as part of the Parking Study to develop analysis and maps for curb inventory, utilization, turnover, and hot spots.
5. **Policy and Regulatory Review:** Walker will evaluate existing curbside, mobility, sustainability, parking, land use practices, policies, plans, and programs. This includes the current parking study, Redmond 2050, the Community Development and Design Element, the 2013 Transportation Master Plan (and current plan update), Vision Zero Action Plan, Street and Access Standards, Safer Streets Action Plan, current curbside programs and initiatives, zoning ordinances, parking enforcement, accessible parking standards, private



use permits, and initiatives such as outdoor dining. It will also compare curb inventory, regulations, access, and activity data to the City's goals and policies. This review will identify necessary policy and program revisions and inform Task 2. This will include clear documentation of all existing Code references to the curb, curb parking, loading, and other uses.

6. **Site Visit:** Conduct two site visits. Site visits will include at least one day of on-the-ground experiential observation of the curb, parking, land use, and mobility system by car and on foot, agency meetings, and stakeholder meetings. We will also conduct the prioritization workshop during a site visit. **Peer Review:** Walker will review the curbside access, policy, and management programs from three (3) peer and aspirational cities approved by the City. Walker will conduct a thorough peer review of these programs, including desktop research and interviews with appropriate representatives from the peer cities.
7. **Technology Review:** Walker will review and assess applicable technologies and their practicality to Redmond, including the following: vehicle-to-curb cameras and sensors, license plate recognition, digital twins, open data portals, apps, digital signage, asset management integration, predictive analytics, and data standards.
8. Develop the existing conditions technical memo.
9. Develop Peer City and Technology Summary memo.

#### **Task 1: Existing Conditions Analysis—Deliverables**

1. Request for Information (RFI)
2. Existing Conditions memo describing existing data conditions, findings, and policy review.
3. Peer City and Technology Summary memo.

## Task 2: Prioritization Framework and Monitoring Recommendation

1. **Vision of Success:** Develop a vision of success with curb goals and objectives based on city initiatives and goals.
2. **Curb Functions:** Develop a curb functions guide and categories. The curb functions will allow us to group curb uses into classifications. For example, a "Movement" curb function could include transit stops, vehicle lanes, and bike lanes. A "Goods/Commerce" curb function could include commercial delivery loading zones and food/on-demand pickup and delivery.
3. **Curb Typologies:** Based on Task 1: Identify preliminary citywide curb typologies. Curb block or area-level typologies will likely be based on adjacent land uses or other delineations, such as corridors/roadway classifications, responsive to temporal changes and seasons. We will identify up to five curb typologies across the urban centers.
4. **Curb Prioritization:** Each curb typology will be assigned a "hierarchy" or use prioritization. We will engage with city personnel and project stakeholders to generate input on curb typology priorities to inform our preliminary prioritization. We will create a preliminary prioritization matrix for each typology based on the data analysis, policy review, land use context, priorities, goals, and identified curb functions. Hold an in person workshop with the City project team and potentially stakeholders to refine and approve prioritization. Develop graphics and visualizations for each typology/prioritization to illustrate use cases for the operating conditions of block or area typologies. The renderings will reflect the



character of each typology and be applicable across a broad range of locations in which the curb space area may occur.

5. **Curb Typology/Prioritization Street Identification:** Develop an identification process showing the curb typology and prioritization for streets throughout Redmond's Urban Centers using existing GIS data for street types and future land use.
6. **Identify Policy Strategies and Recommendations:** Identify implementation processes for curb prioritization, including considerations for high-intensity land uses. Identify whether new or modified policies, programs, or processes are needed to implement curb priorities. This includes ordinance changes, program modifications, process updates, development review policies, curb pricing strategies, necessary technology, etc.
7. **Performance metrics:** Identify performance monitoring metrics so the City can adjust to changing curb demands.

### **Task 2: Prioritization Framework—Deliverables**

1. Curb Typology and Prioritization identification for each typology: Graphic illustration of each typology/hierarchy.
2. Curb Prioritization Memo: Memo describing each typology/hierarchy and the rationale for how each was developed, including data analysis, citywide goals, policies, and other considerations/ recommendations that will be integrated into the final report. It will include maps and graphics. The memo will describe potential curb conflicts based on Task 1 findings, policy goals, and strategies to overcome these challenges.

## Task 3: Stakeholder Engagement

### **Engagement Plan**

It is Walker's understanding that the City wishes to focus on targeted stakeholder engagement, not the community. Walker and EnviroIssues will work with the City Project Team to develop a comprehensive plan detailing the engagement's purpose, tactics, and schedule. The Engagement Plan will identify the different stakeholders (i.e., businesses, developers, advocates, organizations, employees, etc.) to align tactics and the type of input we need to inform the project. Assumes one review cycle with the City to finalize the engagement plan.

The following engagement tasks are assumed for the project:

### **Educational materials**

Walker will create a fact sheet with project information, maps, and graphics that are digestible to the public. This fact sheet can be used in meetings, as a leave-behind, and potentially on the City's website. The specifics will be determined alongside the City Project Team.

### **Stakeholder Survey**

Walker and EnviroIssues will develop a short survey for stakeholder meetings and door-to-door engagement. The survey will provide a way to organize stakeholder feedback in a universal format and seek input on curb issues and needs.





### **Stakeholder Meetings**

We will meet with a broad range of stakeholders to educate them about curb management and gain input on the study. Stakeholders will include business owners, developers, property owners, employee representatives, property managers, employees, advocates, interest groups, tenant groups, small business owners (street-level businesses), and key City leaders in a combination of one-on-one meetings and focus groups.

Walker will facilitate up to twenty (20) stakeholder one-on-one meetings and interest group meetings (focus groups). The city is assumed to provide stakeholder names and contact information.

### **Door-to-Door Engagement**

EnviroIssues will conduct four days of door-to-door engagement with businesses in the urban centers. The engagement will provide each business with information on the project and gain input through a short survey and discussions. The project fact sheet will be provided as a leave-behind for each business. EnviroIssues will research businesses and develop a route to optimize the door-to-door engagement.

### **Engagement Findings Memo**

Walker and EnviroIssues will develop an engagement findings memo detailing the engagement activities, findings, and key themes.

### ***Task 3: Stakeholder Engagement—Deliverables***

1. Engagement Plan
2. Fact Sheet
3. Engagement activities (i.e., stakeholder survey, stakeholder meetings, door-to-door)
4. Engagement findings memo

## **Task 4: Plan Documentation**

Once all deliverables from previous tasks are completed and approved, we will compile them into a draft report. The report will be written with clear project development and justification for recommendations. It will be an illustrative and digestible document. Walker will also provide a technology strategy to support the study's implementation. Walker will work with the City on one revision to the draft report and incorporate comments into a final report.

### ***Task 4: Draft and Final Report—Deliverables***

1. Draft and final report.

Walker Consultants	Chrissy Mancini Project Manager		Ben Weber		Sydney Stephenson Shah		Max Holperin		Total Hours	Total Fee
Hourly Rate (Including Overhead)	\$290		\$245		\$245		\$205			
	Hours	Fee	Hours	Fee	Hours	Fee	Hours	Fee		
<b>Task 0: Project Management</b>	12	\$ 3,480	1	\$ 245	1	\$ 245	1	\$ 205	15	\$ 4,175
<b>Task 1: Existing Conditions</b>		\$ -		\$ -		\$ -		\$ -	-	\$ -
- RFI		\$ -		\$ -	1	\$ 123		\$ -	1	\$ 123
- Programs and Infrastructure Review	1	\$ 290		\$ -	3	\$ 735		\$ -	4	\$ 1,025
- Existing Data Analysis	1	\$ 290	2	\$ 490	6	\$ 1,470	24	\$ 4,920	33	\$ 7,170
- Policy and Regulatory Review	1	\$ 290		\$ -	6	\$ 1,470		\$ -	7	\$ 1,760
- Peer Review and Memo	1	\$ 290		\$ -	16	\$ 3,920		\$ -	17	\$ 4,210
- Technology Review and Memo	1	\$ 290		\$ -		\$ -	14	\$ 2,870	15	\$ 3,160
- Site Visit (including agency meetings)	33.5	\$ 9,715	39.25	\$ 9,616		\$ -		\$ -	73	\$ 19,331
- Existing Conditions Memo	1	\$ 290		\$ -	12	\$ 2,940	4	\$ 820	17	\$ 4,050
<b>Total</b>	<b>52</b>	<b>\$ 14,935</b>	<b>42</b>	<b>\$ 10,351</b>	<b>45</b>	<b>\$ 10,903</b>	<b>43</b>	<b>\$ 8,815</b>	<b>181</b>	<b>\$ 45,004</b>
<b>Task 2: Curb Prioritization</b>										
- Vision of Success	1	\$ 290		\$ -		\$ -		\$ -	1	\$ 290
- Curb Functions	1	\$ 290		\$ -		\$ -		\$ -	1	\$ 290
- Curb Typologies	2	\$ 580	14	\$ 3,430	2	\$ 490	8	\$ 1,640	26	\$ 6,140
- Curb Prioritization	6	\$ 1,740	24	\$ 5,880	6	\$ 1,470	8	\$ 1,640	44	\$ 10,730
- Curb Typology Street Identifiers	1	\$ 290	2	\$ 490		\$ -	6	\$ 1,230	9	\$ 2,010
- Policy and Strategy Recommendations for Implementation	16	\$ 4,640	6	\$ 1,470	16	\$ 3,920		\$ -	38	\$ 10,030
- Performance Metrics	2	\$ 580		\$ -		\$ -		\$ -	2	\$ 580
- Memo	4	\$ 1,160		\$ -	16	\$ 3,920		\$ -	20	\$ 5,080
<b>Total</b>	<b>33</b>	<b>\$ 9,570</b>	<b>46</b>	<b>\$ 11,270</b>	<b>40</b>	<b>\$ 9,800</b>	<b>22</b>	<b>\$ 4,510</b>	<b>141</b>	<b>\$ 35,150</b>
<b>Task 3: Engagement</b>										
- Stakeholder Meetings and Prep (assumes 20 meetings, coordination, and follow up)	10	\$ 2,900	8	\$ 1,960		\$ -		\$ -	18	\$ 4,860
- Survey	1	\$ 290		\$ -		\$ -		\$ -	1	\$ 290
- Outreach Findings Memo	1	\$ 290		\$ -	4	\$ 980		\$ -	5	\$ 1,270
<b>Total</b>	<b>12</b>	<b>\$ 3,480</b>	<b>8</b>	<b>\$ 1,960</b>	<b>4</b>	<b>\$ 980</b>	<b>-</b>	<b>\$ -</b>	<b>24</b>	<b>\$ 6,420</b>
<b>Task 4: Plan</b>										
- Assemble Final Plan	2	\$ 580	2	\$ 490	16	\$ 3,920	8	\$ 1,640	28	\$ 6,630
- Technology Plan	2	\$ 580		\$ -		\$ -	7.5	\$ 1,538	10	\$ 2,118
<b>Total</b>	<b>4</b>	<b>\$ 1,160</b>	<b>2</b>	<b>\$ 490</b>	<b>16</b>	<b>\$ 3,920</b>	<b>16</b>	<b>\$ 3,178</b>	<b>38</b>	<b>\$ 8,748</b>
<b>TOTAL Hours and Fee</b>	<b>101</b>	<b>\$ 29,145</b>	<b>98</b>	<b>\$ 24,071</b>	<b>105</b>	<b>\$ 25,603</b>	<b>81</b>	<b>\$ 16,503</b>	<b>384</b>	<b>\$ 95,321</b>

EnviroIssues	Jessa Wolfe		Leiona Islam		Total Hours	Total Fee
Hourly Rate (Including Overhead)	\$148		\$125			
	Hours	Fee	Hours	Fee		
<b>Task 0: Project Management</b>						
- Kick-off, monthly invoicing, 8 PM meetings with City)	12	\$ 1,776		-	12	\$ 1,776
<b>Task 3: Engagement</b>		\$ -		-	-	\$ -
- Engagement Plan/Stakeholder Research	4	\$ 592	4	500	8	\$ 1,092
- Stakeholder Outreach and Coordination (door-to-door prep)	4	\$ 592	4	500	8	\$ 1,092
- Door-to-Door Outreach (4 days, 2 people per day, 5 hours per day including travel)	24	\$ 3,552	24	3,000	48	\$ 6,552
- Door-to-Door Outreach summaries	3	\$ 444	3	375	6	\$ 819
- Stakeholder Survey and results	8	\$ 1,184	13	1,625	21	\$ 2,809
- Outreach findings memo	5	\$ 740	5	625	10	\$ 1,365
<b>TOTAL Hours and Fee</b>	<b>60</b>	<b>8,880</b>	<b>53</b>	<b>6,625</b>	<b>113</b>	<b>\$ 15,505</b>

	Total Hours	Total Fee
TOTAL Hours and Fee (Walker and EnviroIssues)	497	\$ 110,826
Expenses (Walker) Assumes two site visits		\$ 4,000
Expenses (EnviroIssues) Mileage (250 miles at \$0.655 per mile: \$164		\$ 164
<b>GRAND TOTAL</b>		<b>\$ 114,990</b>



## Memorandum

**Date:** 7/1/2025

**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-391

**Type:** Committee Memo

**TO:** Committee of the Whole - Planning and Public Works

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Planning and Community Development	Carol Helland	425-556-2107
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**DEPARTMENT STAFF:**

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Michael Hintze	Transportation Planning Manager
Planning and Community Development	Francesca Liburdy	Senior Transportation Planner

**TITLE:**

Approval of On-Call Consultant Contracts for Transportation Planning & Engineering

**OVERVIEW STATEMENT:**

The City of Redmond has used transportation planning & engineering on-call consultant services to expand the capability of Redmond staff and accelerate delivery of transportation planning and engineering services to the community since 2009. The primary focus of the consultants has been to augment staff's efforts to advance transportation planning or engineering projects, such as bicycle facility design, traffic engineering studies, traffic modeling, or transit planning and design, among other projects. The use of on-call agreements has proven effective and efficient in responding to a variety of planning and engineering needs.

Each of these on-call contracts will be for a period of two (2) years with an option to be extended for an additional two (2) years. Each contract has a maximum allowable contract value of \$200,000.

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

**REQUESTED ACTION:**

☐ **Receive Information**

☒ **Provide Direction**

☐ **Approve**

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  - **Redmond 2050, FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
  - **Redmond 2050, FW-TR-3:** Complete the accessible and active transportation, transit, freight, and street

networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.

- **TR-14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.
- **TR-16:** Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network
- **Redmond 2050, FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.
- **Redmond 2050, FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.
- **Required:**  
N/A
- **Council Request:**  
N/A
- **Other Key Facts:**  
The Transportation Planning & Engineering division currently maintains a roster of six (6) transportation planning and engineering firms under contract for ongoing services. This proposal will update the roster to four (4) transportation planning and engineering firms.

#### **OUTCOMES:**

This action facilitates the execution of contracts up to the designated amount with the firms identified through the roster update process. This supports the advancement of projects and planning work in a timely manner, especially given any limitations on staffing workload or expertise.

#### **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:**

There are no budget implications for this action. This action creates a contract vehicle for Council-authorized spending that has been previously approved.

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

**Budget Offer Number:**

0000310 - Mobility of People and Goods

**Budget Priority:**

Vibrant and Connected

**Other budget impacts or additional costs:** ☐ Yes ☐ No ☒ N/A

**If yes, explain:**

N/A

**Funding source(s):**

Funds for specific task orders will be taken from the appropriate fund that has already been approved by Council, including the Transportation Planning & Engineering (TP&E) Consultant Services fund.

**Budget/Funding Constraints:**

On-call consultant contracts specify that no work is guaranteed to a consultant. The contracts provide clear language for the limitations on contract funding amounts that cannot be exceeded. Funding is encumbered only when a need arises.

☒ **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
7/15/2025	Business Meeting	Approve

**Time Constraints:**

The existing contracts expire on August 31, 2025. Our selected firms need to be under contract before our current contracts expire to avoid delays to upcoming and ongoing projects.

**ANTICIPATED RESULT IF NOT APPROVED:**

Without on-call consultant contracts, City staff would need to go through separate contracting processes for each small task order or consulting services need. This would adversely impact the City's ability to advance project work on a timely basis.

**ATTACHMENTS:**

Attachment A - RFQ 10872-25 On-Call Planning and Engineering Services

Attachment B - RFQ 10872-25 Scope of Work

Attachment C - RFQ 10872-25 Consultant Agreement

Attachment D - RFQ 10872-25 Option for Renewal

**City of Redmond, Washington**  
**Purchasing Division, M/S: 3NFN**  
**15670 NE 85<sup>th</sup> Street**  
**PO Box 97010**  
**Redmond, WA 98073-9710**

**RFQ 10872-25**  
**Request for Qualifications**

**On-Call Transportation Planning & Engineering Services**

**The City is soliciting Statements of Qualification from qualified firms to provide on-call transportation planning and engineering consultant services.**

**Posting Date: May 16, 2025**

**Statements of Qualification Due: June 6, 2025 at 2:00PM (PST)**

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The City of Redmond, Washington (the "City") requests interested parties to submit Statements of Qualification (SOQs) for the above referenced Request for Qualifications (RFQ).

**Background**

City maintains a roster of on-call consultants who are tasked with providing a diverse range of transportation planning and engineering services. These tasks are generally in support of larger capital and planning project efforts or may fill one-time planning or engineering needs. Tasks that have been performed under previous on-call agreements have included, but were not limited to, transportation project cost estimation and preliminary engineering, bicycle facility design, transit speed and reliability studies, traffic modeling, engineering reviews, intersection operations analysis, mobility planning studies, and targeted community outreach. The City will retain 3-4 on-call firms at a time to ensure that a variety of specialties are represented in the roster.

**Scope of Work**

The City is interested in contracting with qualified firms to support on-call transportation planning and engineering services. The complete Scope of Work for this project is included as Attachment A

**Subconsultants:**

If any service is supplied by a partner or 3<sup>rd</sup> party, identify the source service provider(s), as specified in the Scope of Work (Attachments A).



## **Term**

The City intends to enter into an initial two-year agreement, with one (1) optional two-year renewal term, for a potential maximum total term of four (4) years (see Attachment C, Option for Renewal), provided that 1) Consultant is in compliance with the terms and conditions of the contract and, 2) that the annual payment is cost-effective as determined by the City, and 3) that sufficient funds have been appropriated by the City. The City reserves the right to cancel this contract at any time, upon thirty (30) days written notice to Consultant.

Should the City exercise a renewal option, the City and Consultant may discuss any necessary changes to services and will confirm price/rates prior to each renewal. Consultant shall notify the City in writing at least thirty (30) days prior to any proposed annual labor rate adjustment. If rate increases are greater than the Bureau of Labor Statistics Consumer Price Index (CPI-W) for the Seattle-Tacoma-Bellevue area occurring during the immediately preceding 12-month period for which CPI-W data is available, Consultant shall provide written justification for the increase. Justification must include reasons beyond personnel title changes, promotions, etc. and shall include what additional value will be provided with the rate increase. Acceptance of such a request will be at the sole discretion of the City.

## **Proposed Timeline**

The following table outlines the anticipated schedule for this RFQ process. The City reserves the right to modify or reschedule milestones as necessary.

<b>Item</b>	<b>Date</b>
RFQ Announced	May 16, 2025
Statements of Qualifications Due	June 6, 2025
Evaluation of Submittals and Short-List Selection	June 2025
Select Most Qualified Firms	June 2025
Contract Negotiation	June 2025
City Council Approval	July /August 2025
Main Task Order Timeframe	September 01, 2025 - August 31, 2027

## **Submittal Due Date/Time**

**2:00PM (local time) on Friday, June 6, 2025.** The City must receive SOQs no later than said date and time.

## **SOQ Submittal Procedures**

City of Redmond now utilizes DocuSign for the electronic submittal of bids and proposals. This service is free of charge for bidders and does not require that a bidder have a DocuSign account to complete the signature process. Please refer to the instructions shared in the online posting for this RFQ on [www.redmond.gov/bids](http://www.redmond.gov/bids) for step-by-step instructions for submitting a proposal.

The City of Redmond must receive electronically submitted proposals no later than said date and time. Responses received after such time will be returned unopened. By submitting a proposal, respondents





acknowledge their satisfaction as to the size, scope and location of the work to be performed.

### **Submittal Requirements & Format**

All costs for developing a response to this RFQ are the obligation of the respondent and are not chargeable to the City. The respondent must bear all costs associated with the preparation of the submittal and of any oral presentation requested by the City. All responses and accompanying documentation will become property of the City and will not be returned. Submittals may be withdrawn at any time prior to the published close date, provided notification is received in writing to the below listed City agent(s). Submittals cannot be withdrawn after the published close date.

Submittals must include all information requested and meet all specifications and requirements outlined in this RFQ. The following items must be part of your proposal; if any are not included, your submittals may be judged as non-responsive. Limit proposals to **4 pages** (cover letter, resumes and work examples not included in page limit). A committee will evaluate the submitted SOQs. During the evaluation process, the City reserves the right to request additional information or clarification from firms responding to this RFQ.

The SOQ should include the following components:

1. **Cover Letter** (1 page maximum): A concise introduction outlining the firm's interest in providing services.
2. **Relevant Project Experience**: A summary of the firm's expertise relevant to the tasks outlined in the Scope of Work (Attachment A).
3. **Task Categories** - Clearly indicate the category(ies) of tasks for which your firm is proposing to provide services.  
NOTE: Consultants are not expected to be qualified in all tasks, nor are they expected to perform professional services for all tasks; however, their submission shall identify strengths that correlate closely with at least one of the categories described in the scope of work.
4. **Team Description** - Provide an organization chart or similar explanation of team members' roles and responsibilities; provide a summary of each firm on the team including the office locations, number of staff and area of expertise. Describe the unique qualities of the team as it relates to the project.
5. **Project Team and Key Staff Availability** - Identify key personnel, their roles and responsibilities and their expected availability and responsiveness for on-call services. List 3-5 projects for each proposed staff member and specify the anticipated percentage of time staff are anticipated to dedicate to these projects during the first year of the on-call contract. Include brief resume for each team member (resumes does not count toward the submittal page limit).



6. **Project Management Approach** – Describe your firm’s approach to managing task orders efficiently, effectively, and in a timely manner. Highlight strategies for ensuring responsiveness and maintaining high-quality service delivery.
7. **QC/QA Measures** – Describe your quality control and quality assurance measures.
8. **Reporting Approach** – Describe your method for project reporting.
9. **Project Coordination** – Describe your approach for project coordination with subconsultants, if applicable.
10. **Example of Work** – Please provide a copy of a recent product produced that highlights the firm’s strengths in each proposed service category (examples of work does not count toward the submittal page limit).
11. **Business Name** – Submittals must be made in the official name of the firm or individual under which business is conducted (showing official business address) and must be signed by a person duly authorized to legally bind the person, partnership, company, or corporation submitting the proposal. A corporation must indicate place and date of incorporation.
12. **Business License** – Provide a statement to the effect that you understand and agree to obtain a City of Redmond business license as a requirement for performing these services. A city business license application can be found at: <http://www.redmond.gov/BusinessLicense>. The selected firm, and each of its subconsultant firms in cases where a team is formed, will be required to obtain a Redmond business license prior to performing any work for the City and to maintain the license throughout the project’s life. If your place of business is not located within the city limits, but you or your agents will be physically coming into the city to conduct business, call on clients, or provide services, you will need a Redmond business license.
13. **Valid Time Period** – Provide a statement indicating the number of calendar days the submittal shall be valid (the City’s minimum number of days is 60).

### **Selection and Award**

All interested parties are requested to provide a response containing all required elements herein to the City by the deadline given. A selection committee will review and evaluate all submittals, with the intention of selecting a Consultant who provides a proposal that, in the opinion of the City, provides the best value (receives the highest score, as determined by the evaluation criteria listed below). The selection committee will rely on the content of the submissions in the selection of finalists. If the selection committee so chooses, respondents may be invited for an interview to supplement their submission.



<b>Evaluation Criteria</b>	<b>Weight</b>
<b>Consultant Qualifications and Expertise:</b> Demonstrated ability and depth of experience to successfully perform work outlined in the Scope of Work (Attachment A).	20 pts
<b>Relevant Experience:</b> Past success in delivering similar on-call services, including examples of previous work that showcase strengths in proposed service categories.	25 pts
<b>Key Staff and Availability:</b> Competency, responsiveness, and availability of key personnel; including relevant project experience and anticipated level of commitment.	20 pts
<b>Project Management and Efficiency:</b> Effectiveness in managing task orders to ensure efficiency, responsiveness, and timely execution of services.	25 pts
<b>Effective QA/QC Processes:</b> Describe your quality control and quality assurance measures	10 pts
<b>TOTAL</b>	<b>100 pts</b>

During evaluation, the City may consider the following:

- Quality of previous performance
- Ability to meet tasks deadlines
- Staff availability for the project
- Responsiveness to solicitation requirements
- Strength and stability of the firm
- Technical experience and strength and stability of proposed subconsultants

The City reserves the right to reject any or all submittals and to waive any irregularities or information in the evaluation process. The final decision is at the City's sole discretion and respondents to this request have no appeal rights or procedures guaranteed to them.

The City reserves the right to re-evaluate firms who were not originally short-listed at any time before the determination of a finalist is made. Upon notification of an intent to award, the City reserves the right to limit the period of contract development to thirty (30) days, after which time project award may be rescinded. The City has the option not to award a contract at the end of this process.



## **Terms and Conditions**

The City reserves the right to amend terms of this RFQ to circulate various addenda, or to withdraw the RFQ at any time, regardless of how much time and effort firms may have spent on their responses. Terms of the agreement are outlined in this solicitation and include the following documents, which are incorporated herein by this reference:

- RFQ 10872-25
- Attachment A, Scope of Work
- Attachment B, Consultant Agreement (boilerplate)
- Attachment C, Option for Renewal

## **Contracting notice:**

Upon selection of Consultant, the City intends to enter into an agreement using its standard Consultant Agreement which shall be used to secure these services. A copy of this document is attached, as Attachment B and will be the governing document. No changes or deviations from the terms set forth in this document are permitted without the prior approval of the City.

## **Performance Criteria**

Consultant shall perform in accordance with the terms and conditions as stated herein and in accordance with the highest standards and commercial practices. Charges of poor performance/service against the Consultant shall be documented by the City and submitted to the Consultant for corrective action. Continued poor performance shall be deemed a breach of City requirements and shall be the cause for immediate termination of services.

## **Proposed Personnel**

Consultant agrees to provide all professional staff necessary to perform the scope of work, including key individuals named in Consultant's RFQ submittal. These key personnel shall remain assigned for the duration of the contract, unless otherwise agreed to in writing by the City. In the event Consultant proposes to substitute any key personnel, the individual(s) proposed must demonstrate similar qualifications and experience as required to successfully perform such duties. The City shall have the sole right to determine whether key personnel proposed as substitutes are qualified to work on the project. The City shall not unreasonably withhold approval of staff changes.

## **Insurance**

Consultant must maintain insurance as outlined in the Consultant Agreement (Attachment B). Prior to performing any services, Consultant shall provide the City a standard ACORD Form 25 Certificate of Insurance, naming the City as Additional Insured. Failure of the City to demand such certificate or failure of the City to identify a deficiency in the insurance documentation shall not be construed as a waiver of Consultant's obligation to maintain such insurance.



## **Invoicing and Payment**

Consultant may invoice the City no more frequently than once per month for work completed. Invoices shall contain an itemized listing of all expenses. The City will make payment to Consultant within thirty (30) days after receipt and approval of said invoices. Invoices shall be delivered to:

City of Redmond  
Accounts Payable, M/S: 3SFN  
P.O. Box 97010  
Redmond, WA 98073-9710  
[accountspayable@redmond.gov](mailto:accountspayable@redmond.gov)

## **Public Disclosure Notice**

Proposals that are submitted in response to this Invitation to Bid or Request for Proposal are subject to public release under the Washington State Public Records Act, chapter 42.56 RCW ("PRA"). Respondents are strongly encouraged to avoid including confidential and/or proprietary information in their proposals. If a respondent includes confidential and/or proprietary information in its proposal, and wishes for the City to withhold it from public release under RCW 42.56.070(1), the respondent's submission should: (a) clearly identify which information should be withheld, (b) cite the legal authority that allows the City to withhold such information, and (c) explain in detail why the information is exempt from release under the PRA. Marking an entire proposal as confidential and/or proprietary will NOT be accepted or honored and may result in disqualification of the proposal. If the City receives a PRA request for a proposal that contains information, which a respondent has identified in whole or in-part as exempt from release, the City will review the proposal and then determine whether the information must be released under the PRA based solely on the information provided by the respondent.

## **Non-Collusion**

By submission of this submittal, respondent and each person signing on behalf of respondent certifies, and in the case of joint submittal, each party thereto certifies as to its own organization, under penalty of perjury, that to the best of his/her knowledge and belief: (1) The prices of this submittal have been arrived at independently, without collusion, consultation, communication, or agreement with any other respondent or competitor, for the purposes of restricting competition or as to any matter relating to price. (2) Unless otherwise required by law, the prices quoted in this submittal have not been knowingly disclosed by respondent and will not be disclosed by respondent directly or indirectly to any other respondent or competitor before submittals are opened. (3) No attempt has been made or will be made by the respondent to induce any other person, partnership or corporation to submit or not to submit a submittal on any portion of the project work. If collusion is uncovered, the City maintains the right to reject all submittals from implicated parties.

## **Governing Law and Venue**

In the event of litigation, the submittal documents, specifications, and related matters shall be governed by and construed in accordance with the laws of the State of Washington. Venue shall be with the appropriate state or federal court located in King County.



### **Bid Protest**

Respondents have the right to protest certain decisions in contract solicitation, selection and award processes made by the City. The City will consider protests alleging to issues related to: (1) A matter of bias, discrimination or conflict of interest, (2) Errors in computing score (3) Non-compliance with procedures described in the solicitation or City policy.

All protests shall be in writing and clearly state that the respondent is submitting a formal protest. Protests must be emailed to the RFQ content contact listed below. Bid Protests will not be accepted later than two (2) business days after respondents are notified of award details. The City's Technical Contact and RFQ Content Contact will review any protest and respond to protestor within ten (10) business days. The City may request additional time if needed. Protestor and the other respondents will be notified in writing if protest results in a change to award details and/or protest results in a new solicitation process.

### **Americans with Disabilities Act (ADA) Information**

The City of Redmond in accordance with the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973 will make every reasonable effort to provide equal opportunity to submit qualifications in response to this request. Visit <http://redmond.gov/ADA> for more information. This material can be made available in an alternate format by contacting the Customer Service Center at [info@redmond.gov](mailto:info@redmond.gov) or 425-556-2900, option 7.

### **Title VI Statement**

The City of Redmond in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, Part 21, nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR Part 26 will be afforded full opportunity to submit qualifications in response to this invitation and will not be discriminated against on the grounds of race, color, national origin or sex in consideration for an award. Visit <http://redmond.gov/TitleVI> for more information.

### **Questions/Inquiries**

Please direct any questions concerning this RFQ or the City's requirements to the City agent(s) listed below. No other City official or employee is empowered to speak for the City with respect to this request. Information obtained from any other source shall not be binding and may disqualify your response.

### **RFQ Content:**

Katia Matuzova  
Sr. Purchasing Agent  
Email: [kimatuzova@redmond.gov](mailto:kimatuzova@redmond.gov)  
Tel: 425-556-2250

MS: 3NFN  
15670 NE 85<sup>th</sup> Street  
PO Box 97010  
Redmond, WA 98073-9710



## **RFQ 10872-25**

### **On-Call Transportation Planning & Engineering Services**

#### **Attachment A - Scope of Work**

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##### **Background**

Redmond maintains a roster of on-call consultants who are tasked with providing a diverse range of transportation planning and engineering services. These tasks are generally in support of larger capital and planning project efforts or may fill one-time planning or engineering needs. Tasks that have been performed under previous on-call agreements have included, but were not limited to, transportation project cost estimation and preliminary engineering, bicycle facility design, transit speed and reliability studies, traffic modeling, engineering reviews, intersection operations analysis, mobility planning studies, and targeted community outreach. The City will retain 3-4 on-call firms at a time to ensure that a variety of specialties are represented in the roster.

##### **Project Funding**

Funding for on-call services comes from the City of Redmond operating budget or capital improvement projects. It is not expected that federal or state grants would be included among the funding sources.

#### **Scope of Work**

The selected consultants shall have the qualifications and availability to provide all labor, materials, equipment and supplies to perform on-call professional transportation planning and engineering services on a task order basis for various projects. Consultants are not required to be qualified in all tasks; however, their statement of qualifications shall identify strengths that correlate closely with at least one of the categories below.

All selected consultants shall be able to prepare quality reports, design memoranda, visual communication and online materials, and/or technical memoranda in a timely manner. They shall also be readily available to respond to City staff inquiries on work products, attend and assist at meetings and coordinate with other service providers as needed.

Tasks fall into specific categories and may include, but are not limited to the following:

##### **Bicycle Facilities Design & Analysis**

- Prepare engineering plans, specifications and cost estimates (PS&E) for bicycle and related non-motorized facilities
- Provide preliminary engineering and design (PE/Design) for bicycle facilities projects
- Conduct bicycle corridor alternatives analyses and bicycle facility feasibility studies
- Assist City staff in revising design guidance, standard details and specifications to meet the latest best practices in urban and neighborhood bike facilities design



- Assist City staff in reviewing bicycle facilities designed by others in existing capital transportation projects

### **Traffic Engineering Studies**

- Conduct traffic studies, corridor analyses, alternative analyses and feasibility studies
- Assist City staff in reviewing historical studies prepared by others

### **Traffic Modeling and Data Analysis**

- Provide transportation modeling and analysis services for the City
- Assist in researching, updating, or implementing transportation fees, policies, or performance measurement procedures
- Provide data analysis and visualization using a variety of data sources to analyze, evaluate, and communicate project/program outcomes

### **Transit Planning & Design**

- Analyze multimodal transportation access, circulation, bus layover, parking needs, and site amenities at high-capacity transit centers and stations
- Conduct transit routing analysis and transit speed & reliability studies
- Perform research and analysis for transit-oriented development and mobility hub planning

### **Transportation Planning & Engineering**

- Prepare PS&E for transportation and traffic engineering projects
- Provide PE/Design for transportation and traffic engineering projects
- Prepare bid documents for transportation projects
- Provide right-of-way and topographic surveying and mapping related to transportation projects
- Assist City staff in project management of major transportation projects
- Assist City staff in revising urban street and green street design guidance, standard details and specifications to meet the latest best practices
- Assist City staff in reviewing existing capital transportation projects designed by others
- Assist City staff at public outreach meetings including preparation of display materials and program documentation for on-site display and Web distribution/access.
- Assist City staff in planning studies for implementation of strategies in the Safer Streets Action Plan and Transportation Master Plan





## **RFQ 10872-25**

### **On-Call Transportation Planning & Engineering Services**

#### **Attachment C - Option for Renewal**

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The City intends to enter into an initial two-year agreement, with one (1) optional two-year renewal term, for a potential maximum total term of four (4) years, provided that 1) Consultant is in compliance with the terms and conditions of the contract and, 2) that the annual payment is cost-effective as determined by the City, and 3) that sufficient funds have been appropriated by the City. The City reserves the right to cancel this contract at any time, upon thirty (30) days written notice to Consultant.

Should the City exercise a renewal option, the City and Consultant may discuss any necessary changes to services and will confirm price/rates prior to each renewal. Consultant shall notify the City in writing at least thirty (30) days prior to any proposed annual labor rate adjustment. If rate increases are greater than the Bureau of Labor Statistics Consumer Price Index (CPI-W) for the Seattle-Tacoma-Bellevue area occurring during the immediately preceding 12-month period for which CPI-W data is available, Consultant shall provide written justification for the increase. Justification must include reasons beyond personnel title changes, promotions, etc. and shall include what additional value will be provided with the rate increase. Acceptance of such a request will be at the sole discretion of the City.



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<b>PROJECT TITLE</b>	<b>EXHIBITS</b> (List all attached exhibits - Scope of Work, Work Schedule, Payment Schedule, Renewal Options, etc.)
<b>CONTRACTOR</b>	<b>CITY OF REDMOND PROJECT ADMINISTRATOR</b> (Name, address, phone #)  City of Redmond
<b>CONTRACTOR'S CONTACT INFORMATION</b> (Name, address, phone #)	<b>BUDGET OR FUNDING SOURCE</b>
<b>CONTRACT COMPLETION DATE</b>	<b>MAXIMUM AMOUNT PAYABLE</b>

**Page 2 – Consultant Agreement for Architectural, Engineering & Surveying  
City of Redmond, standard form**

THIS AGREEMENT, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, between the City of Redmond, Washington, hereinafter called the "CITY", and the above organization hereinafter called the "CONSULTANT".

**WITNESSETH THAT:**

WHEREAS, the CITY desires to accomplish the above referenced project; and

WHEREAS, the CITY does not have sufficient staff to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a consultant to provide the necessary services for the PROJECT; and

WHEREAS, the CONSULTANT represents that he/she is in compliance with the Washington State Statutes relating to professional registration, if applicable, and has signified a willingness to furnish consulting services to the CITY.

NOW THEREFORE, in consideration of the terms, conditions, covenants and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

**I  
GENERAL DESCRIPTION OF WORK**

The work under this AGREEMENT shall consist of the above described work and services as herein defined and necessary to accomplish the completed work for this PROJECT. The CONSULTANT shall furnish all services, labor and related equipment necessary to conduct and complete the work as designated elsewhere in this AGREEMENT.

**II  
SCOPE OF WORK**

The Scope of Work and project level of effort for this project is detailed in Exhibit "A" attached hereto, and by this reference made a part of this AGREEMENT.

**III  
GENERAL REQUIREMENTS**

All aspects of coordination of the work of this AGREEMENT, with outside agencies, groups or individuals shall receive advance approval by the CITY. Necessary contacts and meetings with agencies, groups or individuals shall be coordinated through the CITY. The CONSULTANT shall attend

**Page 3 – Consultant Agreement for Architectural, Engineering & Surveying  
City of Redmond, standard form**

coordination, progress and presentation meetings with the CITY or such Federal, Community, State, City or County officials, groups or individuals as may be requested by the CITY. The CITY will provide the CONSULTANT sufficient notice prior to meetings requiring CONSULTANT participation.

The CONSULTANT shall prepare a monthly progress report, in a form approved by the CITY, that will outline in written and graphical form the various phases and the order of performance of the work in sufficient detail so that the progress of the work can easily be evaluated.

All reports, plans & specifications, and other data furnished to the CONSULTANT by the CITY shall be returned. All designs, drawings, specifications, documents, and other work products, including all electronic files, prepared by the CONSULTANT prior to completion or termination of this AGREEMENT are instruments of service for this PROJECT and are property of the CITY. Reuse by the CITY or by others acting through or on behalf of the CITY of any such instruments of service, not occurring as a part of this PROJECT, shall be without liability or legal exposure to the CONSULTANT.

**IV  
TIME FOR BEGINNING AND COMPLETION**

The CONSULTANT shall not begin any work under the terms of this AGREEMENT until authorized in writing by the CITY. All work under this AGREEMENT shall be completed by the date shown in the AGREEMENT under completion date.

The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the CITY, in the event of a delay attributable to the CITY, or because of unavoidable delays beyond the control of the CONSULTANT.

**V  
PAYMENT PROVISIONS**

The CONSULTANT shall be paid by the CITY for completed work and services rendered under this AGREEMENT as provided in Exhibit "B" attached hereto, and by this reference made part of this AGREEMENT. Payment terms shall be NET 30 days. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work specified in Section II, "Scope of Work". The CONSULTANT shall conform with all applicable portions of 48 CFR 31.

**VI  
SUBCONTRACTING**

The CITY permits subcontracts for those items of work as shown in Exhibit "D" attached hereto and by this reference made a part of this AGREEMENT.

Compensation for this subconsultant work shall be based on the cost factors shown in Exhibit "D".



**Page 4 – Consultant Agreement for Architectural, Engineering & Surveying  
City of Redmond, standard form**

The work of the subconsultant shall not exceed its maximum amount payable unless a prior written approval has been issued by the CITY.

All reimbursable hourly rates and direct non-salary costs for the subconsultant shall be substantiated in the same manner as outlined in Section V. All subcontracts shall contain all applicable provisions of this AGREEMENT.

With respect to subconsultant payment, the CONSULTANT shall comply with all applicable sections of the Prompt Payment laws as set forth in RCW 39.04.250 and RCW 39.76.011.

The CONSULTANT shall not subcontract for the performance of any work under this AGREEMENT without prior written permission of the CITY. No permission for subcontracting shall create, between the CITY and subcontractor, any contract or any other relationship.

**VII  
EMPLOYMENT**

The CONSULTANT warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the CONSULTANT, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the CONSULTANT, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warrant, the CITY shall have the right to annul this AGREEMENT without liability, or in its discretion, to deduct from the AGREEMENT price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

Any and all employees of the CONSULTANT or other persons while engaged in the performance of any work or services required of the CONSULTANT under this AGREEMENT, shall be considered employees of the CONSULTANT only and not of the CITY, and any and all claims that may or might arise under any Workmen's Compensation Act on behalf of said employees or other persons while so engaged, and any and all claims made by a third party as a consequence of any act or omission on the part of the CONSULTANT's employees or other persons while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of the CONSULTANT.

The CONSULTANT shall not engage, on a full or part time basis, or other basis, during the period of the contract, any professional or technical personnel who are, or have been, at any time during the period of the contract, in the employ of the CITY, except regularly retired employees, without written consent of the public employer of such person.

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**VIII  
NONDISCRIMINATION**

During the performance of this contract, the CONSULTANT, for itself, its assignees, and successors in interest agrees to comply with the following laws and regulations:

Title VI of the Civil Rights Act of 1964  
(42 USC Chapter 21 Subchapter V Section 2000d through 2000d-4a)

Federal-aid Highway Act of 1973  
(23 USC Chapter 3 Section 324)

Rehabilitation Act of 1973  
(29 USC Chapter 16 Subchapter V Section 794)

Age Discrimination Act of 1975  
(42 USC Chapter 76 Section 6101 et. seq.)

Civil Rights Restoration Act of 1987  
(Public Law 100-259)

American with Disabilities Act of 1990  
(42 USC Chapter 126 section 12101 et. seq.)

49 CFR Part 21

23 CFR Part 200

RCW 49.60.180

In relation to Title VI of the Civil Rights Act of 1964, the CONSULTANT is bound by the provisions of Exhibit "E" attached hereto and by this reference made a part of this AGREEMENT, and shall include the attached Exhibit "E" in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto.

**IX  
TERMINATION OF AGREEMENT**

The right is reserved by the CITY to terminate this AGREEMENT at any time upon ten (10) days written notice to the CONSULTANT.

In the event this AGREEMENT is terminated by the CITY other than for default on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT for actual hours charged at the



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time of termination of the AGREEMENT plus any direct nonsalary costs incurred at the time of termination of the AGREEMENT.

No payment shall be made for any work completed after ten (10) days following receipt by the CONSULTANT of the Notice to Terminate. If the accumulated payment made to the CONSULTANT prior to Notice of Termination exceeds the total amount that would be due when computed as set forth herein above, then no final payment shall be due and the CONSULTANT shall immediately reimburse the CITY for any excess paid.

If the services of the CONSULTANT are terminated by the CITY for default on the part of the CONSULTANT, the above formula for payment shall not apply. In such an event, the amount to be paid shall be determined by the CITY with consideration given to the actual costs incurred by the CONSULTANT in performing the work to the date of termination, the amount of work originally required which was satisfactorily completed to date of termination, whether that work is in a form or a type which is usable to the CITY at the time of termination; the cost to the CITY of employing another firm to complete the work required and the time which may be required to do so, and other factors which affect the value to the CITY of the work performed at the time of termination.

Under no circumstances shall payment made under this subsection exceed the amount which would have been made using the formula set forth above.

If it is determined for any reason that the CONSULTANT was not in default or that the CONSULTANT's failure to perform is without the CONSULTANT'S or it's employee's default or negligence, the termination shall be deemed to be a termination for the convenience of the CITY. In such an event, the CONSULTANT would be reimbursed for actual costs in accordance with the termination for other than default clauses listed previously.

In the event of the death of any member, partner or officer of the CONSULTANT or any of its supervisory personnel assigned to the project, or, dissolution of the partnership, termination of the corporation, or disaffiliation of the principally involved employee, the surviving members of the CONSULTANT hereby agree to complete the work under the terms of the AGREEMENT, if requested to do so by the CITY. The subsection shall not be a bar to renegotiation of the AGREEMENT between the surviving members of the CONSULTANT and the CITY, if the CITY so chooses.

In the event of the death of any of the parties listed in the previous paragraph, should the surviving members of the CONSULTANT, with the CITY's concurrence, desire to terminate this AGREEMENT, payment shall be made as set forth in the second paragraph of this section.

Payment for any part of the work by the CITY shall not constitute a waiver by the CITY of any remedies of any type it may have against the CONSULTANT for any breach of the AGREEMENT by the CONSULTANT, or for failure of the CONSULTANT to perform work required of it by the CITY. Forbearance of any rights under the AGREEMENT will not constitute waiver of entitlement to exercise those rights with respect to any future act or omission by the CONSULTANT.

**X  
CHANGES OF WORK**

The CONSULTANT shall make such changes and revisions in the complete work of this AGREEMENT as necessary to correct errors appearing therein when required to do so by the CITY, without additional compensation thereof. Should the CITY find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof changed or revised, the CONSULTANT shall make such revisions as directed by the CITY. This work shall be considered as Extra Work and will be paid for as herein provided under Section XIV.

**XI  
DISPUTES**

Any dispute concerning questions of fact in connection with the work not disposed of by AGREEMENT between the CONSULTANT and the CITY shall be referred for determination to the Director of Public Works or City Engineer, whose decision in the matter shall be final and binding on the parties of this AGREEMENT; provided however, that if an action is brought challenging the Director of Public Works or City Engineer's decision, that decision shall be subject to de novo judicial review.

**XII  
VENUE, APPLICABLE LAW AND  
PERSONAL JURISDICTION**

In the event that either party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this AGREEMENT, the parties hereto agree that any such action shall be initiated in the Superior court of the State of Washington, situated in King County. The parties hereto agree that all questions shall be resolved by application of Washington law and that the parties to such action shall have the right of appeal from such decisions of the Superior court in accordance with the law of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior court of the State of Washington, situated in King County.

**XIII  
LEGAL RELATIONS**

The CONSULTANT shall comply with all Federal, State, and local laws and ordinances applicable to the work to be done under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accord with the laws of the State of Washington.

The CONSULTANT shall indemnify and hold the CITY and their officers and employees harmless from and shall process and defend at its own expense all claims, demands or suits at law or equity arising in whole or in part from the CONSULTANT's negligence or breach of any of its obligations under this AGREEMENT; provided that nothing herein shall require a CONSULTANT to indemnify the CITY against and hold harmless the CITY from claims, demands or suits based solely upon the conduct of the



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CITY, their agents, officers and employees and provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the CONSULTANT's agents or employees and (b) the CITY, their agents, officers and employees, this indemnity provision with respect to (1) claims or suits based upon such negligence, (2) the costs to the CITY of defending such claims and suits, etc. shall be valid and enforceable only to the extent of the CONSULTANT's negligence or the negligence of the CONSULTANT's agents or employees.

The CONSULTANT's relation to the CITY shall be at all times as an independent contractor.

The CONSULTANT shall comply with all applicable sections of the applicable Ethics laws, including RCW 42.23, which is the Code of Ethics for regulating contract interest by municipal officers. The CONSULTANT specifically assumes potential liability for actions brought by the CONSULTANT's own employees against the CITY and, solely for the purpose of this indemnification and defense, the CONSULTANT specifically waives any immunity under the state industrial insurance law, Title 51 RCW.

Unless otherwise specified in the AGREEMENT, the CITY shall be responsible for administration of construction contracts, if any, on the project. Subject to the processing of an acceptable, supplemental agreement, the CONSULTANT shall provide on-call assistance to the CITY during contract administration. By providing such assistance, the CONSULTANT shall assume no responsibility for: proper construction techniques, job site safety, or any construction contractor's failure to perform its work in accordance with the contract documents.

The CONSULTANT shall obtain and keep in force during the terms of the AGREEMENT, or as otherwise required, the following insurance with companies or through sources approved by the State Insurance Commissioner pursuant to Title 48 RCW.

**Insurance Coverage**

- A. Worker's compensation and employer's liability insurance as required by the State of Washington.
- B. Commercial general liability and property damage insurance in an amount not less than two million dollars (\$2,000,000) per occurrence/five million dollars (\$5,000,000) aggregate for bodily injury, including death and property damage.
- C. Professional liability insurance in the amount of \$2,000,000 or more against claims arising from the performance of professional services under this contract.
- D. Vehicle liability insurance for any automobile used in an amount not less than a one million dollar (\$1,000,000) combined single limit.

Excepting the Worker's Compensation and Professional Liability insurance secured by the CONSULTANT, the CITY will be named on all policies as an additional insured. The CONSULTANT shall furnish the CITY with verification of insurance and endorsements required by the AGREEMENT. The CITY reserves the right to require complete, certified copies of all required insurance policies at any time.

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The additional insured endorsement shall provide that to the extent of the CONSULTANT's negligence, the CONSULTANT's insurance shall be primary and non-contributing as to the CITY, and any other insurance maintained by the City shall be excess and not contributing insurance with respect to the CONSULTANT's insurance.

All insurance shall be obtained from an insurance company authorized to do business in the State of Washington. The CONSULTANT shall submit a verification of insurance as outlined above within fourteen (14) days of the execution of this AGREEMENT to the CITY.

No cancellation of the foregoing policies shall be effective without thirty (30) days prior notice to the CITY.

The CITY will pay no progress payments under Section V until the CONSULTANT has fully complied with this section. This remedy is not exclusive; and the CITY may take such other action as is available to them under other provisions of this AGREEMENT, or otherwise in law.

**XIV  
EXTRA WORK**

The CITY may at any time, by written order, make changes within the general scope of the AGREEMENT in the services to be performed.

If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the work under this AGREEMENT, whether or not changed by the order, or otherwise affects any other terms and conditions of the AGREEMENT, the CITY shall make an equitable adjustment in the (1) maximum amount payable; (2) delivery or completion schedule, or both; and (3) other affected terms and shall modify the AGREEMENT accordingly.

The CONSULTANT must submit its "request for equitable adjustment" (hereafter referred to as claim) under this clause within thirty (30) days from the date of receipt of the written order. However, if the CITY decides that the facts justify it, the CITY may receive and act upon a claim submitted before final payment of the AGREEMENT.

Failure to agree to any adjustment shall be a dispute under the Disputes clause. However, nothing in this clause shall excuse the CONSULTANT from proceeding with the AGREEMENT as changed.

Notwithstanding the terms and conditions of the first two paragraphs above, the maximum amount payable for this AGREEMENT, shall not be increased or considered to be increased except by specific written supplement to this AGREEMENT.

**XV**  
**ENDORSEMENT OF PLANS**

If applicable, the CONSULTANT shall place its endorsement on all plans, estimates or any other engineering data furnished by them.

**XVI**  
**COMPLETE AGREEMENT**

This document and referenced attachments contains all covenants, stipulations and provisions agreed upon by the parties. No agent, or representative of either party has authority to make, and the parties shall not be bound by or be liable for, any statement, representation, promise or agreement not set forth herein. No changes, amendments, or modifications of the terms hereof shall be valid unless reduced to writing and signed by the parties as an amendment to this AGREEMENT.

**XVI**  
**EXECUTION AND ACCEPTANCE**

This AGREEMENT may be simultaneously executed in several counterparts, each of which shall be deemed to be an original having identical legal effect. The CONSULTANT does hereby ratify and adopt all statements, representations, warranties, covenants, and agreements contained in the proposal, and the supporting materials submitted by the CONSULTANT, and does hereby accept the AGREEMENT and agrees to all of the terms and conditions thereof.

In witness whereof, the parties hereto have executed this AGREEMENT as of the day and year first above written.

*CONSULTANT*

*CITY OF REDMOND*

By: \_\_\_\_\_

By: \_\_\_\_\_

Angela Birney, Mayor

Title: \_\_\_\_\_

ATTEST: \_\_\_\_\_

City Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
City Attorney



**EXHIBIT A**  
**SCOPE OF WORK**

**EXHIBIT B**  
**PAYMENT**  
**(NEGOTIATED HOURLY RATE)**

The CONSULTANT shall be paid by the CITY for completed work and services rendered under this AGREEMENT as provided hereinafter. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work. The CONSULTANT shall conform with all applicable portions of 48 CFR Part 31.

**1. Hourly Rates**

The CONSULTANT shall be paid by the CITY for work done, based upon the negotiated hourly rates shown in Exhibit "C" attached hereto and by this reference made part of the AGREEMENT. The rates listed shall be applicable for the first 12-month period and shall be subject to negotiation for the following 12-month period upon request of the CONSULTANT or the CITY. If negotiations are not conducted for the second or subsequent 12-month periods within 90 days after completion of the previous period, the rates listed in this AGREEMENT, or subsequent written authorization(s) from the CITY shall be utilized. The rates are inclusive of direct salaries, payroll additives, overhead, and fee. The CONSULTANT shall maintain support data to verify the hours billed on the AGREEMENT.

**2. Direct Non-Salary Costs**

Direct Non-Salary costs will be reimbursed at the actual cost to the CONSULTANT. These charges may include, but are not limited to the following items: travel, printing, long distance telephone, supplies, computer charges, and fees of subconsultants. Air or train travel will only be reimbursed to economy class levels unless otherwise approved by the CITY. The CONSULTANT shall comply with the rules and regulations regarding travel costs (excluding air, train, and rental car costs) in accordance with the CITY's Travel Rules and Procedures. However, air, train, and rental car costs shall be reimbursed in accordance with the 48 CFR Part 31.205-46 "Travel Costs". The billing for direct non-salary costs shall include an itemized listing of the charges directly identifiable with the PROJECT. The CONSULTANT shall maintain the original supporting documents in their office. Copies of the original supporting documents shall be supplied to the CITY upon request. All above charges must be necessary for the services provided under this AGREEMENT.

**3. Contingencies**

If the CITY desires the CONSULTANT to perform additional work beyond that already defined in the AGREEMENT, the Agreement Administrator may authorize additional funds for this purpose. Such authorization(s) shall be in writing and shall not exceed the amount shown in Exhibit "C". Any changes requiring additional costs in excess of the contingencies shall be made in accordance with Section XIV, "Extra Work".

**4. Maximum Amount Payable**

The maximum amount payable by the CITY to the CONSULTANT under this AGREEMENT shall not exceed the amount shown in the heading of this AGREEMENT. The maximum amount payable is comprised of the total amount authorized and the contingencies. The maximum amount payable does not include payment for extra work as stipulated in Section XIV, "Extra Work". No minimum amount payable is guaranteed under this AGREEMENT.

## **5. Monthly Progress Payments**

Progress payments may be claimed on a monthly basis for all costs authorized in 1 and 2 above. The monthly invoices shall be supported by detailed statements for hours expended at the rates established in Exhibit "C", including names and classifications of all employees, and invoices for all direct nonsalary expenses. To provide a means of verifying the invoiced salary costs for the consultant's employees, the agency may conduct employee interviews. These interviews may consist of recording the names, titles, salary rates, and present duties of those employees performing work on the project at the time of the interview.

## **6. Final Payment**

Final payment of any balance due the CONSULTANT of the gross amount earned will be made promptly upon its verification by the CITY after the completion of the work under this AGREEMENT, contingent upon receipt of all PS&E, plans, maps, notes, reports, electronic data and other related documents which are required to be furnished under this AGREEMENT. Acceptance of such final payment by the CONSULTANT shall constitute a release of all claims for payment which the CONSULTANT may have against the CITY unless such claims are specifically reserved in writing and transmitted to the CITY by the CONSULTANT prior to its acceptance. Said final payment shall not, however, be a bar to any claims that the CITY may have against the CONSULTANT or to any remedies the CITY may pursue with respect to such claims.

The payment of any billing will not constitute agreements as to the appropriateness of any item and at the time of final audit, all required adjustments will be made and reflected in a final payment. In the event that such final audit reveals an overpayment to the CONSULTANT, the CONSULTANT will refund such overpayment to the CITY within thirty (30) days of notice of the overpayment. Such refund shall not constitute a waiver by the CONSULTANT or any claims relating to the validity of a finding by the CITY of overpayment.

## **7. Inspection of Cost Records**

The CONSULTANT and their subconsultants shall keep available for inspection by representatives of the CITY, for a period of three (3) years after final payment, the cost records and accounts pertaining to this AGREEMENT and all items related to or bearing upon these records with the following exception: if any litigation, claim, or audit arising out of, in connection with, or related to this contract is initiated before the expiration of the three (3) year period, the cost records and accounts shall be retained until such litigation, claim, or audit involving the records is completed.

**EXHIBIT C**  
**CONSULTANT FEE DETERMINATION**

**PROJECT:** \_\_\_\_\_

**NEGOTIATED HOURLY RATES:**

<u>Classification</u>	<u>Hours</u> x	<u>Rate</u>	=	<u>Cost</u>
	x			\$
	x			
	x			
	x			
	x			
	x			
	x			
	x			
	x			

TOTAL = \$ \_\_\_\_\_

**REIMBURSABLES:**

*"Itemized"* = \$ \_\_\_\_\_

**SUBCONSULTANT COSTS (See Exhibit D):** = \$ \_\_\_\_\_

**TOTAL** = \$ \_\_\_\_\_

**CONTINGENCIES:** = \$ \_\_\_\_\_

**GRAND TOTAL:** = \$ \_\_\_\_\_

**EXHIBIT D**

**SUBCONTRACTED WORK**

The CITY permits subcontracts for the following portions of the work of the AGREEMENT:

SUBCONSULTANT

WORK DESCRIPTION

AMOUNT

TOTAL = \$ \_\_\_\_\_



**EXHIBIT D-1**

**SUBCONSULTANT FEE DETERMINATION**

**PROJECT:** \_\_\_\_\_

**COMPANY NAME:** \_\_\_\_\_

**NEGOTIATED HOURLY RATES:**

<u>Classification</u>	<u>Hours</u> x	<u>Rate</u>	=	<u>Cost</u>
	x			\$
	x			
	x			
	x			
	x			
	x			
	x			
	x			
	x			

**TOTAL = \$** \_\_\_\_\_

**REIMBURSABLES:**

*"Itemized"* = \$ \_\_\_\_\_

**GRAND TOTAL:** = \$ \_\_\_\_\_

## EXHIBIT E

### TITLE VI ASSURANCES

During the performance of this AGREEMENT, the CONSULTANT, for itself, its assignees and successors in interest agrees as follows:

1. **COMPLIANCE WITH REGULATIONS:** The CONSULTANT shall comply with the Regulations relative to non-discrimination in the same manner as in federally assisted programs of the CITY, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of the AGREEMENT.
2. **NON-DISCRIMINATION:** The CONSULTANT, with regard to the work performed by it during the AGREEMENT, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of subconsultants, including procurement of materials and leases of equipment. The CONSULTANT shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the AGREEMENT covers a program set forth in Appendix B of the Regulations.
3. **SOLICITATIONS FOR SUBCONSULTANTS, INCLUDING PROCUREMENTS OF MATERIALS AND EQUIPMENT:** In all solicitations either by competitive bidding or negotiation made by the CONSULTANT for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subconsultant or supplier shall be notified by the CONSULTANT of the CONSULTANT's obligations under this AGREEMENT and the Regulations relative to non-discrimination on the grounds of race, color, sex, or national origin.
4. **INFORMATION AND REPORTS:** The CONSULTANT shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the CITY to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a CONSULTANT is in the exclusive possession of another who fails or refuses to furnish this information, the CONSULTANT shall so certify to the CITY, and shall set forth what efforts it has made to obtain the information.
5. **SANCTIONS FOR NON-COMPLIANCE:** In the event of the CONSULTANT's non-compliance with the non-discrimination provisions of this AGREEMENT, the CITY shall impose such sanctions as it may determine to be appropriate, including, but not limited to:
  - Withholding of payments to the CONSULTANT under the AGREEMENT until the CONSULTANT complies, and/or;
  - Cancellation, termination or suspension of the AGREEMENT, in whole or in part.
6. **INCORPORATION OF PROVISIONS:** The CONSULTANT shall include the provisions of paragraphs (1) through (5) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The CONSULTANT shall take such action with respect to any subconsultant or procurement as the CITY may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that, in the event a CONSULTANT becomes involved in, or is threatened with, litigation with a subconsultant or supplier as a result of such direction, the CONSULTANT may request the CITY to enter into such litigation to protect the interests of the CITY.



## Memorandum

**Date:** 7/1/2025

**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-397

**Type:** Committee Memo

**TO:** Committee of the Whole - Planning and Public Works

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Planning and Community Development	Carol Helland	425-556-2107
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**DEPARTMENT STAFF:**

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Michael Hintze	Transportation Planning Manager
Planning and Community Development	Francesca Liburdy	Senior Transportation Planner

**TITLE:**

Transportation Master Plan Status Update

**OVERVIEW STATEMENT:**

Following the adoption of the Comprehensive Plan Update, Redmond 2050, the City is working on updating the Transportation Master Plan (TMP). The TMP is the functional strategic plan that guides transportation investment and activities to support the Comprehensive Plan vision. This status update will include progress updates on the workplan for TMP completion, a detailed review of strategies included in the Transportation Demand Management (TDM) and Pedestrian Network chapters. The TDM chapter focuses on reducing drive-alone trips in Redmond through programmatic efforts to encourage transit and active modes trips. The Pedestrian Network chapter is centered on creating an accessible and connected walking network that is safe and comfortable for all users. In addition, staff will give an update on community engagement efforts for the TMP. Staff will include appendix material that includes the completed draft TDM and Pedestrian chapters. Finally, staff will highlight future Council touchpoints and milestones.

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  - **Redmond 2050, FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
  - **Redmond 2050, FW-TR-2:** Maintain the transportation system in a state of good repair for all users

- **Redmond 2050, FW-TR-3:** Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.
  - **TR-14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.
  - **TR-16:** Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network
  - **TR-30** Use TDM techniques to achieve efficient use of transportation infrastructure, increase personcarrying capacity, reduce air pollution, and accommodate and facilitate future growth.
  - **TR-31** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **Redmond 2050, FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.
- **Redmond 2050, FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.
- **Redmond 2050, FW-EV-2:** Support policies that contribute to a high quality of life in Redmond, such as career and education opportunities, housing, transportation, and recreation choices, as well as a healthy natural environment.
- **Redmond 2050, FW-LU-2:** Ensure that the land use pattern in Redmond meets the following objectives:
  - Reflects the community values of sustainability, resilience, and equity and inclusion;
  - Advances sustainable land development and best management practices and a high-quality natural environment;
  - Promotes development sufficiently away from environmentally critical areas;
  - Encourages a mix of uses that create complete neighborhoods ;
  - Maintains and enhances an extensive system of parks, trails, and open space;
  - Supports and encourages flexible places for a resilient and adaptive economy that includes a mix of research, retail, health, technology, and manufacturing uses;
  - Ensure the siting and delivery of public infrastructure and community services to support preferred land use pattern; and
  - Promotes sufficient density for development pattern and urban design that enable people to

readily use a variety of accessible and active forms of travel including but not limited to walking, rolling, bicycling, transit.

- **Redmond 2050, FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
- **Required:**  
N/A
- **Council Request:**  
The TMP will be adopted by Council in its entirety when complete.
- **Other Key Facts:**  
N/A

### **OUTCOMES:**

The Transportation Master Plan document has not been fully updated since 2013. The Transportation Master Plan communicates the strategies, actions, and programs to implement the policies of the Comprehensive Plan and achieve current City priorities as they related to the transportation system.

### **COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  - Capital Projects Ideas Mapping, Spring 2020
  - Routes to Rails Community Engagement Campaign, February-June 2023
  - Derby Days Questionnaire (seeking feedback about how community members would plan to access future light rail stations without a car), July 2023
  - City of Redmond Parking Questionnaire, March-April 2024
  - Sound Transit 2 Line Opening, April 2024
  - Safer Streets for All (SS4A) Action Plan Community Road Safety Assessment, May 2024
  - Redmond Pedestrian & Bicycle Advisory Committee (PBAC) Transit Open House, May 2024
  - Bike Everywhere Day, May 2024
  - Safer Streets for All (SS4A) Action Plan Staff Road Safety Assessment and Debrief Workshop, May-June 2024
  - Overlake Open Streets Festival, June 2024
  - Derby Days Festival, July 2024
  - Downtown Redmond Open Streets Festival, August 2024
  - Redmond PBAC Meeting, October 2024
  - Redmond PBAC Meeting, December 2024
  - Redmond PBAC Meeting, January 2025
  - Redmond PBAC Meeting, February 2025
  - City of Redmond Transit Questionnaire, February 2025
  - Redmond PBAC Meeting, March 2025
  - Redmond PBAC Meeting, April 2025
  - Redmond PBAC Meeting, May 2025
  - Sound Transit Downtown Redmond Link Extension Opening, May 10, 2025
  - Redmond PBAC Meeting, June 2025

- Eastside for All Community Based Organization (CBO) Focus Groups, Spring 2025
- Eastside for All CBO Open House, September 2025

- **Outreach Methods and Results:**

Surveys, Questionnaires, Listening Sessions, Community Discussions, Focus Groups

- **Feedback Summary:**

While the community engagement process is still ongoing, some preliminary results are as follows:

- Overall community interest in first/last mile connections to the existing and future transit network
- Interest and desire for more multimodal connections to the existing and future transit network, specifically via pedestrian and bicycle modes
- Desire for more bicycle infrastructure connecting Redmond to neighboring communities, including Kirkland and Bellevue
- Desire for more education about and awareness of public transit programs, especially King County Metro programs such as Community Van and Metro Flex
- Desire for safety measures to reduce pedestrian-bicycle conflicts on shared-use trails
- Interest in using future light rail stations in Redmond, especially to access the airport when possible
- Emphasis on increasing safety through features such as increased lighting and seating along pedestrian routes and at transit stops
- Intentionally creating signage and educational opportunities that do not rely on the ability to read written English (such as translations and visual cues)

**BUDGET IMPACT:**

**Total Cost:**

\$400,000 in one-time funding was provided to support the TMP update.

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

**Budget Offer Number:**

0000310 - Mobility of People and Goods

**Budget Priority:**

Vibrant and Connected

**Other budget impacts or additional costs:** ☐ Yes ☐ No ☒ N/A

*If yes, explain:*

N/A

**Funding source(s):**

General Fund, Grant Funding

**Budget/Funding Constraints:**

N/A

☐ Additional budget details attached

**COUNCIL REVIEW:**

**Previous Contact(s)**

Date	Meeting	Requested Action
3/7/2023	Committee of the Whole - Planning and Public Works	Provide Direction
3/28/2023	Study Session	Receive Information
6/6/2023	Committee of the Whole - Planning and Public Works	Provide Direction
6/13/2023	Study Session	Receive Information
11/3/2023	Committee of the Whole - Planning and Public Works	Receive Information
11/14/2023	Study Session	Receive Information
6/18/2024	Committee of the Whole - Planning and Public Works	Receive Information
8/5/2024	Special Meeting	Receive Information
11/4/2024	Committee of the Whole - Planning and Public Works	Receive Information
11/19/2024	Business Meeting	Receive Information
1/7/2025	Business Meeting	Receive Information
1/28/2025	Study Session	Receive Information
4/1/2025	Committee of the Whole - Planning and Public Works	Receive Information
4/8/2025	Study Session	Receive Information
5/6/2025	Committee of the Whole - Planning and Public Works	Receive Information
5/27/2025	Study Session	Receive Information

**Proposed Upcoming Contact(s)**

Date	Meeting	Requested Action
7/8/2025	Study Session	Receive Information
10/7/2025	Committee of the Whole - Planning and Public Works	Receive Information
10/28/2025	Study Session	Receive Information

**Time Constraints:**

Transportation components that are mandatory for Comprehensive Plan have been included in the appendices of the Transportation Element of Redmond 2050. These components will be brought into the TMP, and in many cases, expanded upon with more specific policies and strategies.

**ANTICIPATED RESULT IF NOT APPROVED:**

The upcoming Study Session is for informational purposes and no direction is required at this time.

**ATTACHMENTS:**

Attachment A - Issues Matrix

Attachment B - Draft Transportation Demand Management (TDM) Chapter

Attachment C - Draft Pedestrian Plan Chapter

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
6/4/24	Would it be possible to get the Staff Report presentation ahead of time so we can have questions ready ahead of the discussion? (CM Forsythe)	This Staff Report will be a level set for Councilmembers to get a high-level idea of the variety of transportation plans that are in progress right now and how they relate to each other. This Staff Report will not delve deep into transportation topics but will give an overview of what Council can expect to review in the future. Councilmembers can also review the Redmond 2050 Transportation Element if they want to review Redmond's transportation vision more in-depth.	The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
6/4/24	With the opening of the light rail on the Eastside, there has been more community interest in first-last mile connections. Would it be possible to get more information on this during the Staff Report? (CM Salahuddin)	Yes, first-last mile connections will be discussed at the staff report.	The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
6/4/24	Would it be possible to provide use-case profiles or scenarios of what residents in Overlake, Education Hill, or other neighborhoods might experience in the transportation network? (CM Fields)	Yes, this information can be prepared for the Transportation Subcommittee and can be incorporated into the Transportation Master Plan document.	The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
6/4/24	Thank you for the work that you continue to do to provide safe facilities particularly for pedestrians and bicyclists. (CM Nuevacamina)	Staff will continue to provide updates on active transportation efforts in the Transportation Master Plan, including our bicycle network strategy efforts that will be discussed at the staff report.	The Transportation Planning & Engineering team will continue to prepare materials for the Staff Report presentation.
8/5/24	I've been hearing a lot of safety concerns / requests for a Left turn arrow at the intersection of Bel-Red and West Lake Sammamish Parkway. Currently, there is a bike lane (or space for bikes to move to the front safely) but the turn itself is viewed as unsafe when it is in conjunction with vehicles. The request is for a <u>bike only</u> left-turn arrow (CM Forsythe)	The Planning department will pass this information on to the Traffic Operations & Safety Engineering (TOSE) team in Public Works as they manage Redmond's signals. The Safer Streets Action Plan will include opportunities to reduce conflicts between bicycles and vehicles at Redmond intersections.	Further city staff coordination will be required.



## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
8/5/24	Will the curbspace chapter include geofencing for Lime scooters and bikes to have proper zones to park vehicles? <i>(CM Forsythe)</i>	The TMP curbspace chapter will include strategies for managing on-street parking and will provide guidance for prioritizing active modes on Redmond's roadway corridors. This could also include interfacing with Lime and promoting first-last mile solutions such as the Shared Micromobility program.	Finalize Curbspace chapter.
8/5/24	Will pick up and drop off zones for rideshare programs be included in the curbspace management plan? <i>(CM Forsythe)</i>	Policies around curb space priorities, including passenger loading will be included in the curbspace chapter. Specific areas where passenger loading will occur will be identified in the Citywide Right-of-Way Management Plan that will be developed by Public Works in 2025 and will support the strategies outlined in the TMP Curbspace chapter.	Finalize policies and strategies in the curbspace chapter, develop Citywide Right-of-Way Management Plan
8/5/24	Will the TMP provide opportunities to expand flexible transit access with King County Metro programs? Would like to hear more about this at the study session, if possible. <i>(CM Salahuddin)</i>	The upcoming August 13, 2024 Study Session will be focused on the development of the Safer Streets Action Plan; however, this topic will be included in the next TMP Staff Report.  Promoting transit access and flexible transit options will be included in the transit chapter of the TMP.	Staff will continue to prepare materials for upcoming staff reports and will work with the consultant team assisting on the future transit network included in the TMP.
8/5/24	What parts of the plan will think more comprehensively about parking management (off street in addition to curbspace)? <i>(CM Kritzer)</i>	Parking management strategies will be included in the Curbspace chapter of the TMP.  In addition, a more detailed parking management analysis will be included in the Urban Centers Parking Management Plans that will be developed for Overlake, Downtown Redmond, and Southeast Redmond/Marymoor.	Staff will integrate updated parking data into the curbspace chapter of the TMP.
8/5/24	It is part of our obligation as a jurisdiction to have a responsible transportation plan. I would like to see strengthening of incentives and education of the public to work hand in hand with sustainability and tell the story of why we are encouraging people not just to drive everywhere. We want to tie the strategies in the TMP to GHG reductions. <i>(CM Fields)</i>	The TMP will include strategies and analysis that supports Redmond's goals for reduction of vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). As sustainability is a Guiding Principle of the 2050 Transportation Vision, these concepts will be incorporated into all aspects of the TMP.	Staff will continue with development of the TMP.

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
11/19/24	If community members want to get in touch with the TMP team, what is the best way they can do that? Do we have any open surveys or questionnaires? (CM Stuart)	Community members can go to the open <a href="#">Let's Connect page</a> to give feedback, as questions, and take available questionnaires.  Additionally, the Redmond Pedestrian and Bicycle Advisory Committee (PBAC) will discuss various chapters of the TMP and other related topics at ongoing monthly meetings. PBAC meets on the 2nd Monday of every month at 6:30 p.m., both in City Hall and via Microsoft Teams. For more details, email <a href="mailto:pedbikecommittee@redmond.gov">pedbikecommittee@redmond.gov</a> or visit <a href="https://www.redmond.gov/pbac">https://www.redmond.gov/pbac</a>	The next Redmond PBAC meeting will be held Monday, January 13, 2025.
1/28/25	How do we continue to see a high turnover of on-street parking for local businesses while still promoting the park once and walk concept? (CM Nuevacamina)	Management of parking will be key. Setting right-sized timeframes of on-street parking and looking into the possibility of metered parking to allow for longer parking timeframes in the future will help maintain the turnover needed allow people to find parking. Implementing useful wayfinding and signage will also help people find parking easily and quickly, especially in our urban centers.	The Urban Centers Parking Management Plan will include specific strategies for achieving desired parking turnover and encouraging the park once and walk concept.
1/28/25	Having incoming light rail infrastructure alongside our curbspace management strategies will help bring more solutions on board to manage parking turnover.  What is the Parking Benefit District mentioned in the curbspace strategies and what are the ways that this could be explored in Redmond? (CM Stuart)	The TMP puts forth strategies for curbspace management, and the forthcoming Urban Centers Parking Management Plan will explore the details of how these strategies will be implemented.  A Parking Benefit District is typically created to cover the costs associated with the parking program at a minimum and can be used to for other public improvement projects within the same geographic area. More details on feasibility and how this would be structured will be developed as part of the Urban Centers Parking Management Plan.	The Urban Centers Parking Management Plan will explore this concept further.
1/28/25	What do we think is the right mix of publicly owned EV chargers and privately owned but publicly available chargers? Do we have a sense of the ratio that would be useful for a city of our size? (CM Stuart)	Transportation Planning & Engineering staff are working on our EV strategy as part of the E-Mobility chapter of the TMP and collaborating with Jenny Lybeck on sustainability programs as part of this effort.	More information will be shared as part of the E-Mobility chapter of the TMP.

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
1/28/25	It's great to see all the ADA efforts in this chapter and how we're adding more accessible parking. Can you expand on how we are going to phase out the monthly parking permit and what the anticipated timeline on this would be? <i>(CM Forsythe)</i>	The specific timeline on phasing out this program would be defined in the Urban Centers Parking Management Plan. We want to be sure to phase this out in a measured approach to give permit holders plenty of advanced warning.	The Urban Centers Parking Management Plan will have a recommendation for phasing out monthly parking permits.
1/28/25	Would we consider implementing a residential parking permit zone as part of phasing out the monthly permit program? <i>(CM Forsythe)</i>	More information on this will be shared in the forthcoming Urban Centers Parking Management Plan. A separate presentation will be brought to Council to focus solely on this report.	The Urban Centers Parking Management Plan will have a recommendation for phasing out monthly parking permits.
1/28/25	Have we considered implementing dedicated rideshare pickup and drop off locations as part of our curbspace management strategies? <i>(CM Forsythe)</i>	Rideshare would fall under the access category for loading/unloading that is included in the curbspace prioritization categories. The forthcoming Curbspace Management Plan led by the Public Works department will expand on this work in more detail.	The Curbspace Management Plan led by Public Works will determine the appropriate quantity and location of loading zones.
1/28/25	How do we think about the level of detail of strategies that are included in the TMP Curbspace chapter vs. what will be included in future parking plans? I.e. does the strategy that mentions changing the time-limited parking near Anderson Park fit in the TMP? Also, how will we manage parking in spaces with community parks that may not have a dedicated parking lot? <i>(CM Kritzer)</i>	The strategy near Anderson Park was cited as an example of an area on the periphery of Downtown that would experience potential additional parking pressure if metered parking is implemented Downtown. Because of this, we would want to look at this area and others on the periphery of Downtown as an opportunity to implement time-limited parking to alleviate that additional pressure.	The Urban Centers Parking Management Plan will provide recommendations for parking management within Urban Centers and consider impacts to adjacent areas.
1/28/25	Can you clarify the parking rule about moving your car to a new street in Downtown regarding the 2-hour time limited parking? <i>(CM Kritzer)</i>	We want our businesses to feel that these curbspace strategies are supporting their work. This is why we are recommending potentially having paid parking in our time-limited areas. We will also continue to look into the 2-hour limit and if it is appropriate for our time-limited parking areas. More information will be included in the Urban Centers Parking Management Plan.  Regarding the current regulations, a vehicle can be parked on the same named street for 2 hours at a time. You cannot move to another part of that same named street later in the day due to the nature of the parking monitoring program. More information can be	Staff will identify code changes and other information that should be shared with public to explain parking regulations as part of the implementation of the Urban Center Parking Implementation Plan.

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
		found at: <a href="https://www.redmond.gov/636/Downtown-Parking">https://www.redmond.gov/636/Downtown-Parking</a>	
1/28/25	To what extent does paid parking influence the burden on current parking enforcement? (CM Stuart)	Paid parking allows for better compliance overall which also allows for fewer resources to be spent on parking enforcement. This is a benefit of implementing a paid parking system.	Parking enforcement is one factor to be evaluated as part of the decision to implement metered parking.
1/28/25	Can we look into the equity considerations of towing fees and the city's approach to towing in the parking or curbspace management plans? (CM Kritzer)	Generally, the City does not tow cars for parking violations.	Staff will look into whether or not there are criteria for when vehicles are subject to towing well-defined in city code and recommend criteria if there are currently none.
3/13/25	Why is TMP delivery now pushed out to April/May 2026? What are the impacts/benefits of that delay? (CM Stuart via email)	The TMP timeline has extended to allow for additional staff and leadership review of content. A benefit of this adjusted timeline is more time to develop content and finesse strategies that will work for Redmond. Impacts include the potential need to collect new data to reflect more accurate existing conditions to when the TMP will be adopted.	Timeline has been slightly adjusted with a anticipated adoption occurring in Q1.
3/13/25	What is the emission profile of the light rail's electricity? Does light rail run on energy fueled by coal? If yes, what is the transition plan/target for that energy source? (CM Stuart via email)	Sound Transit participates in Puget Sound Energy (PSE)'s Green Direct program, sourcing 100% of their electricity from dedicated, renewable sources. This is the same program the City of Redmond leverages for City operations electricity.	We can continue this discussion topic during an upcoming Study Session when the E-Mobility chapter of the TMP will be discussed.
3/13/25	Some modes are more seasonal than others. In what season will the bike strategy outcomes be measured? Will there be standardization to ensure the same season is measure annually? (CM Stuart via email)	We typically conduct traffic counts in Fall and Spring and would continue using data from these time periods regardless of the data source.	Staff will continue to collect and analyze data from standard Fall and Spring time periods.
3/13/25	When using the RMI calculator to understand potential CO2 emissions reductions, are those reductions measured in tailpipe emissions or do they also account for the source of the electricity's emissions? (CM Stuart via email)	The RMI calculator estimates air quality impacts based on PM2.5, NOx, and CO pollutants. The emissions reductions are calculated based on the estimated reductions of these three pollutants.  The calculator does leverage regional emissions factors, integrating NREL data from the PNW overall. It's been the city's experience that PSE's energy is contains higher GHGs than the regional roll ups.	- None

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
		Assuming the trends we've seen in the past hold for 2023, the GHG assumptions in the calculator would be conservative/lower GHGs compared to PSE-specific data.	
3/13/25	Bike chapter, recommended action 3B. Is the phrase "at the time of purchase" needed in this? I'm not understanding if the action is trying to make a very specific point, or if it is redundant. <i>(CM Stuart via email)</i>	This is making a specific point. Many earlier programs offered reimbursable rebates which presents some challenges to low-income population that would most benefit.	- None
4/8/25	Appreciate conversation around Redmond Way and the constraints around that area. How will we know if we are on track with our goals, especially given seasonal variations in bicycle activity? When during the year will our measurements take place? <i>(CM Stuart)</i>	The City currently collects bicycle and pedestrian volumes twice per year (at the same time each year) to compare bicycle activity annually. We typically collect these counts in the fall and spring. We are also looking into other big data sources that can supplement our bicycle volume counts. We are also looking into adding more permanent bicycle counters on Redmond's transportation network at strategic locations.	Staff will continue to look into big data options that can supplement our counts and provide more context to the data we are already collecting annually.
4/8/25	Thank you for including data around incentive programs for e-bikes. As it relates to incentives for e-bikes, does the Rocky Mountain Institute use tailpipe emissions or another metric to measure emissions? <i>(CM Stuart)</i>	Yes, the Rocky Mountain Institute (RMI) calculator uses tailpipe emissions.	- None
4/8/25	Topography is a barrier to bicycle activity on Education Hill. How can you measure data and compare trends in these unique situations such as topography and complicated intersection configurations that limit bicycle connectivity? <i>(CM Fields)</i>	Redmond does not have uniform conditions across the City, which means we need to have careful and thoughtful design for safe and comfortable bicycle facilities. In some cases, we can look at what is already built and see if we can improve. Each situation will be unique to the location and users served and we will be sensitive to the characteristics of the environment when looking at bicycle facility improvements.	For any future bicycle facility improvement, staff will consider all unique characteristics of the location and environment to assess safety improvements.
4/8/25	Page 20 may need clarification or have a typo – check the first paragraph and neighborhood reference. Looks to be noting Grass Lawn when it should note Overlake. <i>(CM Forsythe)</i>	This comment has been incorporated into the Bicycle Network chapter.	Page 20 has been updated to change the reference to 150th Avenue NE in the Grass Lawn neighborhood.

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
4/8/25	Can you clarify how Level of Traffic Stress is incorporated into the maps in the Bicycle Network Chapter? <i>(CM Kritzer)</i>	All planned bicycle facilities are intended to be low-stress – that is the goal. A map showing the city's existing level of traffic stress can be included as an appendix material to the TMP.	Possibly add map showing level of traffic stress of existing bike network as an appendix
4/8/25	In terms of the benchmarks that you talked about regarding 15% of urban center and 5% of citywide trips, can you clarify how you got to those benchmarks and how they relate to other cities of similar size? <i>(CM Kritzer)</i>	Bike planning is based on a combination of evidence and intuition. When looking at our 71% reduction of GHG targets, some of those reductions are attributed to the bicycle mode in addition to electric vehicles, transit, and other non-drive alone modes. We have assumed a reasonable target of approximately 1 in 6 trips in the urban centers would be converted to the bicycle mode. We assume that especially in our denser urban centers, it is reasonable for people to take trips via bicycle over drive-alone vehicles.	None
4/8/25	Regarding rideshare pick-up and drop-off, can we look into implementing designated rideshare pick-up and drop-off locations especially near our light rail stations? <i>(CM Forsythe)</i>	This will be a focus of the CurbSpace Management Plan that will be developed by Public Works and will take a more detailed look at curbspace uses on the block-by-block level.	The Public Works Department's CurbSpace Management Plan will address rideshare pick-up and drop-off among other detailed curbspace uses.
4/8/25	As Redmond is growing, how big of a challenge will it be to create our ideal curbspace and delivery network to not disrupt traffic, given Redmond's narrow streets and congestion? <i>(CM Fields)</i>	It will be a challenge, but as the City grows and as demand for last-mile delivery grows we will need to look at other strategies. One key strategy will be to consider consolidated centralized pick-up locations such as lockers or other businesses that accept deliveries. This strategy is discussed in the CurbSpace and Freight chapters of the TMP.	None
4/8/25	One of the things noticed living in Downtown Redmond is noise given the level of activity. How can the City when planning for the future control the amount of noise associated with deliveries or building requirements? <i>(CM Nuevacamina)</i>	We already have requirements in place for developments along roadways that allow a certain level of activity and associated noise to show how the noise level within a residential unit will be lowered to hit required targets.  Another provision is in place for the City's own CIP projects to consider noise walls and other mitigation standards if we believe the project will create elevated noise levels.	None
4/8/25	How does our updated truck route map compare to the previous version? How does the freight	The map is similar with some small modifications. We removed NE 116th Street and West Lake Sammamish Parkway. We have also updated and clarified the	None



## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
	network overlay with the bike network? <i>(CM Forsythe)</i>	<p>definitions for Primary and Secondary Truck Routes and how these relate to WSDOT's definitions.</p> <p>Page 3 of the Streets Plan chapter discusses the city's integrated Complete Streets approach and page 12 of the Streets Plan chapter discusses the modal integration concept and analysis.</p>	
5/27/25	Looking at the section on ADA-compliant bus stop facilities, have we thought about including solar panels on bus shelters? <i>(CM Forsythe)</i>	Bus shelters and bus stop facilities are managed by King County Metro within the City. We would be open to partnering with Metro to add solar technologies to bus shelters but the timing and locations of implementation would be under Metro's purview.	Bus stop facilities are discussed in Strategy 4 of the Transit Network Chapter of the TMP. We will update Strategy 4 to include discussion of lighting at transit stops.
5/27/25	Is there a role for the City to develop or encourage the use of trip planner apps? <i>(CM Fields)</i>	<p>Trip planner apps and the concepts they support are examples of Transportation Demand Management (TDM) strategies that encourage people to use alternative travel methods that are not drive-alone. Staff are including a TDM chapter in the TMP and will discuss this with Council in July 2025.</p> <p>The City's Go Redmond program includes a trip planner functionality that is discussed and encouraged in the TDM Chapter of the TMP.</p>	None
5/27/25	Is our Safer Streets for All Action Plan effectively our Vision Zero plan? Or do we have more plans to create a Vision Zero plan? <i>(CM Kritzer)</i>	<p>The Safer Streets Action Plan is effectively our Vision Zero plan as it defines a target and timeframe for eliminating fatal and serious injury crashes in Redmond – it is the City's plan for achieving Vision Zero.</p> <p>The Safer Streets Action Plan applies the Safe System Approach which takes a holistic, multi-faceted approach to reducing serious injury and fatal injuries.</p>	None
5/27/25	What exactly does the term shared parking mean? What is the timeline for this program? <i>(CM Nuevacamina)</i>	A shared parking program will work to partner with businesses or management companies of underutilized surfaces parking lots and garages to provide more public parking opportunities that are easy to identify and access relative to businesses and light rail.	Staff have initiated work to explore shared parking opportunities both as part of the Parking Management Implementation Plan and the Regional Mobility Grant recently received by the City from WSDOT, which has a shared parking component that would be serviced by a microtransit shuttle.

## Transportation Master Plan Update

Date	Issue	Notes & Recommendations	Next Steps
5/27/25	For the transit-only lanes and other capital projects, what would be the timeline for those? <i>(CM Nuevacamina)</i>	Each of the transit-supportive capital projects shown in Strategy 7 of the Transit Chapter would have varying timelines that have not been determined yet. These project timelines would be dependent on funding and the ability to partner with our local transit agencies. The table of projects is shown in the TMP as an idea bank of possible options that the City would be open to pursuing. This table also serves to establish the City's goals and desires for future infrastructure to better advocate with local transit agencies.	None
5/27/25	Will there be policy conversations for the City to work with other agencies to implement transit goals? <i>(CM Fields)</i>	Yes. The Transit Chapter establishes Redmond's goals for the City's future transit network. The City will be open to coordination with neighboring cities and other agencies to partner as necessary and ensure that these goals are consistent regionally. The City participates in several regional transportation coordination efforts such as Eastside Transit Partnership and Regional Transportation Committee.	Continue to participate in partnerships and committees, engage in future regional transit planning efforts such as Metro Connects update.
5/27/25	Do you feel that this overall transportation plan is sensitive to the balance of needs in Redmond? <i>(CM Fields)</i>	Yes, the layered modal networks and complete streets concepts discussed on page 12 of the Street Plan chapter establishes Redmond's need to balance vehicle modes with transit and active transportation modes.	None
5/27/25	How can the City play a role in making sure community members are aware of transit route changes in their neighborhoods and efficient routes? <i>(CM Kritzer)</i>	<p>The Go Redmond program works to promote awareness of transit resources and other ways to travel in Redmond without driving alone.</p> <p>The Transit Chapter of the TMP emphasizes frequency of routes in addition to wide ranging connectivity across the City. One of Redmond's future transit goals is to increase transit frequency along planned routes so riders have more opportunities to travel via bus throughout the day.</p> <p>The TDM chapter of the Transportation Master Plan addresses the Go Redmond program's role in promoting awareness of transit resources.</p>	None



DRAFT

# Transportation Demand Management Chapter

*TMP Update*



## What is Transportation Demand Management?

Transportation Demand Management (TDM) is a general term for strategies that result in a more efficient and sustainable use of transportation resources. Many programs and projects within TDM aim to provide more competitive transportation options than driving alone in order to reduce trips and improve traffic congestion. Traditionally, TDM has been seen as a tool to manage and mitigate peak period congestion with an emphasis on impacting commuters. Over time, TDM has expanded to apply more broadly to policies and programs designed to support and incentivize healthier, more environmentally sustainable transportation behaviors.

TDM graphic inserted here

The Covid-19 pandemic resulted in a drastic shift to telework and hybrid work schedules. Between 2019 and 2022, state Commute Trip Reduction (CTR) surveys found that the percent of telework grew from 5% to 41%. While telework is still prominent and likely to remain in many sectors, many companies and organizations have shifted back to a higher expectation of in-office time, and some are beginning to require all employees to be back in office full time. Redmond has also grown significantly, with a population that has increased to over 80,000 residents bringing about an increase in traffic. TDM is a strategy to reduce all vehicle traffic within the city, not just single occupancy vehicle commuters who are going to and from work.

## City of Redmond Transportation Demand Management Efforts

Current TDM efforts in Redmond include expansion of public transit, including the opening of four new light rail stations in the Downtown, Marymoor, and Overlake Urban centers. These stations connect Redmond community members to surrounding cities and region with high-capacity frequent transit and are expected to decrease personal vehicle use. The Transit chapter speaks to the transit system and how the City envisions the future of transit. TDM efforts are focused on the personal attitudes and behaviors pertaining to use of transit. The current Redmond transportation demand management program, Go Redmond, is another example of current TDM efforts, as it seeks to support state CTR requirements, manage the SchoolPool program to support reduction of traffic in school zones, and educate and incentivize the community regarding travel choices to reduce overall drive-alone rates in Redmond.

## Advancing Redmond 2050 Guiding Principles

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transportation Demand Management Chapter identifies strategies that support these principles, as shown below.

Resilience	<ul style="list-style-type: none"> <li>• <b>Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows (see Redmond 2050 FW-TR-3, FW-TR-)</b></li> <li>• Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5</li> </ul>
Equity & Inclusion	<ul style="list-style-type: none"> <li>• <b>A variety of transportation options and sufficient education and advertisement of them allows for all Redmond residents and visitors to get around the community, regardless of personal circumstances. (See Redmond 2050 TR-10, FW-TR-13)</b></li> <li>• Strategies supporting the Guiding Principle of Equity include: Strategy 1, Strategy 3, and Strategy 5</li> </ul>
Sustainability	<ul style="list-style-type: none"> <li>• <b>Decreasing drive-alone rates in Redmond decreases overall greenhouse gas emissions by shifting vehicle trips to transit, walking, and biking. (See Redmond 2050 FW-TR-21, FW-TR-31)</b></li> <li>• Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5</li> </ul>

## Strategies

**Strategy 1: Reduce the number of trips starting and ending in Redmond that utilize drive-alone methods and shift trip method choice to transit, carpooling, biking (or other micromobility), and walking through education and incentives.**

As the Redmond population and job market grows, the increase of trips in, out, and through Redmond will outpace the vehicle capacity of Redmond streets. Balancing all modes of transportation, including driving, public transit, biking and other micromobility will be key to ensuring that all Redmond community members are able to reach their destinations efficiently and safely.

Redmond's transportation demand management efforts can reduce the number of drive-alone trips by creating opportunities for people to learn more about what travel options are available and how they could use these options for a variety of trip purposes. Redmond's transportation demand management programs also provide incentives to encourage people use other modes of travel.

## Recommended Actions

- Action 1A: Manage and update the City of Redmond transportation demand management website and program. Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers.
- Action 1B: Support small businesses not impacted by Washington State Commute Trip Reduction requirements in providing commute alternatives and benefits for their employees. This includes things such as creating grants for bike racks or other infrastructure on site,

assistance with navigating transit pass options for employees, support efforts to facilitate carpooling or other ride sharing, and other creative options for small businesses.

- Action 1C: Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations.
- Action 1D: Establish an older adult mobility group through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicle.

**Redmond 2050 Policies that support strategy 1:**

- TR-10: Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- TR-30: Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- TR-31: Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- TR-36: Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

**Strategy 2: Develop regulations within the City to support and redevelop Mobility Management Plans and meet statewide requirements.**

Mobility Management Plans (MMP's) are a tool in Redmond where new developments are required to create plans and tools for their residents and employees to reduce drive-alone rates, effectively improving traffic, reducing parking demand, reducing the environmental impact of driving, and supporting Redmond community members in their efforts to utilize transit and non-driving methods of transportation. MMPs have been a central part of transportation demand management work in Redmond but historically have lacked attention beyond initial completion. As building use and commute patterns have shifted over time, many MMP's have become less effective than originally written, and readdressing the MMP could benefit those who are working and visiting the location as well as the greater Redmond community around it. Revisiting MMP requirements will help ensure the MMP's are effectively meeting their targets and contributing to the City's overarching goals around reducing vehicle miles traveled and greenhouse gas emissions while also encouraging new development. Regulations can also be used to support the City in meeting the statewide Commute Trip Reduction Act requirements and supporting businesses beholden to them within city limits.

**Recommended Actions**

- Action 2A: Support the implementation of Mobility Management Plans for new development in Redmond, taking a flexible approach that aligns with Redmond's goals around affordable

housing, better parking management, environmental preservation, and promoting more sustainable transportation options.

- Action 2B: Redevelop Mobility Management Plan requirements to allow for greater flexibility depending on site type. Allow for differing requirements depending on whether building will be commercial, mixed-use, residential, or other types to best fit the needs of the residents and surrounding neighborhood. Develop renewal time frame and requirements to ensure existing and future structures have MMP's relevant to their uses throughout their lifetime as building occupants and the surrounding neighborhood change.
- Action 2C: Maintain and implement the Redmond Commute Trip Reduction Plan to assist with reaching state mandated CTR targets among Redmond's largest employers.

#### **Redmond 2050 Policies that support strategy 2:**

- TR-30: Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- TR-31: Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- TR-38: Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the Commute Trip Reduction Law (RCW 70.94.521), and requirements of Chapter 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."

### **Strategy 3: Incorporate transportation demand management strategies into neighborhood plans**

With the completion of the Redmond 2050 Comprehensive Plan, planning efforts within Redmond will shift to neighborhood plans to ensure that the non-urban center neighborhoods in the city are also effectively prepared to grow. Priorities for neighborhoods in Redmond are often different, as some are more residential in character and others are commercial and employment hubs within the city. Redmond neighborhoods are going to see growth and an increase in travel demand, and maintaining acceptable travel times and expanding travel options is an important quality of life factor for Redmond residents and visitors. Many of these plans will center around the corridors connecting different neighborhoods and communities in Redmond, and TDM can play a key role in ensuring that plans focus on making these corridor connections safe and accessible for a wide variety of travel modes.

The Redmond 2050 plan also emphasizes and supports complete neighborhoods, where there are shops, services, and other places to meet your basic needs within a short walk or bicycle ride from residences. Supporting this type of neighborhood development supports TDM goals by allowing individuals in the community to meet their needs without needing to get in a car and drive to a store or other location.

## Recommended Actions

- Action 3A: Ensure that transportation demand management strategies are incorporated into individual neighborhood plans.
- Action 3B: Emphasize complete neighborhood design to support transportation demand management and reduce personal vehicle use in neighborhood hubs.
- Action 3C: Continue to support transit use and access in urban centers and ensure that parking management strategies match the needs of the community and businesses.

## Redmond 2050 Policies that support strategy 3:

- TR-18: Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.
- TR-19: Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- TR-23: Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.
- TR-30: Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- TR-31: Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.

## Strategy 4: Support parking changes that encourage individuals to consider non-drive-alone transportation options.

One factor that many people consider when deciding to drive somewhere is what the parking situation at their destination will be. While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some, it is an important transportation demand management tool for shifting individual behavior to non-vehicle modes, such as transit or bicycle. While most strategies pertaining to parking are addressed in the curb space management chapter, it is important to recognize the influence that parking and transportation demand management have on each other and highlight strategies pertaining to transportation demand management that can support parking efforts in Redmond.

## Recommended Actions

- Action 4A: Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers.
- Action 4B: Implement more restrictive on-street parking management strategies in Redmond within urban centers to encourage less long term on-street vehicle storage.

### Redmond 2050 Policies that support strategy 4:

- TR-33: Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.
- TR-34: Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.
- TR-35: Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking rations above or below required ratios.

## Strategy 5: Emphasize transportation demand management strategies to combat traffic congestion and safety concerns in school zones throughout Redmond.

The safety and accessibility of students within Redmond is especially important as the city grows. Traffic around school drop-off and pick-up times is often high and can cause significant back-ups within neighborhoods. It can also impact the safety of students who choose to walk or bike to school. As Redmond grows, an emphasis on shifting school traffic away from private vehicles to buses, walking, and biking will contribute to safer and happier journeys through school zones.

Safe Routes to School is a national campaign to provide safe routes for active travel for children to get to and from school, via walking, biking, or other forms of rolling. Washington state and King County support these efforts and offer a variety of funding opportunities for local jurisdictions to implement programs and projects to encourage active transportation. Within Redmond, the SchoolPool program works to encourage students to walk, bike, bus, or carpool to school in an effort to support our student's safety on their commute.

## Recommended Actions

- Action 5A: Strengthen relationships and partner with the Lake Washington School District to work collaboratively on effective strategies to increase student safety during transportation to and from school.
- Action 5B: Develop and/or update Redmond municipal codes to include traffic mitigation plans for individual schools and school zones within Redmond, including compliance procedures.



- Action 5C: Continue to manage and promote the Redmond SchoolPool program through partnerships with King County Metro.
- Action 5D: Develop a three-year SchoolPool plan in conjunction with King County Metro's SchoolPool funding.
- Action 5E: Apply for WSDOT Safe Routes to School grants to enact projects and pilot programs to enhance student safety near schools and encourage a greater number of students (and their families) to walk and bike to school.
- Action 5F: Continue to utilize Parent Teacher Student Association (PTSA) and school support for existing programs and to develop opportunities for student and/or youth lead leadership of Safe Routes efforts.
- Action 5G: Coordinate with CIP efforts to ensure that school safety related projects are sufficiently prioritized in the project matrix.
- Action 5H: Network and develop working relationships with other organizations such as Safe Routes to School or nearby jurisdictions that have experience with similar programs to apply lessons learned and increase efficacy of safe routes to school efforts.

**Redmond 2050 Policies that support strategy 5:**

- TR-30: Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.

# Pedestrian Plan

*TMP Update*



## 1. Introduction

It should be noted that throughout the Transportation Master Plan, the term “walking” refers to people walking or rolling with a wheelchair, stroller, or any type of mobility device. Furthermore, the term “pedestrian” refers to any individual walking or rolling. Redmond’s transportation network aims to be inclusive and accessible to all walkers, rollers, and users of personal mobility devices.

By 2050, active transportation modes including walking and rolling will serve as fundamental pillars of Redmond’s sustainable, equitable, and resilient transportation system. These modes advance the City’s goals for reducing carbon emissions, improving mobility, and fostering community cohesion.

In alignment with the Redmond 2050 Transportation Vision Statement and the Comprehensive Plan Guiding Principles, walking and rolling will enable affordable, low-carbon mobility. The emphasis on active transportation prioritizes safety, accessibility, and inclusion, ensuring all residents—regardless of age, ability, or income—can navigate the city with ease. Investments in pedestrian and bicycle infrastructure will support Redmond’s efforts to achieve a 71% reduction in greenhouse gas emissions from the transportation sector, reflecting the city’s commitment to environmental sustainability (*Redmond 2050 - Transportation Element*).

## 2. Advancing Redmond 2050 Guiding Principles

### Resilience

- **The pedestrian network prioritizes mobility for those who cannot or choose not to drive, which in turn allows for less wear and tear on Redmond roadways and allows for reduced vehicle congestion. (See Redmond 2050 FW-TR-2)**
- Strategies in this chapter supporting the Guiding Principle of Resilience include: Strategy 3, Strategy 6, Strategy 7

### Equity & Inclusion

- **Accessible curb ramps, traffic-calming measures, and Americans with Disabilities Act (ADA)-compliant pathways ensure mobility for all residents. (See Redmond 2050 TR-10)**
- Strategies in this chapter supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

### Sustainability

- **The pedestrian network creates low-impact, self-sufficient transportation that minimizes dependence on fossil fuel and enhances public health. (See Redmond 2050 FW-TR-4)**
- Strategies in this chapter supporting the Guiding Principle of Sustainability include: Strategy 1

### 3. Designing a Pedestrian Network that Works for Everyone

Walking is the oldest and most human-centered form of transportation. . Walking is arguably the best way to fully experience a place but it is also the most basic form of transportation that should be accommodated in the safest, most convenient, and dignified way possible. The following are guiding principles that should underpin all pedestrian facility planning, design, and implementation:

- The walking environment should be safe and comfortable. Sidewalks, crossings, and shared-use paths should be free of hazards and minimize conflicts with vehicular traffic and external factors such as protruding architectural elements, utility vaults, or vegetation. The pedestrian network should provide additional separation from vehicle travel lanes with higher speeds and volumes. Adequate sidewalk width that is clear of obstacles should be provided to allow people to comfortably walk or roll in social groups and engage with the surrounding walking environment.
- The pedestrian network should be accessible. Sidewalks, shared-use paths, curb ramps, and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability. In areas with specific needs (e.g., schools), improvements should accommodate the needs of the target population.
- The pedestrian network should connect to places people want to go. The pedestrian network should provide continuous direct routes and convenient connections between destinations such as homes, schools, shopping areas, public services, recreational opportunities, and transit.
- The pedestrian network should be clear and easy to use with intuitive wayfinding signage. Sidewalks, shared-use paths, and crossings should allow people of all abilities to easily find a direct route to a destination with minimal delays.
- The pedestrian environment should include inviting public spaces that contribute to complete neighborhoods. Good design should integrate with and support the development of complementary uses and should encourage preservation and construction of art, landscaping, and other items that add value to public ways. These components might include open spaces such as plazas, courtyards and squares, and amenities like street furniture, banners, art, plantings, and special paving. Along with historical elements and cultural references, complementary uses should promote a sense of place. Public activities should be encouraged, and the municipal code should permit commercial activities such as dining, vending, and advertising on sidewalks when they do not interfere with safety and accessibility. The pedestrian environment is a key component to develop and enhance Redmond's complete neighborhoods.

#### Design Needs of Pedestrians of All Ages and Abilities

People walking and rolling in Redmond have different needs and abilities, and the transportation network should be inclusive to all. Age is a major factor that affects pedestrians' physical and cognitive abilities. For example, children have lower eye height and tend to walk at slower speeds than adults walk. They also perceive the environment differently at various stages of their cognitive development, and continue to develop a sense of depth perception, judgment, and critical thinking as they grow. Older adults may walk more slowly, might have slower reflexes, and may require assistive devices for stability, sight, and hearing. While the type and degree of mobility impairment varies greatly across the population, the transportation system should accommodate these users to the greatest extent feasible. Table 1 summarizes mobility barriers faced by different disability groups, the challenges they present, and relevant recommendations for pedestrian design that better accommodates these users.

**TABLE 1 – BARRIERS, CHALLENGES AND DESIGN CONSIDERATIONS FOR PEDESTRIANS WITH DISABILITIES**

Barriers (Disability Groups Affected)	Challenges for Facility Users	Design Solution
<b>Mobility Barriers (Wheelchair and Walking Aid Users)</b>	Propelling over uneven or soft surfaces	Firm, stable and non-slippery travel surfaces and structures, including ramps or beveled edges
	Cross-slopes cause wheelchairs to veer downhill	Cross-slopes to less than two percent
	Narrow paths of travel	Sufficient width and maneuvering space
	Long distances between accessible and comfortable street crossings. Insufficient crossing time intervals	More low-stress and accessible street crossings. Longer pedestrian signal cycles, shorter crossing distances, and median refuge islands
	Long distances with no place to sit and rest	Seating
	Speeding traffic leaving little time for pedestrians to react	Speed control, traffic calming
<b>Hearing Barriers (Deaf and Hard of Hearing)</b>	Oncoming hazards at locations with limited sight lines (e.g. driveways, angled intersections, right-turn slip lanes) and complex intersections	Longer pedestrian signal cycles, clear sight distances, highly visible pedestrian signals and markings
<b>Vision Barriers (Blind or Low Vision)</b>	Indirect paths and poorly placed obstacles	Guide strips, detectable warning surfaces, and safety barriers
	Changing environments, including construction detours, that make reliance on memory more difficult	
	Low illumination levels	Better illumination along sidewalks and enhanced lighting at street crossings
	Absence of non-visual indicators (e.g. sound and texture)	Accessible text (larger print and raised text), accessible pedestrian signals (APS)
<b>Cognition Barriers (Neurodiverse individuals)</b>	Complex walking environments with a wide range of information types	Signs with pictures, universal symbols, and colors, rather than text

## 4. Overview of Redmond's Pedestrian System

### Sidewalk Network

The City of Redmond has a high coverage of sidewalks on arterials and transit routes, with sidewalks on one or both sides of the street across approximately 92% of the city's arterial network, as shown in Table 2. Approximately 89% of Redmond's local streets include sidewalks on one or both sides of the street, as shown in

Table 3. More information about the City’s goals to increase sidewalk coverage on the local street network can be found in the Strategies in this chapter.

**TABLE 2 – EXISTING SIDEWALK NETWORK ON ARTERIAL STREETS**

Street Type	Arterial Street		Arterial Streets with Transit Routes	
	Approximate Sidewalk Miles	Percent	Approximate Sidewalk Miles	Percent
No sidewalk on either side of street	6	9%	3	8%
Sidewalk on one side of street	18	24%	6	16%
Sidewalk on both sides of street	46	67%	29	76%
Sidewalk on one <u>or</u> both sides of street	64	91%	35	92%

**TABLE 3 – EXISTING SIDEWALK NETWORK ON NON-ARTERIAL/LOCAL ACCESS STREETS**

Local Streets (City of Redmond Owned)	Approximate Sidewalk Miles	Percent
No sidewalk on either side of street	14	11%
Sidewalk on one side of street	9	7%
Sidewalk on both sides of street	104	82%
Sidewalk on one or both sides of street	113	89%

The City of Redmond continuously monitors the condition of the sidewalk network . In 2024, Redmond used the Sidewalk Scan program that measures the condition of sidewalks. Based on the evaluation, a sidewalk condition index (SCI) was developed and adopted using the quantity, type, and severity of distresses on a sidewalk. SCI rates sidewalk quality into 7 categories: excellent, good, fair, poor, very poor, serious, and failed. SCI serves as an important indicator for the maintenance and replacement decisions of the City’s sidewalk network. More information on the SCI of Redmond’s sidewalk network can be found in Chapter 8 (Maintenance).

### Trail and Off-Street Connections Network

The City of Redmond has an extensive park and trail system. Redmond’s trail network provides comfortable pedestrian connections through and between many of Redmond’s neighborhoods. Many of Redmond’s trails offer special recreation features, including equestrian riding and opportunities for hiking.

The existing trail system within the city of Redmond totals approximately 58 miles, approximately 48% of which (or approximately 30 miles) are paved. Table 4 summarizes the city’s paved trails by the agency that owns and operates them.

**TABLE 4 – REDMOND PAVED TRAILS BY AGENCY**



Ownership Agency	Paved Trail (miles)	Soft Surface Trail (miles)
Washington State Department of Transportation (WSDOT)	5	0
King County	9	3
City of Redmond	16	23
Other (i.e. City of Bellevue)	0.5	2

In addition to Redmond’s paved and unpaved recreational trail network, the city’s pedestrian network also consists of short off-street pathways that often connect dead-end streets. These neighborhood connections offer more direct access to local destinations, and in some cases, allow people to avoid Redmond’s busiest streets. Many of these neighborhood connections do not have official street or trail names and may or may not be labeled with pedestrian signage. Figure 1 below shows a neighborhood connection pathway in the Education Hill neighborhood adjacent to a signed pedestrian crossing. More information about neighborhood connections can be found in the Strategies and Actions section in this chapter.



**FIGURE 1 - NEIGHBORHOOD CONNECTION IN EDUCATION HILL**

A map of the neighborhood connections in Redmond is shown in Figure 2 below.

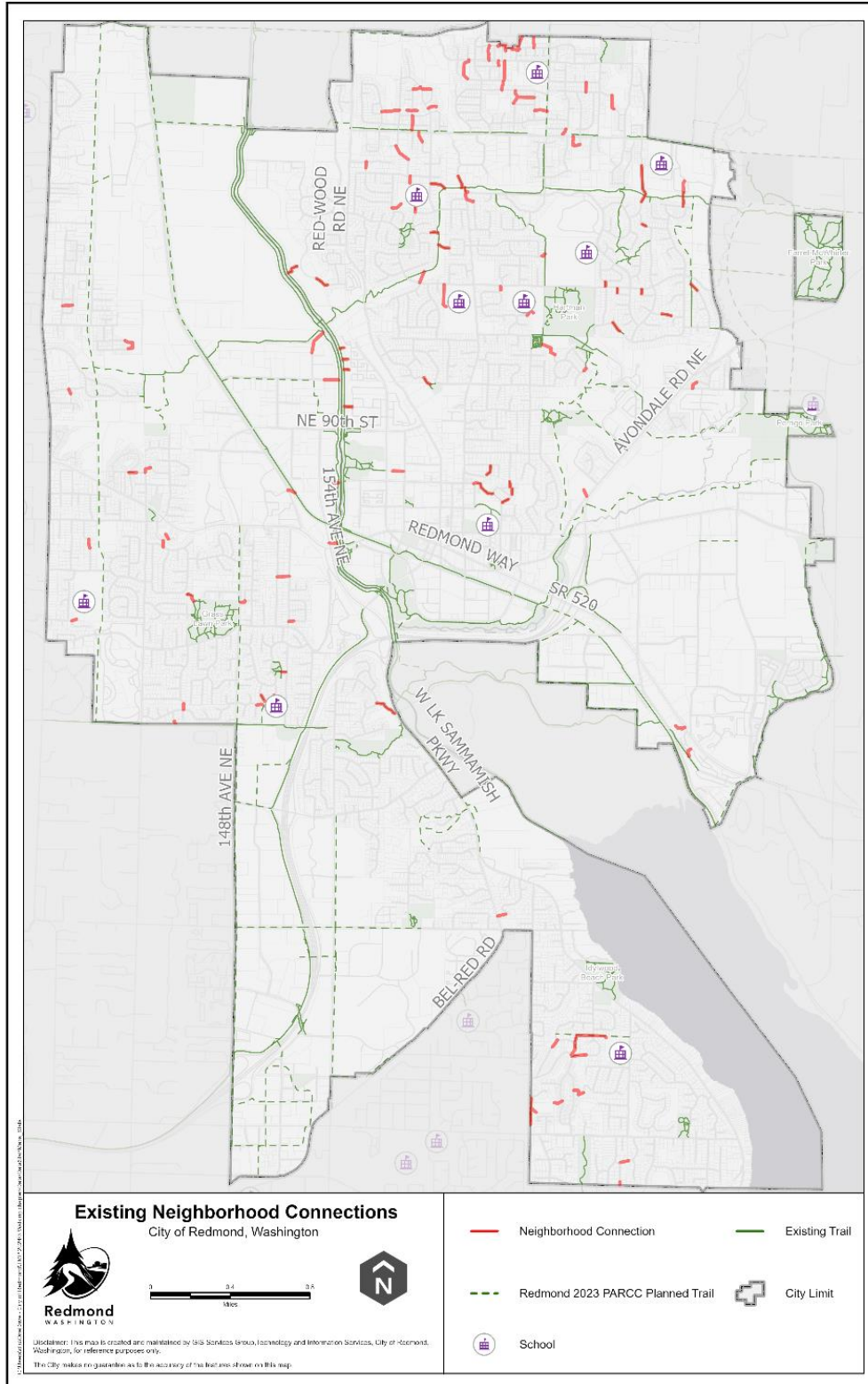


FIGURE 2 - NEIGHBORHOOD CONNECTIONS



## Pedestrian Crossings

A Low Stress Pedestrian Crossing (LSPC) provides safe and comfortable infrastructure for pedestrians to cross a roadway mid-block or at an intersection. While Redmond's pedestrian network includes many pedestrian crossings<sup>1</sup>, not all are considered Low Stress Pedestrian Crossings (LSPCs). LSPCs are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, and all-way stop control (AWSC) intersections.

Redmond's current network of LSPCs includes 112 signalized intersections, 40 existing RRFB crossings, and two HAWK signal crossings. This inventory was taken for intersection crossings and does not include highway crossings such as pedestrian bridges.

A summary of pedestrian crossings along the existing arterial network is shown on Figure 3. See Strategy 2 for more discussion on Redmond's future pedestrian crossing improvements.

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<sup>1</sup> All intersections on Redmond's arterial and local street network are considered legal pedestrian crossings even if not marked with a crosswalk, unless pedestrian crossing is explicitly prohibited with clear signage.

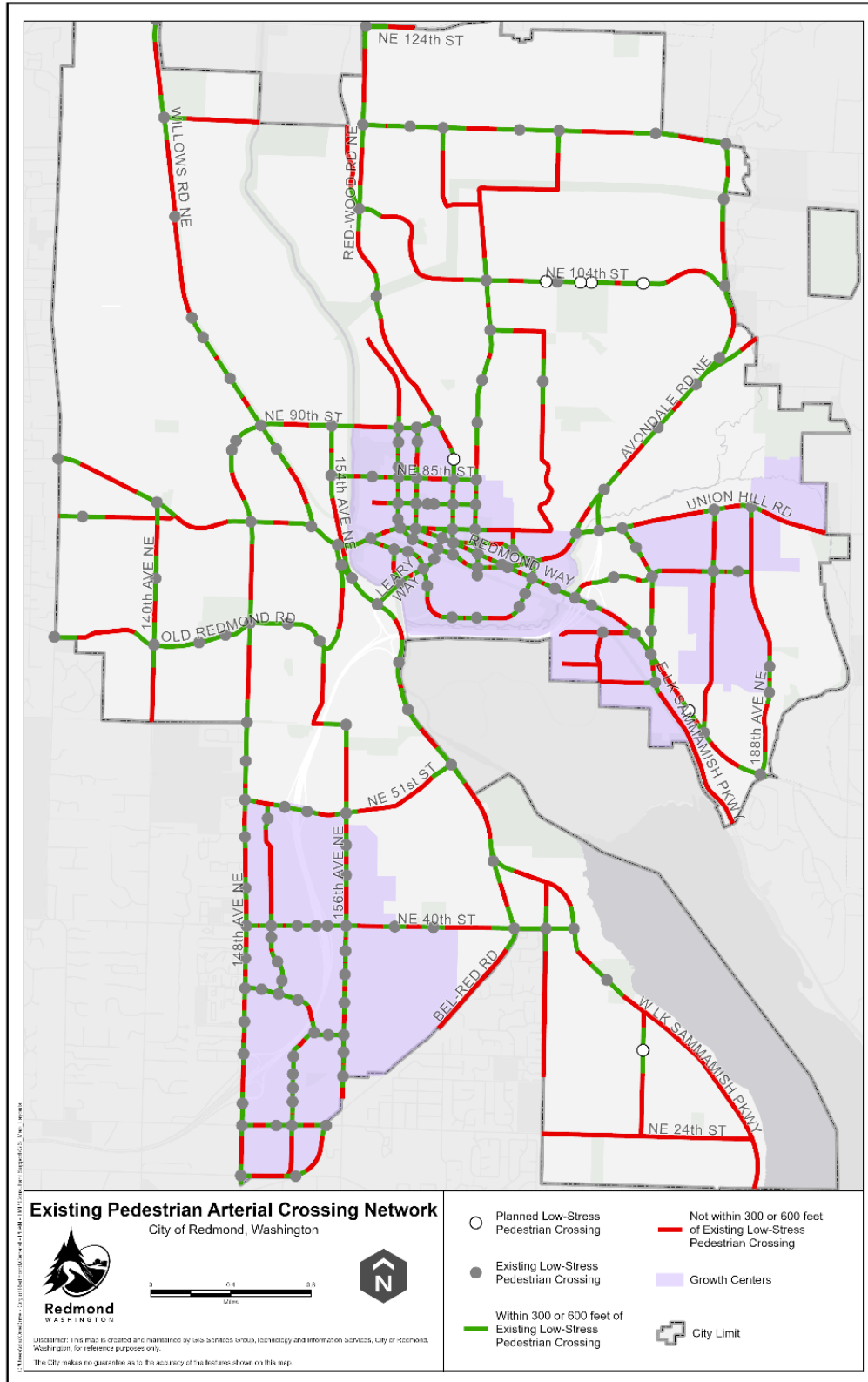


FIGURE 3 - EXISTING ARTERIAL PEDESTRIAN CROSSINGS

## **Curb Ramps**

Curb ramps play a vital role in Redmond's pedestrian infrastructure by ensuring accessibility for all users, particularly individuals with disabilities using mobility assistance devices. These ramps provide a smooth transition between sidewalks and streets, supporting safer and more equitable mobility across the city.

The City of Redmond is committed to improving accessibility and meeting the requirements of the Americans with Disabilities Act (ADA). To achieve this, the City evaluates curb ramps across the network, identifying areas that need upgrades or new installations.

Currently, curb ramp upgrades are primarily completed through capital improvement projects and private development, where upgrades are required when road resurfacing occurs. The City also operates a curb ramp program that targets bi-annual ramp replacements, focusing on priority locations such as areas near schools and transit centers. Additionally, the City is developing an ADA Transition Plan, which will serve as a strategic framework for prioritizing future curb ramp replacements to enhance accessibility across the community. More information about the development of the City's ADA Transition Plan can be found in Strategy 7.

### **Compliant Curb Ramps**

Compliant curb ramps meet all ADA standards, including proper slope, width, landing area, alignment, and the presence of detectable warning surfaces. These ramps ensure accessibility and safety for all users, including those with mobility impairments or visual disabilities.

### **Non-Compliant Curb Ramps**

Non-compliant curb ramps do not meet one or more ADA standards, which can create barriers to accessibility or pose safety risks. Common issues include excessively steep slopes, absence of detectable warning surfaces, inadequate width, or deterioration of ramp surfaces.

The data highlights that 49% of Redmond's curb ramps are currently non-compliant, while an additional 27% of intersections lack ramps entirely. Approximately 14% of ramps meet ADA standards, with an additional 2% deemed compliant to the maximum extent practicable due to site-specific constraints. About 8% of curb ramps are currently in design or recently constructed and documentation has not been completed.

Figure 4 includes a summary of missing and non-compliant curb ramps in Redmond.

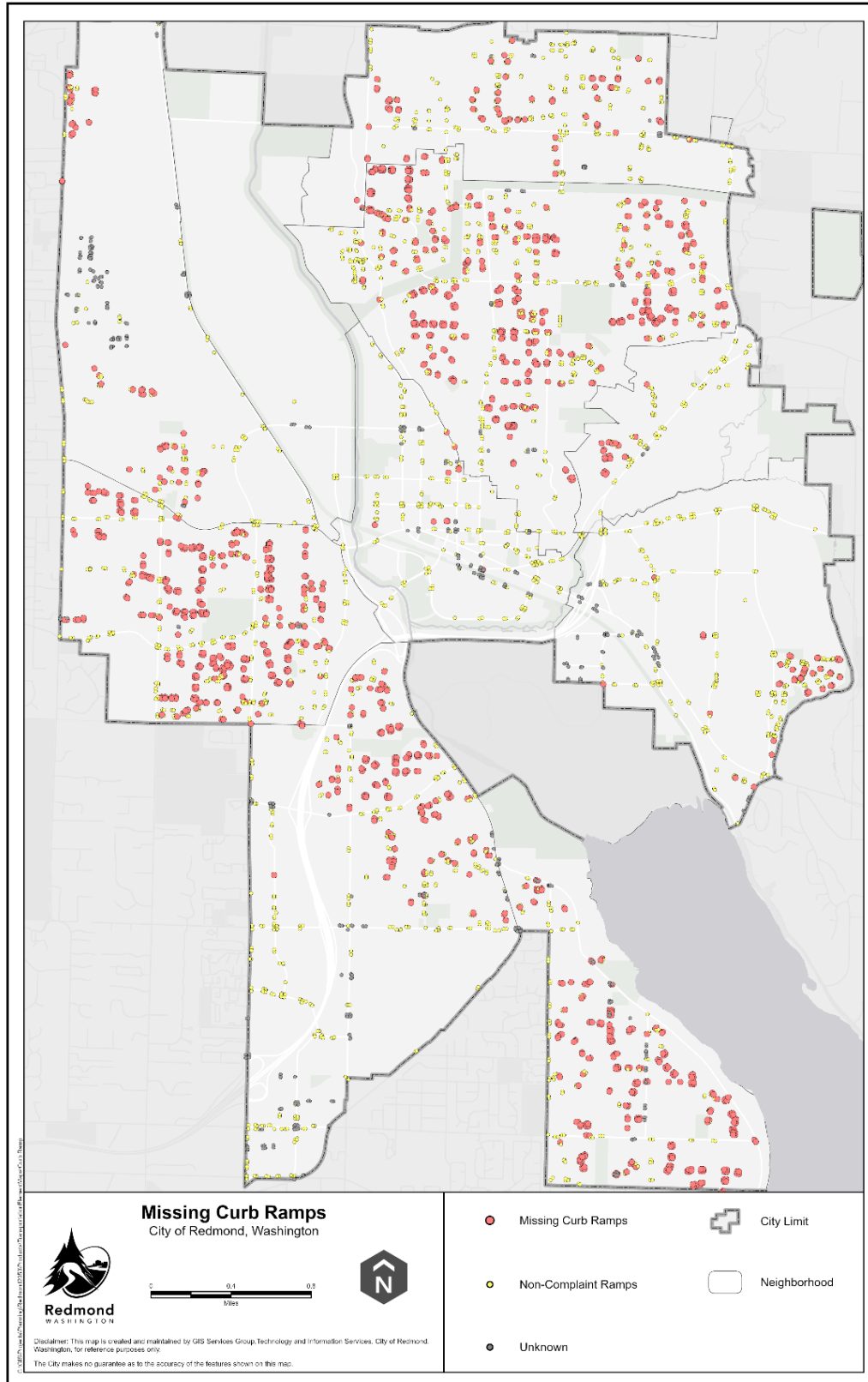


FIGURE 4 - MISSING AND NON-COMPLIANT CURB RAMP LOCATIONS

## **Pedestrian Amenities**

### **Street Trees**

Redmond’s tree canopy creates an inviting and comfortable walking environment throughout the city. Street trees provide shade and comfort while helping meet Redmond’s climate goals. The presence of street trees blocks sunlight from reaching the sidewalk and roadway network, reducing heat and air pollution at ground level. Additionally, the presence of street trees can provide visual “friction” that can encourage drivers to travel at slower speeds.

Street trees are a required component of Redmond’s frontage improvements that apply to new development in the City. Tree roots of mature trees have caused accessibility challenges along many streets throughout Redmond. For all new tree plantings in the right-of-way it is important to choose tree species that are appropriate for streetscapes and use structural soils or other beneficial materials to prevent future impacts to sidewalk from tree roots. Chapter 3 – Street System Plan includes more discussion on tree preservation and related actions. More information about Redmond’s accessibility challenges and future goals can be found in Strategy 6 below.

### **Lighting**

In 2024, the City of Redmond has approximately 5,281 streetlights in operation, which are owned by Puget Sound Energy (PSE), the City, or private individuals. The City manages an annual Street Lighting Program to improve lighting conditions in specific areas, such as school zones or residential neighborhoods. Annual improvements are generally based on community members’ Requests for Service (or Q-Alerts) and are addressed by the Public Works Department. The City retrofitted all City-owned streetlights from high-pressure sodium (HPS) to light-emitting diode (LED) lights in 2018 and 2019. In 2022, the City began retrofitting 226 HPS PSE-owned streetlights with LED lights in Redmond’s business district. LED lights provide better visibility than HPS lights, have a longer life-cycle, thus reducing maintenance costs, and are more energy-efficient. The lighting upgrade project was completed in 2023 and the upgrades are estimated to save the City approximately \$13,000 per year in energy consumption.

In addition to the traditional lighting system, the City is exploring new solar lighting technology and identified potential test locations for installation. Once installed, the City will continue to monitor the success of solar lighting at these locations and will consider implementation on a wider scale.

Redmond’s trail network is partially lit, with some trails containing pedestrian lighting and others relying on ambient light from nearby streetlights. Trails with pedestrian lighting include portions of the Redmond Central Connector and the Evans Creek Trail. Other trails that rely on ambient light from streetlights include the Bear Creek Trail and the Powerline Trail, among others.

### **Wayfinding**

The City’s wayfinding signage network includes a variety of sign types, installed primarily in Downtown Redmond and Overlake. The City’s signage varies in look and function, with some directional signs pointing trail and sidewalk users to nearby destinations. Some signs include approximate distances by bike or by foot, while others only list destinations.

The City’s Parks & Recreation Department is assessing wayfinding signage and developing a wayfinding plan in 2025/2026. As this plan develops, it will be important to reevaluate and update the pedestrian system

wayfinding signage to maintain consistency with other wayfinding efforts. More information about the City's wayfinding goals is discussed in Strategy 9 below.

### **Other Amenities**

Additional amenities can contribute to a more comfortable and dignified pedestrian experience, including seating, rest areas, structures that provide shade, and facilities such as water fountains or restrooms. These elements make the pedestrian experience more comfortable, safe, and inviting for people of all ages and abilities. The City of Redmond includes these amenities at City parks and other gathering spaces. The City should continue to identify locations where these amenities would be well used, including transit stops or Mobility Hubs. More information on Mobility Hubs can be found in Chapter 6 – Transit.

### **Development of Pedestrian Network in Urban Centers**

Redmond's pedestrian network is developed and enhanced by new development meeting requirements in the Redmond Zoning Code (RZC). The pedestrian system continues to change and improve, especially in the Overlake and Marymoor neighborhoods that continue to see rapid growth and redevelopment. Redmond's development requirements enhance the pedestrian experience by requiring safe and comfortable pedestrian facilities along the frontage of any new development. The RZC includes specific requirements for the Downtown, Overlake, and Marymoor centers that will continue to support the walking environment as these areas develop.

## **5. Strategies and Actions**

### **Strategy 1: Complete Redmond's pedestrian network by filling sidewalk gaps and prioritizing new connections**

The city's strategic focus on completing connected pedestrian networks in neighborhoods, urban centers, and transit areas will reduce reliance on single-occupant vehicles. Redmond's pedestrian network currently includes sidewalk gaps where portions of sidewalks are missing on one or both sides of the street. The City will work to fill these gaps, connecting walking routes and establishing safe and comfortable pathways for active transportation. Figure 5 illustrates existing gaps in Redmond's sidewalk network. These gaps have been prioritized for improvement based on the following criteria:

1. Presence of a transit route with priority given to frequent routes
2. Within a school walk zone
3. Within a Pedestrian Priority Zone
4. Along a principal, minor, or collector arterial
5. Equity analysis
6. Presence of a connection to a trail or park facility

Many existing sidewalks in Redmond also do not meet the City's sidewalk standard or ADA requirements. The latter will be identified in the evaluation conducted for the ADA Transition Plan. Existing sidewalks that don't meet standards are often reconstructed through new development or capital projects. Redmond has been fortunate to have had a high level of commercial and residential development. Any development must pay transportation impact fees and may also be required to build infrastructure that has been identified in the City's Transportation Facilities Plan or determined to be necessary to mitigate impacts to the transportation system. The implementation timeline for these projects tends to be longer as it depends on new development occurring

and often new development projects can take several years to construct from the time of initial application. As Redmond continues to grow there will be more opportunities to leverage this growth to fill gaps in the pedestrian network. In some cases, where sidewalks are severely damaged and new development is unlikely to occur, a capital project may be developed to reconstruct the sidewalk to current standards. In addition, the City's concrete crew, which was funded by the voter-approved Transportation Benefit District is also addressing smaller-scale sidewalk maintenance and gap filling.

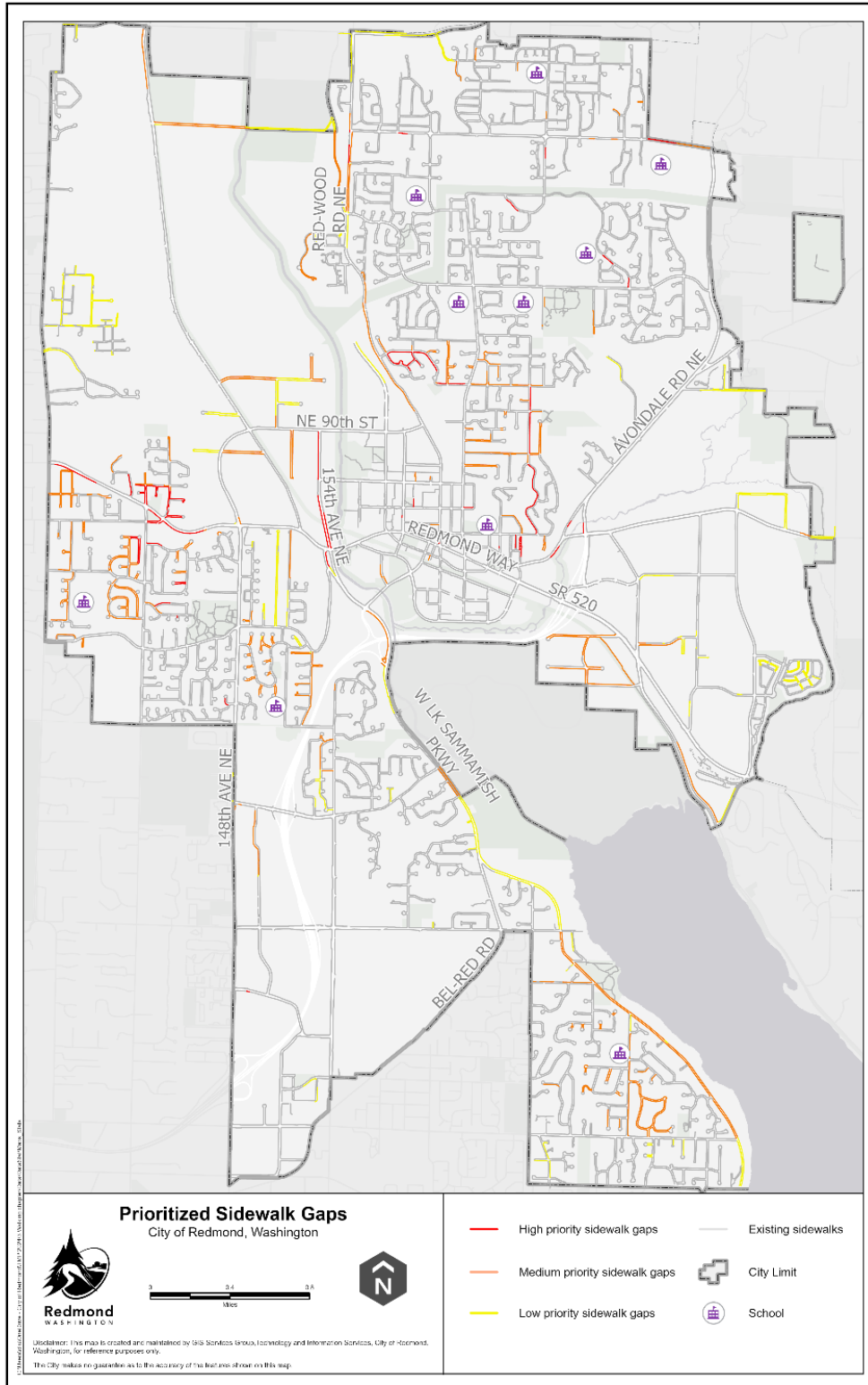


FIGURE 5 - PRIORITIZED SIDEWALK GAPS



## Redmond 2050 Policies Supporting Strategy 1

- Supports Redmond 2050 FW-TR-3: Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.
- Supports Redmond 2050 TR-11: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

## Recommended Actions

- Action 1A: Complete the citywide future pedestrian network by filling sidewalk gaps.
- Action 1B: Upgrade existing sidewalks that do not meet ADA requirements or the City's current sidewalk standard through new development, capital improvement projects, and through the work of City's concrete crew.

## Strategy 2: Construct prioritized low-stress pedestrian crossings

Low Stress Pedestrian Crossings (LSPCs) were analyzed and classified based on whether the LSPC was located within one of the City's designated urban centers (Downtown, Marymoor Village, or Overlake) or in Redmond's other neighborhoods. Where the distance between LSPCs exceeds 300 feet within urban centers or 600 feet outside of urban centers, one or more new LSPCs are recommended to be installed. Segments where future LSPCs are needed were then prioritized based on proximity to key destinations including frequent transit stops, schools, libraries, parks, and healthcare services. Figure 6 shows the future pedestrian arterial crossing network including recommended priority LSPC locations. The addition of these recommended crossings will improve network connectivity making it easier and safer for people to access transit and neighborhood destinations.

To address identified crossing gaps, future crossing locations were prioritized based on proximity to key destinations including frequent transit stops, or points of interest including schools, libraries, parks, and healthcare services, as shown in Figure 6.

Locations for recommended priority future low-stress pedestrian crossings are summarized in Table 5, including whether the crossing serves a priority point of interest or high frequency transit stop. As noted in the table, some of these locations already have crossing infrastructure in place, which makes it easier to implement additional improvements to achieve low-stress pedestrian crossing standards at these locations. In addition, the City should consider shortening crossing distances with curb bulbs or installing raised crosswalks where applicable to enhance the implementation of low-stress pedestrian crossings.

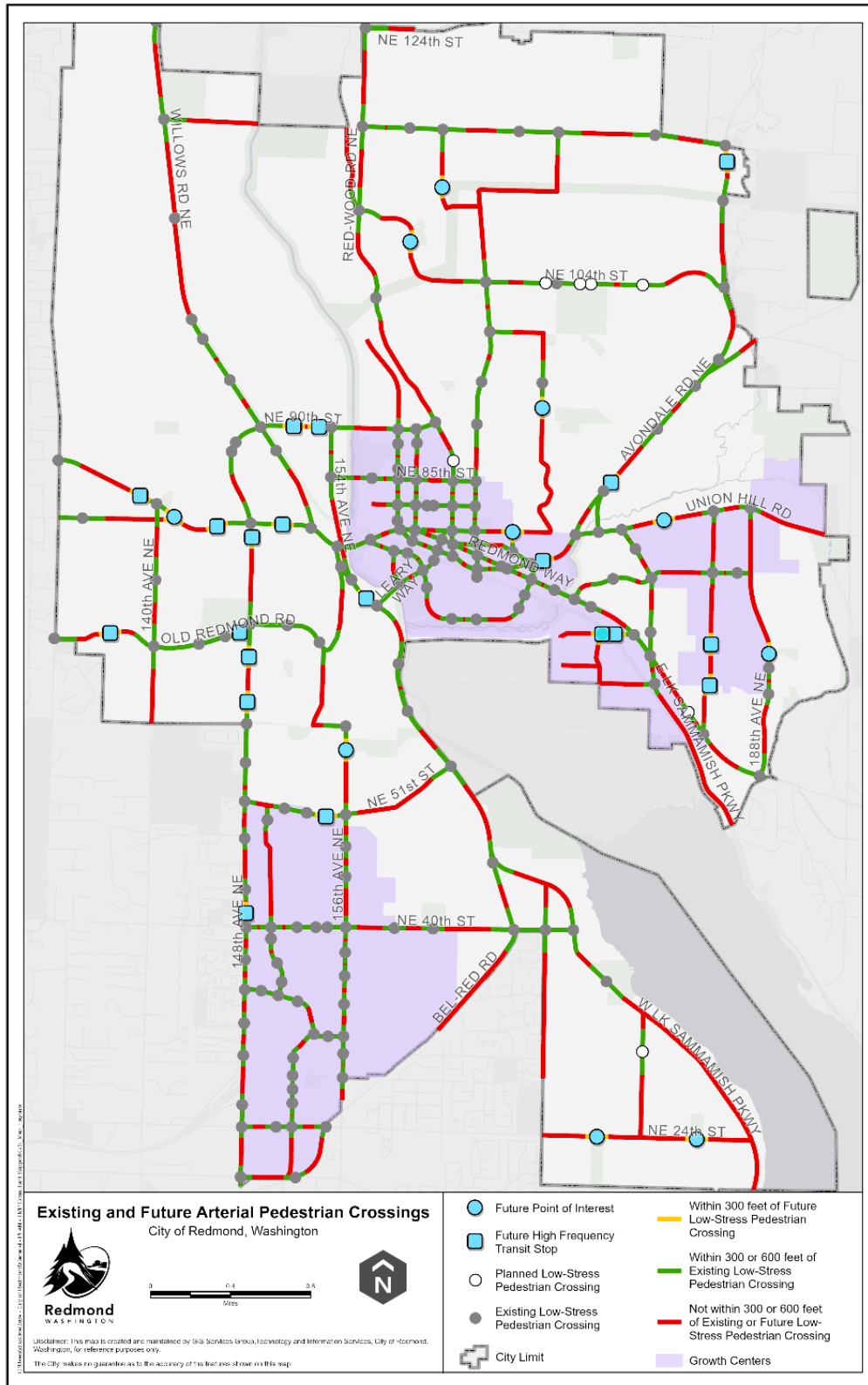


FIGURE 6 - EXISTING AND PRIORITY FUTURE ARTERIAL PEDESTRIAN CROSSINGS

TABLE 5 – PRIORITY LOCATIONS FOR FUTURE LOW-STRESS PEDESTRIAN CROSSINGS

ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
1	Hospital	Swedish Hospital	NE Union Hill Road	Midblock	NE Union Hill Road between 178th Place NE & 185th Avenue NE, approximately 1000 ft east of 178th Place of NE	No
2	Park	Viewpoint Open Space Park	NE 24th Street	Intersections	NE 24th Street & 176th Court NE	No
3	Park	Viewpoint Neighborhood Park	NE 24th Street	Intersection	NE 24th Street & 184th Avenue NE	No
4	Park	Westside Park	156th Avenue NE	Intersection	156th Avenue NE & NE 58th Place	Yes
5	Park	Southeast Redmond Park	188th Avenue NE	Intersection	188th Avenue NE & NE 68th Street	No
6	Park	Park	Redmond Way	Intersection	Redmond Way & 142nd Avenue NE	No
7	Park	Nike Park	171st Avenue NE	Intersection	171st Avenue NE & NE 92nd Street	Yes
8	Park	Meadow Park	160th Avenue NE	Intersection	160th Avenue NE & NE 107th Way	Yes
9	School	Redmond Elementary School	NE 80th Street	Intersection	NE 80th Street & 169th Avenue NE	Yes
10	School	Norman Rockwell Elementary School	162nd Avenue NE	Midblock	162nd Avenue NE between NE 109th Street/NE 110th Street & NE 112th Street, approximately 600 ft north of NE 109th Street/NE 110th Street	No
11	High Frequency Bus Stop	Avondale Road NE & NE 114th Street	Avondale Road NE	Midblock	Avondale Road NE between NE 116th Street & NE 113th Street, approximately 430 ft south of NE 116th Street	No
12	High Frequency Bus Stop	Avondale Road NE & NE 85th Place	Avondale Road NE	Intersection	Avondale Road NE & NE 85th Place	No
13	High Frequency Bus Stop	Avondale Way NE & 170th Place NE	Avondale Way NE	Midblock	Avondale Way NE between NE 79th Street & NE Union Hill Road, approximately 250 ft east of NE 79th Street	No

ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
14	High Frequency Bus Stop	Future Transit Stop - Route 269	NE 70th Street	Midblock	NE 70th Street between 176th Avenue NE & Redmond Way, approximately 335 ft east of 176th Avenue NE	No
15	High Frequency Bus Stop	Future Transit Stop - Route 269	NE 70th Street	Intersection	NE 70th Street & 176th Avenue NE	No
16	High Frequency Bus Stop	West Lake Sammamish Parkway NE & Leary Way	West Lake Sammamish Parkway NE	Midblock	West Lake Sammamish Parkway NE between Leary Way & 154th Avenue NE, approximately 350 ft west of Leary Way	No
17	High Frequency Bus Stop	148th Avenue NE & NE Redmond Way	148th Avenue NE	Midblock	148th Avenue NE between Redmond Way & NE 76th Street, approximately 365 ft south of Redmond Way	No
18	High Frequency Bus Stop	NE Redmond Way & 140th Avenue NE	Redmond Way	Intersection	Redmond Way & 139th Avenue NE	No
19	High Frequency Bus Stop	NE Redmond Way & 145th Avenue NE	Redmond Way	Intersection	Redmond Way & 145th Avenue NE	No
20	High Frequency Bus Stop	NE Redmond Way & Willows Road NE	Redmond Way	Midblock	Redmond Way between NE 82nd Street & 150th Court NE, approximately 195 ft east of NE 82nd Street	No
21	High Frequency Bus Stop	NE 90th Street & 151st Avenue NE	NE 90th Street	Midblock	NE 90th Street between 152nd Avenue NE & 151st Avenue NE, approximately 260 ft east of 152nd Avenue NE	No
22	High Frequency Bus Stop	NE 90th Street & 154th Avenue NE	NE 90th Street	Midblock	NE 90th Street between 154th Avenue NE & 152nd Street, approximately 330 ft west of 154th Avenue NE	No
23	High Frequency Bus Stop	148th Avenue NE & NE 61st Way	148th Avenue NE	Intersection	148th Avenue NE & NE 61st Court/NE 61st Way	No
24	High Frequency Bus Stop	148th Avenue NE & NE 66th Street	148th Avenue NE	Intersection	148th Avenue NE & NE 66th Street	No

ID	Destination Type	Name	Arterial Road Name	Midblock or Intersection?	Extents	Existing Crossing?
25	High Frequency Bus Stop	NE Old Redmond Road & 147th Court NE	Old Redmond Road	Intersection	Old Redmond Road & 147th Court NE	No
26	High Frequency Bus Stop	NE Old Redmond Road & 137th Avenue NE	Old Redmond Road	Midblock	Old Redmond Road between 137th Avenue NE & 138th Avenue NE, approximately 100 ft east of 137th Avenue NE	Yes
27	High Frequency Bus Stop	NE 51st Street & 154th Avenue NE	NE 51st Street	Intersection	NE 51st Street & 154th Avenue NE/154th Place NE	No
28	High Frequency Bus Stop	148th Avenue NE & NE 40th Street	148th Avenue NE	Midblock	148th Avenue NE between NE 40th Street & NE 51st Street, approximately 380 ft north of NE 40th Street	No
29	High Frequency Bus Stop	NE 65th Street & 185th Avenue NE	185th Avenue NE	Intersection	185th Avenue NE & NE 65th Street	No
30	High Frequency Bus Stop	185th Avenue NE & NE 68th Street	185th Avenue NE	Midblock	185th Avenue NE between NE 68th Street & NE 67th Court, approximately 230 ft south of NE 68th Street	No

## Redmond 2050 Policies Supporting Strategy 2

- Supports Redmond 2050 TR-14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

## Recommended Actions

- Action 2A: Implement recommended low-stress crossings, beginning with the highest priority locations.
- Action 2B: Develop a process for continuing to identify and implement additional low-stress pedestrian crossings based on need as Redmond's transportation network continues to develop.

## Strategy 3: Improve guidance on crosswalk design and develop a process for determining appropriate crossing treatments

As discussed in Strategy 2, low-stress pedestrian crossings are needed at many locations citywide, with 30 locations identified and prioritized in Table 5 above. Standardizing low-stress crosswalk design and processes would advance implementation of these low-stress pedestrian crossings. Design strategies to achieve low-stress crossings include shortening the crossing distance with curb extensions or crossing islands, reducing the speed of approaching vehicles with speed humps or raised crossings, and increasing visibility and awareness using active warning devices. In addition, signalized intersections can achieve safer and more comfortable pedestrian crossings by implementing automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain

locations, no turn on red and pedestrian scrambles, where appropriate and applicable.. Ensuring sufficient lighting at crossings also helps to ensure low-stress crossings at night. These strategies are consistent with the guidance described in Redmond’s Safer Streets Action Plan.

Redmond can also achieve safer pedestrian crossing behaviors through awareness and education. In partnership with the City’s SchoolPool Program, proper crossing awareness strategies can be made available to families that take part in the program and can be distributed more broadly to families of school-age children in Redmond.

### **Redmond 2050 Policies Supporting Strategy 3**

- Supports Redmond 2050 TR-16: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

### **Recommended Actions**

- Action 3A: Establish a citywide standardized process or adopt existing guidance such as the FHWA STEP Guide to determine appropriate pedestrian crossing treatments based on street characteristics, including number of vehicle lanes, speed, and contextual factors.
- Action 3B: Include safe crossing behavior guidance as part of the city’s SchoolPool program materials and general community safety messaging.

### **Strategy 4: Identify and prioritize locations for new or improved neighborhood connections outside of Urban Centers**

As shown in Figure 2 and Figure 3 above, Redmond’s pedestrian network includes many off-street pathways that provide neighborhood connections for pedestrians and bicyclists. The City’s Streets Division maintains many of these neighborhood connections while others are maintained by Homeowners Associations or other entities. The city should work to continually evaluate and maintain existing connections to ensure they meet accessibility standards and provide a comfortable experience. New connections identified in planning documents will be implemented with future development or as capital projects and should be built according to City’s shared use path standard.

### **Redmond 2050 Policies Supporting Strategy 4**

- Supports Redmond 2050 TR-14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### **Recommended Actions**

- Action 4A: Evaluate all off-street neighborhood connections for safety, accessibility, and comfort, tracking any accessibility barriers as well as steep topography, overgrown vegetation, poor lighting, or other challenges to mobility.
- Action 4B: Maintain existing off-street neighborhood connections to meet and exceed ADA standards.
- Action 4C: Identify locations where additional neighborhood connections would enhance connectivity.

### **Strategy 5: Identify and prioritize locations for implementing sidewalk alternatives outside of Urban Centers**

As shown in Figure 5 above, there are sidewalk gaps throughout Redmond, which present barriers to the pedestrian network. Less than 10% of Redmond arterials have segments where there are no sidewalk facilities on either side of the street. Therefore, most of the missing sidewalks in Redmond are on non-arterial streets. While some sidewalk gaps will be filled through required frontage improvements for new development others will need to be addressed through City-led capital projects. However, filling all sidewalk gaps with conventional sidewalks (curb with sidewalk elevated above street grade) will require significant amounts of funding. Furthermore, many of the streets that lack sidewalks have environmental constraints (shoreline, wetland, steep slopes) or have narrow public rights-of-way and would require property acquisition.

The City will evaluate lower-cost alternative sidewalk strategies on a case-by-case basis where conventional sidewalks may not be feasible to install in a timely and cost-effective manner. Sidewalk alternatives could include barrier-separated walkways, shared street or potentially other design solutions. Redmond's focus on lowering vehicle speeds will also contribute to more comfortable and safer walking environments. There is precedent for sidewalk alternatives in Redmond. Redmond land use code has allowed for non-standard concrete curb and gutter in specific locations and land use scenarios .

#### **Redmond 2050 Policies Supporting Strategy 5**

- Supports Redmond 2050 TR-14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

#### **Recommended Actions**

- Action 5A: Develop and adopt a sidewalk alternative decision process for both capital and private development that considers vehicle speed, vehicle volume, roadway classification, land uses, environmental goals and constraints, and other factors.
- Action 5B: Allow "Rustic Street Standards" or a similar standard (based on feedback from maintenance crews) to areas beyond the NE Rose Hill neighborhood.

### **Strategy 6: Establish a consistent approach to reinforcing Pedestrian Priority Zones through street design and operations.**

Pedestrian Priority Zones are designated in Downtown, Overlake, and Marymoor Village and are intended to provide vibrant streetscapes and quality pedestrian environments that support high levels of pedestrian activity and economic vitality. These zones are designed to enhance pedestrian comfort and safety through targeted infrastructure improvements, pedestrian-prioritized traffic operation, and amenities that add interest. By prioritizing foot traffic, Pedestrian Priority Zones support Vision Zero goals and foster equitable access to urban spaces.

While Pedestrian Priority Zones have been designated within Downtown, Overlake, and Marymoor and many improvements have been made to create inviting and safe pedestrian-oriented streets in these urban centers,



there is a need to better define street design and operational strategies that should be consistently deployed to achieve the intended purpose of Pedestrian Priority Zones. Street design strategies may include traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting. Operational strategies such as automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles, where appropriate and applicable are impactful in terms of creating an environment in which it is evident to all users that pedestrian mobility is prioritized. These priorities align closely with the goals and recommendations outlined in the Safer Streets Action Plan, ensuring that the pedestrian network evolves to meet safety and accessibility objectives citywide.

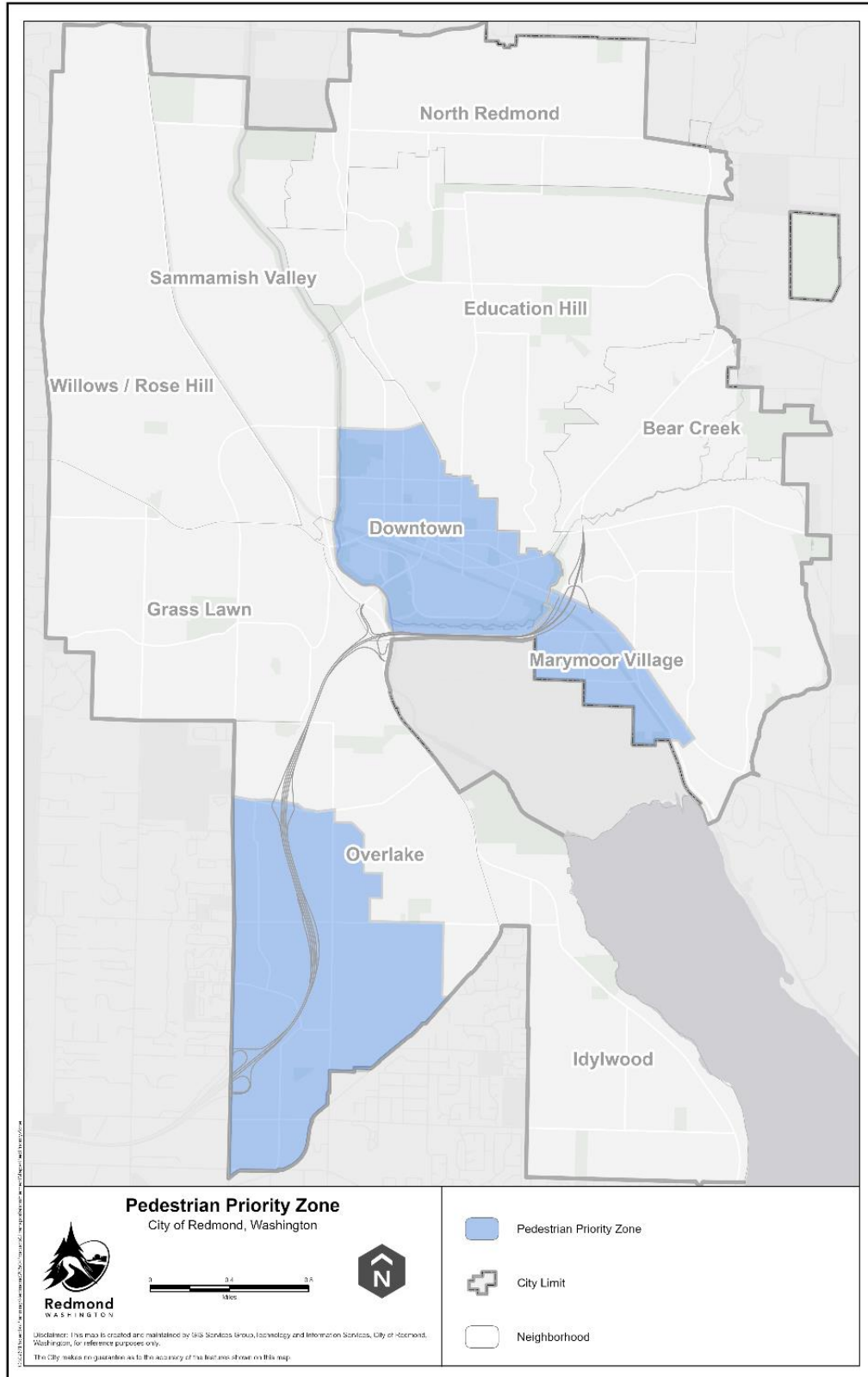


FIGURE 7 - REDMOND PEDESTRIAN PRIORITY ZONES

## Redmond 2050 Policies Supporting Strategy 6

- Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

### Recommended Actions

- Action 6A: Add signage consistent with the Downtown Pedestrian Priority Zone to denote the boundaries of the Overlake Pedestrian Priority Zone and Marymoor Pedestrian Priority Zone.
- Action 6B: Consistent with recommendations in the Safer Streets Action Plan, consider implementing a High Visibility Enforcement program within all three Pedestrian Zones to focus on education of the requirements for drivers to yield to pedestrians in crosswalks.
- Action 6C: Consistent with recommendations in the Safer Streets Action Plan, develop a list of recommended operational and street design strategies that prioritize pedestrian mobility within Pedestrian Priority Zones. Operational strategies would include but are not limited to automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red, and pedestrian scrambles, where appropriate and applicable. Street design strategies would include but are not limited to raised crosswalks/intersections, curb extensions, narrowed streets, and other traffic calming measures.
- Action 6D: Explore opportunities for increased frequency of temporary street closures in Redmond's centers for open street festivals and other events that highlight pedestrian priority.

## Strategy 7: Develop a Right-of-Way ADA Transition Plan

The City of Redmond is prioritizing accessibility improvements by committing to the development of an ADA Transition Plan for elements of the public right-of-way, including sidewalks, curb ramps, and signal pushbuttons. This plan will serve as a strategic framework to identify, prioritize, and implement upgrades across the City's pedestrian network, ensuring compliance with Americans with Disabilities Act standards.

The development of the Right-of-Way ADA Transition Plan will be led by the Public Works Department and will focus on the following efforts:

- **Conducting Field Assessments:** Evaluating existing pedestrian infrastructure related to curb ramps, sidewalks, and signal pushbuttons to evaluate data accuracy for transition plan.
- **Prioritizing Upgrades:** Identifying a prioritization strategy that includes focus on areas with high pedestrian traffic, proximity to transit, schools, and public facilities.
- **Securing Funding:** Pursuing local, state, and federal funding opportunities to support the replacement of non-compliant ramps, sidewalks and signal pushbuttons.
- **Establishing a Phased Implementation Plan:** Developing a timeline for upgrades, with a focus on addressing the highest priority needs first and achieving compliance over time.
- **Engaging Stakeholders:** Consulting with individuals with disabilities, advocacy groups, and the broader community to ensure the plan reflects diverse needs and priorities.

The ADA Transition Plan will be a key step in addressing accessibility challenges across Redmond's pedestrian network. By committing to this effort, the City is taking proactive steps to meet ADA standards and ensure that all residents, regardless of ability, have safe and equitable access to Redmond's transportation network.

## Redmond 2050 Policies Supporting Strategy 7

- Supports Redmond 2050 TR-15: Adopt and implement a plan for active and accessible transportation and an ADA Transition Plan as part of the Transportation Master Plan that results in connected neighborhoods with safe, comfortable, and convenient access to opportunity in Redmond and the region.
- Supports Redmond 2050 TR-17: Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

## Recommended Actions

- Action 7A: Develop an ADA Transition Plan for the City of Redmond’s public right-of-way.
- Action 7B: Develop performance measures and processes to track the removal of accessibility barriers based on recommendations in the ADA Transition Plan.

## Strategy 8: Upgrade street lighting with a focus on areas with high pedestrian activity

In 2019, the City of Redmond began evaluating elementary school walking routes in need of street lighting upgrades. The city identified seven elementary schools that were in need of lighting upgrades along frequent walking routes:

- |                                  |                               |
|----------------------------------|-------------------------------|
| 1. John James Audubon Elementary | 5. Redmond Elementary         |
| 2. Clara Barton Elementary       | 6. Norman Rockwell Elementary |
| 3. Albert Einstein Elementary    | 7. Benjamin Rush Elementary   |
| 4. Horace Mann Elementary        |                               |

To maintain safe walking routes, the City began upgrading high-pressure sodium (HPS) streetlights to light-emitting diode (LED) streetlights in the vicinities of the schools. The upgrade process began in 2021, and as of 2025, upgrades are complete at Redmond Elementary School and slated to be completed in the near-term at Norman Rockwell Elementary School. The City plans to continue to work to upgrade the street lighting around these elementary schools and other middle and high schools citywide.

In addition to school walking routes, other areas of high pedestrian activity should be prioritized for lighting upgrades, including near high-frequency transit stops or parks. Pedestrian lighting is an important component of the overall comfort and safety of a sidewalk or other walking facility. The City’s areas of high pedestrian activity should be prioritized for improved lighting. These areas include connections to the transit network, such as bus stops serving frequent transit routes and Mobility Hubs (see Chapter 6 for more information about Mobility Hubs in Redmond). Improving lighting at these important multimodal connection points will contribute to increased comfort on the pedestrian network and encourage nonmotorized connectivity.

## Redmond 2050 Policies Supporting Strategy 8

- Supports Redmond 2050 TR-10: Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

## Recommended Actions

- Action 8A: Fund the Street Lighting Program at a higher level and seek grant funding to accelerate the upgrading of streetlights to LED.

- Action 8B: Complete the upgrading of HPS streetlights to LED streetlights along all school walking routes in Redmond.
- Action 8C: Establish a prioritization process for pedestrian lighting upgrades citywide that includes frequent transit routes, parks, and other destinations that generate pedestrian activity.

### **Strategy 9: Ensure safe and accessible pedestrian travel through construction areas**

Redmond's growth results in high levels of construction activity particularly in its urban centers where walking is intended to be a primary mode of travel. Often construction activities impact pedestrian accessibility by closing sidewalks or pathways. The City is making changes to better ensure the provision of accessible pedestrian routes through construction areas. For example, the City's recently adopted fee structure for Right of Way Use permitting incentivizes developers to minimize their impacts on the public right-of-way. Detailed traffic control plans that include consideration for pedestrian accommodations such as accessible detours, protected pathways, and temporary crosswalks are required of all development. These plans must be reviewed and approved before work begins. Redmond's inspection and compliance processes play a critical role in ensuring that contractors adhere to approved plans. City inspectors monitor construction sites to ensure safety standards are met, including verifying the placement of temporary infrastructure like detour routes, signage, lighting, and safe crossings. Redmond can leverage GIS platforms and digital tools to provide real-time updates to residents, improving communication.

### **Redmond 2050 Policies Supporting Strategy 9**

- Supports Redmond 2050 TR-17: Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

### **Recommended Actions**

- Action 9A: Improve processes to ensure accessible pedestrian routes are provided with all construction projects.
  - Develop standards and requirements for accessible pedestrian detour routes for all construction projects within or impacting the public right of way and train inspectors on requirements. Requirements should be based on Manual for Uniform Traffic Control Devices (MUTCD), Public Right of Way Accessibility Guidelines (PROWAG), other available best practice guidance, and any specific requirements developed by the City of Redmond.
  - Modify existing approval conditions to clarify that pedestrian detour routes must be provided on the side of the street on which the development project is occurring during all stages of development unless it is documented to be infeasible or unsafe.
  - Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system.

### **Strategy 10: Improve consistency in pedestrian wayfinding signage**

Redmond's wayfinding network guidelines have not been updated since the Redmond Bicycle Wayfinding Design Manual was developed in 2015. Prior to this, the Downtown Redmond Wayfinding Manual and Overlake Wayfinding Design Manual were developed in 2006 and 2009, respectively. Redmond includes a variety of different wayfinding signage that can be inconsistent, as shown in Figure 8 below. The City should work to adjust signage for consistency and clarity





**FIGURE 8 - WAYFINDING SIGNAGE IN REDMOND**

throughout parks, facilities, and the public right-of-way.

The Redmond Parks & Recreation Department will begin a parks and facilities wayfinding signage analysis and update in 2025. The pedestrian network wayfinding signage should maintain consistency in look, design, and functionality with signage at Redmond Parks and Recreation while providing an intuitive signage network for those using pedestrian facilities citywide. To the extent possible, Redmond's wayfinding network should intuitively merge with the signage used by neighboring jurisdictions and King County. A unified approach will improve clarity and create a more intuitive experience for residents and visitors navigating the broader Eastside network.

### **Redmond 2050 Policies Supporting Strategy 10**

- Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

### **Recommended Actions**

- Action 10A: Undergo a citywide pedestrian wayfinding signage update focusing on clarity and modernization and prioritizing key destinations including all four Redmond light rail stations.
- Action 10B: Align pedestrian network wayfinding signage for consistency with parks and facilities wayfinding signage.

- Action 10C: Seek to promote consistency in wayfinding design and functionality across jurisdictional boundaries through coordination with regional partners such as King County, neighboring Eastside cities, and regional transit agencies.



## Memorandum

**Date:** 7/1/2025

**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-390

**Type:** Committee Memo

**TO:** Committee of the Whole - Planning and Public Works

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Planning and Community Development	Carol Helland	425-556-2107
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**DEPARTMENT STAFF:**

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Planning and Community Development	Glenn Coil	Senior Planner

**TITLE:**

Establishing the 2025-26 Annual Comprehensive Plan Docket

**OVERVIEW STATEMENT:**

Staff is asking Council to establish the 2025-26 Annual Docket of Comprehensive Plan Amendments. At the July 1, 2025, Committee of the Whole meeting, staff will ask Councilmembers if they are ready to establish the docket via ordinance or would prefer an opportunity to review and discuss during the July 22, 2025, study session. If the latter, staff would appreciate Councilmembers identifying discussion topics for that study session.

The City received one application for inclusion in the 2025-26 docket: Transportation Element and Master Plan update. The Planning Commission concluded that the application is consistent with the threshold criteria set forth in RZC 21.76.070.J.6 and recommends that it be added to the 2025-2026 Annual Docket.

The Commission also considered inclusion of a second item, a Land Use Map and concurrent Zoning Map amendment for 6900 188<sup>th</sup> Ave. NE, also known as the Redmond Flex site, but ultimately decided not to recommend adding that item. A summary of the Commission's discussion can be found in Attachment A.

The Planning Commission Report and Recommendation is attached.

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

**REQUESTED ACTION:**

☐ **Receive Information**

☒ **Provide Direction**

☐ **Approve**

**REQUEST RATIONALE:**



- **Relevant Plans/Policies:**  
Redmond 2050 Comprehensive Plan, Policy PI-13
- **Required:**
  - The Growth Management Act, and specifically RCW 36.70A.130.2, requires and sets the legal framework for the continuing review and evaluation of comprehensive plans.
  - RZC 21.76.070.J establishes Redmond's procedures to create an annual docket of proposed Comprehensive Plan amendments and review proposed amendments.
- **Council Request:**  
N/A
- **Other Key Facts:**  
RZC states that Council must approve the Annual Comp Plan docket by August 31 of each year.

**OUTCOMES:**

Council adoption of an ordinance establishing the 2025-2026 Annual Docket of Comprehensive Plan Amendments will allow for review and consideration of docketed amendments by August 2026 in accordance with the procedural requirements set forth under state law and the Redmond Zoning Code.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**  
Planning Commission held a public hearing on May 28, 2025.
- **Outreach Methods and Results:**  
The 2025-26 Docket was included on the City website, a 21-day notice for the public hearing was published, and was advertised in City publications.
- **Feedback Summary:**  
There was support for including the Transportation Master Plan update on the annual docket for 2025-26.

**BUDGET IMPACT:**

**Total Cost:**

\$5,350,743 is the total value of the Community and Economic Development offer, which includes the staff time devoted to this work.

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

**Budget Offer Number:**

0000304 - Community and Economic Development

**Budget Priority:**

Vibrant and Connected

Other budget impacts or additional costs: ☐ Yes ☐ No ☐ N/A

**If yes, explain:**

N/A

**Date:** 7/1/2025  
**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-390  
**Type:** Committee Memo

**Funding source(s):**

General Fund

**Budget/Funding Constraints:**

N/A

☐ Additional budget details attached

**COUNCIL REVIEW:**

**Previous Contact(s)**

Date	Meeting	Requested Action
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**Proposed Upcoming Contact(s)**

Date	Meeting	Requested Action
7/22/2025	Study Session	Provide Direction
8/4/2025	Business Meeting	Approve

**Time Constraints:**

RZC 21.76 requires that Council approve the Annual Review Docket by Aug. 31.

**ANTICIPATED RESULT IF NOT APPROVED:**

Delay in review and approval of items awaiting consideration.

**ATTACHMENTS:**

Attachment A: Draft Planning Commission Report

Attachment B: Appendices



Annual Docket Year:	2025-2026	
Staff Contact:	Glenn B. Coil, Sr. Planner	425.556.2742

FINDINGS OF FACT

Public Hearing and Notice

- a. Planning Commission Study Session and Public Hearing Dates
- I. The Planning Commission held study sessions on May 28 and June 11, 2025.

II. The Planning Commission held a public hearing on adding proposed amendments to the 2025-2026 annual docket of Comprehensive Plan amendments on May 28, 2025, and continued the written portion of the hearing to June 11, 2025. Public comments received during the public hearing are provided in Attachment D and Attachment E. The Planning Commission closed the public hearing on June 11, 2025.
- b. Notice and Public Involvement
- The public hearing notice (Attachment F) was published in the Seattle Times on May 7, 2025 in accordance with RZC 21.76.080 Review Procedures - Notices. Notice was also provided by including the hearing schedule in Planning Commission agendas and extended agendas and distributed by email to various members of the public and various agencies.

Annual Comprehensive Plan Amendment Docket Application Summary and Criteria Evaluation

	Applicant	Proposal	Intended Outcome
Transportation Element and Master Plan update	City of Redmond	<ul style="list-style-type: none"><li>Update and adopt the Transportation Master Plan (TMP) as part of the Redmond 2050 Comprehensive Plan.</li><li>Streamlining the Transportation Element by moving appendices to the TMP.</li><li>Misc. updates to the Transportation element to ensure consistency with the updated TMP.</li></ul>	<ul style="list-style-type: none"><li>A streamlined Transportation Element.</li><li>An updated TMP that includes Transportation Element appendices that are not required under the Growth Management Act, and which can be updated more easily and on a more frequent cadence.</li></ul>

The proposed amendment meets the criteria to be included in the annual docket as summarized below and shown in Attachment B.

Criteria	Staff Evaluation
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Planning Commission Report and Recommendation  
2025-2026 Annual Docket of Comprehensive Plan Amendments  
June 25, 2025

a. Appropriate mechanism	Meets
b. Appropriate to individually docket	Meets
c. Consistent with law, policy	Meets
d. Adequate resources	Meets
e. Community interests, changed conditions	Meets
f. Not considered, rejected in last two years	Meets

The Commission also considered inclusion of a second item, a Land Use Map and concurrent Zoning Map amendment for 6900 188th Ave. NE, also known as the Redmond Flex site, but ultimately decided not to recommend adding that item. A summary of the Commission’s discussion can be found in Attachment C.

RECOMMENDED CONCLUSIONS

The Planning Commission has reviewed:

- Annual Docket Applications for 2025-26 (Attachment A)
- Docketing Threshold Criteria Analysis (Attachment B)
- Public Comments (Attachments D and E)

Recommendation

The Planning Commission concludes that the following annual docket applications are **consistent with the threshold criteria set forth in RZC 21.76.070.J.6 Threshold Criteria** and recommends that they be added to the 2025-26 Annual Docket of Comprehensive Plan Amendments.

- Transportation Element and Master Plan update

REVIEWED AND APPROVED BY THE PLANNING COMMISSION



Seraphie Allen, Deputy Director  
Planning and Community Development

Signed by:  
  
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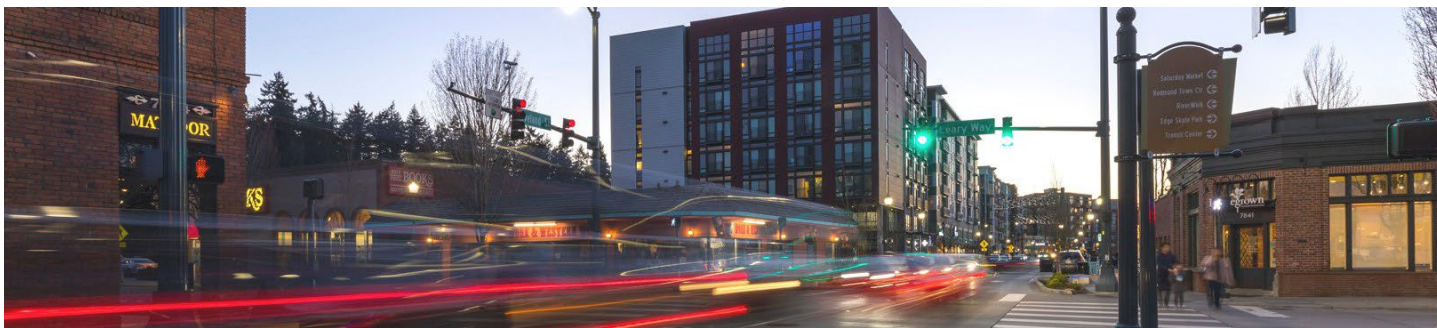
Susan Weston  
Planning Commission Chair

Attachments

- A. Annual Docket Applications
- B. Docketing Threshold Criteria Analysis
- C. Planning Commission Issues Matrix
- D. Planning Commission Public Hearing Minutes for May 28, 2025
- E. Written Public Comments
- F. Public Hearing Notice

## 2025-26 Annual Docket Appendices

- A. Comprehensive Plan Amendment application – Transportation Element and Transportation Master Plan update
- B. Docketing Threshold Analysis
- C. Planning Commission Issues Matrix – Final
- D. Public Hearing Meeting Minutes – May 28, 2025
- E. Written Public Comments
- F. Notice of Public Hearing – May 7, 2025



# Comprehensive Plan Amendment Application



**Redmond**  
WASHINGTON

[redmond.gov/ZoningCode](http://redmond.gov/ZoningCode)

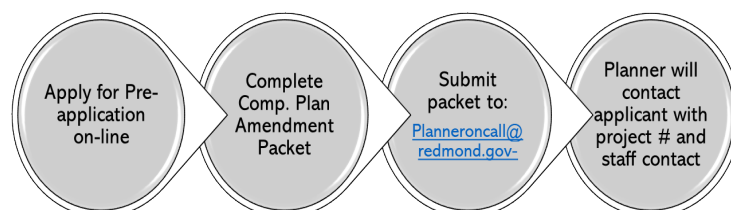
This application is for requesting an amendment to Redmond's Comprehensive Plan and associated Zoning Code provisions as part of the Comprehensive Plan amendment process.

## BACKGROUND

Changes to the Comprehensive Plan, and some Zoning Code regulations such as property-specific zoning designations, are allowable once per year under state law. As the first step in this process, the City invites interested parties to identify proposed changes. Afterward, the Redmond Planning Commission and then City Council review and confirm the list of amendments to be considered over the course of the year. The purpose of establishing this list (known as the annual *Comprehensive Plan Docket*) is to coordinate proposed changes and to help the community track progress and monitor collective impacts. This application form is the mechanism by which individuals may propose Comprehensive Plan amendments and Zoning Code amendments (when a revision to the Comprehensive Plan is needed to support the change to the Zoning Code).

## APPLICATION PROCESS AND DEADLINE

Any individual, organization, business, or other group may propose an amendment. For site-specific proposals, a minimum of 75% of property owners must confirm agreement by signing this document. Proposals to amend the Comprehensive Plan and associated Zoning Code provisions must be received electronically by **5 pm on April 1st**. Proposals received after the deadline will be considered as part of subsequent annual docketing processes.



## Pre-Application Conference

A pre-application conference is required prior to the submittal of an application for a Comprehensive Plan/ Comprehensive Plan Zoning Code Amendment. You can find the applicable forms on our website.

[Pre-Application-Form-with-Technical-Review-PDF \(redmond.gov\)](#)

Applicants will be notified via email regarding any additional needed documentation, such as environmental documents or transportation studies.

Submit completed applications to:  
[planneroncall@redmond.gov](mailto:planneroncall@redmond.gov)

**City of Redmond**  
**Development Services Center**  
15670 NE 85th Street, Redmond 98052

Need Assistance? Not sure if your proposal requires a Zoning Code Amendment or have other questions?  
Contact: **Planner On Call**, at 425-556-2494 or [planneroncall@redmond.gov](mailto:planneroncall@redmond.gov).

# Comprehensive Plan Application

**NOTICE:** Materials delivered by courier or by mail **will not be accepted.**

Name: \_\_\_\_\_

Site Address (if applicable): \_\_\_\_\_

Parcel Number(s) (if applicable) \_\_\_\_\_

Acres: \_\_\_\_\_ Zoning: \_\_\_\_\_

## CONTACT INFORMATION

Applicant: \_\_\_\_\_

Company Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

## Authorized Agent

*The undersigned hereby certifies that all information submitted with this application is complete and correct to the best of my knowledge.*

Print Name: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_

## Pre application date

Pre-Application Meeting Date: \_\_\_\_\_ Pre-Application Project Number: LAND-202\_\_-\_\_\_\_\_

## Electronic Plan Review Submittal Standards

Electronic plans that do not meet the requirements below will fail and will result in the application being deemed incomplete and will not be reviewed until complete.

### A. File Naming Standards:

**Bolded** items noted under Submittal Requirements indicate the naming convention in which the particular submittal must be named. For example, the General Application must be named **General Application Plan**.

### B. Plan Sheet Standards:

All plans must be drawn to scale.

### C. Acceptable File Types

All application materials shall be submitted by email

*Plans:* Plans must be submitted in a PDF format.

*Documents:* Calculations, reports and other supporting documents (non-drawing files) must be submitted as a PDF.

### D. Plan Orientation: All plans must be submitted in "Landscape" format in the horizontal position.

## Description of Proposed Amendment

If this proposal is for a **text amendment**, describe proposed change you are requesting. Please reference the Comprehensive Plan section and, if applicable, the Redmond Zoning Code section you are proposing for amendment.

Comprehensive Plan Text Amendment

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Zoning Code Text Amendment

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If this proposal is for a **property specific amendment, or a Land Use Map or land use designation change** (also see questions page 4):

What is the current Comprehensive Plan land use designation and zoning?

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What is your desired Comprehensive Plan land use designation and zoning?

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What land uses are located on and adjacent to the area proposed for amendment?

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## Submittal Requirements

- A. Application Fees can be found on the [Development Services Fees web page](#), under Land Use and Development Review Fee Schedule.
- B. Complete and signed copy of the Comprehensive Plan Application Form.
- C. Completed and answers to the Comprehensive Plan Amendment questions below.
- D. Completed and signed SEPA Application Form and SEPA Checklist for non-project action.
- E. **Signature Document** identifying signatures of owners comprising 75% of the owners of the property within the boundary of the proposed amendment.
- F. **For map changes only:** Attach a map that shows the boundaries of the proposed amendment with the following information:
  - ☐ Parcels and streets located within and adjacent to the proposed amendment.
  - ☐ Street address(es) and King County Parcel Number(s) of the property within the boundaries of the proposed amendment.
  - ☐ The map must be suitable for public notice purposes; the scale shall be between 1 inch equals 100 feet and 1 inch equals 800 feet.



## Comprehensive Plan Amendments Questions

Questions 1 through 7 apply to all proposed amendments. Please answer the questions in writing and attach them to the application. Answer all questions separately and reference the questions number in your answer.

1. What is your proposed amendment intended to accomplish include the desired change you are seeking?

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2. Are you aware of any public support for your proposed amendment?

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3. How will your proposal support the goals contained in Redmond's Comprehensive Plan and provided on Page 5.

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4. How will the proposal address the long-term interests and needs of the community as a whole?

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5. How will the proposal support other applicable policies and provisions from Redmond's Comprehensive Plan?

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6. Have there been any unanticipated consequences of the current policy that might necessitate a change to that policy.

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7. If a change in allowed uses is proposed, discuss the need for the land use which would be allowed and whether the change would result in loss of capacity to accommodate other needed uses.

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## Comprehensive Plan Amendments Questions

The following questions apply only to changes to the Land Use Plan Map or land use designation. In addressing these additional questions, describe both positive and negative impacts and any measure you would take to mitigate negative impacts.

1. Describe the suitability of the area for the proposed designation, considering the adjacent land uses and the surrounding development pattern, and the zoning standards under the potential zoning classification.

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2. Describe the extent to which the proposal supports: a) Redmond's preferred land use pattern as described in the Comprehensive Plan Land Use Element, and b) the community design objectives contained in the Community Development and Design Element

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4. Are there any changed conditions on the subject property or its surrounding area that might support a change to the Land Use Plan Map or land use designation.

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5. Are there any other changes to the Land Use Plan Map or adopted policies that support a revision to the requested change?

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- ☐ To foster a sense of welcoming and inclusion as we transition from a suburb to an intercultural city.
- ☐ To sustain and enhance resilient natural systems and built environment.
- ☐ To increase the diversity, supply, and affordability of housing.
- ☐ To maintain and enhance vibrant and well-connected centers.
- ☐ To create neighborhoods where people can meet their basic needs close to home.
- ☐ To support a diverse, sustainable, and resilient economy.

## Docketing Threshold Criteria

The following threshold decision criteria per [RZC 21.76.070.J.6](#) will be used in determining which proposed Comprehensive Plan amendments will receive further consideration in a given docket cycle.

Proposed Amendment: **Transportation Element and Master Plan update**

Criteria	Staff Evaluation	Notes
1. Amending the Comprehensive Plan is the most appropriate mechanism available, as the desired outcome cannot be addressed as a regulatory or budgetary process, or by a work program approved by City Council.	Meets	The Transportation Master Plan (TMP) is used to fulfill GMA requirements for transportation and capital facilities and is adopted by reference into the Transportation and Capital Facilities elements.
2. The proposed amendment is best addressed as an individually docketed item, instead of evaluated as part of a periodic update to Redmond's Comprehensive Plan, neighborhood plan update, or other planning processes such as those led by regional or state agencies.	Meets	The drafting and adoption of the TMP update is outside the window of the recent periodic review and update of Redmond's 2050 Comprehensive Plan.
3. The proposed amendment is consistent with policy implementation in the King County Countywide Planning Policies, the Growth Management Act, other state or federal law, and the Washington Administrative Code.	Meets	The TMP is being drafted to support and implement the recently updated Transportation element, which was found to be consistent with applicable policies and laws.
4. The proposed amendment can be reasonably reviewed within the staffing resources and operational budget allocated to the Department. In making this determination the following shall be considered:	Meets	The TMP update is part of the Planning Department's regular workplan.

Criteria	Staff Evaluation	Notes
<ul style="list-style-type: none"> <li>i. The amount of research and analysis needed to develop the proposal;</li> <li>ii. The potential for the proposal to impact multiple sections of the Comprehensive Plan and or zoning code;</li> <li>iii. The amount of public engagement needed to fully develop the amendments; and</li> <li>iv. If consultant support would be needed to fully develop the proposal.</li> </ul>		
<p>5. The proposed amendment addresses the interests and changed conditions of the entire City as identified in its long-range planning and policy documents and is compatible with the overall vision and goals of the Comprehensive Plan.</p>	Meets	The TMP is being updated to ensure consistency with the Redmond 2050 Comprehensive Plan goals and growth targets.
<p>6. The proposed amendment or similar amendment has not been considered or rejected within the last two years.</p>	Meets	This is a new update of the TMP, and is the first docket amendment since the adoption of the updated Redmond 2050 Comprehensive Plan.

Item	Discussion Notes	Issue Status
<b>Proposed Amendment - Land Use Map and Zoning Map - Redmond Flex Site - 6900 188th Avenue NE</b>		
1.	<p>Timing of application  (all)</p> <p><b><u>Commission Discussion</u></b></p> <p>Commissioners request a summary of past discussion on this parcel and communications and requests for land use/zoning changes.</p> <p><b><u>Staff Comments</u></b></p> <p>Concurrent to the Redmond 2050 update process, property owner pursued a development agreement (DA) and site plan entitlement for the site known as Redmond Flex that included a proposed two-story building containing approximately 133,500 square feet of manufacturing/wholesale trade use, and approximately 1,500 square feet of commercial/retail use.</p> <p>The City Council held a public hearing on the DA on Nov 21, 2023, and following the hearing, approved the DA by <a href="#">Resolution 1579</a>.</p> <p>More information can be found -</p> <ul style="list-style-type: none"> <li>• Council hearing and approval - <a href="#">Redmond Flex 11.21.2023</a></li> <li>• <a href="#">Redmond Flex   Redmond, WA</a></li> </ul> <p>Subsequent to adoption of the Development Agreement, the property owner submitted comments during Planning Commission review of Redmond 2050 Code Package expressing desire for the parcel to have residential uses allowed on the site. This can be found in the PC issues matrix as issue 38 - <a href="https://www.redmond.gov/DocumentCenter/View/36510/2025_02-12---Redmond-2050--2025-Code-Pkg-Part-1-and-2--PC-Rpt-Appendices#page=28">https://www.redmond.gov/DocumentCenter/View/36510/2025_02-12---Redmond-2050--2025-Code-Pkg-Part-1-and-2--PC-Rpt-Appendices#page=28</a>, and is reprinted below:</p> <p><i>(Opened 11/6/24, closed 12/4/24)</i>  <b>Commission Discussion</b>  Commissioners asked to discuss public testimony concerning allowing housing on or adjacent to parcels owned by the Lake Washington School District (LWSD). The</p>	<p>Opened 5.28</p> <p><b>Closed</b> <b>6.11.2025</b></p>

Item	Discussion Notes	Issue Status
	<p>testimony was specifically aimed at the split-zoned parcel at 6900 188th Ave. NE, adjacent to the site recently purchased by LWSD.</p> <p><b>Staff Comments</b>  Redmond is not planning for housing in every zone. Specifically, the Land Use Element, as proposed, identifies the Manufacturing Park and Business Park land use designations as, "locations for a variety of businesses that supply employment opportunities and services for Redmond and the region." It goes on to elaborate what that means. Notably, the old Comprehensive Plan does mention housing in the Business Park designation policies, and this has been removed as part of Redmond 2050. Further, the preferred growth alternative evaluated in the SEPA process for Redmond 2050 does not include housing in BP zones.  The property owner could offer an amendment to the Comprehensive Plan as part of an annual docket in order to pursue the request to allow housing in some BP-zoned areas.</p> <p>In addition, the property owner has advocated with elected officials to have housing remain an allowed use in the BP zone, at least in certain areas, as recently as this spring (2025).</p>	
2.	<p>Threshold Criteria Analysis  (all)</p> <p><b><u>Commission Discussion</u></b>  Commissioners will discuss results of threshold criteria analysis for this potential amendment as it relates to its recommendation that it be included on the 2025-26 annual docket.</p> <p><b><u>Staff Comments</u></b>  See <a href="#">Attachment B</a> in the packet for June 11.</p> <p><b><u>Commission Discussion 6.11.25</u></b>  Commissioners considered adding a land use map change and rezone of the Columbia Pacific Advisors (also known as the Redmond Flex) site at 6900 188<sup>th</sup> Ave. NE, but ultimately decided not to. The discussion focused on whether this was a circumstance in which the Commission should use the code authority it has to independently recommend addition of comprehensive plan amendments to the annual docket.</p>	<p>Opened 5.28</p> <p>Closed 6.11.2025</p>

Item	Discussion Notes	Issue Status
	<p>Points made in favor included that the authority exists in code and that City representatives indicated that the land use and zoning map change would best be considered as part of the annual docket. Points made against included discomfort using rarely-used code provision for this specific case; belief that applicant could have, and should have, filed an application instead; and concern about setting precedent.</p>	



## REDMOND PLANNING COMMISSION

Susan Weston, Chair | Jeannine Woodyear, Vice-Chair  
Adam Coleman | Bryan Copley | Denice Gagner  
Tara Van Niman | Aparna Varadharajan

### MEETING MINUTES

#### REDMOND PLANNING COMMISSION MEETING

Wednesday, May 28, 2025 — 7:00 p.m.

#### 1. Call to Order & Roll Call — 7:00 p.m.

Commissioners Present: Chair Susan Weston, Vice-Chair Woodyear, Commissioners Bryan Copley, Tara Van Niman, and Aparna Varadharajan

Commissioners Excused: Commissioners Adam Coleman and Denice Gagner

Staff Present: Lauren Alpert, Jeff Churchill, Glenn Coil, Francesca Liburdy, and Chris Wyatt

Recording Secretary: Carolyn Garza, LLC

#### 2. Approval of the Agenda

- *Motion to approve the Agenda by Commissioner Copley, seconded by Commissioner Van Niman. The Motion passed.*

#### 3. Approval of Meeting Summaries

- *Motion by Commissioner Aparna to approve the April 23, 2025 meeting summary and April 30, 2025 annual workshop meeting summary. Motion seconded by Vice-Chair Woodyear. The Motion passed unanimously.*

#### 4. Items from the Audience (General)

- **David Morton**, Redmond 98053, stated that a resilient transportation system helps to manage growth and enhance quality of life, and being encouraged by Redmond Planning. Some concerns are regarding funding and implementation, greenhouse gas emissions, and the condition of pavement and uncompliant curb ramps in Redmond.



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## 5. 2025-26 Annual Docket (Public Hearing and Study Session)

Senior Planner Coil gave the presentation.

### *Public Hearing*

- **Ben Varin**, Woodinville 98077, requested consideration of an amendment to the Comprehensive Plan to address a split-zone condition on the property located at 6900 – 188<sup>th</sup> Avenue Northeast. An email had been sent to the Commission earlier in the day from Rebecca Bloom. Residential use is desired on the site and zoning code is about to change to not allow residential in business park zones although currently allowed.
- **David Morton**, Redmond 98053, stated support for the transportation element of the Comprehensive Plan update. A more robust financing plan, more aggressive strategies to reduce greenhouse gases, and an action plan to address curb ramps and pavement issues need to be in place, however.

### *Study Session*

Senior Planner Coil asked if issues mentioned during Public Testimony or any other issues, should be added to an Issues Matrix.

Commissioner Copley asked if the zoning change request to the site should be included in the 2025 Docket. Senior Planner Coil replied that the Commission can vote, and that as the request has been received today analysis by staff should occur, to be presented at the next meeting. Senior Planner Coil described the Docket process for privately proposed amendments. Commissioner Copley stated that the site issue is familiar to the Commission and that the issue should not be delayed to the 2026 Docket. Chair Weston replied that staff has not yet evaluated the request to determine if all criteria have been met.

Commissioner Aparna asked when the Docket process calendar was published to the public. Senior Planner Coil replied that publishing the calendar is a requirement under the Growth Management Act (GMA). Commissioner Aparna asked if the applicant had reached out to staff prior to April 1<sup>st</sup> and Senior Planner Coil replied not being aware but would check.

Chair Weston asked that a summary of the history of communication regarding the site in question be added to the Matrix, as well as whether threshold criteria has been met. Vice-Chair Woodyear stated that summarizing previous conversations will be helpful. Chair Weston stated that what is being asked for has changed between previous conversations and the email received today.

Commissioner Van Niman asked for clarification that the due date of April 1<sup>st</sup> was missed by the applicant, but that the issue can still be added to the Docket, and in support of allowing the issue this year. Chair Weston stated that unless there is good reason the process should remain. Senior Planner Coil stated that the Commission and Council have the authority to consider items of city importance and that there is still time before the adoption of the Docket. Planning Manager Jeff Churchill replied that code gives the

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Planning Commission and Council authority to add items to the Docket but does not set a timeline, and described further options for the Commission.

Commissioner Copley stated support for processes prescribed by staff to be upheld, but also preferring more housing in Redmond and in support of considering the issue.

Commissioner Van Niman asked for an example of moving issues between Master Plan and Elements before and now. Senior Planner Coil replied that the issue is a discussion regarding the plan rather than docketing, and that the update is ongoing.

Chair Weston stated that knowing how notifications occur relative to the calendar would be helpful. Senior Planner Coil replied by describing different requirements. Senior Transportation Planner Liburdy replied that further GMA required chapters will be brought to the next Commission meeting and described outreach efforts.

## **6. Annual Redmond Zoning Code – Amendments Study Session (Code Cleanup Package)**

Long Range Planning Manager Churchill presented the topic.

### *Study Session*

Commissioner Copley asked what the least parking required had been for any previous use where non-conforming parking is triggered. Planning Manager Churchill explained the reasoning for a change.

Chair Weston asked if FEMA floodway and zero-rise floodway are two separate definitions. Planning Manager Churchill replied that adding the question to the matrix will provide an accurate reply in writing.

Planning Manager Churchill stated that on the Redmond.gov website, suggestions for the zoning code can be submitted.

## **7. Planning Commission Norms (2025 Annual Workshop)**

Senior Planner Alpert presented the topic.

- *Motion by Commissioner Copley to approve the 2025 Planning Commission Norms. Motion seconded by Commissioner Van Niman. The Motion passed unanimously.*

## **8. Staff & Commissioner Updates**

Senior Planner Alpert stated that the Transportation Master Plan (TMP) will come to the Commission in June, 2025, and chapters will be sent tomorrow to allow for extra review time.

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**9. Adjourn**

- *Motion to adjourn at 7:52 p.m. by Commissioner Copley, seconded by Commissioner Van Niman. The Motion passed.*

**Minutes approved on:**

6/12/2025

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**Planning Commission Chair**

*Susan Weston*

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## 2025-26 Annual Docket

### Written Public Comments

1. Dave Morton – May 28, 2025
2. Dave Morton – June 11, 2025
3. Dave Morton – June 11, 2025
4. Rebeca Bloom, Columbia Pacific Advisors – May 28, 2025
5. Rachel Mazur, Columbia Pacific Advisors – June 2025
6. Rachel Mazur, Columbia Pacific Advisors – June 11, 2025

I'm here to voice my strong support for [adding the amendment of the Comp Plan's Transportation Element and Master Plan update to the 2025-26 annual docket](#). I have reviewed the application and the staff's analysis, and I completely agree with the rationale presented.

[Streamlining the Transportation Element by moving the more technical, dynamic appendices into the Transportation Master Plan](#) is a logical and efficient step. This will provide the city with the necessary flexibility to keep its transportation plans current and responsive to Redmond's evolving needs, which is a critical function of good governance.

However, my support for docketing this item goes beyond simple administrative efficiency. This update is not just a housekeeping task; it's an essential opportunity that you should seize. As I noted before, while the vision in the current Transportation Element is commendable, there are significant challenges that must be addressed. This docketed update process is the correct forum for that work.

Specifically, I urge you to use this opportunity to [develop a more robust financing plan](#). This includes securing dedicated funding to complete the [active transportation networks](#) and to increase [transit frequency](#), providing genuine alternatives to driving. Redmond should also develop more aggressive strategies to [ensure that overall greenhouse gas emissions decline](#). While the goal of a [50% per-capita Vehicle Miles Traveled \(VMT\) reduction](#) is laudable, if total emissions still increase as forecast, Redmond is not meeting its climate obligations.

And critically, Redmond must create a concrete action plan to rectify existing deficiencies, like the fact that [80% of the city's curb ramps are not ADA compliant](#). The [plan's vision of a Redmond where residents can safely walk or roll to their destinations](#) is directly undermined by this failing infrastructure. Addressing these foundational safety and equity issues cannot be postponed.

Voting to docket this amendment not only approves a work item, it commits to a process that will directly tackle these fundamental challenges. I urge you to recommend that the Council approve this item for the docket. Thank you.

I'd like to comment on the ["Redmond Flex" urban development project](#) located in Southeast Redmond.

This project, with its proposed **manufacturing and wholesale trade space**, alongside a small retail component, represents a truly significant development for the Southeast Redmond community. While I certainly appreciate the potential for new employment opportunities, innovation, and economic growth that this modern "flex" industrial space could bring to Redmond, it's paramount that you ensure this development integrates seamlessly and thoughtfully into the existing and future fabric of Redmond's evolving urban landscape.

I understand the development agreement for "Redmond Flex" has been approved, and the project is currently ["Under Review"](#) by the city. While construction of the project appears to be currently on hold, I strongly urge the Commission to maintain a steadfast and strong focus on the project's long-term impacts. My primary concerns center on **traffic management, pedestrian and cyclist safety, and overarching environmental considerations**. It's **currently unknown** what types and amounts of **potential groundwater contamination and air pollution** will result from the "flexible" and **unspecified manufacturing activities** that will be occurring at this facility.

The truck loading docks, employee traffic, and overall operational activity at this location will undoubtedly place new demands on the local transportation networks. The implementation of proactive mitigation strategies for traffic flow and potential congestion – including upgrades to intersections and clear signage for freight movement – are crucial for the safety and quality of life in the surrounding neighborhoods.

I'm aware of the ongoing and important discussions surrounding the potential for residential uses within Redmond's Business Park zones, including this specific parcel. While the current comprehensive plan primarily focuses on employment opportunities in Business Parks, Redmond faces an acute and undeniable need for diverse and accessible housing options across all income levels. I respectfully encourage the Commission to remain open and adaptive to future re-evaluations of land use policies. It's essential that Redmond's planning remains flexible and responsive to the city's dynamic and evolving needs, including exploring future mixed-use integration of parcels like this one.

Thank you for the opportunity to comment on this development.

I wish to comment on the [2025-26 Annual Docket of Comprehensive Plan Amendments](#), specifically regarding the proposed amendment concerning the [Redmond Flex site in SE Redmond](#).

As detailed in the [staff memo](#) and the [Issues Matrix](#), public testimony was received at your May 28th hearing, requesting that a land use map amendment for the Redmond Flex site be added to this annual docket. I understand the property owner of this site, which already has an approved development agreement for manufacturing and wholesale trade, alongside some commercial/retail use, has consistently expressed a desire for residential uses to be allowed on this site. This advocacy has continued as recently as Spring 2025.

The "[Docketing Threshold Criteria Review](#)" clearly shows that staff have thoroughly evaluated this proposed amendment and determined it "[Meets](#)" all the critical criteria for inclusion on the docket. Notably, staff explicitly states that amending the Comprehensive Plan's Land Use Map is "[the most appropriate mechanism to achieve property owner's stated outcome to allow residential development on the full site](#)". Furthermore, the proposal is recognized as addressing "[the City's need for more housing located near walkable parks, schools, and neighborhood retail](#)". This aspect resonates strongly with the urgent and ongoing need for diverse housing solutions within Redmond.

The staff evaluation highlights a potential conflict with the City's need to maintain existing job-producing zones and meet employment growth targets. Nevertheless, this proposed amendment still warrants further dedicated consideration on the annual docket. As the Issues Matrix indicates, the discussion around allowing housing in Business Park zones, despite its removal in the Redmond 2050 update, remains a relevant point of advocacy from property owners. The fact that this specific amendment has not been considered or rejected within the last two years further supports its eligibility for thorough review.

Including this amendment on the annual docket would provide the necessary framework for a robust and comprehensive exploration of how a balanced approach could effectively serve both Redmond's vital employment goals and its critical housing needs, particularly on parcels near amenities. I urge the Commission to recommend this land use map amendment for inclusion in the Annual Docket, allowing for a comprehensive study that embraces adaptable and forward-thinking planning for Redmond's future. Thank you.

**From:** [Rebecca Bloom](#)  
**To:** [Jeff Churchill](#); [Carol Helland](#); [Lauren Alpert](#); [Glenn Coil](#); [Planning Commission](#)  
**Cc:** [Pete Aparico](#); [Ben Varin](#); [Holly D. Golden](#)  
**Subject:** Planning Commission 5/28 Meeting - Comment on Agenda Item #5 (2025-2026 Annual Docket)  
**Date:** Wednesday, May 28, 2025 4:13:49 PM

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**External Email Warning!** Use caution before clicking links or opening attachments.

Dear Planning Commissioners:

Columbia Pacific Advisors owns the property located at 6900 188th Avenue NE in Redmond (King County Parcel No. 1286300012) (hereafter, the “Site”). The Site is split-zoned, with Corridor Mixed Use (“CMU”) zoning anticipated on the western portion of the Site along 188th Avenue NE and Business Park (“BP”) zoning anticipated on the eastern portion of the Site. Columbia Pacific Advisors is interested in pursuing a residential redevelopment of the property. However, under pending code amendments, residential uses will no longer be a permitted use in BP zones.

The BP designation that applies to the Site and surrounding parcels is a remainder from their historic use as part of Cadman Inc.’s sand and gravel mine, which have all been sold in recent years with changes in use contemplated. With rapid transformation of the area driven by new housing and future school uses, the historic focus on heavy industry on these sites is no longer relevant. Instead, the Site is a prime candidate for a future residential project due to its adjacency to school district owned property, a park, and other residential uses.

We have spoken to you in the past about a narrowly-tailored code solution to allow residential use in this location. However, that code change is poised to be adopted by Council. Fixing the split-zoned condition, and moving the entire site to the CMU designation presents an alternative solution to allow residential use on this site. The Planning Commission is authorized to initiate a Comprehensive Plan amendment during the docket process. RZC 21.76.070.J.3.d. The proposal meets the docking criteria, as summarized in the Planning Commission’s agenda materials:

- The Comprehensive Plan amendment is the appropriate mechanism because the requested narrowly-tailored regulatory amendment was not advanced.
- This amendment is a site-specific request, which is appropriate for the annual docket, instead of a periodic update.
- The amendment is consistent with Redmond Comprehensive Plan policies in support of housing production, including FW-LU-2, Goals, Vision, and Framework, Goals 3 and 5 and Vision 2 related to housing, N-SE-3,
- The proposed amendment is very straightforward and should not require significant staff resources.



- The requested amendment addresses changing conditions due to the site adjacencies (school-owned property, park, and other residential uses), and the request is consistent with the overall vision and goals of the Comprehensive Plan.
- A similar amendment has not been considered or rejected within the last two years.

We would urge you to exercise that authority to deliver a pragmatic solution for housing production.

Sincerely,

Rebecca Bloom, CRE  
Chief Investment Officer, Real Estate Equity  
Columbia Pacific Advisors  
1910 Fairview Ave. E. | Suite 200 | Seattle, WA 98102  
DIRECT (206) 225-2960 (TEXT ENABLED)  
MOBILE (310) 650-5052  
[www.columbiapacific.com](http://www.columbiapacific.com)

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June 6, 2025

***Via Email (PlanningCommission@redmond.gov)***

Redmond Planning Commission  
Redmond City Hall  
15670 NE 85th Street  
Redmond, WA 98052

*Re: Columbia Pacific Advisors Comprehensive Plan Amendment Docketing  
Request for 6900 188th Avenue NE*

Dear Planning Commissioners:

Our firm represents Columbia Pacific Advisors ("Columbia Pacific"), the beneficial owner of the property located at 6900 188th Avenue NE in Redmond (King County Parcel No. 128630-0012)(the "Property"). Columbia Pacific intends to develop the Property with residential uses, but the Property has a split Comprehensive Plan designation and corresponding split-zone condition, and part of the Property is zoned Business Park ("BP"). Residential uses will no longer be allowed in the BP zone after City Council adoption of the 2025 Code Package. Columbia Pacific requested Code modifications to allow residential uses on the Property in the 2025 Code Package. Due to a reluctance to impose sweeping changes in the BP zone, the requested changes have not been included in the 2025 Code Package.

An alternative solution to allow housing on the Property is a concurrent Comprehensive Plan Map Amendment and Zoning Code Amendment (together, the "Proposal") to legalize residential uses on the entire Property. The Code empowers the Planning Commission to initiate a Comprehensive Plan amendment at any time. Redmond Zoning Code ("RZC" or "Code") 21.76.070.J.3.d.i. We respectfully request that the Planning Commission exercise this authority to docket a Comprehensive Plan Map Amendment so that much-needed residential units can be brought online as quickly as possible on the Property.

This letter provides detailed comments on the Property and proposal, a summary of our advocacy thus far, and an explanation of Columbia Pacific's change in strategy to achieve uniform zoning and a Comprehensive Plan designation to allow residential uses on the entire Property.

**A. Given neighborhood adjacencies, the Property is well-suited to provide dense residential housing units.**

The Property is a 5.8-acre parcel in Southeast Redmond. The Property has a split Comprehensive Plan designation, with a Citywide Mixed Use designation on the western

portion of the parcel fronting 188th Avenue NE, and a BP designation on the remaining eastern portion of the property. See [Figure 1](#) below, Redmond 2050 [Comprehensive Land Use Map](#).

Similarly, the Property is split-zoned, with Corridor Mixed Use (“CMU”) zoning anticipated on the western portion of the Property and BP zoning anticipated on the eastern portion following adoption of the 2025 Code Package, scheduled for June 17. See [Figure 2](#) below.

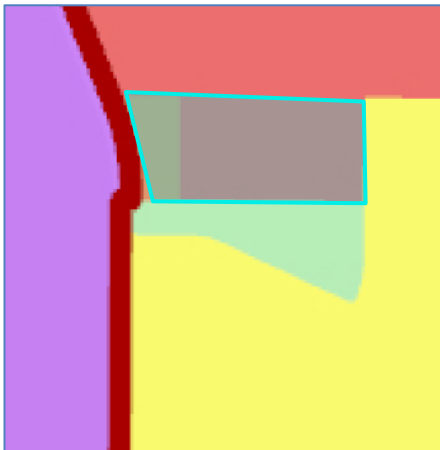


Figure 1: Excerpt from [Comprehensive Land Use Map](#)

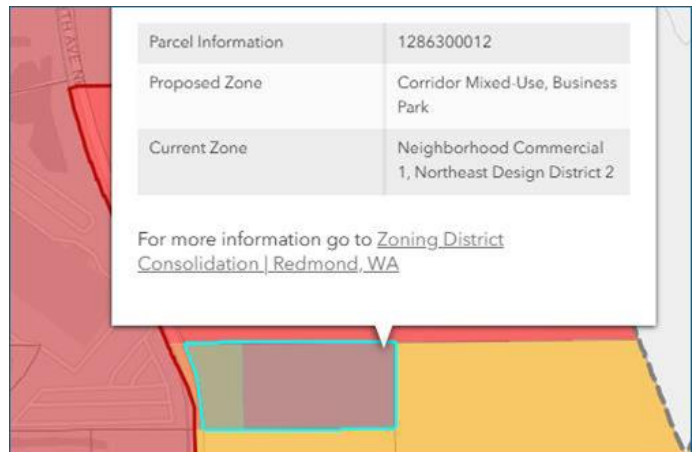


Figure 2: Excerpt from the [Zoning Consolidation Interactive Map](#)

As you know, the 2025 Code Package enactment will result in the removal of all residential uses from the BP zone. Columbia Pacific now seeks a concurrent Comprehensive Plan Amendment and Zoning Code Amendment so that the entire Property can be designated as Citywide Mixed Use on the Comprehensive Land Use Map and zoned CMU.

The Property’s adjacent land uses underscore the appropriateness of the proposal so that residential uses may be permitted here. Immediate adjacencies include property owned by the Lake Washington School District, an in-process multifamily residential development, and Southeast Redmond Park, which has undergone the master planning process and will begin “final design” this winter.

Acknowledging the history of the Property provides useful site context: the current BP designation (and anticipated BP zoning) on the eastern portion of the parcel and surrounding properties is a remainder from its historic use as part of Cadman Inc.’s sand and gravel mine, but these properties have all been sold in recent years with changes in use contemplated around the Property. Given the on-going rapid transformation of the area, which will continue with new housing developments, future school uses, and park enhancements, the BP designation and zoning is a vestige of the past which now hinders residential development of the Property. Redesignating and rezoning the Property to Citywide Mixed Use and CMU will allow the Property to provide complementary residential land uses.

**B. The Applicant has consistently engaged with the Planning Commission, City Council, Planning Staff, and Elected Officials about developing the Property with residential uses since September 2024.**

During the May 28, 2025 meeting, the Planning Commissioners asked for a summary of Columbia Pacific's outreach thus far. We appreciate the Planning Commission's willingness to consider the public comments we have provided on behalf of Columbia Pacific since September 2024. The following bulleted timeline identifies the public comments we have provided before the Planning Commission, City Council, along with outreach we conducted with staff and elected officials since that time.

- **September 25, 2024:** Columbia Pacific submitted written testimony to the Planning Commission requesting that the draft 2025 Code Package include language to allow multifamily residential use in BP zones on split-zoned properties immediately adjacent to property owned by the Lake Washington School District and on property owned by the District. We envisioned that this language would be a narrowly-tailored Code change to the use chart or as a footnote to the use chart in the Code. Including this narrow revision to the 2025 Code Package would have been the fastest solution to allowing housing on the Property, which is why Columbia Pacific initially pursued this strategy.
- **October 25, 2024:** Columbia Pacific provided testimony to the Planning Commission reiterating its request for a Code text change.
- **November 5, 2024:** Columbia Pacific emailed Planning Commissioners requesting a meeting to discuss the Code text change.
- **November 6, 2024:** Columbia Pacific provided testimony to the Planning Commission reiterating its request for a Code text change.
- **November 11-13, 2024:** Columbia Pacific exchanged emails with Jeff Churchill discussing the request for a Code text change.
- **November 19, 2024:** Columbia Pacific provided testimony to the City Council requesting that the Council make a policy statement to reiterate that the Comprehensive Plan does not preclude residential uses in the BP zone.
- **November-December 2024:** Columbia Pacific emailed additional Planning Commissioners requesting a meeting to discuss Code text change.
- **January 23, 2025:** Columbia Pacific met with Planning Commissioner Woodyear to discuss the requested Code text change.

- **January 28, 2025:** Columbia Pacific prepared public comment for the Planning Commission Study Session but was informed by the City Clerk that the Commission was not accepting public comment due to the meeting being a Study Session.
- **December, February-March 2025:** Columbia Pacific emailed Councilmembers requesting meetings to discuss the Code text change.
- **April 23, 2025:** Columbia Pacific met with Councilmember Salahuddin to discuss the requested Code text change.
- **May 23, 2025:** Columbia Pacific met with Mayor Birney and Planning Director Carol Helland to discuss the requested Code text change.
- **May 28, 2025:** Planning Staff recommended that Columbia Pacific submit a Comprehensive Plan Amendment docket request for the Planning Commission's consideration under their authority in RZC 21.76.070.J.3.d. Columbia Pacific prepared a written request, which was submitted prior to 5:00 pm, and Columbia Pacific presented comments at the meeting.

Throughout the course of this engagement, Columbia Pacific heard feedback supportive of more housing in Redmond (and often supportive of housing on the Property). There was ultimately mixed feedback about the best option for effectuating this change. Columbia Pacific remained focused on advocating for a change in the 2025 Code Package because that would have been the fastest solution to provide housing on the Property.

We understand the reluctance to change the Code for a site-specific solution (even if it remains the fastest solution), and at Staff's recommendation, we are pivoting to a request for annual docketing. This solution will lag behind the 2025 Code Package, but it provides a site-specific solution that will still authorize housing on the Property this year. The prior conversations, which focused on the Property's adjacencies, are still directly pertinent to the annual docketing process. In other words, Columbia Pacific has been daylighting this issue, highlighting this site, and describing the unique split-zone conditions for more than eight months.

### **C. The Proposal satisfies the Redmond Zoning Code's criteria for docketing.**

Columbia Pacific's request for docketing at this time is not a request to bend the rules. It is specifically authorized in the Code. RZC 21.76.070.J.3.d.i. The Planning Commission may initiate Comprehensive Plan Amendment proposals at any time. This authorization exists to allow the Planning Commission to make pragmatic, long-range planning recommendations, and it is perfectly suited to this fact pattern where a 2025 Code Packet change was discussed and considered, and this approach provides a more site-specific

solution consistent with the docketing criteria set out in RZC 21.76.070.J.6. Our response to each criterion is provided in bold and italics, below.

- a. Amending the Comprehensive Plan is the most appropriate mechanism available, as the desired outcome cannot be addressed as a regulatory or budgetary process, or by a work program approved by City Council;  
***Satisfied; Columbia Pacific diligently advocated for a change to the draft 2025 Code Package to permit residential uses on the property. Columbia Pacific participated in the regulatory process, providing public comment, conducting outreach to Planning Staff and elected officials. Columbia Pacific now seeks a Comprehensive Plan Amendment and concurrent rezone to allow residential uses on the Property.***
- b. The proposed amendment is best addressed as an individually docketed item, instead of evaluated as part of a periodic update to Redmond's Comprehensive Plan, neighborhood plan update, or other planning processes such as those led by regional or state agencies;  
***Satisfied; Planning Staff informed Columbia Pacific that the proposed amendment would be best addressed as an individually docketed item because it is a site-specific request, rather than as part of the Redmond 2050 Comprehensive Plan and corresponding 2025 Code Package.***
- c. The proposed amendment is consistent with policy implementation in the King County Countywide Planning Policies, the Growth Management Act, other state or federal law, and the Washington Administrative Code;  
***Satisfied; the King County Countywide Planning Policies align with the proposal. Notable policies include the following:***  
  
***H-15: "Increase housing choices for everyone ... [e]nsure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels."***  
  
***H-16: "Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county."***  
  
***Further, the Growth Management Act's planning goals explicitly encourage "development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner" and promotion of "a variety of residential densities and housing types[.]" RCW 36.70A.020. The proposal squarely aligns with these goals.***

- d. The proposed amendment can be reasonably reviewed within the staffing resources and operational budget allocated to the Department. In making this determination the following shall be considered:
  - i. The amount of research and analysis needed to develop the proposal;  
***As described above, Columbia Pacific has been discussing the Property and the desire for housing in this location since at least September 2024. The request addresses a split-zone condition and to correct for historic gravel mine zoning that no longer makes sense in this location. There is not significant background analysis necessary.***
  - ii. The potential for the proposal to impact multiple sections of the Comprehensive Plan and/or zoning code;  
***The proposal only requires a Comprehensive Plan and zoning map change. It is a straightforward fix.***
  - iii. The amount of public engagement needed to fully develop the amendments; and  
***The proposal only impacts one property, and given the split-zoned condition, deep outreach is not necessary. The main adjacent property owner has already expressed support for housing in this location.***
  - iv. If consultant support would be needed to fully develop the proposal;  
***Consultant support should not be necessary to fully develop the proposal, but Columbia Pacific would be happy to provide and fund any necessary support.***
- e. The proposed amendment addresses the interests and changed conditions of the entire City as identified in its long-range planning and policy documents and is compatible with the overall vision and goals of the Comprehensive Plan; and  
***Satisfied; the proposed Comprehensive Plan Amendment is supported by the following goals and policies in the Comprehensive Plan:***  
  
***FW-LU-2: “Ensure that the land use pattern in Redmond meetings the following objectives ... [e]ncourages a mix of uses that create complete neighborhoods ... [p]romotes sufficient density for development pattern and urban design that enable people to readily use a variety of accessible and active forms of travel[.]”***  
  
***FW-HO-2: “Zone sufficient buildable land to accommodate Redmond’s projected housing need and meet allocated housing growth targets.***

***FW-HO-3: “Increase housing choices in more areas of the city.”***

***FW-HO-5: “Evaluate and refine tools and processes to improve housing related outcomes.”***

***LU-5: “Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for equity.”***

***LU-26: “Promote walkable, welcoming, attractive, and safe complete neighborhoods with a variety of housing types to serve our culturally and economically diverse community.”***

***FW-CD-2: “Use development regulations and review processes to achieve desired design outcomes for our city, neighborhoods, and public spaces while providing flexibility where appropriate.”***

- f. The proposed amendment or similar amendment has not been considered or rejected within the last two years.

***Satisfied; Columbia Pacific has not applied for a Comprehensive Plan Amendment related to this Property within the last two years.***

#### **D. Conclusion.**

We acknowledge that this Comprehensive Plan Amendment docket request comes a month after the typical application acceptance period. However, as noted above and as reiterated by Planning Staff at the May 28 meeting, the Code provides the Planning Commission with the discretion to initiate proposals to amend the Comprehensive Plan for inclusion on the annual docket at any time. RZC 21.76.070.J.3.d.i.

In summary, we therefore ask the Planning Commission to exercise this authority and docket the Applicant’s request for the following reasons. First, our change in strategy was precipitated by staff feedback. We have diligently sought out guidance from staff and elected officials on how to achieve residential uses on the property. Following our discussions with Director Helland in late May, we were encouraged to submit this docket request. The update to the 2025 Code Packet would have allowed housing on the Property faster, but this annual docketing option is the next best option.

Second, the Columbia Pacific team, led by a longtime Redmond resident, remains bullish on the future of Redmond as it evolves from a suburb to a city. We are acutely aware of the housing shortage and need to produce dwelling units to meet housing goals. Columbia Pacific wants the Property to be developed with appropriately dense residential units to make Southeast Redmond a complete neighborhood as envisioned in the Comprehensive



Redmond Planning Commission  
June 6, 2025  
Page 8 of 8

Plan. The Property is especially well-suited for residential density because of its adjacency to a park, a school-owned property, and other residential uses.

Third, it would be disappointing to delay housing production on a procedural basis, especially because the Code gives the Planning Commission discretion to initiate docket requests at any time. The Columbia Pacific team is committed to fully participating in the docketing process, and will respond to any further questions or concerns should the request be docketed.

Thank you for the opportunity to provide public comment on Columbia Pacific's ongoing proposal to allow residential uses on the Property. We urge you to docket the this Comprehensive Plan Amendment as it will result in the creation of appropriately dense housing units in Southeast Redmond.

Very truly yours,



Rachel Mazur

RMM:smd  
E-Mail: [rachel.mazur@hcmp.com](mailto:rachel.mazur@hcmp.com)  
Direct Dial: (206) 470-7667  
Fax: (206) 623-7745

CC: Mayor Angela Birney, [mayor@redmond.gov](mailto:mayor@redmond.gov)  
Councilmember Osman Salahuddin, [osalahuddin@redmond.gov](mailto:osalahuddin@redmond.gov)  
Director Carol Helland, [chelland@redmond.gov](mailto:chelland@redmond.gov)  
Long Range Planning Manager Jeff Churchill, [jchurchill@redmond.gov](mailto:jchurchill@redmond.gov)

ND: 22739.008 4897-6132-8970v7

**From:** [Rachel Mazur](#)  
**To:** [Planning Commission](#); [Glenn Coil](#)  
**Cc:** [Jeff Churchill](#); [Lauren Alpert](#); [Holly D. Golden](#)  
**Subject:** RE: Columbia Pacific Advisors Planning Commission Comment Letter Attached  
**Date:** Wednesday, June 11, 2025 2:42:38 PM  
**Attachments:** [image001.gif](#)  
[image002.gif](#)  
[image003.gif](#)

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**External Email Warning!** Use caution before clicking links or opening attachments.

Hi Glenn,

We reviewed Staff's Docketing Threshold Criteria analysis for the Comprehensive Plan Amendment. In the "Notes" section for criterion 4, it mentions that "[i]f this item is docketed as a City-initiated item (i.e., as an item added by the City Council at the request of the Planning Commission), there would be no fee, but the City will still incur the cost of reviewing and processing the proposal. Staff is researching whether the City could request or require the property owner to contribute to the costs as a condition of having the item docketed."

We'd like to confirm through this written public comment that Columbia Pacific Advisors is willing to pay the cost incurred by the City for reviewing and processing the proposal (up to the \$10,104.70 fee amount). We'd like you to share this with the Planning Commission in advance of tonight's meeting. Thank you!

Sincerely,

**Rachel Mazur**

**Hillis Clark Martin & Peterson P.S.**

999 Third Avenue | Suite 4600 | Seattle, WA 98104  
d: **206.470.7667** | 206.623.1745 | f: 206.623.7789  
[rachel.mazur@hcmp.com](mailto:rachel.mazur@hcmp.com) | [www.hcmp.com](http://www.hcmp.com)

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**From:** Planning Commission <[planningcommission@redmond.gov](mailto:planningcommission@redmond.gov)>  
**Sent:** Friday, June 6, 2025 12:25 PM  
**To:** Rachel Mazur <[rachel.mazur@hcmp.com](mailto:rachel.mazur@hcmp.com)>; Planning Commission <[planningcommission@redmond.gov](mailto:planningcommission@redmond.gov)>  
**Cc:** Mayor (Internet) <[Mayor@redmond.gov](mailto:Mayor@redmond.gov)>; Osman Salahuddin <[osalahuddin@redmond.gov](mailto:osalahuddin@redmond.gov)>; Carol Helland <[chelland@redmond.gov](mailto:chelland@redmond.gov)>; Jeff Churchill <[jchurchill@redmond.gov](mailto:jchurchill@redmond.gov)>; Holly D. Golden <[holly.golden@hcmp.com](mailto:holly.golden@hcmp.com)>; Lauren Alpert <[lalpert@redmond.gov](mailto:lalpert@redmond.gov)>  
**Subject:** RE: Columbia Pacific Advisors Planning Commission Comment Letter Attached

[EXTERNAL]

Hi Rachel,

Confirming that the Redmond Planning Commission has received your letter.

Thanks,

**Glenn Coil**

Senior Planner, City of Redmond

425-556-2742 | [gcoil@redmond.gov](mailto:gcoil@redmond.gov) | [www.redmond.gov](http://www.redmond.gov)

MS:4SPL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

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**From:** Rachel Mazur <[rachel.mazur@hcmp.com](mailto:rachel.mazur@hcmp.com)>

**Sent:** Friday, June 6, 2025 11:50 AM

**To:** Planning Commission <[planningcommission@redmond.gov](mailto:planningcommission@redmond.gov)>

**Cc:** Mayor (Internet) <[Mayor@redmond.gov](mailto:Mayor@redmond.gov)>; Osman Salahuddin <[osalahuddin@redmond.gov](mailto:osalahuddin@redmond.gov)>; Carol Helland <[chelland@redmond.gov](mailto:chelland@redmond.gov)>; Jeff Churchill <[jchurchill@redmond.gov](mailto:jchurchill@redmond.gov)>; Holly D. Golden <[holly.golden@hcmp.com](mailto:holly.golden@hcmp.com)>

**Subject:** Columbia Pacific Advisors Planning Commission Comment Letter Attached

**External Email Warning!** Use caution before clicking links or opening attachments.

Planning Commissioners,

We submit the attached comment letter on behalf of our client, Columbia Pacific Advisors. We look forward to the upcoming meeting next week.

Sincerely,

**Rachel Mazur**

**Hillis Clark Martin & Peterson P.S.**

999 Third Avenue | Suite 4600 | Seattle, WA 98104  
d: 206.470.7667 | 206.623.1745 | f: 206.623.7789  
[rachel.mazur@hcmp.com](mailto:rachel.mazur@hcmp.com) | [www.hcmp.com](http://www.hcmp.com)

**NOTICE OF PUBLIC HEARING  
CITY OF REDMOND  
2025-2026 Annual Docket of  
Comprehensive Plan Amendments**

The City of Redmond Planning Commission will hold a Public Hearing at Redmond City Hall Council Chambers, 15670 NE 85th Street, Redmond, Washington on **May 28, 2025 at 7 p.m.** or as soon thereafter, on:

**SUBJECT:** 2025-2026 Annual Docket of Comprehensive Plan Amendments. There is one proposed docket item: Updates to the Transportation Element including adoption of an updated Transportation Master Plan.

**REQUESTED ACTION:** Planning Commission recommendation on establishing the 2025-2026 Annual Docket of Comprehensive Plan amendments.

**PUBLIC PARTICIPATION:** Join in-person at City Hall, watch live at [redmond.gov/RCTV](https://redmond.gov/RCTV), Comcast channel 21, Ziply channel 34, on [facebook.com/City-ofRedmond](https://facebook.com/City-ofRedmond), or listen live by phone by calling 510-335-7371.

Public comment can be provided in-person or by phone during the meeting by providing a name and phone number to [PlanningCommission@redmond.gov](mailto:PlanningCommission@redmond.gov) no later than 5 p.m. on the day of the hearing.

Written public comments should be submitted prior to the hearing by email to [PlanningCommission@redmond.gov](mailto:PlanningCommission@redmond.gov) no later than 5 p.m. on the hearing date. Comments may also be sent by mail to: Planning Commission, MS: 4SPL, P.O. Box 97010, Redmond, WA, 98073-9710.

A copy of the proposal is available at <https://www.redmond.gov/PlanningCommission>

If you have any comments, questions, or would like to be a Party-of-Record on this proposal, please contact Glenn Coil, Senior Planner, 425-556-2742 [gcoil@redmond.gov](mailto:gcoil@redmond.gov)

If you are hearing or visually impaired, please notify Planning Department staff at 425-556-2441 one week in advance of the hearing to arrange for assistance.

**LEGAL NOTICE:** May 7, 2025



## Memorandum

**Date:** 7/1/2025

**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-393

**Type:** Committee Memo

**TO:** Committee of the Whole - Planning and Public Works

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Public Works	Aaron Bert	425-556-2786
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**DEPARTMENT STAFF:**

Public Works	Tess Wilkinson	Capital Projects Planner
Public Works	Steve Gibbs	Capital Division Manager
Public Works	Vangie Garcia	Deputy Director

**TITLE:**

Capital Investment Program (CIP) Project Updates - Q2 2025

**OVERVIEW STATEMENT:**

Public Works is providing the 2025 Quarter 2 project updates on active CIP projects. The purpose of this meeting is to provide an overview of the CIP progress and to receive feedback or answer questions about specific projects.

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

**REQUESTED ACTION:**

☒ **Receive Information**

☐ **Provide Direction**

☐ **Approve**

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**  
CIP
- **Required:**  
N/A
- **Council Request:**  
N/A
- **Other Key Facts:**  
None

**OUTCOMES:**

N/A

**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:**  
CIP

**Budget Priority:**  
N/A

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

**Funding source(s):**  
CIP

**Budget/Funding Constraints:**  
N/A

☐ Additional budget details attached

**COUNCIL REVIEW:**

**Previous Contact(s)**

Date	Meeting	Requested Action
4/1/2025	Committee of the Whole - Planning and Public Works	Receive Information

**Date:** 7/1/2025  
**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-393  
**Type:** Committee Memo

4/22/2025	Study Session	Receive Information
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**Proposed Upcoming Contact(s)**

Date	Meeting	Requested Action
7/15/2025	Business Meeting	Receive Information

**Time Constraints:**

N/A

**ANTICIPATED RESULT IF NOT APPROVED:**

None

**ATTACHMENTS:**

Attachment A - Draft 2025 CIP Quarter 2 Projects Update

Attachment B - Projects List - Council Handout

Attachment C - Council Issues Matrix



# CIP Quarterly Projects Update

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Quarter 2, 2025





# Capital Division Portfolio Reporting

## 2025-2026 CIP

CIP Projects	2025 Q1	2025 Q2
Active	36	34

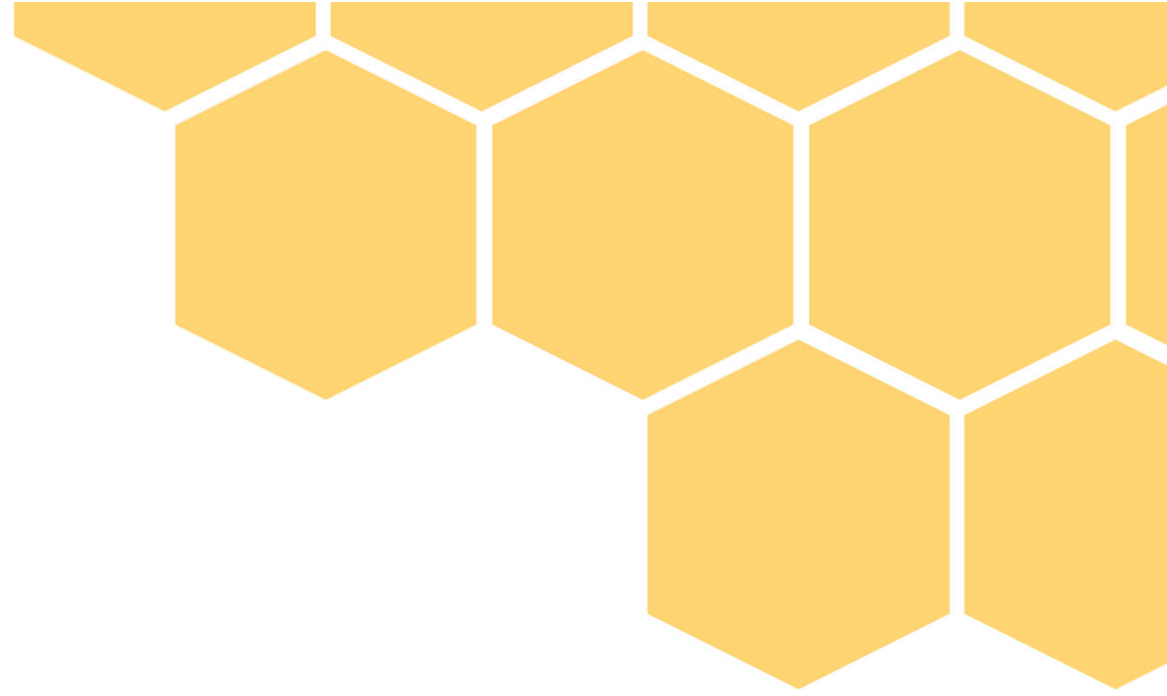
Completion	2025	2026
Targeted for Completion	18	9
Total Complete	6	0
Percent complete	33%	0%



# Completed & Soon to be Completed Projects

Project	Substantial Completion	Budget	Expected Cost	Comments
EV Charging	January 2025	\$734,334	\$700,000	Complete
10,000 Block of Avondale Erosion	March 2025	\$4,091,986	\$3,500,000	Complete
PPE Management – Storage and Extractors	April 2025	\$505,000	\$535,000	Complete
Control & Telemetry	May 2025	\$5,205,057	\$4,500,000	Complete
40 <sup>th</sup> St. Sidewalks (156 <sup>th</sup> Ave to Bel-Red Rd.)	May 2025	\$2,066,361	\$2,060,000	Complete
Overlake Station Vault - Stormwater Hatch	June 2025	\$155,000	\$155,000	Complete
Pavement Mgmt. – West Lake Samm. Pkwy (N. of Marymoor to Leary Way)	July 2025	\$3,267,693	\$3,267,000	
Redmond Central Connector Phs 3	August 2025	\$8,075,000	\$8,075,000	
Sustainability LED Lighting Building Retrofit	September 2025	\$781,187	\$781,000	
Reservoir Park Sports Court Replacement	September 2025	\$1,181,682	\$1,180,000	
Reservoir Park Water Tank Repairs	September 2025	\$624,910	\$610,000	





# Project & Program Reporting

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# Scope, Schedule & Budget Indicators

	Green ●	Yellow ●	Red ●
Scope	Scope OK	Some scope issues	Major scope issues
Schedule	On or ahead of schedule	1-3 months behind	Over 3 months behind
Budget	On or under budget (without contingency)	Within budget + contingency	Over budget + contingency

## Funding (Budget)

Funding number is budget as approved by Council; most recent number shown.



# Program Report - General Government (Facilities)

*Active projects managed by the Construction Division*

Program Manager: Quinn Kuhnhausen

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
Electric Vehicle Charging Stations	Complete	January 2025	●	\$734,334	2023-2024	
PPE Management - Storage and Extractors	Complete	April 2025	●	\$505,000	2019-2020	
Fire Station 17 Siding Replacement	Construction	November 2025	●	\$1,119,620	2023-2024	Waiting on the delivery of the siding,
Sustainability LED Lighting Building Retrofit	Construction	December 2025	●	\$741,187	2019-2020	
Sustainability Building Automation (Energy Management System)	Construction	July 2026	●	\$506,408	2019-2020	
Public Safety Building Phase 2 (Mechanical and Electrical)	Construction	July 2026	●	\$3,075,096	2017-2018	
Facilities ADA Improvements	Pre-Design	November 2026	●	\$300,000	2019-2020	
MOC Campus Redevelopment	Pre-Design	2030	●	\$225,000,000	2023-2024	Interviews with the finalists are complete.



# Program Report - Parks

*Active projects managed by the Construction Division*

Program Manager: Dave Tucheck

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
Redmond Central Connector Phs 3	Construction	August 2025	●	\$8,075,000	2019-2020	Waiting for the light poles to be delivered.
Turf Replacement, Grass Lawn Park Softball Field 1	Construction	October 2025	●	\$1,851,216	2019-2020	
Turf Replacement, Hartman Park Baseball Infield	Construction	October 2025	●	\$599,245	2019-2020	
Reservoir Park Sports Court Replacement	Construction	September 2025	●	\$1,181,682	2019-2020	
Meadow Park Sports Court Replacement	Award	October 2025	●	\$593,910	2019-2020	



# Program Report - Traffic Operations

Active projects managed by the Construction Division unless otherwise noted

Program Manager: Paul Cho

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
Pavement Management -West Lake Samm Pkwy (Marymoor - Leary Way)	Construction	July 2025	●	\$3,267,693	2019-2020	
Pavement Management - NE 24 <sup>th</sup> St. (WLSP - 172 <sup>nd</sup> Ave.)	Design	August 2027	●	\$14,443,553	2017-2018	Project will advertise in August..
Pavement Management - 154 <sup>th</sup> Ave NE (Redmond Way - 85 <sup>th</sup> St.)	Pre-Design	March 2026	●	\$1,688,026	2023-2024	
Pavement Management - Avondale Rd. (90 <sup>th</sup> St. - Novelty Hill Rd.)	Pre-Design	September 2027	●	\$11,366,766	2019-2020	Project includes replacement of AC watermain.
Pedestrian & Bicycle Safety Projects (164 Ave NE; East Lk Samm Pkwy; NE 104 St)	Initiation	October 2026	●	\$2,061,877	2023-2024	Pre-design starts in July.



# Program Report - Transportation Planning

Active projects managed by the Construction Division unless otherwise noted

Program Manager: Michael Hintze

Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
Sidewalk Repairs - NE 40 <sup>th</sup> St. (156 <sup>th</sup> - Bel-Red Rd.)	Complete	May 2025	●	\$2,066,361	2017-2018	
Bel-Red Buffered Bike Lanes	Award	November 2025	●	\$4,132,269	2019-2020	
Sidewalk Repairs - 166 <sup>th</sup> Ave (80 <sup>th</sup> - 85 <sup>th</sup> ), Avondale Way (170 <sup>th</sup> Ave. - Union Hill Rd),	Design	October 2025	●	\$2,705,371	2019-2020	Project will go out for bids in late July
NE 70 <sup>th</sup> Street Shared Use Path & Crosswalk (Redmond Way to 180 <sup>th</sup> Avenue NE)	Design	December 2025	●	\$3,116,863	2019-2020	The shared-use path is complete, and the crosswalk work will be advertised in August.
40 <sup>th</sup> Shared Use Path (163 <sup>rd</sup> Ave. to 172 <sup>nd</sup> )	Initiated	March 2027	●	\$7,106,922	2019-2020	
156 <sup>th</sup> Ave NE Shared Use Path (4300 block to 51 <sup>st</sup> St.)	Initiated	December 2027	●	\$4,970,518	2023-2024	





# Program Report - Utilities

Active projects managed by the Construction Division unless otherwise noted

Program Manager: Doug De Vries

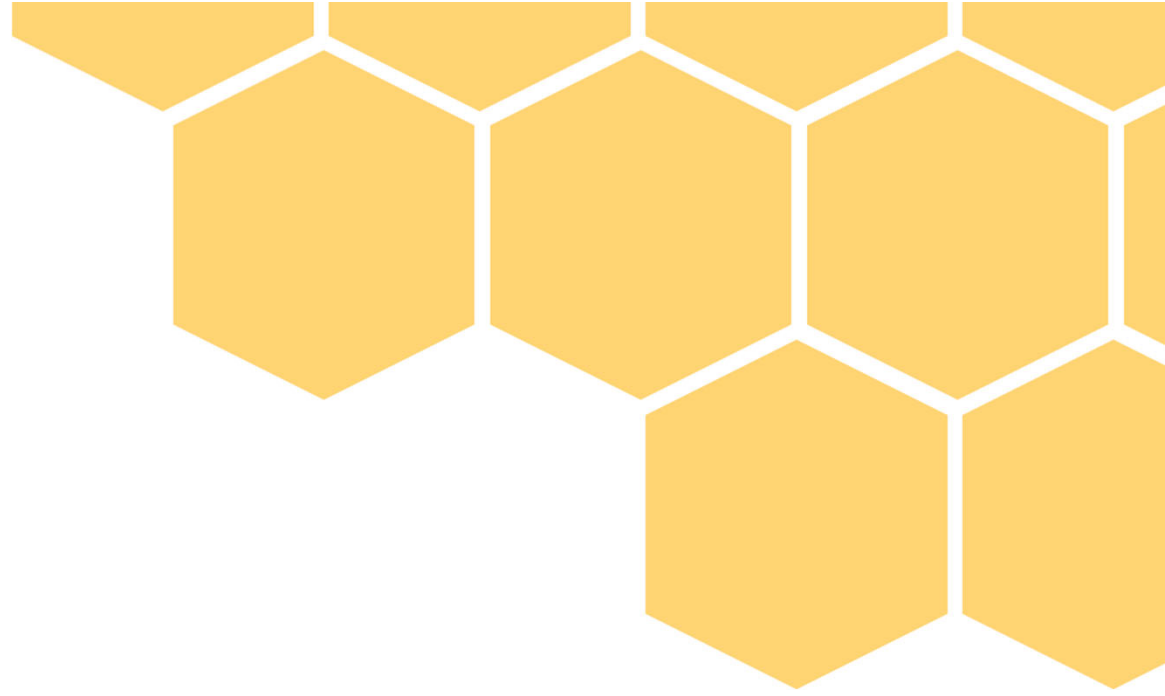
Project Name	Phase	Targeted Completion	Project Standing	Budget	CIP Inclusion	Information
10,000 Block of Avondale Rd. Erosion	Complete	March 2025	●	\$4,091,986	2019-2020	Joint project with Transportation.
Control System and Telemetry Upgrades Phase 2 and Phase 3	Complete	May 2025	●	\$5,205,057	2017-2018	
Overlake Station Vault - Stormwater Hatch	Complete	June 2025	●	\$155,000	2023-2024	
Reservoir Park Water Tank Repairs	Construction	September 2025	●	\$735,000	2019-2020	
Evans Creek Relocation	Design	October 2026	●	\$19,003,074	2009-2010	Construction start delayed one year to complete permitting requirements and finish land acquisition.
Lift Station Equipment Upgrades Phs 2	Design	February 2028	●	\$3,526,685	2023-2024	
Novelty Hill Advanced Metering Infrastructure*	Pre-Design	October 2026	●	\$1,712,649	2019-2020	
Stormwater Infrastructure Replacement Improvement Project #2 - Sunrise Vue	On-Hold	October 2026	●	\$331,834	2015-2016	Project is on hold and being re-scoped.
Monticello Pond Deep Sediment Removal	On-Hold	March 2026	●	225,736	2019-2020	The project is on hold until summer for lower water levels.
Willows Rd. Watermain Extension	Initiation	January 2027	●	\$2,936,825	2021-2022	
Corrugated Metal Pipe Replacement Phs 1	Initiation	October 2026	●	\$630,867	2023-2024	



\*Managed by Maintenance and Operations

# Pedestrian & Bicycle Safety Projects

Project	Status	Project Outcomes
40 <sup>th</sup> St. Sidewalks (156 <sup>th</sup> Ave to Bel-Red Rd.)	Construction	Safe pedestrian access to Redmond Technology Station that meets ADA requirements eliminates tripping hazards and reduces maintenance frequency.
Redmond Central Connector Phs III	Construction	Provide safe bicycle and pedestrian routes from the Bear Creek Trail/East Lake Sammamish Trail to the Cross Kirkland Corridor and the rest of the 42-mile Eastrail system
Sidewalk Repairs - 166 <sup>th</sup> Ave NE (80 <sup>th</sup> to 85 <sup>th</sup> St) and Avondale Way (170 <sup>th</sup> Ave to UHR)	Ad & Award	Safer pedestrian access within downtown and to the Downtown Redmond Light Rail Station and improved long-term maintenance needs.
Bel-Red Buffered Bike Lanes (30 <sup>th</sup> St. to WLSP)	Ad & Award	Improved pedestrian and bicycle access to Overlake Village Light Rail Station and Overlake Village.
NE 70 <sup>th</sup> Shared Use Path & Crosswalk	Design	Improved bicycle and pedestrian connectivity to the new Sound Transit light rail station.
156 <sup>th</sup> Ave NE Shared Use Path (4300 block to 51 <sup>st</sup> St.)	Initiation	A new facility for cyclists to enhance the safety for pedestrians and cyclists.
Pedestrian & Bicycle Safety Projects (164 Ave NE; East Lk Samm Pkwy; NE 104 St)	Initiation	Safe, protected crossings for employees, residents, and business patrons.
Pedestrian and Bicycle Access - NE 40 <sup>th</sup> Street Shared Use Path (163 <sup>rd</sup> Ave NE to 172 <sup>nd</sup> )	Initiation	Improved pedestrian and bicycle access to the Redmond Technology Light Rail Station meeting ADA requirements.
ADA Improvements - Transportation Curbs and Ramps	Upcoming	New ramps will meet current ADA standards
Pedestrian Safety Improvements at Slip Lanes	Upcoming	Safety improvements at multiple pedestrian crossing locations.
Accessible Pedestrian System (APS) Upgrade	Upcoming	Improved pushbutton accessibility for pedestrians at up to 10 locations.
Pedestrian Safety Signs for Signals	Upcoming	Increased safety for pedestrians and bicyclists at multiple intersections.



# Capital Division Summary

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# Summary of Capital Division Projected Milestones

	2025 Q2
<b>Pre-Design Start</b>	<ul style="list-style-type: none"> <li>- Pedestrian and Bicycle Access - NE 40th Street Shared Use Path (163rd Ave NE to 172nd)</li> <li>- Pedestrian &amp; Bicycle Safety Projects (164 Ave NE; East Lk Samm Pkwy; NE 104 St)</li> <li>- Willows Rd. Watermain Extension</li> </ul>
<b>Design Start</b>	<ul style="list-style-type: none"> <li>- ADA Improvements - Facilities Project 1</li> <li>- Pavement Management - Avondale Road (NE 90th Street to Novelty Hill Road)</li> <li>- Willows Rd. Watermain Extension</li> <li>- Stormwater Infrastructure Replacement Improvement Project #2 - Sunrise Vue</li> </ul>
<b>Advertise</b>	<ul style="list-style-type: none"> <li>- Evans Creek Relocation</li> <li>- Hardscape Project - Reservoir Park Sport Court Replacement</li> <li>- Reservoir Park Water Tank</li> <li>- Bel-Red Buffered Bike Lanes (30th St. to WLSP)</li> <li>- Hardscape Project - Meadow Park Sport Court Replacement</li> <li>- Sidewalk Repair Projects - 166th Ave NE (80th to 85th St) and Avondale Way (170th Ave to UHR)</li> </ul>
<b>Award</b>	<ul style="list-style-type: none"> <li>- Fire Station 17 Siding Replacement</li> <li>- Public Safety Building Phase 2 (Mechanical and Electrical)</li> <li>- Sustainability Building Automation (Energy Mgmt System)</li> <li>- Sustainability LED Lighting Building Retrofit</li> <li>- Evans Creek Relocation</li> <li>- Hardscape Project - Reservoir Park Sport Court Replacement</li> <li>- Reservoir Park Water Tank</li> <li>- Turf Replacement Grass Lawn Park Softball Field 1</li> <li>- Turf Replacement Hartman Park Baseball Infield</li> <li>- Bel-Red Buffered Bike Lanes (30th St. to WLSP)</li> <li>- Hardscape Project - Meadow Park Sport Court Replacement</li> <li>- Sidewalk Repair Projects - 166th Ave NE (80th to 85th St) and Avondale Way (170th Ave to UHR)</li> </ul>



# Summary of Capital Division Projected Milestones

	2025 Q2
Substantial Completion	<ul style="list-style-type: none"> <li>- Pavement Management - West Lake Sammamish Parkway (North of Marymoor to Leary Way)</li> <li>- PPE Management - Storage and Extractors</li> <li>- Sidewalk Repair Project - 40th Street (156th Avenue to Bel-Red Road)</li> <li>- Overlake Station Vault - Stormwater Hatch</li> <li>- Control System and Telemetry Upgrades Phase 2 and Phase 3</li> </ul>
Acceptance	<ul style="list-style-type: none"> <li>- 152nd Avenue NE Improvements (24th Street to 28th Street)</li> <li>- Cycle Track - 156th Avenue (NE 28th Street to 31st Street and 36th Street to 40th Street)</li> <li>- Electric Vehicle Charging Stations (phase 1)</li> <li>- 10,000 Block of Avondale Rd. Erosion</li> <li>- Hardscape Project - Grass Lawn Park Parking Lot Repairs</li> </ul>








# Thank You

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Questions?



## 2025 Capital Improvements Project List

Completed Projects		Council Acceptance	
Electric Vehicle Charging Stations		Expected	Q3 2025
10,000 Block of Avondale Rd. Erosion		Expected	Q3 2025
Control System and Telemetry Upgrades Phase 2 and Phase 3		Expected	Q3 2025
Sidewalk Repair Project - 40th Street (156th Avenue to Bel-Red Road)		Expected	Q4 2025
PPE Management - Storage and Extractors		N/A	Contract <\$300,000
Overlake Station Vault - Stormwater Hatch		N/A	Contract <\$300,000
Active Projects - Construction		Contract Award	Targeted Completion
Pavement Management - West Lake Sammamish Parkway (North of Marymoor to Leary Way)		Oct-24	Jul-25
Redmond Central Connector Phase 3		Sep-24	Aug-25
Fire Station 17 Siding Replacement		Apr-25	Nov-25
Turf Replacement Grass Lawn Park Softball Field 1		Apr-25	Oct-25
Turf Replacement Hartman Park Baseball Infield		Apr-25	Oct-25
Hardscape Project - Reservoir Park Sport Court Replacement		May-25	Sep-25
Reservoir Park Water Tank		May-25	Sep-25
Active Projects - Design		Design Start	Targeted Bid
Bel-Red Buffered Bike Lanes (30th St. to WLSP)		Aug-24	Bids Received
Hardscape Project - Meadow Park Sport Court Replacement		Apr-24	Bids Received
Sidewalk Repair Projects - 166th Ave NE (80th to 85th St) and Avondale Way (170th Ave to UHR)		Apr-24	Jul-25
Lift Station Equipment Upgrades Phs 2		Mar-24	Aug-25
Pavement Management - NE 24th Street (West Lake Sammamish Parkway to 172nd Avenue NE)		May-23	Aug-25
NE 70th Street Shared Use Path and Crosswalk (Redmond Way to 180th Avenue NE)		Sep-22	Aug-25
Evans Creek Relocation		Apr-19	Oct-25
Pavement Mgmt - 154th Ave NE (Redmond Way to 85th St.)		Nov-24	Mar-26
Pavement Management - Avondale Road (NE 90th Street to Novelty Hill Road)		Mar-25	Mar-26
Connection to King County Wastewater System - Avondale Rd.		May-25	Aug-26
156th Ave NE Shared Use Path (4300 block to 51st St.)		Mar-25	Mar-27
Stormwater Infrastructure Replacement Improvement Project #2 - Sunrise Vue		Oct-24	On hold
Monticello Pond Deep Sediment Removal		Nov-24	On hold
MOC Campus Redevelopment		Q2 2025	Q4 2026
Projects Starting		Design Start	Targeted Bid
Pedestrian and Bicycle Access - NE 40th Street Shared Use Path (163rd Ave NE to 172nd)		Jul-25	Jan-26
Pedestrian and Bicycle Safety Projects (164 Ave NE; East Lk Samm Pkwy; NE 104 St)		Jul-25	Feb-26
Willows Rd. Watermain Extension		Jul-25	Dec-25
Corrugated Metal Pipe Replacement Phs 1		Jul-25	Feb-26
Idylwood Park Parking Lot Expansion and Frontage Improvements		Jul-25	Mar-26
AC Watermain Repacement - Viewpoint North		Jul-25	Mar-27
EV Charging Phs 2		Sep-25	Apr-26
Wastewater Pipe Rehab Project 2		Nov-25	Sep-26
Programatic & Small Works Projects*			
Sustainability Building Automation		Construction under way	
Public Safety Building - Mechanical and Electrical		Construction under way	
Sustainability LED Lighting Building Retrofit		Construction under way	
Facilities ADA Improvements		Out to bid in October	
ADA Improvements - Transportation Curb and Ramps			
Parks ADA Improvements - Parking Lots and Pathways			

\*Programatic or small works projects. Schedules for these types of projects are often accelerated or do not follow a typical project schedule.



Project with Transportation Benefit District funding.

City Council Issue Matrix Quarterly CIP Report			
Date	Issue	Notes & Recommendations	Next Steps
4/22/25	When will the NE 40 <sup>th</sup> Shared Use Path extend from 172 <sup>nd</sup> to West Lake Sammamish Parkway?	The section of NE 40 <sup>th</sup> from 172 <sup>nd</sup> to West Lake Sammamish Parkway has traditional bike lanes and sidewalks. A shared use path will not be built along this section of roadway.	N/A
4/22/25	What are the grant restrictions, if any, on Evans Creek? Will there be any negative impacts on the grant funding if we do not go into construction in 2025?	<p>Three construction funding grants expire at the end of 2025.</p> <ul style="list-style-type: none"> <li>• 2022 Redmond Cooperative Watershed Grant for \$825,000</li> <li>• 2022 Flood Reduction Grant \$750,000</li> <li>• King County Subregional Opportunity Funds \$248,515 – these are the city's (non-competitive) funds coming back to a city project.</li> </ul> <p>Public Works has contacted the granting agency's grant administrator to initiate the extension process.</p>	Public Works will follow up as needed on the requests to extend the three construction grants.
4/22/25	ADA Facilities Program Provide more information on the program's overall status and our strategy for completing the list of identified needs in a timely manner.	<p>The ADA Facilities Program is funded through 2028. Other ADA Transition programs include, the Parks and Trails Program, and the Transportation Curbs and Ramps Program.</p> <p>Progress summary for the ADA Facilities Program:</p> <p><b>Initial Assessment Completed:</b> In 2021, BVNA and EMG developed a comprehensive ADA Transition Plan identifying 1,250 barriers across 23 sites, with estimated removal costs totaling \$2.1 million (in 2020 dollars). This report served as a valuable pre-design tool to understand general accessibility needs; however, Functional Area and Public Works staff recognized that it did not provide contractor-ready solutions, emphasizing the need for specialized design expertise.</p> <p><b>Design Professional Procured:</b> From June to December 2024, a structured two-step consultant selection process—including five statements of qualifications and interviews with two shortlisted firms—resulted in Council approval and a Notice to Proceed issued to the selected A/E firm.</p> <p><b>A/E Scope of Work:</b> The contracted A/E team is responsible for validating the initial assessment, updating it to reflect current</p>	Public Works will provide a whitepaper to City Council when the cost estimates are received and the total scope of work is defined.



City Council Issue Matrix Quarterly CIP Report			
Date	Issue	Notes & Recommendations	Next Steps
		<p>federal ADA standards, reviewing City policies, and integrating holistic solutions. These holistic approaches include bundling related deficiencies to address multiple barriers simultaneously and identifying efficiencies by organizing work around trade-specific scopes.</p> <p><b>Projected Progress for Q2/Q3 2025:</b> Upcoming work includes conducting an updated field survey following the development of electronic as-built drawings, generating cost estimates for the proposed solutions, and producing contractor advertisement-ready plans and specifications.</p>	
01/14/25	Sports fields: user feedback and information about material selection.	<p>The Project Design Team, which included Parks and PW staff, analyzed several turf products.</p> <p>Artificial Turf Safety</p> <ul style="list-style-type: none"> <li>The City's preferred artificial turf product, "AstroTurf" is not manufactured with PFAS and crumb rubber will not be used as in-fill. Both of these products contribute to the smell or fumes coming from the turf surface so the proposed improvements will mitigate the fumes.</li> </ul> <p>Turf Infill</p> <ul style="list-style-type: none"> <li>Grass Lawn Softball 1 - the infill to be installed on this field is sand and Thermo Plastic Elastomers (TPE our current infill product standard).</li> <li>Hartman Park Baseball Infield - the infill to be installed on this field is sand and cork. The sand/cork infill is being used on this field because it closely resembles the playability of a dirt infield</li> </ul> <p>Impact Pad</p> <ul style="list-style-type: none"> <li>All new field installations include an impact pad. The 1/2" - 1" pad is installed underneath the artificial turf, above the gravel base layer. The impact pad provides shock absorption that significantly reduces potential head injuries.</li> </ul>	N/A

## City Council Issue Matrix

### Quarterly CIP Report

Date	Issue	Notes & Recommendations	Next Steps
01/14/25	Avondale Pavement Management Project: need a communications/public engagement plan.	<p><b>During design:</b> Public Works will work with Communications to inform residents and businesses of the upcoming project's details, purpose, timeline, and potential impacts clearly and consistently in addition to ensuring the project website information is kept up to date. Public Works anticipates using the following communication channels:</p> <ul style="list-style-type: none"> <li>• Direct mailers</li> <li>• Public meetings</li> <li>• Social media</li> <li>• Project website</li> </ul> <p><b>Just before and during construction:</b> the communication outreach efforts will expand to include commuters who travel within the project's borders. In addition to the above, these communication channels will be used:</p> <ul style="list-style-type: none"> <li>• Traffic alerts</li> <li>• Portable variable messaging sign (VMS) boards at project borders.</li> </ul>	N/A
01/14/25	Evans Creek: status of county permit and whether WRI8 should be brought in.	<p>Meeting with King County</p> <ul style="list-style-type: none"> <li>• HDR will submit the few remaining items to FEMA for the CLOMR next week with exception of concurrence form from King County. FEMA has a 90 day public comment period after they approve the CLOMR.</li> <li>• King County Department of Local Services will not begin reviewing Flood and Grade permits until the CLOMR is approved.</li> </ul> <p>King County River and Floodplain Management Section will not sign the CLOMR concurrence form until the following issues are resolved:</p> <ul style="list-style-type: none"> <li>• <b>Maintenance</b>—The county is concerned about the long-term maintenance of its section of the relocated creek and wants to discuss whether the city will maintain it.</li> </ul>	Will meet with Director Bert to review escalation options or venues.

## City Council Issue Matrix

### Quarterly CIP Report

Date	Issue	Notes & Recommendations	Next Steps
		<ul style="list-style-type: none"> <li>• <b>Bridge clearance</b>—The county requires three feet of free board for all bridges. The City designed the new pedestrian bridges with one foot of freeboard to match the existing raised boardwalk for the Perrigo Park trail. However, providing the three feet of freeboard and meeting ADA accessibility requirements would require significantly larger and more costly trail and bridge structures. King County staff will request a variance from the King County road engineer.</li> <li>• <b>Modeling of raised hummocks</b> - King County code requires that there be zero rise in the base floodplain and compensatory storage for any new fill placed in the floodplain. HDR will provide additional details of how the new Creek alignment was modeled with the hummocks included. County staff will review this to see if there are still concerns about the code requirements</li> </ul>	
01/14/25	2025 Parks Programs Provide more information on the Urban Forestry Tree Planting Program	The Urban Forestry Tree Planting Program's goal is to obtain a 40% tree canopy goal, as identified in the Tree Canopy Strategic Plan. Elements of the program will use City staff, volunteers, and contracted labor to plant trees on public and private property. Also included is a new Community Tree Give-Away Program.	N/A
01/14/25	Electric Vehicle Charging Stations Is it possible to install solar panels as a backup power source in case of power outages?	This was discussed during the design of Phase 1 and the electrical engineer stated it would be difficult to power up the chargers with solar due to the high-power demand. During Phase 2 design Public Works will evaluate a stand-alone set of chargers that would be powered by solar. Public Works will also review the mobile unit that is currently being evaluated by Fleet at the MOC.	N/A



## Memorandum

**Date:** 7/1/2025

**Meeting of:** Committee of the Whole - Planning and Public Works

**File No.** CM 25-392

**Type:** Committee Memo

**TO:** Committee of the Whole - Planning and Public Works

**FROM:** Mayor Angela Birney

**DEPARTMENT DIRECTOR CONTACT(S):**

Public Works	Aaron Bert	425-556-2876
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**DEPARTMENT STAFF:**

Public Works	Curtis Nickerson	Senior Scientist
Public Works	Aaron Moldver	Public Works Manager
Public Works	Chris Stenger	Public Works Deputy Director

**TITLE:**

Stormwater and Surface Water System Plan Progress Update

**OVERVIEW STATEMENT:**

Redmond's Stormwater Utility is creating a Stormwater and Surface Water System (SSWS) Plan. This progress update will 1) introduce the topics covered by the Plan, 2) summarize the feedback received during public engagement efforts, and 3) detail the remaining tasks that will lead towards the Plan's completion.

Stormwater and surface water management is currently guided by several strategic and tactical initiatives, such as the Regional Stormwater Facility Program, the City's Watershed Management Plan, Asset Management, and the state's municipal stormwater permit. The SSWS Plan will link these various initiatives together into a single cohesive document, provide an overarching vision for the Stormwater Utility, and identify the short-term and long-term actions needed to achieve this vision.

The City contracted with Alterra Consulting to lead the development of the Plan. This development is guided by an interdisciplinary team that includes staff from Public Works, Planning, Transportation, Parks, Finance, Communications, and Environmental Sustainability. To date, this team has: 1) generated a vision statement and "working values" that will guide the Utility's direction and culture, 2) completed the initial phases of stakeholder engagement, 3) reviewed existing relevant plans and data, and 4) is completing, a technical analysis which will result in a) a prioritized list of stormwater capital projects, b) a prioritized list of education and pollution preventions programs, and c) identification of topics that require further in-depth analysis.

Tasks needed to complete the Plan will include: 1) conducting a gap analysis to identify notable challenges and opportunity the Utility will need to address to fully implement the Plan and achieve the Utility's vision, 2) conducting a financial analysis that details the cost of implementation and potential funding resources, and 3) drafting a document that clearly articulates an implementation strategy and details how implementation will be monitored and adaptively managed.

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

**REQUESTED ACTION:**

☐ Receive Information      ☐ Provide Direction      ☐ Approve

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**  
2023/24 City of Redmond Adopted Budget, Redmond 2050, Community Strategic Plan, Utility Strategic Plan, Environmental Sustainability Action Plan, City-wide Watershed Management Plan, Regional Facilities Plan, Stormwater Management Program Plan
- **Required:**  
N/A
- **Council Request:**  
This progress update fulfills a request from Council to provide updates on the SSWS Plan development.
- **Other Key Facts:**  
The SSWS Plan will serve as the Stormwater Utility's "functional plan," fulfilling a mandate in the Washington State Growth Management Act that requires the City to conduct planning to ensure its delivery of essential services match its population growth.

**OUTCOMES:**

A written briefing to Council that provides a summary of work completed thus far to complete the SSWS Plan, and the remaining tasks.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**  
[Stormwater and Surface Water System Plan Let Connect Webpage](https://www.letsconnectredmond.com/stormwater-surface-water-system-plan)  
<<https://www.letsconnectredmond.com/stormwater-surface-water-system-plan>> and Survey (Survey Closed End of September 2024)  
Tabling at Derby Days (July 2024)  
Tabling at Rocking on the River (August 2024)  
Announcement in the City of Redmond Plans, Policies, Regulations, and Economic Development E-newsletter (2024)  
Informational Interviews with External Stakeholders (Fall, 2024)  
Informational interviews with select City staff (Fall, 2024)  
Tabling at Redmond Downtown Light Rail Station Opening (May 2025)
- **Outreach Methods and Results:**

Outreach consisted of the following efforts:

- 1) A project website and online survey on the City's Let's Connect Redmond. The survey asked participants to rank their priorities for storm and surface water management.

- 2) Informational Tabling during the City events, which used activities to gather input and encourage people to take the online survey.
- 3) Ten interview sessions with 15 community members, including developers, OneRedmond, residents from Friendly Village Mobile Home Park, King County Staff, the Hope Center staff, and individuals with a history working on salmon conservation. The consultant led these using a discussion guide.
- 4) Nine interview sessions with 17 City staff members who work within the Stormwater Utility or whose job functions require interactions with the Stormwater Utility. The consultant led these using a discussion guide.

- **Feedback Summary:**

Tabling and the Let's Connect survey resulted in 287 contacts and 89 completed surveys. Top-ranked priorities included flood prevention, protecting water quality, and maintaining facilities. Several individuals expressed an interest in expanded environmental education opportunities.

The external stakeholder interviews provide diverse and, at times, conflicting perspectives on stormwater facilities, environmental protection, and development review. Members of the developer community expressed a desire for greater flexibility during construction and the importance of being involved in stormwater code updates. Others expressed a desire to see stormwater facilities as natural amenities in the City's landscape and the need for Redmond's continued participation in regional conservation efforts.

Information gathered during staff interview captured undocumented "institutional knowledge" and information regarding program delivery that will be used during the Plan's gap analysis.

**BUDGET IMPACT:**

**Total Cost:**

The budget for the SSWS Plan is \$500,000.

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

**Budget Offer Number:**

0000266

**Budget Priority:**

Healthy and Sustainable

**Other budget impacts or additional costs:** ☒ **Yes** ☐ **No** ☐ **N/A**

***If yes, explain:***

This SSWS Plan will include a financial analysis that estimates the cost to implement actions identified within it and potential funding sources.

**Funding source(s):**

City Stormwater Utility Funds

**Budget/Funding Constraints:**

N/A

☐ **Additional budget details attached**

**COUNCIL REVIEW:**

**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:**

Attachment A: SSWS Plan - Progress Update Presentation

# Stormwater and Surface Water System Plan – Progress Update

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July 1, 2025

Curtis Nickerson, Senior Scientist





# Purpose of Presentation



- Information sharing
- Provide background on the Stormwater and Surface Water System Plan (SSWSP)
- Summarize progress to date on the SSWSP development

# Stormwater and Surface Water System Plan

The City is developing the Stormwater and Surface Water System Plan (SSWSP) to guide actions to reduce and prevent flooding, protect and restore natural habitat, keep pollutants away from fish and wildlife, protect our drinking water aquifer, and keep our lake, river, and streams healthy for everyone.

## What are the goals for the Plan?

Guide the City to sustain and strengthen its stormwater program into the future.

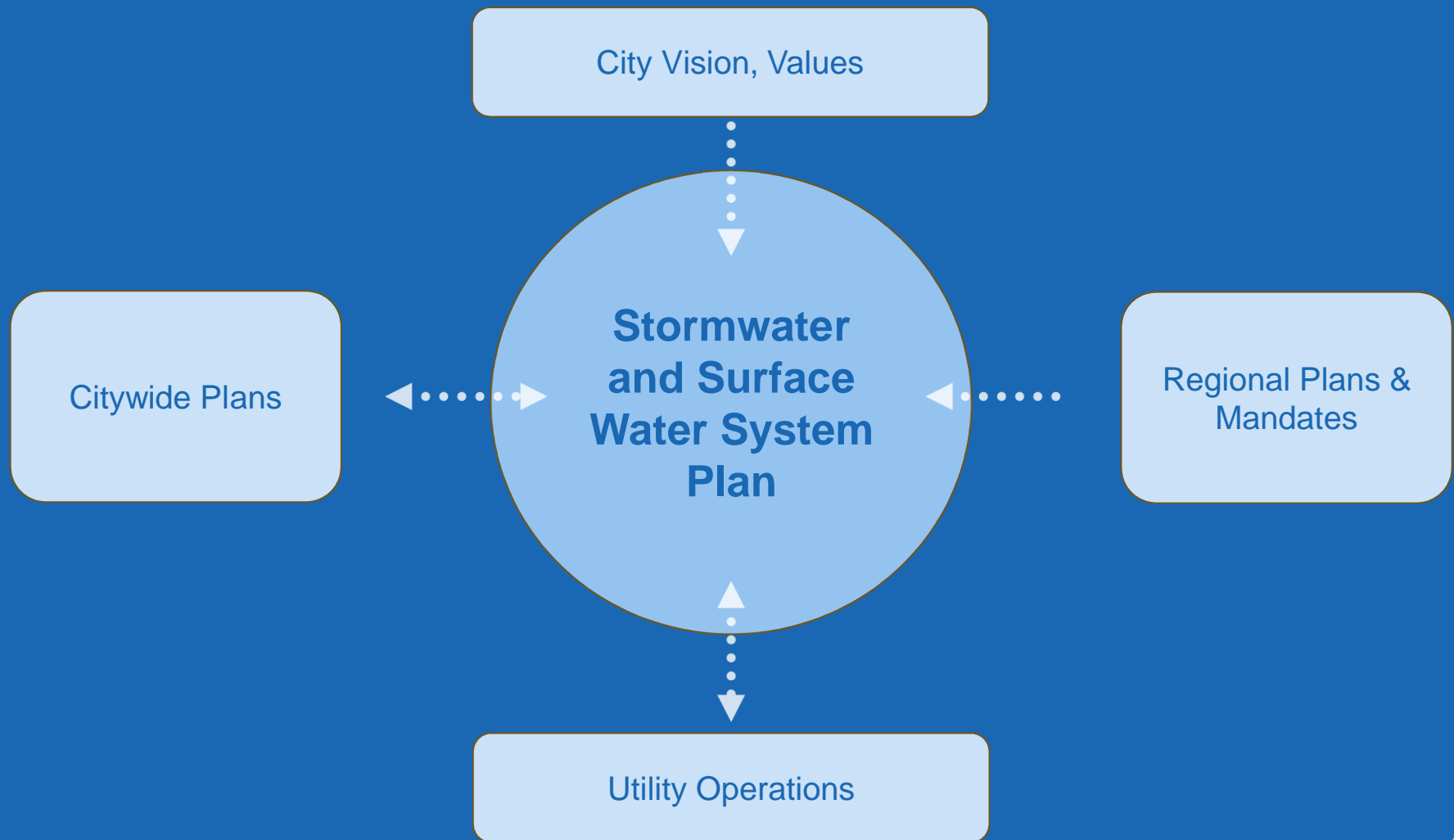


Align the stormwater and surface water program with other City and regional projects, like transportation, parks, and salmon recovery, to make the most of our resources.



Identify and prioritize which stormwater and surface water projects to work on next.







# Completed Work

- Vision and Values statement for the Stormwater Utility
- 1<sup>st</sup> Phase of engagement with stakeholders
- Review of existing relevant data
- Near completion on Technical Analysis to
  - Prioritize stormwater projects for CIP
  - Prioritize stormwater programmatic actions
  - ID'd topics for further analysis

# Stormwater Utility Vision:

Redmond's exceptional stormwater services sustain healthy streams and a vibrant City.

# Stormwater Utility Values:

- Sustainable
- Resilient
- Responsive
- Strategic
- Well-maintained
- Protects environment and people, safety





# Community Outreach and Involvement

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- Let's Connect page
- Online Community Survey
- Tabling at Derby Days, Rock'n on the River, Light Rail Opening
- Interviews with 17 staff member, 15 community members
- Social media posts





# Engagement Results

## Tabling and Surveys

- 287 contacts at events, 89 completed surveys
- Top priorities:
  - Flood prevention
  - Protecting water quality
  - Maintaining facilities
  - Environmental education and outreach

## Targeted Interviews

- Diverse perspectives
- Developers: flexibility and involvement in policy development
- Others: conservation and stormwater as natural resource
- Staff: provided “institutional knowledge”

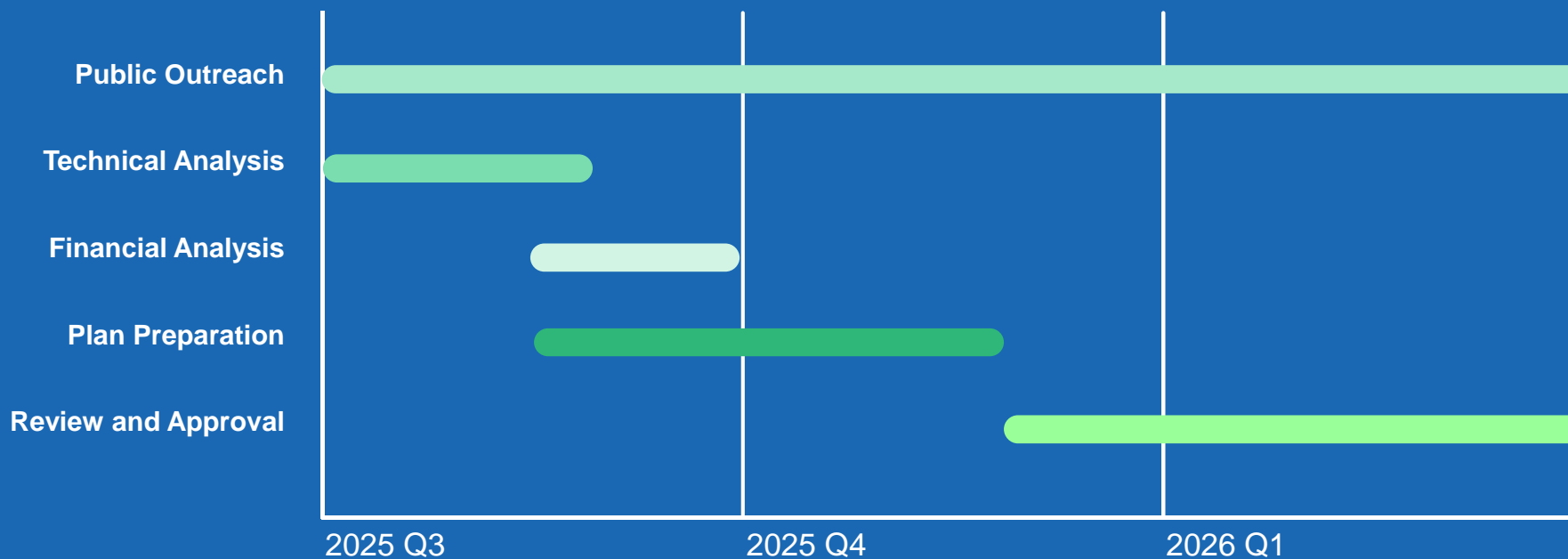
# Completing the Plan



- A gap analysis
- A financial Analysis
- Draft the document and create a foundation for implementation, monitoring and adaptive management



# Timeline For Completion





# Thank You



Any Questions?





Annual Docket Year:	2025-2026	
Staff Contact:	Glenn B. Coil, Sr. Planner	425.556.2742

FINDINGS OF FACT

Public Hearing and Notice

- a. Planning Commission Study Session and Public Hearing Dates
- I. The Planning Commission held study sessions on May 28 and June 11, 2025.

II. The Planning Commission held a public hearing on adding proposed amendments to the 2025-2026 annual docket of Comprehensive Plan amendments on May 28, 2025, and continued the written portion of the hearing to June 11, 2025. Public comments received during the public hearing are provided in Attachment D and Attachment E. The Planning Commission closed the public hearing on June 11, 2025.
- b. Notice and Public Involvement
- The public hearing notice (Attachment F) was published in the Seattle Times on May 7, 2025 in accordance with RZC 21.76.080 Review Procedures - Notices. Notice was also provided by including the hearing schedule in Planning Commission agendas and extended agendas and distributed by email to various members of the public and various agencies.

Annual Comprehensive Plan Amendment Docket Application Summary and Criteria Evaluation

	Applicant	Proposal	Intended Outcome
Transportation Element and Master Plan update	City of Redmond	<ul style="list-style-type: none"><li>Update and adopt the Transportation Master Plan (TMP) as part of the Redmond 2050 Comprehensive Plan.</li><li>Streamlining the Transportation Element by moving appendices to the TMP.</li><li>Misc. updates to the Transportation element to ensure consistency with the updated TMP.</li></ul>	<ul style="list-style-type: none"><li>A streamlined Transportation Element.</li><li>An updated TMP that includes Transportation Element appendices that are not required under the Growth Management Act, and which can be updated more easily and on a more frequent cadence.</li></ul>

The proposed amendment meets the criteria to be included in the annual docket as summarized below and shown in Attachment B.

Criteria	Staff Evaluation
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Planning Commission Report and Recommendation  
2025-2026 Annual Docket of Comprehensive Plan Amendments  
June 25, 2025

a. Appropriate mechanism	Meets
b. Appropriate to individually docket	Meets
c. Consistent with law, policy	Meets
d. Adequate resources	Meets
e. Community interests, changed conditions	Meets
f. Not considered, rejected in last two years	Meets

The Commission also considered inclusion of a second item, a Land Use Map and concurrent Zoning Map amendment for 6900 188th Ave. NE, also known as the Redmond Flex site, but ultimately decided not to recommend adding that item. A summary of the Commission’s discussion can be found in Attachment C.

RECOMMENDED CONCLUSIONS

The Planning Commission has reviewed:

- Annual Docket Applications for 2025-26 (Attachment A)
- Docketing Threshold Criteria Analysis (Attachment B)
- Public Comments (Attachments D and E)

Recommendation

The Planning Commission concludes that the following annual docket applications are **consistent with the threshold criteria set forth in RZC 21.76.070.J.6 Threshold Criteria** and recommends that they be added to the 2025-26 Annual Docket of Comprehensive Plan Amendments.

- Transportation Element and Master Plan update

REVIEWED AND APPROVED BY THE PLANNING COMMISSION



Seraphie Allen, Deputy Director  
Planning and Community Development

Signed by:  
  
2E66B184628E4A6...

Susan Weston  
Planning Commission Chair

Attachments

- A. Annual Docket Applications
- B. Docketing Threshold Criteria Analysis
- C. Planning Commission Issues Matrix
- D. Planning Commission Public Hearing Minutes for May 28, 2025
- E. Written Public Comments
- F. Public Hearing Notice

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<b>PROJECT TITLE</b>	<b>EXHIBITS</b> (List all attached exhibits - Scope of Work, Work Schedule, Payment Schedule, Renewal Options, etc.)
<b>CONTRACTOR</b>	<b>CITY OF REDMOND PROJECT ADMINISTRATOR</b> (Name, address, phone #)  City of Redmond
<b>CONTRACTOR'S CONTACT INFORMATION</b> (Name, address, phone #)	<b>BUDGET OR FUNDING SOURCE</b>
<b>CONTRACT COMPLETION DATE</b>	<b>MAXIMUM AMOUNT PAYABLE</b>

THIS AGREEMENT is entered into on \_\_\_\_\_, 20\_\_ between the City of Redmond, Washington, hereinafter called "the CITY", and the above person, firm or organization, hereinafter called "the CONSULTANT".

WHEREAS, the CITY desires to accomplish the above-referenced project; and

WHEREAS, the CITY does not have sufficient staff or expertise to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a CONSULTANT to provide the necessary services for the project; and

WHEREAS, the CONSULTANT has represented to the CITY that the CONSULTANT is in compliance with the professional registration statutes of the State of Washington, if applicable, and has signified a willingness to furnish consulting services to the CITY, now, therefore,

IN CONSIDERATION OF the terms and conditions set forth below, or attached and incorporated and made a part hereof, the parties agree as follows:

1. Retention of Consultant - Scope of Work. The CITY hereby retains the CONSULTANT to provide professional services as defined in this agreement and as necessary to accomplish the scope of work attached hereto as Exhibit A and incorporated herein by this reference as if set forth in full. The CONSULTANT shall furnish all services, labor and related equipment necessary to conduct and complete the work, except as specifically noted otherwise in this agreement.

2. Completion of Work. The CONSULTANT shall not begin any work under the terms of this agreement until authorized in writing by the CITY. The CONSULTANT shall complete all work required by this agreement according to the schedule attached as Exhibit B and incorporated herein by this reference as if set forth in full. A failure to complete the work according to the attached schedule, except where such failure is due to circumstances beyond the control of the CONSULTANT, shall be deemed a breach of this agreement. The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the CITY, in the event of a delay attributable to the CITY, or because of unavoidable delays caused by circumstances beyond the control of the CONSULTANT. All such extensions shall be in writing and shall be executed by both parties.

3. Payment. The CONSULTANT shall be paid by the CITY for satisfactorily completed work and services satisfactorily rendered under this agreement as provided in Exhibit C, attached hereto and incorporated herein by this reference as if set forth in full. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete the work specified in the Scope of Work attached. The CONSULTANT shall be entitled to invoice

the CITY no more frequently than once per month during the course of the completion of work and services by the CONSULTANT. Invoices shall detail the work performed or services rendered, the time involved (if compensation is based on an hourly rate) and the amount to be paid. The CITY shall pay all such invoices within 30 days of submittal, unless the CITY gives notice that the invoice is in dispute. In no event shall the total of all invoices paid exceed the maximum amount payable set forth above, if any, and the CONSULTANT agrees to perform all services contemplated by this agreement for no more than said maximum amount.

4. Changes in Work. The CONSULTANT shall make such changes and revisions in the complete work provided by this agreement as may be necessary to correct errors made by the CONSULTANT and appearing therein when required to do so by the CITY. The CONSULTANT shall make such corrective changes and revisions without additional compensation from the CITY. Should the CITY find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof changed or revised, the CONSULTANT shall make such revisions as directed by the CITY. This work shall be considered as Extra Work and will be paid for as provided in Section 5.

5. Extra Work.

A. The CITY may, at any time, by written order, make changes within the general scope of the agreement in the services to be performed. If any such change causes an increase or decrease in the estimated cost of, or the time required for, performance of any part of the work or services under this agreement, whether or not changed by the order, or otherwise affects any other terms or conditions of the agreement, the CITY shall make an equitable adjustment in the (1) maximum amount payable; (2) delivery or completion schedule or both; and (3) other affected terms, and shall modify the agreement accordingly.

B. The CONSULTANT must submit any "proposal for adjustment" under this clause within 30 days from the date of receipt of the written order to make changes. However, if the CITY decides that the facts justify it, the CITY may receive and act upon a proposal submitted before final payment of the agreement.

C. Failure to agree to any adjustment shall be a dispute under the Disputes clause of this agreement, as provided in Section 13. Notwithstanding any such dispute, the CONSULTANT shall proceed with the agreement as changed.

D. Notwithstanding any other provision in this section, the maximum amount payable for this agreement shall not be increased or considered to be increased except by specific written amendment of this agreement.

6. **Ownership of Work Product.** Any and all documents, drawings, reports, and other work product produced by the CONSULTANT under this agreement shall become the property of the CITY upon payment of the CONSULTANT'S fees and charges therefore. The CITY shall have the complete right to use and re-use such work product in any manner deemed appropriate by the CITY, provided, that use on any project other than that for which the work product is prepared shall be at the CITY'S risk unless such use is agreed to by the CONSULTANT.

7. **Independent Contractor.** The CONSULTANT is an independent contractor for the performance of services under this agreement. The CITY shall not be liable for, nor obligated to pay to the CONSULTANT, or any employee of the CONSULTANT, sick leave, vacation pay, overtime or any other benefit applicable to employees of the CITY, nor to pay or deduct any social security, income tax, or other tax from the payments made to the CONSULTANT which may arise as an incident of the CONSULTANT performing services for the CITY. The CITY shall not be obligated to pay industrial insurance for the services rendered by the CONSULTANT.

8. **Indemnity.** The CONSULTANT agrees to hold harmless, indemnify and defend the CITY, its officers, agents, and employees, from and against any and all claims, losses, or liability, for injuries, sickness or death of persons, including employees of the CONSULTANT, or damage to property, arising out of any willful misconduct or negligent act, error, or omission of the CONSULTANT, its officers, agents, subconsultants or employees, in connection with the services required by this agreement, provided, however, that:

A. The CONSULTANT's obligations to indemnify, defend and hold harmless shall not extend to injuries, sickness, death or damage caused by or resulting from the sole willful misconduct or sole negligence of the CITY, its officers, agents or employees; and

B. The CONSULTANT's obligations to indemnify, defend and hold harmless for injuries, sickness, death or damage caused by or resulting from the concurrent negligence or willful misconduct of the CONSULTANT and the CITY, or of the CONSULTANT and a third party other than an officer, agent, subconsultant or employee of the CONSULTANT, shall apply only to the extent of the negligence or willful misconduct of the CONSULTANT.

9. **Insurance.** The CONSULTANT shall provide the following minimum insurance coverages:

A. Worker's compensation and employer's liability insurance as required by the State of Washington;



**B. General public liability and property damage insurance in an amount not less than a combined single limit of two million dollars (\$2,000,000) for bodily injury, including death, and property damage per occurrence.**

**C. Professional liability insurance, if commercially available in CONSULTANT's field of expertise, in the amount of two million dollars (\$2,000,000) or more against claims arising out of work provided for in this agreement.**

**The amounts listed above are the minimum deemed necessary by the CITY to protect the CITY'S interests in this matter. The CITY has made no recommendation to the CONSULTANT as to the insurance necessary to protect the CONSULTANT'S interests and any decision by the CONSULTANT to carry or not carry insurance amounts in excess of the above is solely that of the CONSULTANT.**

**All insurance shall be obtained from an insurance company authorized to do business in the State of Washington. Excepting the professional liability insurance, the CITY will be named on all insurance as an additional insured. The CONSULTANT shall submit a certificate of insurance to the CITY evidencing the coverages specified above, together with an additional insured endorsement naming the CITY, within fifteen (15) days of the execution of this agreement. The additional insured endorsement shall provide that to the extent of the CONSULTANT's negligence, the CONSULTANT's insurance shall be primary and non-contributing as to the City, and any other insurance maintained by the CITY shall be excess and not contributing insurance with respect to the CONSULTANT's insurance. The certificates of insurance shall cover the work specified in or performed under this agreement. No cancellation, reduction or modification of the foregoing policies shall be effective without thirty (30) days prior written notice to the CITY.**

**10. Records. The CONSULTANT shall keep all records related to this agreement for a period of three years following completion of the work for which the CONSULTANT is retained. The CONSULTANT shall permit any authorized representative of the CITY, and any person authorized by the CITY for audit purposes, to inspect such records at all reasonable times during regular business hours of the CONSULTANT. Upon request, the CONSULTANT will provide the CITY with reproducible copies of any such records. The copies will be provided without cost if required to substantiate any billing of the CONSULTANT, but the CONSULTANT may charge the CITY for copies requested for any other purpose.**

**11. Notices. All notices required to be given by either party to the other under this Agreement shall be in writing and shall be given in person or by mail to the addresses set forth in the box for the same appearing at the outset of this Agreement. Notice by mail shall be deemed given as of the date the same is deposited in the United States mail, postage prepaid, addressed as provided in this paragraph.**

12. **Project Administrator.** The Project Administrator shall be responsible for coordinating the work of the CONSULTANT, for providing any necessary information for and direction of the CONSULTANT's work in order to ensure that it meets the requirements of this Agreement, and for reviewing, monitoring and approving the quality and quantity of such work. The CONSULTANT shall report to and take any necessary direction from the Project Administrator.

13. **Disputes.** Any dispute concerning questions of fact in connection with the work not disposed of by agreement between the CONSULTANT and the CITY shall be referred for resolution to a mutually acceptable mediator. The parties shall each be responsible for one-half of the mediator's fees and costs.

14. **Termination.** The CITY reserves the right to terminate this agreement at any time upon ten (10) days written notice to the CONSULTANT. Any such notice shall be given to the address specified above. In the event that this agreement is terminated by the City other than for fault on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT for all services performed. No payment shall be made for any work completed after ten (10) days following receipt by the CONSULTANT of the notice to terminate. In the event that services of the CONSULTANT are terminated by the CITY for fault on part of the CONSULTANT, the amount to be paid shall be determined by the CITY with consideration given to the actual cost incurred by the CONSULTANT in performing the work to the date of termination, the amount of work originally required which would satisfactorily complete it to date of termination, whether that work is in a form or type which is usable to the CITY at the time of termination, the cost of the CITY of employing another firm to complete the work required, and the time which may be required to do so.

15. **Non-Discrimination.** The CONSULTANT agrees not to discriminate against any customer, employee or applicant for employment, subcontractor, supplier or materialman, because of race, creed, color, national origin, sex, religion, honorable discharged veteran or military status, familial status, sexual orientation, age, or the presence of any sensory, mental, or physical disability or the use of a trained dog or service animal by a person with a disability, except for a bona fide occupational qualification. The CONSULTANT understands that if it violates this provision, this Agreement may be terminated by the CITY and that the CONSULTANT may be barred from performing any services for the CITY now or in the future.

16. **Compliance and Governing Law.** The CONSULTANT shall at all times comply with all applicable federal, state, and local laws, rules, ordinances, and regulations. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

17. **Subcontracting or Assignment.** The CONSULTANT may not assign or subcontract any portion of the services to be provided under this agreement without the express written consent of the CITY. Any sub-consultants approved by the CITY at the outset of this agreement are named on separate Exhibit attached hereto and incorporated herein by this reference as if set forth in full.

18. **Non-Waiver.** Payment for any part of the work or services by the CITY shall not constitute a waiver by the CITY of any remedies of any type it may have against the CONSULTANT for any breach of the agreement by the CONSULTANT, or for failure of the CONSULTANT to perform work required of it under the agreement by the CITY. Waiver of any right or entitlement under this agreement by the CITY shall not constitute waiver of any other right or entitlement.

19. **Litigation.** In the event that either party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this agreement, the parties agree that such actions shall be initiated in the Superior Court of the State of Washington, in and for King County. The parties agree that all questions shall be resolved by application of Washington law and that parties to such actions shall have the right of appeal from such decisions of the Superior Court in accordance with the law of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior Court of the State of Washington, in and for King County. The prevailing party in any such litigation shall be entitled to recover its costs, including reasonable attorney's fees, in addition to any other award.

20. **Taxes.** The CONSULTANT will be solely responsible for the payment of any and all applicable taxes related to the services provided under this agreement and if such taxes are required to be passed through to the CITY by law, the same shall be duly itemized on any billings submitted to the CITY by the CONSULTANT.

21. **City Business License.** The CONSULTANT has obtained, or agrees to obtain, a business license from the CITY prior to commencing to perform any services under this agreement. The CONSULTANT will maintain the business license in good standing throughout the term of this Agreement.

22. **Entire Agreement.** This agreement represents the entire integrated agreement between the CITY and the CONSULTANT, superseding all prior negotiations, representations or agreements, written or oral. This agreement may be modified, amended, or added to, only by written instrument properly signed by both parties hereto. These standard terms and conditions set forth above supersede any conflicting terms and conditions on any attached and incorporate exhibit. Where conflicting language exists, the CITY'S terms and conditions shall govern.

**page 8 – Consulting Services Agreement, Non-Public Work  
City of Redmond, standard form**

**IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the  
day and year first above written.**

**CONSULTANT:**

**CITY OF REDMOND:**

\_\_\_\_\_  
**By:** \_\_\_\_\_  
**Title:** \_\_\_\_\_

\_\_\_\_\_  
**Angela Birney, Mayor**  
**DATED:** \_\_\_\_\_

**ATTEST/AUTHENTICATED:**

\_\_\_\_\_  
**City Clerk, City of Redmond**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**Office of the City Attorney**



## Task 0: Project Development and Management

1. **Project Scope:** Develop and finalize the project scope, schedule, and budget alongside the City Project Team. Refine the data collection and engagement scope of work.
2. **Communications:** Develop a comprehensive communications plan/protocol for the project, including protocols for the Consultant/City Project Team, communications platform, and file system
3. **Kick-Off Meeting:** Prepare for and execute kickoff meetings for the project:
  - a. Consultant/City Project Team
  - b. The meeting agenda will include developing a vision, guiding principles, and goals for the study in line with citywide goals for curbside management and mobility.
4. **Project Management Meetings:** Conduct project management meetings via the City's approved online platform. Provide meeting agendas, minutes, and action items.
5. **Project Invoices:** Walker uses an internal electronic accounting system, which prepares monthly invoices and progress reports.

### **Task 0: Project Development and Management—Deliverables**

1. Finalized Project Scope, Schedule, and Budget
2. Communications Protocol
3. Kick-off meeting
4. Check-In Meetings
5. Monthly Project Invoices

## Task 1: Existing Conditions and Assessment

1. **RFI:** Walker will develop a Request for Information and a list of known background documents related to the study. The city will respond to the Request for Information. Walker will compile and organize the data provided through the RFI.
2. **Existing Programs and Infrastructure Review:** To understand how systems meet at the curb and inform prioritization development, Walker will analyze existing programs and infrastructure and conduct spatial and temporal data analysis. This analysis will determine significant travel corridors, activity generators, and curb hot spots. To better understand the dynamics of curb use, Walker will analyze curb hot spots, trip counts, and origin and destinations using Replica, our “big data” platform.
3. **Agency Meetings:** Hold three meetings with City staff to provide background information and input on curb issues, programs, and processes.
4. **Existing Data Analysis:** Walker will review curb data collected as part of the Parking Study to develop analysis and maps for curb inventory, utilization, turnover, and hot spots.
5. **Policy and Regulatory Review:** Walker will evaluate existing curbside, mobility, sustainability, parking, land use practices, policies, plans, and programs. This includes the current parking study, Redmond 2050, the Community Development and Design Element, the 2013 Transportation Master Plan (and current plan update), Vision Zero Action Plan, Street and Access Standards, Safer Streets Action Plan, current curbside programs and initiatives, zoning ordinances, parking enforcement, accessible parking standards, private



use permits, and initiatives such as outdoor dining. It will also compare curb inventory, regulations, access, and activity data to the City's goals and policies. This review will identify necessary policy and program revisions and inform Task 2. This will include clear documentation of all existing Code references to the curb, curb parking, loading, and other uses.

6. **Site Visit:** Conduct two site visits. Site visits will include at least one day of on-the-ground experiential observation of the curb, parking, land use, and mobility system by car and on foot, agency meetings, and stakeholder meetings. We will also conduct the prioritization workshop during a site visit. **Peer Review:** Walker will review the curbside access, policy, and management programs from three (3) peer and aspirational cities approved by the City. Walker will conduct a thorough peer review of these programs, including desktop research and interviews with appropriate representatives from the peer cities.
7. **Technology Review:** Walker will review and assess applicable technologies and their practicality to Redmond, including the following: vehicle-to-curb cameras and sensors, license plate recognition, digital twins, open data portals, apps, digital signage, asset management integration, predictive analytics, and data standards.
8. Develop the existing conditions technical memo.
9. Develop Peer City and Technology Summary memo.

#### **Task 1: Existing Conditions Analysis—Deliverables**

1. Request for Information (RFI)
2. Existing Conditions memo describing existing data conditions, findings, and policy review.
3. Peer City and Technology Summary memo.

## Task 2: Prioritization Framework and Monitoring Recommendation

1. **Vision of Success:** Develop a vision of success with curb goals and objectives based on city initiatives and goals.
2. **Curb Functions:** Develop a curb functions guide and categories. The curb functions will allow us to group curb uses into classifications. For example, a "Movement" curb function could include transit stops, vehicle lanes, and bike lanes. A "Goods/Commerce" curb function could include commercial delivery loading zones and food/on-demand pickup and delivery.
3. **Curb Typologies:** Based on Task 1: Identify preliminary citywide curb typologies. Curb block or area-level typologies will likely be based on adjacent land uses or other delineations, such as corridors/roadway classifications, responsive to temporal changes and seasons. We will identify up to five curb typologies across the urban centers.
4. **Curb Prioritization:** Each curb typology will be assigned a "hierarchy" or use prioritization. We will engage with city personnel and project stakeholders to generate input on curb typology priorities to inform our preliminary prioritization. We will create a preliminary prioritization matrix for each typology based on the data analysis, policy review, land use context, priorities, goals, and identified curb functions. Hold an in person workshop with the City project team and potentially stakeholders to refine and approve prioritization. Develop graphics and visualizations for each typology/prioritization to illustrate use cases for the operating conditions of block or area typologies. The renderings will reflect the



character of each typology and be applicable across a broad range of locations in which the curb space area may occur.

5. **Curb Typology/Prioritization Street Identification:** Develop an identification process showing the curb typology and prioritization for streets throughout Redmond's Urban Centers using existing GIS data for street types and future land use.
6. **Identify Policy Strategies and Recommendations:** Identify implementation processes for curb prioritization, including considerations for high-intensity land uses. Identify whether new or modified policies, programs, or processes are needed to implement curb priorities. This includes ordinance changes, program modifications, process updates, development review policies, curb pricing strategies, necessary technology, etc.
7. **Performance metrics:** Identify performance monitoring metrics so the City can adjust to changing curb demands.

### **Task 2: Prioritization Framework—Deliverables**

1. Curb Typology and Prioritization identification for each typology: Graphic illustration of each typology/hierarchy.
2. Curb Prioritization Memo: Memo describing each typology/hierarchy and the rationale for how each was developed, including data analysis, citywide goals, policies, and other considerations/ recommendations that will be integrated into the final report. It will include maps and graphics. The memo will describe potential curb conflicts based on Task 1 findings, policy goals, and strategies to overcome these challenges.

## Task 3: Stakeholder Engagement

### **Engagement Plan**

It is Walker's understanding that the City wishes to focus on targeted stakeholder engagement, not the community. Walker and EnviroIssues will work with the City Project Team to develop a comprehensive plan detailing the engagement's purpose, tactics, and schedule. The Engagement Plan will identify the different stakeholders (i.e., businesses, developers, advocates, organizations, employees, etc.) to align tactics and the type of input we need to inform the project. Assumes one review cycle with the City to finalize the engagement plan.

The following engagement tasks are assumed for the project:

### **Educational materials**

Walker will create a fact sheet with project information, maps, and graphics that are digestible to the public. This fact sheet can be used in meetings, as a leave-behind, and potentially on the City's website. The specifics will be determined alongside the City Project Team.

### **Stakeholder Survey**

Walker and EnviroIssues will develop a short survey for stakeholder meetings and door-to-door engagement. The survey will provide a way to organize stakeholder feedback in a universal format and seek input on curb issues and needs.



### **Stakeholder Meetings**

We will meet with a broad range of stakeholders to educate them about curb management and gain input on the study. Stakeholders will include business owners, developers, property owners, employee representatives, property managers, employees, advocates, interest groups, tenant groups, small business owners (street-level businesses), and key City leaders in a combination of one-on-one meetings and focus groups.

Walker will facilitate up to twenty (20) stakeholder one-on-one meetings and interest group meetings (focus groups). The city is assumed to provide stakeholder names and contact information.

### **Door-to-Door Engagement**

EnviroIssues will conduct four days of door-to-door engagement with businesses in the urban centers. The engagement will provide each business with information on the project and gain input through a short survey and discussions. The project fact sheet will be provided as a leave-behind for each business. EnviroIssues will research businesses and develop a route to optimize the door-to-door engagement.

### **Engagement Findings Memo**

Walker and EnviroIssues will develop an engagement findings memo detailing the engagement activities, findings, and key themes.

### ***Task 3: Stakeholder Engagement—Deliverables***

1. Engagement Plan
2. Fact Sheet
3. Engagement activities (i.e., stakeholder survey, stakeholder meetings, door-to-door)
4. Engagement findings memo

## **Task 4: Plan Documentation**

Once all deliverables from previous tasks are completed and approved, we will compile them into a draft report. The report will be written with clear project development and justification for recommendations. It will be an illustrative and digestible document. Walker will also provide a technology strategy to support the study's implementation. Walker will work with the City on one revision to the draft report and incorporate comments into a final report.

### ***Task 4: Draft and Final Report—Deliverables***

1. Draft and final report.



Walker Consultants	Chrissy Mancini Project Manager		Ben Weber		Sydney Stephenson Shah		Max Holperin		Total Hours	Total Fee
Hourly Rate (Including Overhead)	\$290		\$245		\$245		\$205			
	Hours	Fee	Hours	Fee	Hours	Fee	Hours	Fee		
<b>Task 0: Project Management</b>	12	\$ 3,480	1	\$ 245	1	\$ 245	1	\$ 205	15	\$ 4,175
<b>Task 1: Existing Conditions</b>		\$ -		\$ -		\$ -		\$ -	-	\$ -
- RFI		\$ -		\$ -	1	\$ 123		\$ -	1	\$ 123
- Programs and Infrastructure Review	1	\$ 290		\$ -	3	\$ 735		\$ -	4	\$ 1,025
- Existing Data Analysis	1	\$ 290	2	\$ 490	6	\$ 1,470	24	\$ 4,920	33	\$ 7,170
- Policy and Regulatory Review	1	\$ 290		\$ -	6	\$ 1,470		\$ -	7	\$ 1,760
- Peer Review and Memo	1	\$ 290		\$ -	16	\$ 3,920		\$ -	17	\$ 4,210
- Technology Review and Memo	1	\$ 290		\$ -		\$ -	14	\$ 2,870	15	\$ 3,160
- Site Visit (including agency meetings)	33.5	\$ 9,715	39.25	\$ 9,616		\$ -		\$ -	73	\$ 19,331
- Existing Conditions Memo	1	\$ 290		\$ -	12	\$ 2,940	4	\$ 820	17	\$ 4,050
<b>Total</b>	<b>52</b>	<b>\$ 14,935</b>	<b>42</b>	<b>\$ 10,351</b>	<b>45</b>	<b>\$ 10,903</b>	<b>43</b>	<b>\$ 8,815</b>	<b>181</b>	<b>\$ 45,004</b>
<b>Task 2: Curb Prioritization</b>										
- Vision of Success	1	\$ 290		\$ -		\$ -		\$ -	1	\$ 290
- Curb Functions	1	\$ 290		\$ -		\$ -		\$ -	1	\$ 290
- Curb Typologies	2	\$ 580	14	\$ 3,430	2	\$ 490	8	\$ 1,640	26	\$ 6,140
- Curb Prioritization	6	\$ 1,740	24	\$ 5,880	6	\$ 1,470	8	\$ 1,640	44	\$ 10,730
- Curb Typology Street Identifiers	1	\$ 290	2	\$ 490		\$ -	6	\$ 1,230	9	\$ 2,010
- Policy and Strategy Recommendations for Implementation	16	\$ 4,640	6	\$ 1,470	16	\$ 3,920		\$ -	38	\$ 10,030
- Performance Metrics	2	\$ 580		\$ -		\$ -		\$ -	2	\$ 580
- Memo	4	\$ 1,160		\$ -	16	\$ 3,920		\$ -	20	\$ 5,080
<b>Total</b>	<b>33</b>	<b>\$ 9,570</b>	<b>46</b>	<b>\$ 11,270</b>	<b>40</b>	<b>\$ 9,800</b>	<b>22</b>	<b>\$ 4,510</b>	<b>141</b>	<b>\$ 35,150</b>
<b>Task 3: Engagement</b>										
- Stakeholder Meetings and Prep (assumes 20 meetings, coordination, and follow up)	10	\$ 2,900	8	\$ 1,960		\$ -		\$ -	18	\$ 4,860
- Survey	1	\$ 290		\$ -		\$ -		\$ -	1	\$ 290
- Outreach Findings Memo	1	\$ 290		\$ -	4	\$ 980		\$ -	5	\$ 1,270
<b>Total</b>	<b>12</b>	<b>\$ 3,480</b>	<b>8</b>	<b>\$ 1,960</b>	<b>4</b>	<b>\$ 980</b>	<b>-</b>	<b>\$ -</b>	<b>24</b>	<b>\$ 6,420</b>
<b>Task 4: Plan</b>										
- Assemble Final Plan	2	\$ 580	2	\$ 490	16	\$ 3,920	8	\$ 1,640	28	\$ 6,630
- Technology Plan	2	\$ 580		\$ -		\$ -	7.5	\$ 1,538	10	\$ 2,118
<b>Total</b>	<b>4</b>	<b>\$ 1,160</b>	<b>2</b>	<b>\$ 490</b>	<b>16</b>	<b>\$ 3,920</b>	<b>16</b>	<b>\$ 3,178</b>	<b>38</b>	<b>\$ 8,748</b>
<b>TOTAL Hours and Fee</b>	<b>101</b>	<b>\$ 29,145</b>	<b>98</b>	<b>\$ 24,071</b>	<b>105</b>	<b>\$ 25,603</b>	<b>81</b>	<b>\$ 16,503</b>	<b>384</b>	<b>\$ 95,321</b>

EnviroIssues	Jessa Wolfe		Leiona Islam		Total Hours	Total Fee
Hourly Rate (Including Overhead)	\$148		\$125			
	Hours	Fee	Hours	Fee		
<b>Task 0: Project Management</b>						
- Kick-off, monthly invoicing, 8 PM meetings with City)	12	\$ 1,776		-	12	\$ 1,776
<b>Task 3: Engagement</b>		\$ -		-	-	\$ -
- Engagement Plan/Stakeholder Research	4	\$ 592	4	500	8	\$ 1,092
- Stakeholder Outreach and Coordination (door-to-door prep)	4	\$ 592	4	500	8	\$ 1,092
- Door-to-Door Outreach (4 days, 2 people per day, 5 hours per day including travel)	24	\$ 3,552	24	3,000	48	\$ 6,552
- Door-to-Door Outreach summaries	3	\$ 444	3	375	6	\$ 819
- Stakeholder Survey and results	8	\$ 1,184	13	1,625	21	\$ 2,809
- Outreach findings memo	5	\$ 740	5	625	10	\$ 1,365
<b>TOTAL Hours and Fee</b>	<b>60</b>	<b>8,880</b>	<b>53</b>	<b>6,625</b>	<b>113</b>	<b>\$ 15,505</b>

	Total Hours	Total Fee
TOTAL Hours and Fee (Walker and EnviroIssues)	497	\$ 110,826
Expenses (Walker) Assumes two site visits		\$ 4,000
Expenses (EnviroIssues) Mileage (250 miles at \$0.655 per mile: \$164		\$ 164
<b>GRAND TOTAL</b>		<b>\$ 114,990</b>