

City of Redmond



Agenda Study Session

**Tuesday, October 28, 2025
7:00 PM**

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

City Council

*Mayor
Angela Birney*

*Councilmembers
Vanessa Kritzer, President
Jessica Forsythe, Vice President
Jeralee Anderson
Steve Fields
Angie Nuevacamina
Osman Salahuddin
Melissa Stuart*

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AGENDA

ROLL CALL

1. Capital Facilities Plan 2050 - General Government

Department: Parks and Recreation, 30 minutes

[Attachment A: Draft Capital Facilities Plan 2050 - General Government](#)

[Attachment B: Presentation](#)

[Attachment C: Change Log](#)

Legislative History

6/24/25	Committee of the Whole - Parks and Environmental Sustainability	presented
9/23/25	City Council	referred to the City Council Study Session

2. Short-Term Rental Code Update

*Department: Planning and Community Development/Finance,
30 minutes*

[Attachment A: Staff Report Short Term Rental Updates](#)

[Attachment A, Exhibit 1: Recommended Amendments to
RMC Chapter 5.04](#)

[Attachment A, Exhibit 2: Short Term Rental Guide](#)

[Attachment B: Lodging Tax Advisory Committee July 9,
2025 Meeting Minutes DRAFT](#)

[Attachment C: Short Term Rental Lets Connect](#)

[Engagement Report August 6, 2025](#)

[Attachment D: July 21, 2025 Community Meeting
Discussion Notes](#)

[Attachment E: Comments Received by Email](#)

[Attachment F: City Council Issues Matrix](#)

[Attachment G: Presentation](#)

Legislative History

9/2/25	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session
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3. Transportation Master Plan Status Update: E-Mobility, Technology,

Maintenance, Performance Metrics Chapters, and Transportation Facilities Plan (TFP)

Department: Planning and Community Development, 45 minutes

[Attachment A: Issues Matrix](#)

[Attachment B: Draft E-Mobility Chapter](#)

[Attachment C: Draft Technology Chapter](#)

[Attachment D: Draft Maintenance Chapter](#)

[Attachment E: Draft Monitoring Progress Chapter](#)

[Attachment F: Draft Transportation Facilities Plan](#)

[Attachment G: Draft Transportation Facilities Plan Project List](#)

[Attachment H: Draft Transportation Facilities Plan Projects Added and Removed](#)

[Attachment I: Draft Transportation Facilities Plan Project Maps](#)

Legislative History

5/6/25	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session
5/27/25	City Council	referred to the City Council Study Session
7/8/25	City Council	presented
10/7/25	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session

4. Council Talk Time

10 minutes

ADJOURNMENT

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Memorandum

Date: 10/28/2025
Meeting of: City Council Study Session

File No. SS 25-058
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Parks	Loreen Hamilton	425-556-2336
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DEPARTMENT STAFF:

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Planning and Community Development	Glenn Coil	Senior Planner
Parks	Quinn Kuhnhausen	Facilities Manager

TITLE:
Capital Facilities Plan 2050 - General Government

OVERVIEW STATEMENT:

Redmond's Capital Facilities Plan 2050 - General Government Facilities Plan (CFP) ensures the City has the necessary facilities to serve the community now and into 2050. The plan prioritizes needs and recommends investments in Fire, Police, Public Works and Park Operations, Parks and Recreation, and Administrative facilities over the next 25 years.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Redmond 2050 Comprehensive Plan-Capital Facilities Element
Policies CF-1, CF-2, CF-3, CF-6
Redmond Community Strategic Plan
Redmond Environmental Sustainability Action Plan
- **Required:**
Washington State Growth Management Act (GMA), RCW 36.70A
- **Council Request:**
N/A
- **Other Key Facts:**
\$200,000 was allocated for this project in the 2025/2026 adopted budget.

OUTCOMES:

The completion of the CFP will fulfill Growth Management Act and Comprehensive Plan requirements. The completion of this plan will forecast the future needs for general government facilities through 2050 to support future anticipated growth.

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:
\$169,966

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

Budget Offer Number:
0000311

Budget Priority:
Vibrant and Connected, Healthy and Sustainable

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

If yes, explain:
N/A

Funding source(s):
One Time Budget 2025-2026

Budget/Funding Constraints:
Funded through one time budget in 2025-2026 and needs to be completed in this timeframe.

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
6/24/2025	Committee of the Whole - Planning and Public Works	Receive Information
9/23/2025	Study Session	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
11/18/2025	Committee of the Whole - Planning and Public Works	Provide Direction
12/2/2025	Business Meeting	Approve

Time Constraints:

Projects identified in CFP will be incorporated into the City's updated Capital Investment Strategy (CIS) and Capital Improvement Plan (CIP), which will begin in 2025, in anticipation of the 2027-2028 City budget.

ANTICIPATED RESULT IF NOT APPROVED:

If the Capital Facilities Plan is not completed and adopted the City will not have a Washington Growth Management Act (GMA) compliant Capital Facilities element for its Redmond 2050 Comprehensive Plan. New facility capital projects cannot be placed on the CIP. The City will be unable to impose and collect impact fees for use on projects associated with growth.

ATTACHMENTS:

Attachment A: Draft Capital Facilities Plan 2050- General Government
Attachment B: Presentation
Attachment C: Change Log



CAPITAL FACILITIES PLAN 2050 – GENERAL GOVERNMENT

CITY OF REDMOND
2027 - 2050

DRAFT | SEPTEMBER 2025



Acknowledgements

Mayor Angela Birney

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Vanessa Kritzer, President
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Jeralee Anderson
Steve Fields
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Osman Salahuddin
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Introduction

Redmond's Capital Facilities Plan 2050 – General Government (CFP) aims to ensure the City of Redmond will have the facilities it needs to serve the community today and into the future. It prioritizes needs and recommends investments in Fire, Police, Maintenance & Operations, Indoor Recreation, and Administration facilities over the next 25 years.

As major facility investments can take years to accomplish and require complex community engagement, design, and funding processes, this CFP sets the framework for the City to plan for needed investments, focus resources, acquire needed property, and leverage partnership opportunities. This Plan supports and implements the vision of the Redmond 2050 Comprehensive Plan and is adopted by Council by reference into the Capital Facilities Element to fulfill Growth Management Act and City requirements for capital facilities planning. This plan also updates and extends the planning horizon of the [2025-2030 Capital Facilities Plan](#) to 2050.

The report is organized into four sections:

- **Planning Context** introduces the regulatory requirements that guide this CFP, Redmond's municipal facilities, and this portfolio-wide assessment
- **Portfolio Overview** covers citywide facility information, the facility condition assessment, facility rankings, and service life information
- **Existing Conditions and Recommendations** covers major issues, facility condition ratings, alternatives evaluation and outcomes where applicable, and recommendations for the functional areas of Fire, Police, Maintenance & Operations, Indoor Recreation, and Administration
- **Capital Investment Strategy** outlines near-term (6 years) and longer-term investment strategies and a feasible plan for implementation. It describes the benefits of implementing the CFP for reducing risk, addressing functional and condition issues, emergency preparedness and resilience, and improving services for underserved communities and geographies.

1 – Planning Context

1.1 – Capital Facilities Planning Requirements

Implementing the development of capital facilities requires a disciplined and comprehensive planning process, and this is accomplished with functional plans that meet requirements for capital facility planning set forth by the Growth Management Act and are consistent with policies in the Capital Facilities Element.

State Law

The Washington State Growth Management Act (GMA) outlines the framework for capital facilities planning, including general government facilities. See [RCW 36.70A](#) and [RCW 36.70A.070\(3\)](#). Consistent with Capital Facilities Element policy CF-3, the City adopts this CFP by reference to ensure compliance with GMA requirements.

The GMA requires inclusion of:

GMA Requirement	CFP Response
An inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities	See Section 2
A forecast for the future needs for such capital facilities.	See Section 3
The proposed locations and capacities of expanded or new capital facilities.	See Section 3
At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes	The City's current Capital Investment Program (CIP) is the six-year financing plan that fulfills this requirement. Further information for outyears is provided in Sections 1 and 4.
A requirement to reassess the comprehensive plan land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities element, and financing plan are coordinated and consistent.	See the Capital Facilities Element policy CF-10

Further guidance is provided by [Washington Administrative Code 365-196-415](#).

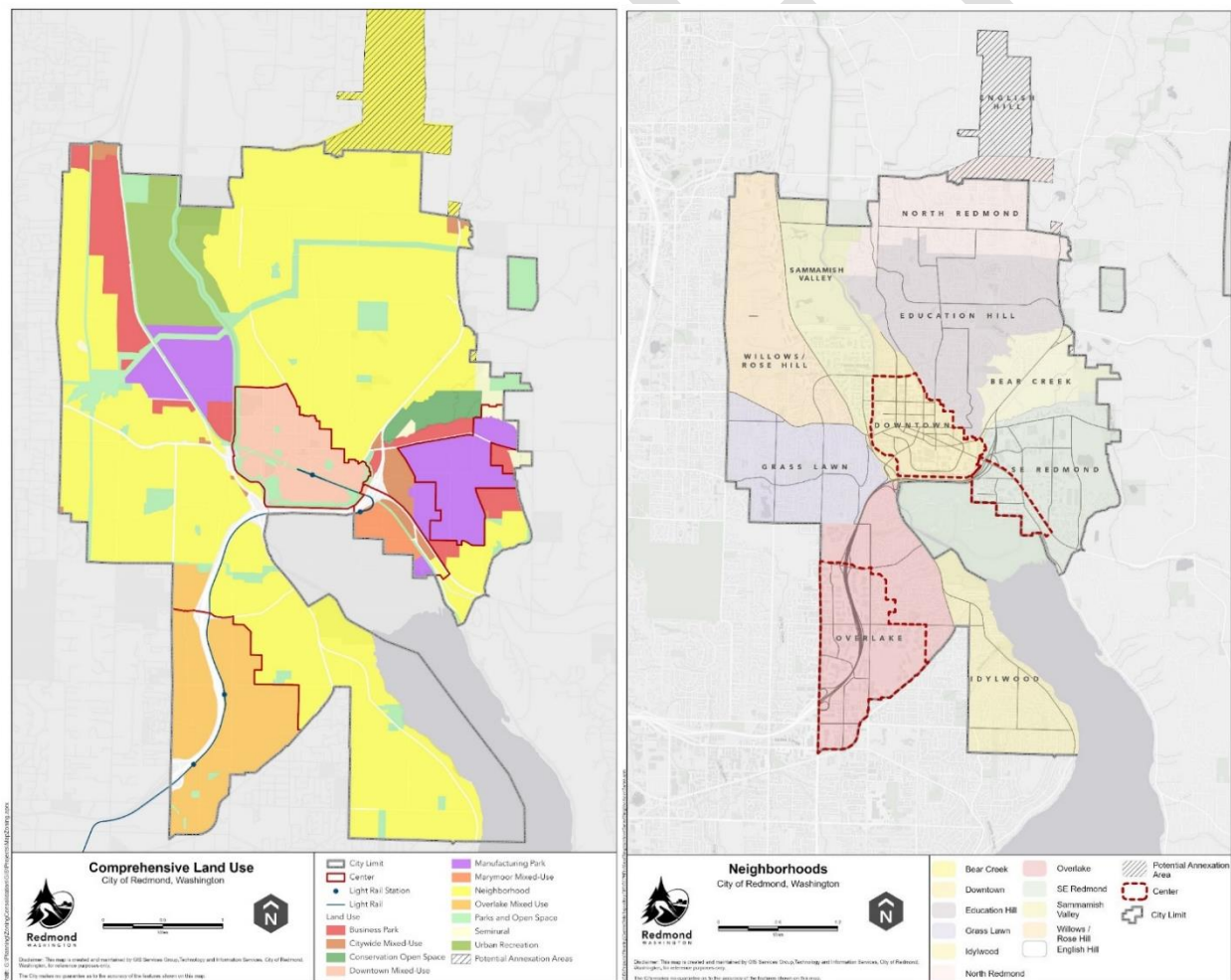
The GMA also requires jurisdictions to have capital facilities in place and readily available when new development occurs, or population grows in a service area. This concept is known as “concurrency”, and it means that capital facilities needed to serve new development and/or a growing service area population must be in place at the time of initial need, and they must be of sufficient capacity serve the population. If the facilities are not in place, a financial commitment must be made to provide the facilities within six years

of the time of the initial need and maintain service levels at or above local minimum standards, known as levels-of-service.

Redmond 2050 and the Capital Facilities Element

Redmond 2050 is the city's comprehensive plan with strategies to shape development and advance community priorities as the population grows a projected 47% by 2050, from 80,000 to 118,000. Its guiding principles are equity and inclusion, resiliency, and sustainability.

The future land use map and zoning direct new development, population, and jobs to three mixed-use growth centers served by regional light rail transit: Downtown, Marymoor Village, and Overlake. Other key features of Redmond's geography are two industrial areas northwest and southeast of Downtown, the regional Marymoor Park bordering the north end of Lake Sammamish, and multiple trail corridors. Redmond also has critical areas (environmental features) like streams, wetlands, and steep slopes where development is restricted.



Redmond 2050 future land use map (left) and neighborhoods map (right)

Redmond has been transitioning from being a Seattle suburb to a full-service city. As population and jobs grow and service demands increase, facilities that have served the community well for decades will be unable to meet growing needs without timely investments to address deficiencies and accommodate growth.

Redmond 2050 contains a Capital Facilities Element, which includes a facilities vision statement, general inventory, level-of-service standards, and goals and policies that guide financial decisions. It directs the development of the City's capital investment program in support of the community's vision for the future and affects both public agencies and private decisions related to individual developments.

This CFP is a functional plan for municipal facilities that contains more specific information and recommendations. See the General Government Facilities Plan Scope in the next section below. The CFP supports and implements the vision of the Redmond 2050 Comprehensive Plan, and is adopted by Council by reference into the Capital Facilities element in order to fulfill Growth Management Act and City requirements noted in Policy CF-2 for capital facilities planning. This plan also updates and extends the planning horizon of the 2025-30 Capital Facilities Plan – General Government Facilities to 2050.

Key Capital Facilities Element and related policies include (some are paraphrased for brevity):

- FW-CF-1 (one of several framework principles): Optimize strategic actions and investments over near-, mid-, and long-term portions of the Comprehensive Plan's 2050 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions.
- CF-6: Establish capital facility level-of-service standards that help determine long-term capital facility and funding requirements.
- CF-18: Identify shared capital needs and the lands that may be used to meet these needs with nearby cities, King County, neighboring counties, the State of Washington, the Puget Sound Regional Council, school districts, special purpose districts and other government agencies. Maintain a capital acquisition budget and schedule that reflects the jointly agreed upon priorities.
- CR-39 (Climate Resilience and Sustainability Element): Implement the City of Redmond Operations Zero Carbon Strategy to decarbonize and achieve carbon neutrality for city facilities, operations, and services.

Policy CF-2 Checklist

Capital Facilities Element policy CF-2 establishes requirements for Redmond’s functional plans. The requirements are listed in the table below, alongside an explanation and section reference for how the CFP satisfies each.

CF-2 Requirement	CFP Response
CF-2: Include in functional plans and supporting documents, at a minimum, the following components necessary to maintain an accurate account of long-term capital facility needs and associated costs to the City, and consistency with the Comprehensive Plan and applicable provisions of the Zoning Code:	
A description of the current capital facility infrastructure, including green infrastructure, and the scope and cost of its operation and maintenance;	<u>Descriptions:</u> See the portfolio overview in Section 2.1 <u>Green infrastructure:</u> This is not applicable to the CFP because the GMA defines “green infrastructure” as non-building assets such as outdoor parks, tree canopy, and stormwater management practices. This type of green infrastructure is addressed by the City’s parks plans, stormwater utility plans, and the Environmental Sustainability Action Plan. Some sustainability features of existing facilities are documented in Section 3, and application of the City’s principles for decarbonization and sustainability to general government facilities are described in Section 1.2. <u>Scope of operations:</u> See the introductions to functional areas and descriptions of existing facilities in Section 3.1 <u>Cost of maintenance:</u> See the summary of maintenance liabilities in Section 2.2, and the costs of maintenance in the project lists in Sections 3 and 4
A description of current capital facility deficiencies and appropriate strategies to remedy these deficiencies;	<u>Current deficiencies:</u> See the summary of maintenance liabilities in Section 2.2 <u>Deficiency remedies:</u> Generally, most deficiencies and other liabilities will be addressed by funding 100% of the project costs identified by the 2023 Facility Conditions Assessment. See strategy details in the project lists of Sections 3 and 4.
An analysis of capital facilities needed through the year 2050, and preliminary cost estimates to meet those needs;	<u>Capital facilities needed:</u> See qualitative descriptions of facility needs in Section 3. See a list of functional plans that provide additional analysis in Section 1.2. <u>Preliminary cost estimates:</u> See the project lists in Sections 3 and 4

CF-2 Requirement	CFP Response
An analysis specifying how capital facilities will be financed and maintained;	See Section 1.4 – Funding for Capital Investment
A description of the functional plan’s public outreach, participation and review process;	See Section 1.5
Criteria to be used to prioritize projects and inform the Capital Investment Strategy;	See the CFP suggested supplemental criteria to the Capital Investment Strategy in Section 4.2
An analysis of how proposed investments impact underserved communities and geographies;	See Section 1.2
A description of how the plan addresses emergency preparedness and resilience to natural hazards, including climate change impacts;	See Section 1.2
A description of how the functional plan and supporting documents fulfill Growth Management Act requirements; and	See Section 1.1
An analysis indicating that the functional plan, including any subsequent revisions or modifications, is consistent with Comprehensive Plan policies, Zoning Code regulations, and applicable state and federal laws.	<u>Comprehensive Plan policies:</u> This table fulfills the key Comprehensive Plan policy applicable to general government facilities <u>Zoning Code regulations:</u> See Section 1.6 <u>Applicable state and federal laws:</u> See Section 1.1

1.2 – Facility Planning Principles

The section implements sub-policies of CF-2 related to:

- Decarbonization and sustainability
- Emergency preparedness and resilience to natural hazards
- Underserved communities and geographies

This section also addresses policy CF-6 with regards to the accessibility level-of-standard for general government facilities.

Decarbonization and Sustainability

The following [key documents](#) guide the approach to decarbonization and sustainability of Redmond's general government facilities:

- 2024 Portfolio Decarbonization Report
- 2021 City of Redmond Operations Zero Carbon Strategy
- 2020 Environmental Sustainability Action Plan
- 2025 Environmental Sustainability Action Plan (in development)

Building Energy Use and Decarbonization

The City of Redmond has adopted aggressive sustainability goals for city operations through City Council's Climate Emergency Declaration, including a goal of net zero greenhouse gas emissions by 2030. Redmond also participates in the King County-Cities Climate Collaborative (K4C), which share a target to reduce energy use in all existing buildings 25% below 2012 levels by 2030. All new facilities must meet LEED Gold or a similar green building standard.

The City's energy consumption is expected to increase from more than 10 million kWh annually to approximately 11.4 million kWh by 2030 due to the addition of new infrastructure, reinforcing the need for and importance of energy conservation. Fossil fuels used to heat and cool Redmond's facilities account for nearly 20% of the City's 2022 greenhouse gas emissions. Therefore, the strategic actions relevant to this CFP are focused on energy efficiency retrofits at existing municipal facilities, including transitioning space and water heating to all-electric and adding electric vehicle charging infrastructure for the City's fleet.

The City of Redmond participates in PSE's Green Direct program, which provides carbon-free electricity for approximately 85% of City operations' electricity consumption. Because of the City's participation in Green Direct, emissions from facilities account for about 36% of the City's total 2022 GHG emissions, down from more than 71% in 2020, although this still illustrates the need for efficiency to reduce demand on the grid as more buildings are electrified.

In 2024 the City worked with Ecotope to complete a portfolio decarbonization analysis and report. The scope of the analysis included the significant facilities in the portfolio

(excluding Redmond Community Center at Marymoor Village, Maintenance & Operations Center, Police's North and South Garage buildings, and the Municipal Parking Garage). The analysis evaluated interrelated variables including energy use and on-site fossil fuel consumption, total greenhouse gas emissions, Washington state's 2019 Clean Buildings Performance Standard (CBPS) compliance requirements, and equipment age and condition of heating, ventilation, and air conditioning (HVAC) systems. These variables were combined into weighted evaluation criteria to identify the degree to which each of these metrics might influence the prioritization of city facility upgrades and the deployment of decarbonization strategies in conjunction with any other maintenance work.

The results of the decarbonization analysis are integrated into a facilities dashboard created with the 2023 Facilities Condition Assessment by Meng Analysis.

Key findings:

- The Redmond Pool is the most energy intensive building in the City's portfolio on a per-square-foot basis. A majority of the building's energy demand is met by electricity.
- Fire stations have high energy use intensity for their size, and their energy demand is mostly met by gas, making them a key opportunity for retrofits
- City Hall has the greatest carbon emissions impact by a large margin, followed by the Redmond Pool, the Public Safety Building, Fire Station 16, and Fire Station 11
- City Hall and the Public Safety Building, being over 50,000 square feet of floor area, are the only facilities subject to CBPS compliance in 2028 and will be required to demonstrate improved energy performance compared to current operation. Other buildings only need to report performance.
- The Redmond Senior & Community Center, opened in 2024, was designed as an energy efficient and all-electric building. Evaluation of its performance is incomplete, but early indicators show it has a very low carbon impact and that it is possible for large buildings to significantly decarbonize.
- Eliminating on-site natural gas consumption, replacing gas-powered space heating and cooling equipment with electric heat pumps, and upgrading aging HVAC systems are common strategies recommended across the facilities portfolio
- Demand on the regional electric grid is increasing significantly as other jurisdictions and property owners seek to decarbonize. Redmond is partnering with Bellevue on a regional study of the issue. Case-by-case investigation of electrical capacity will be needed at each facility to inform retrofits' scope, especially as electric vehicle charging is added.

Relevant to the subsection on emergency preparedness, some Redmond facilities include on-site emergency generators to provide backup power (including all fire stations, the Public Safety Building, and City Hall). To maintain readiness, generators must be turned on weekly for about 30 minutes, which can represent a significant amount of combustion emissions beyond those generated by regular building operation. Generator use is not fully

included in the decarbonization analysis but is included in the City's biannual greenhouse gas emissions inventory.

Maintenance projects can contribute to decarbonization goals by identifying and prioritizing maintenance and equipment replacement strategies that reduce building carbon impacts. In many cases, it is more efficient and cost-effective to bundle building upgrades together to reduce mobilization costs. In general, the work to decarbonize facilities are integrated into the recommended maintenance projects categorized as observed deficiencies, predicted renewals, and opportunity projects in the FCA. The project lists in Section 3 and 4 of this CFP group these projects under "routine maintenance" headings.

Other Sustainability Measures

Besides energy use for building heating/cooling, sustainability documents from the City report that facility operations can be improved with the following key strategies related to water, solid waste, and transportation:

- Convert building lighting to efficient light emitting diode (LED) technology
- Consider opportunities to add on-site renewable energy generation to existing and new facilities, especially solar power
- Consider opportunities to use low-embodied carbon materials when designing and constructing new facilities
- Consider opportunities to capture rainwater, reuse water, reduce impervious surface area, and improve stormwater management
- Consider opportunities to protect and expand tree canopy coverage during major facility investments
- Reduce City operations-generated solid waste and divert more waste from the landfill with recycling and composting
- Locate new facilities on location-efficient sites with robust transportation options for staff commuting and the visiting public, including connections to quality transit and safe walking and biking routes
- Transition the City's fleet to electric vehicles where models are available and are operationally feasible

In the current Capital Investment Program (CIP), \$1.3M is set aside for citywide sustainability improvements including automation of HVAC controls and converting to LED lighting, and \$1.7M is provided for electric vehicle charging equipment at the Municipal Parking Garage, Fire Station 11, and Fire Station 12. Moving forward, the City intends to incorporate sustainability improvements in all major projects for general government facilities.

Emergency Preparedness and Resilience to Natural Hazards

The following key documents guide the approach to emergency preparedness and resilience to natural hazards for Redmond's general government facilities:

- [2023 Comprehensive Emergency Management Plan](#)
- [2022 Climate Vulnerability Assessment Report](#)
- [2020-2025 King County Regional Hazard Mitigation Plan: City of Redmond Annex](#)

Summary of Hazards

The City of Redmond is dedicated to protecting the lives, property, and environment of its residents through preparedness, response, recovery, and mitigation activities. Redmond's facilities must provide continuity of operations to support the community. In the context of the CFP, emergency preparedness and resilience to natural hazards involves potential risks from incidents like large earthquakes, flooding, major urban fires, wildfires, winter storms, power outages, utility disruptions (e.g. water supply), health hazards, terrorism, civil disturbances, and cyber attacks.

The King County Regional Hazard Mitigation Plan and the Redmond-specific annex to the plan provide detailed hazard and vulnerability identification, risk assessment, and mitigation planning. The Redmond Comprehensive Emergency Management Plan provides a framework for how the City government, its departments, and its employees will respond to emergency incidents.

Essential public services by functional area that need to be maintained during citywide emergencies include:

- Fire and Police – Responding to major life safety incidents, including emergency medical services, fire suppression, search and rescue, traffic control, and security operations
- Public Works – Responding to disruptions or damage in utility delivery and the transportation system
- Administration - Operation of the emergency operations center at City Hall, public communications, and coordination with partner agencies
- Park and Recreation – Operation of community centers as emergency shelters and community resilience hubs, and distribution of food and water to affected residents
- Parks Operations and Facilities – Response to storm damage at facilities, parks, and streets (e.g. tree damage)

Fire stations are particularly important. They are classified as essential facilities under the International Building Code and are designed to remain operational during catastrophic incidents. Further, new or remodeled fire stations present an opportunity for them perform a secondary role as community resilience hubs, with storage areas for volunteer

community emergency response (CERT) teams to make supplies accessible to neighborhoods during disasters.

Facilities Planning and Maintenance

City facilities need to be adequately maintained so they can support incident response activities and continuation of essential services. The Comprehensive Emergency Management Plan establishes these key ongoing maintenance and management actions:

- Identify safety hazards. For those that can't be eliminated immediately, find ways to isolate or lessen risks pending permanent resolution.
- Verify structural and non-structural hazard analysis of city buildings to identify and mitigate hazardous conditions. This should be in coordination with facility management.
- Establish procedures to quickly determine threats to city facilities and to alert occupants
- Review each Facility Emergency Plan for city buildings and train personnel in regard to building emergency standard operating guidelines, including evacuation, shelter-in-place, and lockdown
- Maintain emergency backup power for all essential systems and facilities. Critical electronic data communication systems should have uninterruptible power supplies and surge protection.
- Periodically test building warning systems and procedures to ensure they remain functional
- Regularly verify that security cameras and monitors are working properly

The following are identified as key risks in the general government facilities portfolio:

- Multiple fire stations are beyond their expected service life and have compounding functional issues that hamper operational capacity and emergency readiness, especially at Fire Stations 11, 12, 13, and 14
- The Public Safety Building has significant maintenance liabilities and functional issues that hamper its ability to serve a growing workforce and maintain optimal emergency readiness
- Parts of Downtown are at elevated risk of earthquake and flooding impacts, which could impact the operations for multiple facilities including the Fire headquarters station, Police headquarters which also houses the 911 dispatch center, and the Administration headquarters which also houses the City's emergency operations center.
- Lack of public facilities in Overlake for City staff support, incident staging, emergency shelter, etc.
- Redundancy in power generation is a critical priority, but some facilities that provide critical functions do not have emergency generators or battery storage for backup power, or lack electrical equipment like transfer switches and portable generator plug-ins

Capital Projects

The City applies current building codes to general government facilities projects and has been performing earthquake retrofits over time. For future capital projects the CFP addresses emergency preparedness considerations by:

- Recommending renovation or replacement of Fire Station 11 and replacement of Fire Station 12
- Recommending Redmond Fire and King County Fire District 34 coordinate to support facility reinvestment or replacement, particularly for Fire Stations 13 and 14
- Right-sizing new fire stations to improve distributing storage capacity for emergency supplies, along with including funding for a new Fire logistics facility for additional storage and streamlined supply chain management (e.g. shelter equipment, first aid supplies, and related resources)
- Recommending replacement of the Public Safety Building
- Recommending redevelopment of the Maintenance & Operations Center (MOC), which will include a modern department operations center for Public Works, Park Operations, and Facilities Management
- Recommending emergency generator upgrades at several fire stations and a new generator at Redmond Community Center at Marymoor Village (RCCMV), assuming City ownership). Battery storage could also be considered at facilities primarily powered by electricity, such as Redmond Senior & Community Center.
- Recommending new Fire, Police, and Indoor Recreation facilities in the Overlake neighborhood to provide better citywide coverage and public access
- Including “opportunity projects” for on-site renewable energy generation (i.e. solar panels) at multiple fire stations and RCCMV, assuming City ownership
- Recommending citywide municipal building renovations, maintenance, and repairs and “routine maintenance” at all facilities, including maintenance of essential electrical, plumbing, HVAC, telecommunications, security, and fire systems

Underserved Communities and Geographies

The City has a duty in ensuring all Redmond residents and businesses have sufficient access to general government facilities and public services. As the city has grown over time, some communities and neighborhoods have had more investment than others. Both direct and indirect local policies and regulations have resulted in disparities. There is a concerted effort at the regional level and in Redmond to identify and address current and past inequities in zoning and land use policies particularly among communities of color, people with low-incomes, and historically underserved communities.

Considerations relevant to the CFP include:

- Fire has quantitative level of service standards for response time to maximize protection of life and property, which impacts the distribution of fire stations
- Police has a qualitative level of service standard for community expectations on response time. Officers are on patrol in their vehicles throughout the city, so distributed police facilities are less critical than for Fire.
- Parks and Recreation has level of service standards to ensure residents have reasonable access to indoor recreation options
- Public Works & Park Operations are less geography-sensitive and can rely on single/centralized locations because of their limited public interface and life-safety emergency response needs
- Customer-service oriented Administration and facilities community meeting spaces need to be easily accessible, while other administration functions are less geography-sensitive

The future land use map and zoning direct most new development, population, and jobs to three mixed-use growth centers served by regional light rail transit: Downtown, Marymoor Village, and Overlake. These growth centers are of particular interest because areas with higher and growing population density warrant greater public facilities investments to support quality of life, meet accessibility goals, ensure response time levels of service are met, and to make efficient use of resources.

Communities at Risk of Displacement

The Redmond 2050 [Housing Element](#) defines displacement risk as: “Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.” Displacement risk can be a useful indicator of populations facing racially disparate impacts, housing affordability challenges, or low incomes and who may be more sensitive to the impacts of government facility policies and investment decisions.

Data from the Puget Sound Regional Council finds that of the approximately 12 census tracts that make up most of Redmond, all but three were rated as “low” for displacement risk. All three of the census tracts that were not rated as “low” were rated as “moderate” displacement risk. Census tracts do not align perfectly with neighborhoods, but these

three tracts roughly include Downtown, Sammamish Valley, Willows / Rose Hill, and the southern portion of Overlake.

With this data and other analysis, City staff conclude a significant amount of residential displacement has already occurred and a large segment of the population cannot afford to live in Redmond. Downtown and Overlake are two of the three growth centers and have a concentration of existing and planned multifamily housing that is relatively less expensive than single-family housing, which may mean relatively moderate- and low-income households are located in these areas and drive the moderate displacement risk. City staff are also strategizing how to minimize business displacement as commercial properties are developed.

To avoid exacerbating existing trends, facilities investments (particularly land acquisition and new construction) should avoid or minimize the displacement of residents and businesses, especially low-moderate income residents and the businesses that serve them. To mitigate trends and promote multiple community goals, there is also a limited potential for new facilities to be part of mixed-use developments that include subsidized housing or commercial space, particularly in the three growth centers.

Communities of Color

Redmond is a culturally diverse community with substantial populations from some BIPOC (Black, Indigenous, and People of Color) communities. In 2020, Redmond residents identified as:

- White: 49%
- Asian: 37%
- Hispanic or Latino (of any race): 8%
- Two or more races: 4%
- Black or African American: 2%
- Other race: 1%
- American Indian and Alaska Native: 0%
- Native Hawaiian and Other Pacific Islander: 0%

The siting and design of general government facilities can have an impact on communities of color by changing their proximity and accessibility to public services. Areas of the city with the greatest concentrations of BIPOC residents (more than 50% of people identifying as a race other than White alone) are the southern portion of Overlake and Southeast Redmond.

Overlake

A key underserved geography is the Overlake growth center. Various functional plans note Overlake lacks general government facilities for Police and Indoor Recreation. The neighborhood is also not ideally served by Redmond Fire, as identified by the Fire Functional Plan. During CFP development, Police identified a need for a police facility presence in Overlake as the area grows. These gaps are notable because Overlake is

already a dense, mixed-use area and is expected to continue growing from approximately 4,300 residents in 2019 to 23,000 residents by 2050, most of whom will live in multifamily housing.

The CFP plans to fill these gaps in the following ways:

- Fire Station 12 will be relocated more centrally to Overlake, providing faster response times for fire and medical calls to more people
- An Overlake police precinct will provide more support for law enforcement functions and customer service, and potentially reduce response times for major incidents
- An Overlake community center will fill a gap for indoor recreation identified by the Parks & Recreation Department
- A new Administrative office space is planned to open by 2030 as part of public-private partnership. This will bring more customer service functions and government presence to Overlake ahead of larger investments.

The City needs to acquire land or partner with non-City property owners for these new facilities. Consideration should be made for displacement risk and burdens when siting and designing new facilities to avoid exacerbating community impacts from market forces and physical development.

Downtown

The Downtown growth center is well-served by the headquarters facilities for Fire, Police, and Administration. Potential displacement risk is low because general government facilities investments will likely be limited to locations where the City already owns land, including the Fire Station 11 site and the Redmond municipal campus.

The Redmond Senior & Community Center is a key asset for Downtown residents but somewhat distant from the core “center of gravity” for the Downtown population south of the campus. Maintenance and upgrades to the active transportation network will help ensure easy access to this facility.

Southeast Redmond / Marymoor Village

Marymoor Village is a growth center within the larger Southeast Redmond neighborhood. Marymoor Village is transitioning from an industrial and commercial district to a mixed-use residential district. While close to Downtown and connected by a new light rail line, it is physically separated from Downtown’s government facilities by Highway 520 and major streets. The neighborhood is also not ideally served by Redmond Fire given its current and planned residential population density.

The key CFP recommendation for this area is the purchase and renovation of the Redmond Community Center at Marymoor Village. City ownership would allow full control over maintenance and capital investment. This will enable better predictability for future planning of facilities and recreation programs that serve residents in this area.

Bear Creek / Avondale

The Bear Creek area, particularly along the Avondale Road corridor, is not a growth center but has a concentration of multifamily housing and a mobile home park serving some low-moderate income households. While no general government facilities are planned in this area, it is proximate to facilities in Downtown and Southeast Redmond. Maintenance and upgrades to the active transportation and transit networks, informed by a future corridor study, could improve access in and out of this area.

Willows / Rose Hill

The Willows / Rose Hill neighborhood in northwest Redmond is a geography not ideally served by Redmond Fire, as identified by the Fire Functional Plan. However, mutual aid coverage is available from the City of Kirkland's Fire Station 26 to the west. Redmond Fire has identified the Willows Road corridor as a potential location for a fire station to maximize citywide coverage by Redmond Fire facilities.

Public safety is a key consideration because this area has a significant daytime employment population at industrial facilities and business parks. Other functional areas, such as Indoor Recreation, are less critical because large parts of the neighborhood are covered by forest and a golf course; the area has limited population density compared to the growth centers.

Accessibility

The Americans with Disabilities Act of 1990 (ADA) is a civil rights law that prohibits discrimination based on disability. As applied to facilities, it requires buildings that are accessible to the general public to meet minimum accessibility standards. It also requires applicable employers to provide reasonable accommodations to employees with disabilities. Practical implementation in public buildings includes items like handicap-accessible parking spaces, level ground-floor access and ramps, elevators in certain buildings, and interior furnishings and fixtures (such as light switches, door handles, and restrooms) that are easy to use by people with a range of physical disabilities.

Designing accessible buildings is a standard practice of contemporary architectural design, but buildings built before the ADA was enacted require retrofits to improve compliance. In 2019 the City prepared an [ADA Transition Plan](#) with upgrades strategically prioritized at facilities with higher public usage, such as City Hall, Redmond Pool, community centers, and the Public Safety Building.

1.2 – General Government Facilities Plan Scope

This CFP focuses on municipal facilities occupied by Redmond staff, maintained by Redmond’s facilities team, and/or open to the public. Within the CFP, facilities are grouped into five functional areas with color coding as follows:

Functional Area	Associated Departments / Agencies
FIRE	Redmond Fire Department and King County Fire District 34
POLICE	Redmond Police Department
MAINTENANCE & OPERATIONS	Redmond Public Works Department (operational components) and Redmond Parks & Recreation Department (operational and maintenance components, including Facilities Management)
INDOOR RECREATION	Redmond Parks & Recreation Department (recreation component)
ADMINISTRATION	Multiple (all departments with a presence at City Hall)

For further details on some of the in-scope general government facilities in this plan, see the following:

- [Redmond Fire Department Functional Plan](#) (service background analysis, facility details, and equipment not covered by this CFP)
- [Redmond Fire Department Community Risk Assessment & Standards of Cover](#) (assesses risk and needs of the community including geographical considerations)
- [King County Fire District 34](#) (rural fire district operated in partnership with Redmond)
- [Redmond Police Department Functional Plan](#) (service background analysis, facility details, and equipment not covered by this CFP)
- [Redmond Parks, Arts, Recreation, Culture & Conservation \(PARCC\) Plan](#)

Out-of-scope capital facilities and public infrastructure are covered by the following Redmond plans or other agencies:

- Parks and recreation (parkland and other park facilities not covered by this CFP): [Redmond Parks, Arts, Recreation, Culture, and Conservation \(PARCC\) Plan](#)
- All City utilities: [Utilities Strategic Plan](#)
- Water utility: [Redmond Water System Plan](#)
- Wastewater/sanitary sewer utility: [Redmond General Wastewater Plan](#)
- Stormwater utility including green stormwater infrastructure:
 - [Stormwater Management Plan and National Pollutant Discharge Elimination System \(NPDES\) Permit](#)
 - Stormwater and Surface Water System Plan (under development)
 - Stormwater Management Program Plan (updated annually)
 - [Watershed Management Plan](#)
- Solid waste utility
 - [Solid Waste and Recycling Program](#) (no functional plan; services in Redmond are provided by a private contractor)

-
- King County Comprehensive Solid Waste Management Plan
 - King County Hazardous Waste Management Program Plan
 - Electricity and natural gas: [Puget Sound Energy](#)
 - Telecommunications: Various private providers
 - Transportation: [Redmond Transportation Master Plan](#)
 - Transit: [King County Metro](#) and [Sound Transit](#)
 - Schools: [Lake Washington School District](#) (six-year capital facility is updated annually)
 - Criminal justice: [King County](#)

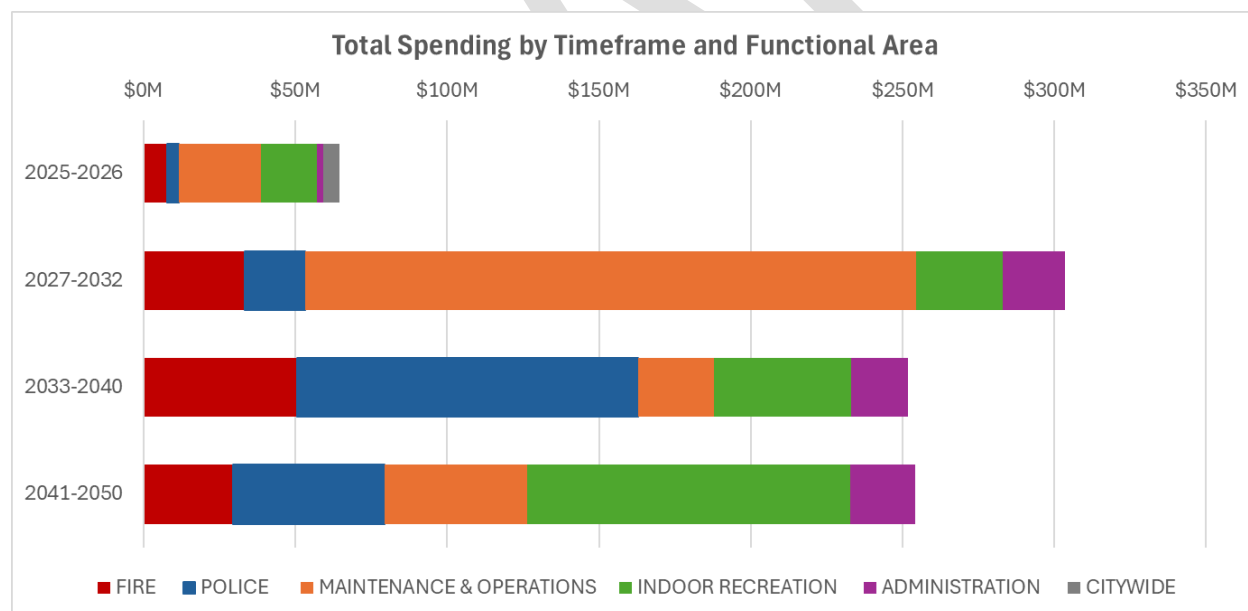
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1.3 – Summary of Costs

Estimated capital project costs for the City of Redmond through the 2050 planning period total to approximately \$885-943 million.

The table below shows capital costs by functional area and planned years of expenditure. All numbers are millions. Where a capital facility and land acquisition has a low-high cost range, only the higher cost is reflected in this summary. For detailed costs by functional year and timeframe, see Section 3 or Section 4.

TOTAL SPENDING						
Functional Area	2025-2026	2027-2032	2033-2040	2041-2050	2051+	TOTALS
CITYWIDE	\$5.4M	\$0.0M	\$0.0M	\$0.0M	--	\$5.4M
FIRE	\$7.8M	\$33.3M	\$50.4M	\$29.4M	\$70.0M	\$190.9M
POLICE	\$3.9M	\$19.8M	\$112.4M	\$50.0M	--	\$186.2M
MAINTENANCE & OPERATIONS	\$26.8M	\$201.3M	\$25.0M	\$46.9M	--	\$300.1M
INDOOR RECREATION	\$18.5M	\$28.8M	\$45.1M	\$106.4M	--	\$198.8M
ADMINISTRATION	\$2.0M	\$20.4M	\$18.8M	\$21.3M	--	\$62.4M
TOTALS	\$64.4M	\$303.5M	\$251.7M	\$254.1M	\$70.0M	\$943.8M

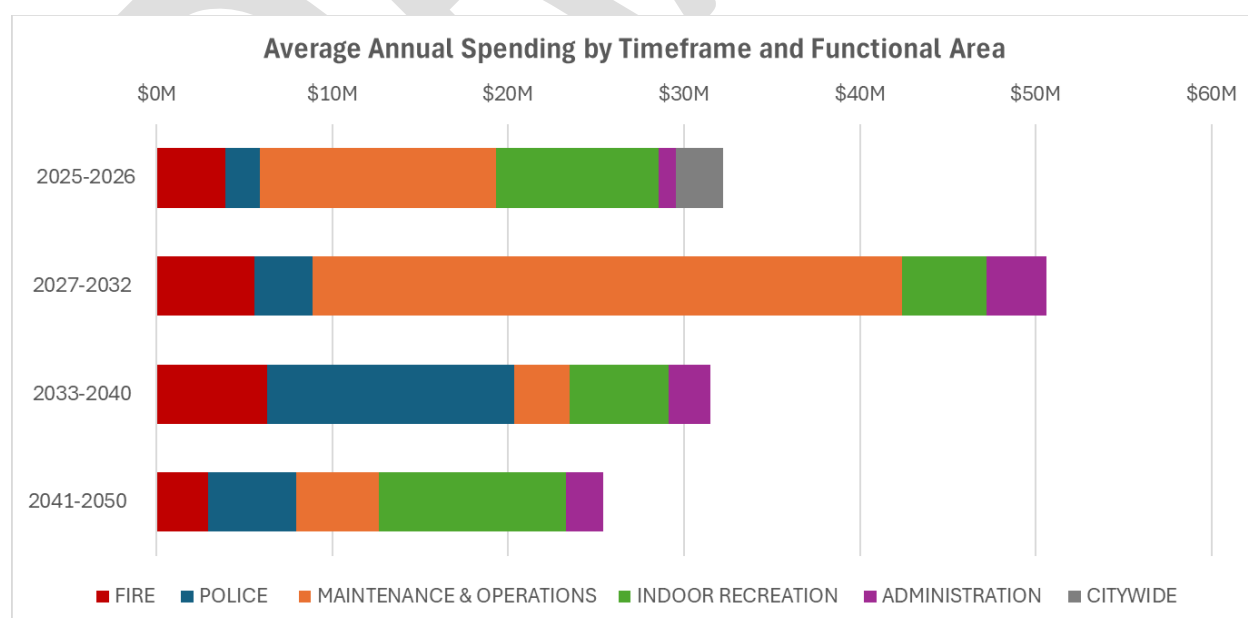


1.4 – Funding for Capital Investment

Redmond’s Capital Investment Program (CIP) is a six-year financial plan that identifies capital investments and the strategies and resources for funding those investments. The CIP advances the City’s vision and supports the Capital Investment Strategy (CIS).

In the 2025-2026 budget biennium, general government facilities expenditures average approximately \$32 million per year. By comparison, spending will need to increase to an average of \$50.6 million annually in the six-year 2027-2032 CIP period to implement the CFP. This increase is driven by several major renovation and construction projects in the near-term, along with addressing a large maintenance backlog and opportunity projects for energy efficiency and other facility improvements. Average annual spending will decrease in later timeframes after new facilities are constructed and maintenance obligations change.

AVERAGE ANNUAL SPENDING				
Timeframe Length	2 years	6 years	8 years	10 years
Functional Area	2025-2026	2027-2032	2033-2040	2041-2050
CITYWIDE	\$2.7M	--	--	--
FIRE	\$3.9M	\$5.5M	\$6.3M	\$2.9M
POLICE	\$2.0M	\$3.3M	\$14.1M	\$5.0M
MAINTENANCE & OPERATIONS	\$13.4M	\$33.6M	\$3.1M	\$4.7M
INDOOR RECREATION	\$9.3M	\$4.8M	\$5.6M	\$10.6M
ADMINISTRATION	\$1.0M	\$3.4M	\$2.3M	\$2.1M
TOTALS	\$32.2M	\$50.6M	\$31.5M	\$25.4M



Funding major civic facilities investments with cash is not feasible in most cases. Like other local governments in Washington State, the City of Redmond has multiple funding and financing options for general government facilities. City staff estimate the following sources and proportions for the planning period:

Revenue Source	2027-2032	2033-2040	2041-2050
General fund	27.5%	44.2%	40.6%
Real estate excise tax (REET)	24.4%	30.6%	34.2%
Impact fees	5.6%	14.9%	17.5%
Councilmanic bonds	11.1%	0.0%	0.0%
Grants	1.5%	5.5%	3.6%
Utilities	27.9%	0.0%	0.0%
Miscellaneous (investment interest, rebates, etc.)	2.0%	4.9%	4.1%

The proportions shown in the table above are not a commitment on how projects will be funded. These sources are assumed based on current and projected funding resources. Specific funding strategies will be developed over time during budget processes.

1.5 – Planning Process

This plan was prepared by MAKERS Architecture and Urban Design LLP (MAKERS) in partnership with the City of Redmond. ACC Cost Consultants (ACC) provided cost estimates to support the effort.

This plan is the culmination of the capital facilities planning conducted as part of the Redmond 2050 Comprehensive Plan update. It supports the updated policies found in the Capital Facilities element, and extends the planning horizon of the Capital Facilities Plan - General Government Facilities 2025-30 to the year 2050.

The Redmond 2050 planning process occurred over five years, and consisted of extensive community engagement, including community, Planning Commission, and Council feedback and input on the types and locations of facilities the City of Redmond needs and desires over the next 25 years.

Themes that emerged include:

- More inclusive, safer, and accessible facilities
- Upgrades to facilities for environmental sustainability and support efficiency and greenhouse gas reduction goals
- New facilities that support complete neighborhoods
- Desire for more community and cultural spaces, especially for children and seniors

Also of note, the City printed and distributed blank postcards to various locations throughout the community to encourage creative responses to the questions related to community design and needs. Of the 450 comments received, over 70 were related to facilities and infrastructure. More information on the City's engagement process can be found online: <https://www.redmond.gov/1495/Engagement-Summaries>.

The CFP was developed in three phases:

- 1) Needs Assessment:** The project team established a baseline understanding of in-scope facilities by reviewing existing information, interviewing City staff, and visually assessing facility function. Facilities were then rated relative to condition, operational importance, and opportunities to meet other City goals such as energy performance and emergency preparedness. City leadership brainstormed potential solutions to the most challenging facilities issues at focused work sessions and a Visioning Workshop.
- 2) Alternatives Analysis:** Working with City staff, the team developed and evaluated alternative solutions to address priority issues where relevant. Staff provided feedback on how well each alternative met operational needs and project objectives and confirmed draft recommendations in each functional area.
- 3) Capital Recommendations and Plan:** Working with City leadership, the project team refined recommendations, assessed financial feasibility, developed a suggested implementation schedule in alignment with the CIP schedule, and drafted the CFP document. The team then refined the CFP to incorporate feedback from staff, Planning Commission, City Council, and the public. Additional opportunities for public feedback were provided at four Planning Commission meetings, a public hearing on September 24, 2025, and one City Council work session, with an additional one if needed.

1.6 – Zoning Analysis

This subsection fulfills a Capital Facilities Element policy requiring analysis of consistency with the Redmond Zoning Code. Other zoning codes are not included. The analysis is high-level and focuses on basic permitted land use standards. More detailed analysis of other standards should be done on a project-by-project basis, such as supplemental land use conditions, dimensional standards, open space, parking, and infrastructure requirements.

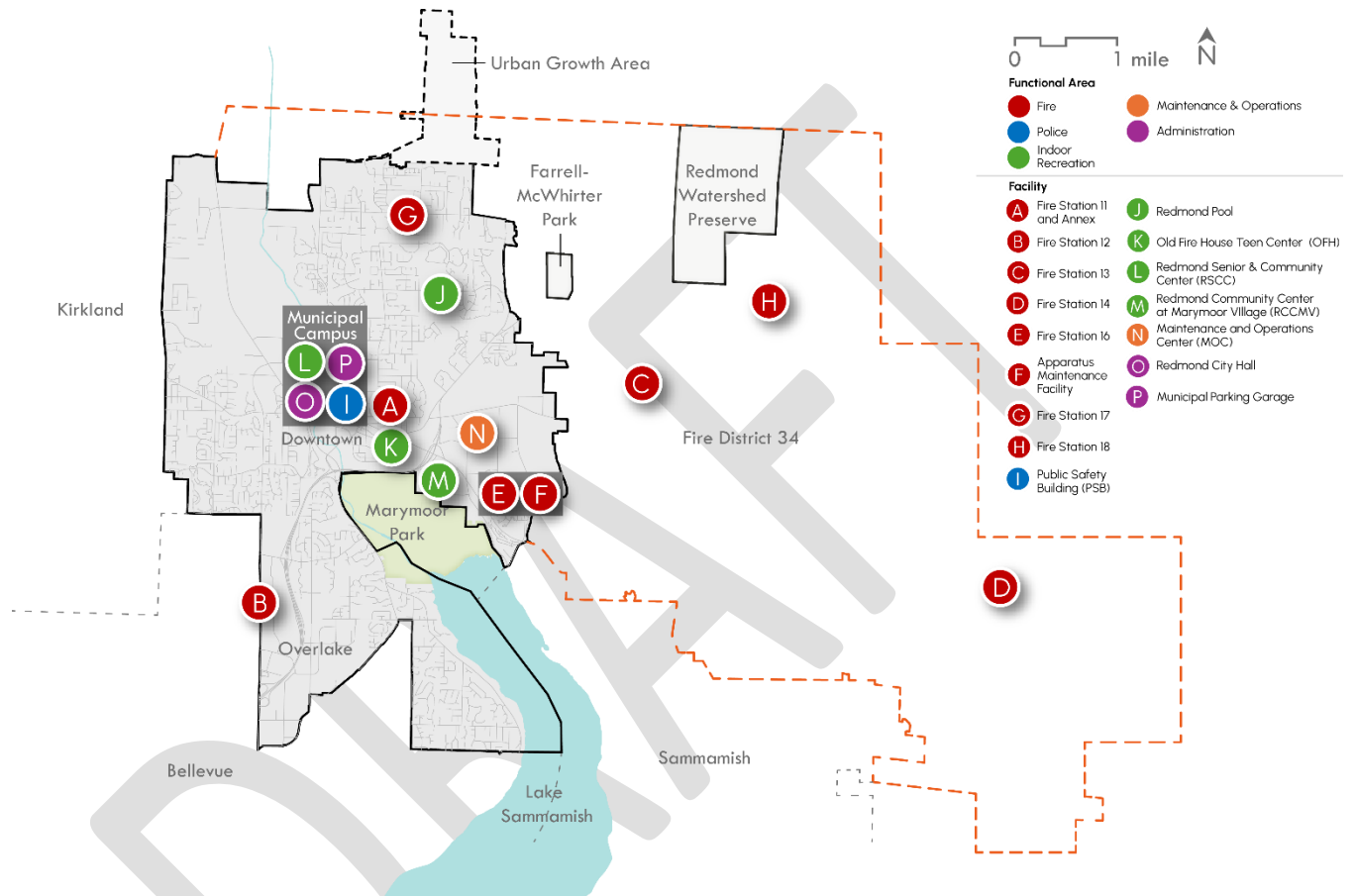
General Government Facility	Zone	Permitted Use Findings
FIRE		
Fire Station 11	Downtown Core	Public administration, which is broadly defined to include “government services” such as fire stations, is permitted outright.
Fire Station 11 Annex		
Fire Station 12	N/A	Non-Redmond zoning (City of Bellevue)
Fire Station 16	Manufacturing Park	Public administration, which is broadly defined to include “government services” such as fire stations, are limited or conditional use and limited to being located in the Manufacturing Park (MP) Overlay. These facilities are outside the overlay and therefore are nonconforming.
Apparatus Maintenance Facility		
Fire Station 17	Neighborhood Residential	Public administration, which is broadly defined to include “government services” such as fire stations, are a limited or conditional use, must avoid materially detrimental impacts to neighboring residential uses, and are required to provide a traffic mitigation plan.
Fire Station 13 (FD 34)	N/A	Non-Redmond zoning (King County)
Fire Station 14 (FD 34)	N/A	
Fire Station 18 (FD 34)	N/A	
Fire Station 11 Replacement	TBD	If renovated or replaced on same site or replaced municipal campus, see Fire Station 11 above. If replaced elsewhere, further zoning analysis will be needed.
Fire Station 12 Replacement	Overlake Business and Advanced Technology or Overlake Village	Public administration, which is broadly defined to include “government services” such as fire stations, is permitted outright in both zones.
POLICE		
Public Safety Building (PSB)	Downtown Core	Public administration, which is broadly defined to include “government services” such as police stations, is permitted outright.
North Garage Building		
South Garage Building		

General Government Facility	Zone	Permitted Use Findings
Overlake Police Precinct	Overlake Business and Advanced Technology or Overlake Village	Public administration, which is broadly defined to include “government services” such as police stations, is permitted outright in both zones.
MAINTENANCE & OPERATIONS		
Maintenance & Operations Center (MOC)	Manufacturing Park	Public administration, which is broadly defined to include “government services” such as operations yards, are limited or conditional use and may only be in the Manufacturing Park (MP) Overlay. The MOC is outside the overlay and therefore is nonconforming. The fuel facility may not be permitted in the critical aquifer recharge area (see RZC 21.04.5000 and 21.64.050).
INDOOR RECREATION		
Redmond Pool	Neighborhood Residential	Public pools are not explicitly referenced, and may be a nonconforming use. A CUP is required for commercial swimming pools. In general, recreation and assembly uses are a limited use and have limits on facility capacity, must avoid materially detrimental impacts to neighboring residential uses, and are required to provide a traffic mitigation plan.
Redmond Senior & Community Center (RSCC)	Downtown Core	Recreation and assembly uses are permitted outright.
Redmond Community Center at Marymoor Village (RCCMV)	Marymoor Edge	Recreation and assembly uses are permitted outright.
Old Fire House Teen Center	Downtown Core	Recreation and assembly uses are permitted outright.
Overlake Community Center	Overlake Business and Advanced Technology or Overlake Village	Recreation and assembly uses are permitted outright in both zones.
ADMINISTRATION		
Redmond City Hall	Downtown Core	Public administration is permitted outright.
Municipal Parking Garage	Downtown Core	Accessory to City Hall and other municipal campus uses. Automobile parking facilities are also permitted outright.

2 – Portfolio Overview

2.1 – Introduction

As of 2025, the General Government Facilities Plan covers 12 sites and 32 buildings with an approximate building floor area of 586,000 square feet.



Citywide general government facilities map

General Government Facility	Year Built	Building Floor Area (gross square feet)	Full Time Employees
FIRE			
Fire Station 11	1981	21,271	20
Fire Station 11 Annex	1985	1,916	5
Fire Station 12	1980	6,637	19
Fire Station 16	1996	9,852	15
Apparatus Maintenance Facility	1996	5,625	3
Fire Station 17	2012	19,397	7
Fire Station 13 (FD34)	1973	6,548	12
Fire Station 14 (FD34)	1991	9,530	9
Fire Station 18 (FD34)	2002	7,714	10
POLICE			
Public Safety Building (PSB)	1990	94,975	134 (not including cadets and volunteers)
North Garage Building	2008	1,250	0
South Garage Building	2008	1,000	0
MAINTENANCE & OPERATIONS			
Maintenance & Operations Center (MOC) – 14 buildings and structures	1970-2005	63,627 (total enclosed area)	151
INDOOR RECREATION			
Redmond Pool	1970	12,554	0 (contracted out)
Redmond Senior & Community Center (RSCC)	2024	56,481	7
Redmond Community Center at Marymoor Village (RCCMV)	2005	20,491	8
Old Fire House Teen Center	1952	2,500	0 (currently closed)
ADMINISTRATION			
Redmond City Hall	2005	113,068	284
Municipal Parking Garage	2005	125,959	0

Citywide general government facilities inventory

2.2 – Facility Condition Assessment

MENG Analysis completed a facility condition assessment (FCA) and decarbonization plan for City-owned buildings in 2013 and 2023. Most relevant to the CFP, the FCA includes a Facility Condition Index and lists each facility's maintenance liabilities.

Facility Condition Index (FCI)

The FCI measures the relative condition of facilities within the portfolio. It is calculated by dividing the total maintenance backlog by current replacement value (CRV). An FCI less than 0.10 is good or excellent, and an FCI greater than 0.21 is poor or critical.

The 2023 FCA finds that most Redmond facilities are in reasonably good condition, with notable exceptions at Fire Stations 11, 12, and 13 and significant issues at the Old Fire House Teen Center. Conditions have greatly improved at the Redmond Pool due to recent investment.

Note that the Maintenance & Operations Center is absent from the 2023 FCA due to its status as a high priority replacement project. The Redmond Senior & Community Center is absent as it opened after the FCA was conducted.

General Government Facility	Previous FCI (2013)	Current FCI (2023)	Interpretation (2023)	Condition Change
FIRE				
Fire Station 11	0.21	0.19	Fair	Improved
FS 11 Annex	0.18	0.21	Poor	Worsened
Fire Station 12	0.18	0.18	Fair	Constant
Fire Station 16	0.14	0.12	Fair	Improved
Apparatus Maintenance Facility	0.11	0.11	Fair	Constant
Fire Station 17	0.02	0.13	Fair	Worsened
Fire Station 13 (FD34)	0.20	0.18	Fair	Improved
Fire Station 14 (FD34)	0.12	0.12	Fair	Constant
Fire Station 18 (FD34)	0.06	0.11	Fair	Worsened
POLICE				
Public Safety Building	0.14	0.16	Fair	Worsened
North Garage Building	0.02	0.04	Excellent	Worsened
South Garage Building	0.02	0.04	Excellent	Worsened
INDOOR RECREATION				
Redmond Pool	0.23	0.11	Fair	Improved
Redmond Community Center at Marymoor Village (RCCMV)	N/A	0.10	Good	N/A
Old Fire House Teen Center	0.22	0.23	Poor	Worsened
ADMINISTRATION				
Redmond City Hall	0.05	0.09	Good	Worsened
Municipal Parking Garage	0.10	0.12	Fair	Worsened

Operations and Maintenance

Adequately funded and performed maintenance is necessary to maintain operations at any facility. Proactive maintenance handles small issues before they spiral into major problems and also maintains comfort for building staff and visitors. Proper maintenance can extend the service life of facilities and prolong the intervals between major reinvestment and replacement, saving public dollars.

The costs of routine maintenance are provided in this CFP, drawing from the observed deficiencies and planned renewals documented in the 2023 Facility Conditions Assessment and major maintenance already planned in the Capital Investment Program.

Observed Deficiencies and Predicted Renewals

The FCA breaks down maintenance liabilities by facility and by system type. Liabilities are identified either as observed deficiencies or predicted renewals:

- A “deficiency” requires remediation within five years and has a direct cost of at least \$5,000. These are identified through survey site visits and facility staff. The FCA calculates deficiencies for the years 2023-2028.
- A “renewal” is a building system that should be planned for replacement at the end of its estimated lifespan. These are predicted through computer modeling based on historical models of similar buildings. The FCA calculates planned renewals for the years 2029-2042.

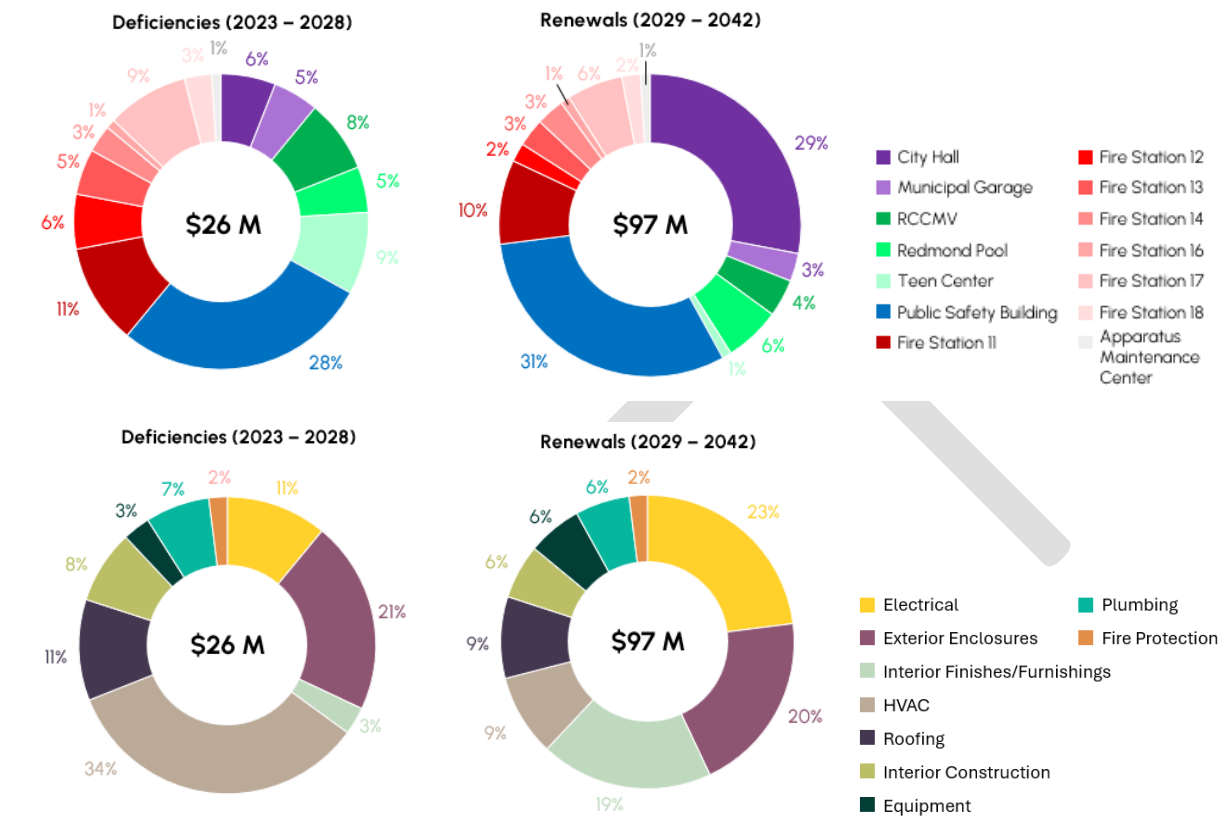
For estimated maintenance liabilities after 2042 and for new buildings not covered by the FCA, see methodology in Section 4.3.

The Public Safety Building (PSB), City Hall, and Fire Station 11 make up the bulk of Redmond’s maintenance liabilities. The PSB is responsible for \$7.3 million in observed deficiencies and \$30.1 million in predicted renewals across all building systems; City Hall is responsible for \$1.4 million in deficiencies and \$8.1 million in renewals; and Fire Station 11 is responsible for \$2.9 million in deficiencies and \$9.7 million in renewals. Among Redmond’s highest priority functional areas to address, Fire facilities make up about 40 percent of Redmond’s total deficiencies.

Heating, ventilation, and air conditioning (HVAC) is the highest cost deficiency category across the Redmond portfolio, followed by exterior enclosures. The Public Safety Building, Fire Station 11, and Old Fire House Teen Center have the highest deficiency costs; Fire Station 16, the Apparatus Maintenance Facility, and Fire Station 18 have some of the lowest of these costs. 2025 is the year with the largest deficiency cost total across all facilities, at \$7.8 million. The lowest deficiency cost total is projected to be 2028, at \$2.5 million.

Electrical infrastructure is the most expensive renewal category, closely followed by exterior enclosures and interior finishes. The Public Safety Building, City Hall, and Fire Station 11 have the highest projected renewal costs through 2042; Fire Station 16, the Apparatus Maintenance Facility, and Fire Station 18 have some of the lowest of these

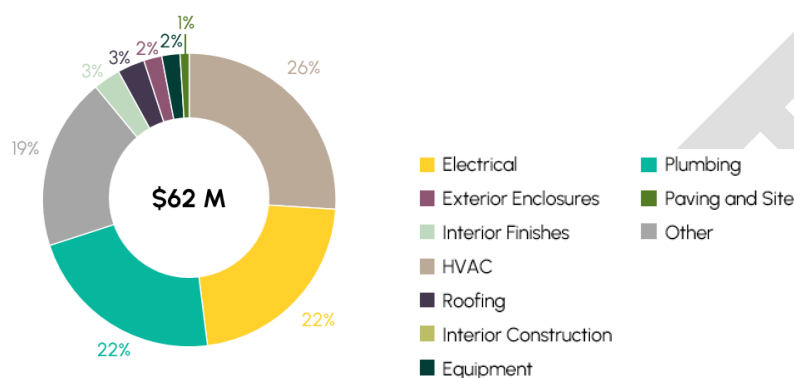
costs. 2029 and 2031 are projected to be the years with the highest renewal cost total across all facilities, at \$17.9 million respectively. Only \$0.1 million will be spent on renewals in 2039.



Maintenance liabilities by building and system

Opportunity Projects

The FCA also identifies “opportunity projects”. These are optional projects identified by the surveyor to improve user experience, resiliency, safety, security, or energy efficiency. HVAC, electrical, and plumbing systems represent the most significant opportunities across Redmond facilities. The ‘Other’ category in the graphic below includes security features, fuel infrastructure, and other unique items across the portfolio, including major municipal campus improvements (see related notes in Section 3.7).



Opportunity projects by system

Remedies

Most deficiencies, renewals, and opportunities will be addressed by funding routine maintenance and/or major renovations. The project lists in Section 3 and 4 include this work under “routine maintenance” headings and these generally include 100% of the costs identified by the FCA, with some exceptions. Opportunity costs for applicable facilities are generally split between the 2027-2032 and 2033-2040 timeframes.

The project lists note where some deficiencies, renewals, and opportunities costs are reduced or foregone when a facility is planned to be replaced.

2.3 – Qualitative Facility Rankings

Select facilities were qualitatively ranked by their ability to meet operational requirements. Buildings not ranked include the Fire Station 11 Annex and the Apparatus Maintenance Facility, the scores of which were tied with Fire Station 11 and Fire Station 16, respectively. Periphery buildings like the North and South Garage Buildings at the Public Safety Building and the Municipal Parking Garage were also not assessed. The Maintenance & Operations Center was excluded due to its separate planning and reconstruction process currently underway.

The selected facilities were ranked according to the following criteria:

- **Condition** considers physical condition, maintenance frequency, and complexity, as noted by the FCA and reported by Redmond facilities staff
- **Function and Quality** considers workspace quality and gender neutrality, health and security, and workspace functionality
- **Criticality** considers the relative importance of a facility in providing services, the volume of services provided, the consequence of service disruptions, and the criticality of the facility in responding to emergencies and/or providing essential services during emergency conditions or recovery
- **Opportunity** considers the ability of the building and property to adapt to future needs and the opportunity to improve performance related to building energy use, LEED goals, equity, and other citywide initiatives and goals

Rankings are summarized in the following table: darker colors represent poor performance and indicate higher priorities to address in the CFP. As shown, Fire Stations 11 and 12 are in the worst condition and have poor workspace function and quality. These are critical facilities with investments that offer opportunities to support citywide initiatives and goals and the highest priorities for investments. Blank cells indicate a building was not assessed in that category.

General Government Facility	Condition	Function and Quality	Criticality	Opportunity
FIRE				
Fire Station 11				
Fire Station 12				
Fire Station 16				
Fire Station 17				
Fire Station 13 (FD34)				
Fire Station 14 (FD34)				
Fire Station 18 (FD34)				
POLICE				
Public Safety Building				
INDOOR RECREATION				
Redmond Pool				
Redmond Community Center at Marymoor Village (RCCMV)				
Old Fire House Teen Center		N/A		
Redmond Senior & Community Center (RSCC)	N/A			
ADMINISTRATION				
Redmond City Hall				

Facility assessment findings summarized



Note: Blank cells indicate a building was not assessed in that category. At the time the CFP was developed the Old Fire House Teen Center was vacant and RSCC was newly completed.

2.4 – Service Life

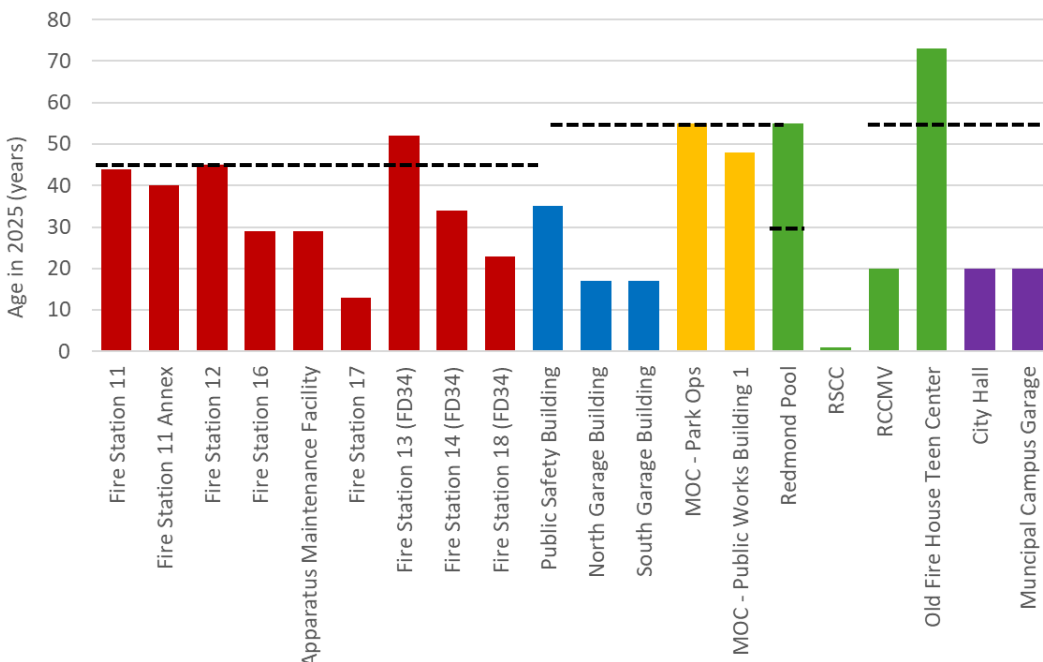
Facilities planning considers “service life”, or the length of time for which a component or facility typically remains usable for its intended purpose. Facility service life varies depending on maintenance upkeep, functional requirements, and construction quality. A well-built facility meeting user needs can be renovated to extend its service life, while a poorly constructed, not purpose-built facility may require premature investments and/or early replacement.

Typical service life assumptions are provided by the federal government:

Facility Type	Service Life
Pools	30 years
Fire stations	45 years
All other facilities (police stations, community centers, operations yards, etc.)	55 years

Unified Facilities Criteria “3-701-01 DoD Facilities Pricing Guide”

As illustrated below, ten of Redmond’s facilities are at or approaching the end of typical service life. Fire Stations 11 and its Annex, 12, and 13 are at or beyond the 45-year mark and due for reinvestment or replacement and Fire Station 16 and the Apparatus Maintenance Facility will be approaching end of service life in 15 years. Even with reinvestment, the Redmond Pool building shell is well beyond the typical 30-year service life, and the Public Safety Building will need investment or replacement by 2050. Other facilities at end of life are being addressed in parallel efforts: the MOC is planned for replacement and the City is studying the best approach to address the Old Fire House Teen Center. Fire Stations 13 and 14 are the responsibilities of Fire District 34.



Dashed lines indicate service life for different facility types

3 – Existing Conditions and Recommendations

3.1 – Introduction

This chapter is organized by functional area and covers:

- **Key Findings:** Summarizes facility location and function and highlights key issues and considerations
- **Summary Recommendations and Project List:** Provides recommendations and target implementation dates departmentwide within four timeframes aligned with Redmond budget cycles: projects underway or in the current Capital Investment Plan (CIP) through 2032; 2033-2040; 2041-2050; and beyond 2050.

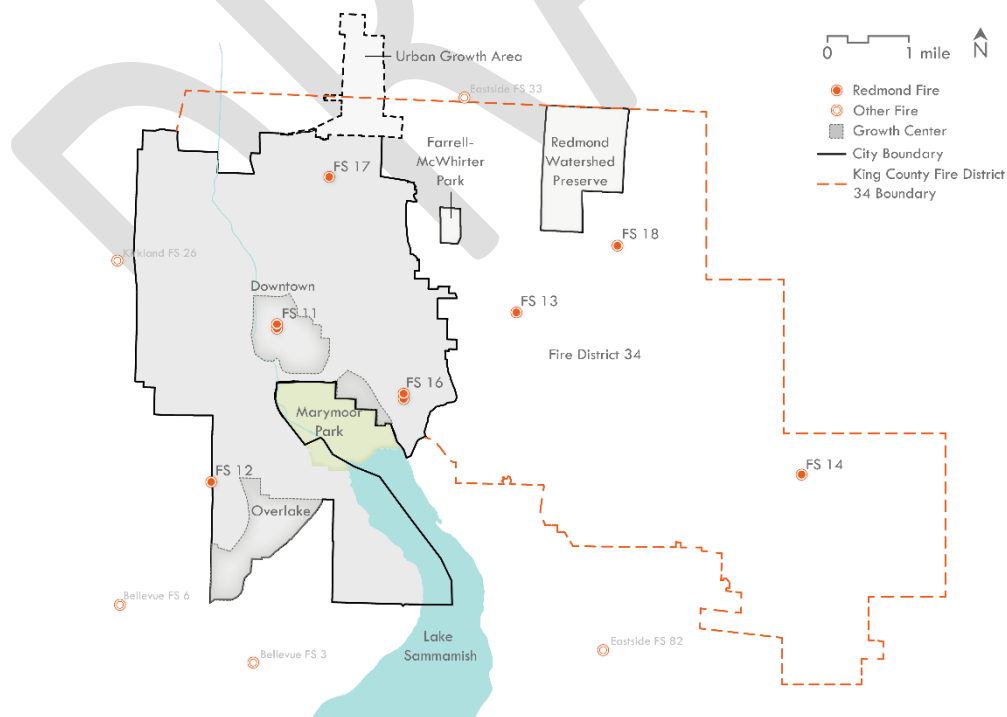
Municipal campus considerations are included in its own section due to intersections with Administration, Police, Indoor Recreation, and potentially Fire facilities.

3.2 – Fire

The Fire Department (Fire) operates nine buildings at seven sites within a 45-square-mile service area. This includes seven fire stations, an apparatus maintenance facility at the Fire Station 16 site, and an annex building at the Fire Station 11 site for the Mobile Integrated Health and Community Care outreach programs.

Fire Fast Facts

7 facilities
9 buildings
88,490 gross square feet
99 firefighters and support staff



The Fire service area includes [King County Fire Protection District 34](#) (FD 34), a 28-square-mile area east of city limits in unincorporated King County with approximately 24,700 residents. FD 34 is a special district governed by an elected board of commissioners. The district contains Stations 13, 14, and 18. In a partnership dating back to 1969, the City of Redmond owns these three stations and staffs them with City employees, and these stations are operationally integrated with the City's Fire department.

Through an interlocal agreement between Redmond and FD 34, capital responsibilities and cost-sharing for these stations is structured as follows:

- Major capital improvements and facility renovations are led and funded by FD 34
- The City of Redmond is responsible for routine maintenance, managed through either Facility Management or Fire Department staff
- Apparatus replacement for FD 34 stations is funded by the district through an apportioned cost model and is aligned with Redmond Fire's joint capital planning process

As FD 34 is responsible for major capital improvements and facility renovations Stations 13, 14, and 18, they were not included in this CFP's recommendations or fire impact fee planning. Functional needs and issues are noted here, but capital improvements and renovations will require separate planning and funding through FD 34's governance.

Capital Facility Element policy CF-6 establishes this level of service for Fire Department services: *Travel time of six minutes or less for 90 percent of emergency fire and medical calls in the city.*

Notable systemwide planning considerations for Fire include:

- For new fire stations, Redmond assumes a standard configuration of four apparatus bays and capacity for up to 10 operational personnel, resulting in an estimated 20,000 square foot footprint
- Older stations do not meet best practices for station design, including an emphasis on accommodating decontamination for firefighter equipment, and preventing contamination in living areas, and healthy sleeping environments
- Fire apparatus (trucks, engines, and ambulances) are unique equipment that need to be supported by adequately designed facilities
- Redmond has a higher-than-average share of female firefighters, which highlights the lack of gender-appropriate features at some older stations, such as undersized restrooms
- Stations ideally have extra capacity for staff during temporary situations, such as an extended emergency or a facility repair
- Training and exercise happen regularly at all stations, indoor and outdoor, though some stations better support certain training activities
- Lack of adequate security systems for parking areas and buildings is a common issue

Key Findings

Fire Station 11

8450 161st Avenue Northeast, Redmond, WA 98052



Fire Station 11 serves the Downtown area and the Willows, Education Hill, and Sammamish Valley neighborhoods. It functions as the Fire headquarters (including for Fire District 34) and it is the primary logistics coordination point. It has a four-lane apparatus bay and houses seven firefighters per shift, along with 13 administrative staff.

The Fire Station 11 Annex building also serves as the operational base for the department's Mobile Integrated Health and Community Care outreach programs. It represents a growing capital category for alternative response models that reduce 911 call volume and improve outcomes through upstream care. A decision on the future location of these programs will be made after reinvestment is planned for Fire Station 11.

Fire Station 11 needs a renovation or replacement to meet modern standards due to the building's age and condition, misalignment with modern best practices for station design, and supporting new apparatus needs.

Functional issues include:

- Insufficient dorm and storage space for added staffing or specialty teams
- Poor internal zoning for modern turnout flow and decontamination
- Poor design for sleep hygiene, including lack of split tones for different units
- Does not meet current earthquake design standards
- Administrative functions and the visitor lobby are constrained with no room for growth
- The station lacks adequate meeting and training space for firefighters and administrators

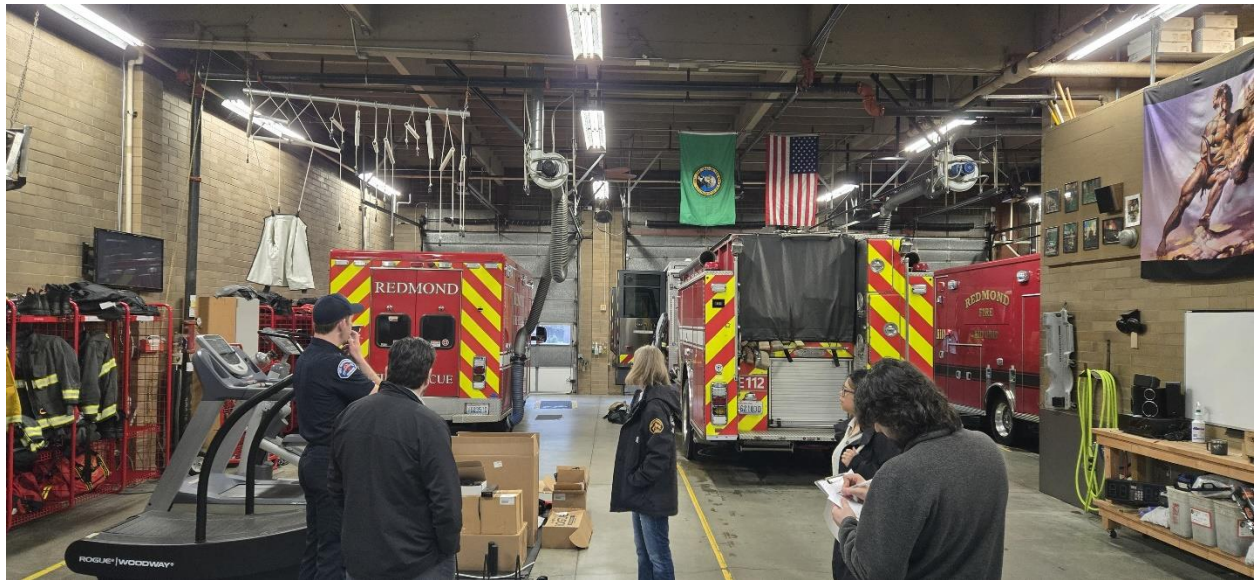
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- A tractor-drawn aerial (TDA), or large ladder truck, is necessary to serve taller buildings in Downtown but a TDA cannot fit in the existing apparatus bay
 - Poor drainage in the apparatus bay
 - Lack of gender-appropriate features

The Fire Functional Plan also notes the station's current location in Downtown is not ideal for meeting level-of-service requirements and maximizing citywide coverage. Alternatives for the future of this facility are explored in the [Fire Station 11 Alternatives Evaluation](#).

DRAFT

Fire Station 12

4211 148th Ave NE, Bellevue, WA 98007



Fire Station 12 serves the Overlake, Viewpoint, Grass Lawn, Rose Hill, and Idlywood neighborhoods. Its specialty is physical fitness equipment. It has a three-lane apparatus bay and houses five firefighters per shift. It recently began hosting the first electric fire engine in Washington state, and additional electric vehicle infrastructure is planned.

Fire Station 12 needs replacement to meet modern standards due to the building's age and condition and misalignment with modern best practices for station design. It also needs relocation into the Redmond city limits at a location to better meet the level of service standards.

Functional issues include:

- Insufficient dorm and storage space for added staffing or specialty teams
- Poor internal zoning for modern turnout flow and decontamination
- Poor design for sleep hygiene, including lack of split tones for different units
- Does not meet current earthquake design standards
- Lack of gender-appropriate features
- The site is undersized for growth and training opportunities
- Staff parking is limited
- The site is located in Bellevue and not well-located for serving the Overlake growth center

Fire Station 16

6502 185th Ave NE, Redmond, WA 98052



Fire Station 16 serves the southeast area of Redmond, including light industrial and residential districts. Its specialty is technical rescue. It has a three-lane apparatus and houses three firefighters per shift. Fire Station 16 is part of a multi-building site that also hosts the Apparatus Maintenance Facility.

The station has been upgraded since its original construction to meet earthquake design standards.

Functional issues include:

- Limited ground-floor storage in the apparatus bay for heavy equipment and supplies
- Lack of gender-appropriate features
- Common areas have a spartan commercial feel as opposed to the residential nature of fire stations

Fire Station 17

16917 NE 116th St, Redmond, WA 98052



Fire Station 17 serves the north part of Redmond, including Education Hill. Its specialty is emergency medical services supply, and it has the City's backup emergency operations center. It has a three-lane apparatus bay and houses four firefighters per shift, in addition to the Fire Department's medical services officer.

This is Redmond's newest fire station and it was designed to meet earthquake design standards in place at the time (2012).

Functional issues include:

- Several rooms are unfinished from the original construction in 2012, hampering the capacity for additional firefighters, medical administrative staff, and storage
- The exterior cladding is failing and needs to be replaced (currently planned for 2025)
- The building has poor energy performance
- Staff parking is limited

In addition, the City of Redmond owns a small parcel adjacent to the station. This parcel is vacant and used for training. Adjacent wetlands and buffer restrictions reduce the feasibility of developing this parcel with improved training facilities or other functions.

Fire Station 13 (FD 34)

8791 208th Ave NE, Redmond, WA 98053

Fire Station 13 serves the Avondale corridor parts of Education Hill. Its specialty is hazardous materials equipment. It houses three firefighters per shift.

Functional issues include:

- Apparatus bay is too small to allow for expansion of crews and operations
- Inadequate exhaust system for the apparatus bay
- Poorly functioning septic system, which has previously required a temporary building closure for repairs
- Poorly functioning building systems, including electrical and HVAC, and a failing roof
- Does not meet current earthquake design standards
- Lack of gender-appropriate features

Fire Station 14 (FD 34)

5021 264th Ave NE, Redmond, WA 98053

Fire Station 14 serves the eastern rural areas of the district. Its specialty is personal protective equipment. It houses three firefighters per shift.

The station has been upgraded since its original construction to meet earthquake design standards.

Functional issues include:

- Apparatus bay is too small to allow for expansion of crews and operations
- Inadequate exhaust system for the apparatus bay
- Poorly functioning building systems, including electrical, HVAC, and plumbing
- Lack of gender-appropriate features
- Exterior paving is in poor condition

Fire Station 18 (FD 34)

22710 NE Alder Crest Dr, Redmond, WA 98053



Fire Station 18 serves the Redmond Ridge and Trilogy neighborhoods. Its specialty is small tools and apparatus supplies, and responding to calls on neighborhood trails. It has a three-lane apparatus bay and houses three firefighters per shift.

The station has been upgraded since its original construction to meet earthquake design standards.

Functional issues include:

- Lack of tool and supply storage, and an undersized workshop area
- Lack of interior training opportunities
- Poor design for sleep hygiene (though not to the extent of other stations)

Apparatus Maintenance Facility

6502 185th Ave NE, Redmond, WA 98052



The Apparatus Maintenance Facility maintains all Fire Department apparatus and other vehicles. After the redevelopment of the Maintenance & Operations Center (MOC) is completed, maintenance of smaller Fire vehicles, such as staff cars, will move to the MOC. The Fire Fleet Shop will remain focused on maintaining larger firefighting apparatus (trucks, engines, and ambulances).

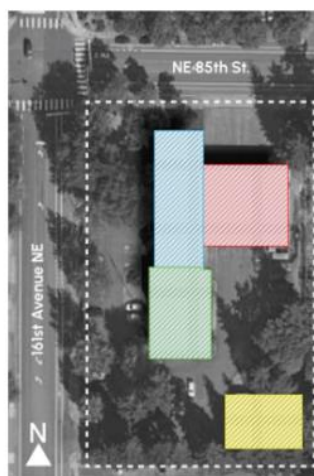
Functional issues include:

- The building has adequate capacity, but one of the three maintenance bays is not pull-through
- There are no decontamination facilities for staff
- Some mechanical equipment is obsolete, such as vehicle lifts and pump-testing tools

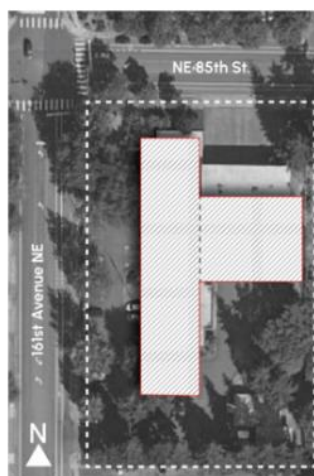
Fire Station 11 Alternatives Evaluation

Several reinvestment alternatives were studied for Fire Station 11, with key considerations noted in the list below:

- **Alternative 1:** A major renovation of the existing building. Most, but not all, of the building's physical and functional issues would be addressed. Expansion of the apparatus bay was assumed for this CFP (expansion of dorm rooms and office space will also be under consideration by the Fire department in an upcoming feasibility study).. This would require temporary facilities for at least two years.
- **Alternative 2:** Rebuild the station on the current site. A new building would meet all modern standards and could likely be rightsized for current and future needs. This would require temporary facilities for at least two years.
- **Alternative 3:** Rebuild the station at the Redmond municipal campus. A new building would meet all modern standards and could be rightsized for current and future needs. This would not require temporary facilities and could be built while the existing building remains in operation.



Alt 1: Major Renovation



Alt 2: Rebuild in Place



Alt 3: Build New at Municipal Campus

Diagrammatic illustrations of the three potential alternatives for Fire Station 11

Summary Recommendations and Project List

Fire Station 11

Apparatus Bay Expansion

Expansion of the Fire Station 11 apparatus bay is an unavoidable cost necessary to accommodate a new TDA. The TDA is expected to be delivered from the manufacturer by 2028, before the next major investment for the station can be designed and implemented.

Alternatives Recommendation: Conduct a Renovation and Replacement Study

The Fire Functional Plan identifies “Station 11 Phase 2 Study” to prepare for long-term facility decisions. This study will evaluate options for a major renovation or replacement of the station. The current scope of the study is:

- Expansion needs for administrative functions
- Long-term seismic and energy performance upgrades
- Opportunities for co-location or modular design with other city functions
- Site feasibility for expansion/remodel of Station 11 at its current location

Ideally the study would also include:

- Evaluation of options to reconstruct the facility on the existing site and at alternative locations, such as the municipal campus. A replacement could reduce the expense and risks of reinvesting in an older building that is undersized and may be challenging to upgrade to modern standards.
- Consideration of costs and challenges of operating a temporary facility during renovation or redevelopment
- Estimate of the potential for capital revenue from a land sale or ground lease

Future Relocation

The Fire Functional Plan identifies a need to relocate this facility after 2050, in conjunction with a new Fire Station 19, to maximize level of service and citywide coverage. If replacement occurs in the near-term, relocation will also be considered in the planning process.



Example of a tractor-drawn aerial ladder truck

Fire Station 12

The replacement and relocation of Fire Station 12 is a top priority and recommended for the 2033-2040 timeframe. The station is currently located outside Redmond city limits in Bellevue, and it is not well-positioned to meet level of service and response times for the Overlake growth center and the Idylwood residential neighborhood.



Fire Station 12

The relocation of the station will require the acquisition of new land in Overlake, which is a challenging proposition because of the limited land available for sale on the private market and the subsequent price of land and real estate in the area. The City has preliminarily identified a potential site at Redmond Technology Station, known as the “remainder parcel”, that is at the corner of 156th Avenue NE and NE 36th Street. The 1.6 acre parcel is currently owned by Sound Transit and Microsoft has the first right of refusal since the site was originally owned by Microsoft before it was acquired for transit purposes. The City has considered concepts for a vertical mixed-use facility at this location, potentially including police and community functions.



Redmond Technology Station. The “remainder parcel” is the vacant area on the southeast corner.

Should the “remainder parcel” prove unavailable, there are other potential sites in the area owned by Microsoft and other private landowners. The estimated property acquisition cost reflects a minimum site size of 1.25 acres for this fire station. A larger site would be needed for co-location with an Overlake police precinct or other public facilities. Another possibility is co-location with a mixed-use residential or commercial building with the fire station on the ground level; while a common arrangement in global cities, this would be a new format for Redmond and it depends on finding a willing development partner.

Fire Station 16

This station is past the midpoint of a typical 45-year service life, and it is due for lifecycle renovations. No other major projects are planned for this facility.

Fire Station 17

The planned interior buildout should proceed to maximize the staffing capacity of this facility.

This station will reach the midpoint of a typical 45-year service life in 2035 and it will be due for lifecycle renovations. No other major projects are planned for this facility.



Unfinished space at Fire Station 17

Fire Station 19

The Fire Functional Plan identifies this new station to be built after the planning period (2051+) to address the widening level of service deficiencies for the Downtown area. The need for a new station northeast of Downtown was originally modeled based on a relocated Fire Station 11 moving west of Downtown to the Willows Road area. If Fire Station 11 is retained in Downtown, the need for this new station and/or its location will need to be reevaluated.

Fire Stations 13, 14, and 18 (FD 34)

Major capital improvements and facility renovations for these three stations are led and funded by FD 34. Coordination between Redmond Fire and FD 34 is needed to support facility reinvestment or replacement, particularly for Fire Stations 13 and 14 in the near- or mid-term, to meet modern best practices for station design and improve operational capabilities.

Apparatus Maintenance Facility

This facility will be due for lifecycle renovations in the planning period. No other major projects are planned.

Fire Logistics Facility

The Fire Functional Plan identifies the need for a centralized logistics facility to reduce burdens on operational space and firefighter staff time at individual stations. Fire operations require constant resupply and regular upgrades for a variety of equipment. A central facility can streamline receiving and distribution for the Fire department and citywide emergency preparedness needs. Centralized space is also desired for storage of some Fire reserve vehicles, which currently occupy bay space at several stations or are parked outdoors and exposed to weather (some reserve vehicles would remain at high-call stations).

In the near-term, leasing an existing warehouse space with capacity for vehicle storage is the most likely approach and funding is in the project list. Redmond has several industrial

areas, including Southeast Redmond and the Willows Road corridor, that may have suitable warehouse space available.

City ownership of a logistics facility is eventually desired. The Fire Functional Plan includes \$5M for investment in a City-owned facility; this could be a new location or a shared facility at the MOC. The Bellevue Fire Department is also known to have a similar logistics need and could be a potential partner for a jointly operated facility.

Fire Training Facility

The Fire Functional Plan identifies a long-term need for a City-owned training facility to support firefighter recruit academies, specialty instruction, and coordinated training exercises. The department currently lacks a dedicated, department-controlled facility suitable for in-service instruction, large-scale drills, or multi-agency exercises. Most hands-on training occurs at fire stations or temporary spaces, which limits flexibility and accessibility. While regional partnerships currently provide some access, these arrangements present challenges in scheduling, scale, and long-term sustainability. A local training space would improve readiness, accelerate onboarding, reduce overtime due to unfilled vacancies, and support specialized needs including rail, high-rise, and wildland response.



Vehicle extrication training at the empty lot next to Fire Station 17

Fire Project List

The Fire Functional Plan lists firefighting equipment and mobile apparatus as capital costs that are not included in this list. For notes on project lists, see Section 4.3.

TIMEFRAME	PROJECT	ROM COST	NOTES
2025-2026	EV charging stations at fire stations	\$0.9M	FS 11 and FS 12. Cost from Fire Functional Plan.
2025-2026	Personal protective equipment storage upgrades	\$0.3M	Cost from Current CIP 2025-2030
2025-2026	FS 11 repairs	\$5.0M	Cost from Fire Functional Plan. Total cost of 2023-2028 OD and partial cost of 2029-2032 PR.
2025-2026	FS 17 interior buildout and admin relief	\$0.4M	Cost from Fire Functional Plan
2025-2026	FS 17 siding replacement	\$1.2M	Cost from Current CIP 2025-2030
2027-2032	Diesel exhaust upgrades	\$0.5M	Multiple stations. Cost from Fire Functional Plan.
2027-2032	Emergency generator upgrades	\$0.5M	Multiple stations. Cost from Fire Functional Plan.
2027-2032	FS 11 partial remodel (apparatus bay expansion)	\$1.6M	Cost from Fire Functional Plan
2027-2032	FS 11 renovation and replacement study	\$0.4M	Cost from Fire Functional Plan
2027-2032	FS 11 renovation or replacement	\$15.0M	Cost from Fire Functional Plan for renovation. Project type decision is pending study results.
2027-2032	Logistics - Tenant improvements to leased warehouse	\$0.6M	Cost from Fire Functional Plan
2027-2032	Logistics - City-owned investment	\$5.0M	New facility or shared storage at MOC. Cost from Fire Functional Plan.
2027-2032	Routine maintenance		Costs from 2023 FCA. Excludes FD 34.
	Observed deficiencies	\$4.0M	Total cost of 2023-2028 OD. Excludes FS 11.
	Predicted renewals	\$4.3M	Total cost of 2029-2032 PR. Partial exclusion of FS 11.
	Opportunity projects	\$1.4M	50% of total cost of OP. Excludes FS 11 and 12.
2033-2040	FS 12 land acquisition	\$10.0M	Cost from Fire Functional Plan (1.25 acre minimum)
2033-2040	FS 12 construct replacement	\$30.0M	Cost from Fire Functional Plan (20,000 square feet minimum). Maintenance costs assume 2036 opening.

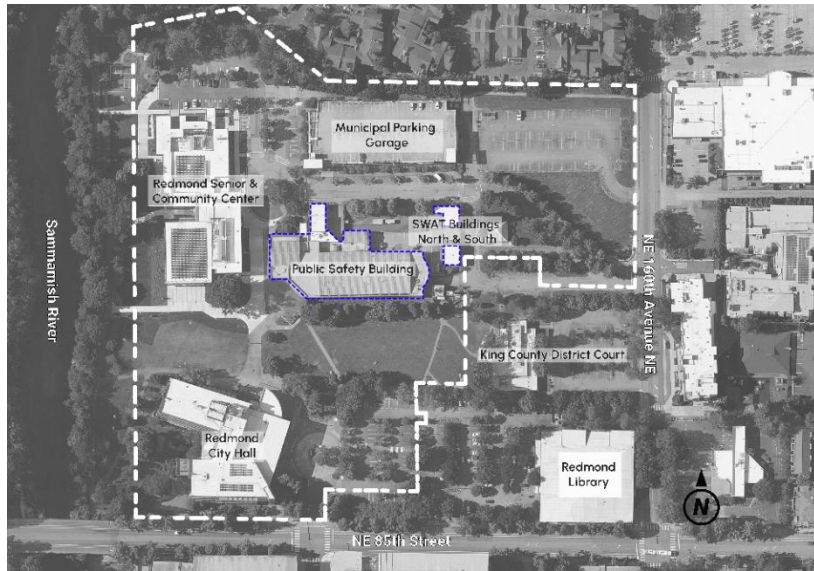
TIMEFRAME	PROJECT	ROM COST	NOTES
2033-2040	FS 12 old property sale or lease	TBD	Not estimated
2033-2040	Routine maintenance		Costs from 2023 FCA. Excludes FD 34.
	Predicted renewals	\$6.4M	Total cost of 2033-2040 PR. Excludes FS 11 and 12.
	Opportunity projects	\$1.4M	50% of total cost of OP. Excludes FS 11 and 12.
	New FS 11 and 12 estimate	\$2.6M	Based on a percentage of building construction cost per year. Costs from Fire Functional Plan.
2041-2050	FS 16 lifecycle renovation	\$12.0M	Cost from Fire Functional Plan
2041-2050	Apparatus Maintenance Facility lifecycle renovation	TBD	Not estimated
2041-2050	Routine maintenance		Costs from 2023 FCA. Excludes FD 34.
	Predicted renewals	\$0.5M	Total cost of 2041-2042 PR
	Existing facilities 2043+	\$3.9M	Based on a percentage of CRV per year.
	New FS 11 and 12 estimate	\$13.0M	Based on a percentage of building construction cost per year. Cost from Fire Functional Plan.
2051+	FS 11 replacement acquire land	TBD	Needed if level of service dictates a second station in the Downtown area (FS 19), and FS 11 is replaced in a new location. If FS 11 study recommends earlier replacement, project listing will be revised.
2051+	FS 11 construct replacement	\$35.0M	
2051+	FS 19 acquire land	TBD	Not estimated
2051+	FS 19 construction	\$35M	Cost from Fire Functional Plan
2051+	FS 17 lifecycle renovation	TBD	Not estimated
2051+	Fire training facility	TBD	Not estimated

The project lists use the following abbreviations:

FCA = 2023 Facility Conditions Assessment
 OD = observed deficiency
 PR = predicted renewal
 OP = opportunity project
 CRV = current replacement value
 CIP = Capital Investment Program

ROM = rough order of magnitude
 M = million dollars
 FS = Fire Station
 FD 34 = Fire District 34
 MOC = Maintenance & Operations Center
 EV = electric vehicle

3.3 – Police



Location of Police facilities on the municipal campus



Police Fast Facts

1 primary facility
3 buildings
97,255 gross square feet
134 staff

The Police Department (Police) operates one primary facility within the service area, which consists of Redmond city limits (17 square miles). Four workstations are located at several fire stations and the private Microsoft campus and are available for use by officers in the field.

Capital Facility Element policy CF-6 establishes this level of service for Police Department services:

- *Police capital facility needs are associated with police services, general operations, special operations and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services and to meet needs of staff assigned to service delivery.*
- *Ensure emergency response times meet community expectations and call response types.*

Key Findings

Public Safety Building

8701 160th Ave NE, Redmond, WA 98052



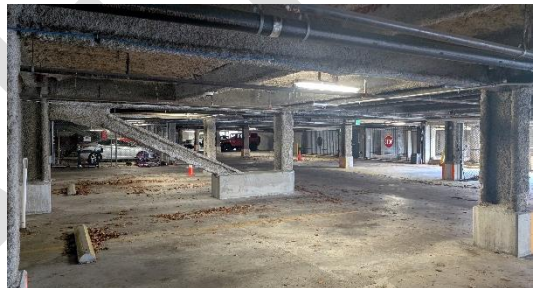
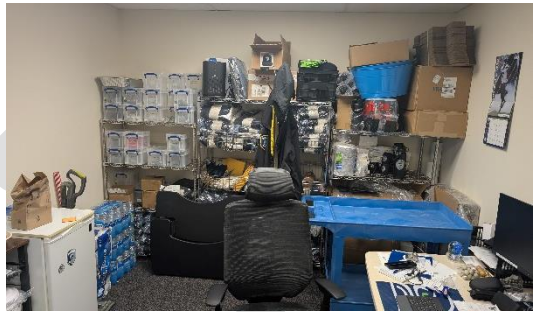
Public Safety Building

The Public Safety Building (PSB) is the headquarters and primary facility for Police. The building served as both City Hall and the police station until 2005, when the separate City Hall building opened. The PSB consists of administration office space and workspace for patrol officers. It also hosts a variety of specialized functions, including the City's 911 dispatch center, the City's data center, suspect holding and interview areas, an armory, evidence storage and processing labs, and locker rooms. The basement level hosts a firing range, parking for police personnel and fleet vehicles, and bulk evidence storage. The building features an emergency generator. The PSB is one of several buildings on the Redmond municipal campus.

The building has maintenance issues that stem from its original design and its conversion to an exclusive Police facility. It is inefficiently configured and the building systems are challenging and costly to maintain, with HVAC and electrical systems near their end of life. Because the backlog of maintenance is outpacing the building's current replacement value, 2023 FCA found that the building's condition worsened since the 2013 FCA. This is despite recent investments of approximately \$13.5 million, demonstrating the building's significant maintenance needs. From 2015 to the present, maintenance work included a seismic retrofit, exterior siding and roof replacement, replacement of heat pumps and HVAC components, 911 center remodel, and locker room upgrades.

Key functional issues include:

- The building is undersized for projected 2050 staff growth, which may be more than double current staff levels
- Incremental renovations over time are not well-served by the building's HVAC and electrical systems, which are reaching the end of their service lives
- Operational elements like the vehicle evidence pens, fleet parking, armory, training spaces, and dispatch center are at capacity
- Windowless offices, poor radio communications, seismic bracing, inefficient circulation, and other issues reduce occupant comfort and efficient workflow
- The Mobile Command post is an oversized vehicle without adequate secure parking
- Seasonal flooding of the basement garage is a major nuisance



The Public Safety Building requires a major decision, so alternatives are explored below in the section Public Safety Building Alternatives Evaluation.

North and South Garage Buildings

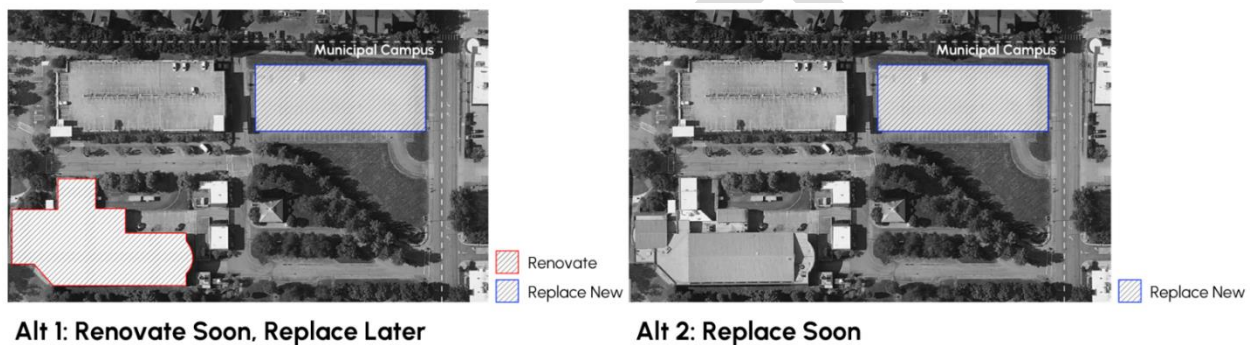
8701 160th Ave NE, Redmond, WA 98052

These are two small buildings adjacent to the Public Safety Building. Originally used for specialized vehicle storage, today the North Garage is used for bike patrol storage and the South Garage is used for tactical training.

Public Safety Building Alternatives Evaluation

Approaches to address the Public Safety Building issues and meet future needs are described and shown below.

- **Alternative 1:** Renovate for the near-term, with a replacement in the long-term. This would address critical functional issues and risks in the current building to meet all needs while delaying replacement. Renovating before replacing will add to the total project cost.
- **Alternative 2:** Replacement in the medium-term. Replacing on a quicker timeline would avoid steeper maintenance and renovation costs for the current building. The floor area would be larger based on future staffing needs.



Illustrations of the two potential alternatives for the Public Safety Building

Summary Recommendations and Project List

Public Safety Building

Recommendation: Pursue Alternative 2

The Public Safety Building should be replaced in the medium-term. Retaining the building for its full-service life through 2045 or beyond would likely require significant investment to keep its systems fully operational but would not address the core facility issues. Therefore, replacing the facility in the 2033-2040 timeframe is recommended. Replacement is recommended in the latter half of that timeframe due to project cost and accommodating higher priority fire station replacements in the same period.

The expense and inconvenience of temporary police facilities during construction should be avoided. The facility would ideally be replaced on the Redmond municipal campus, which offers good citywide access, proximity to the growing population density of Downtown and Marymoor Village, and adjacency to city administration. Alternatively, if it is deemed advantageous for Fire Station 11 to relocate to the municipal campus (see 3.7 – Municipal Campus Considerations), and if there is no longer space to rebuild the PSB, the Fire Station 11 site could be considered for the PSB.

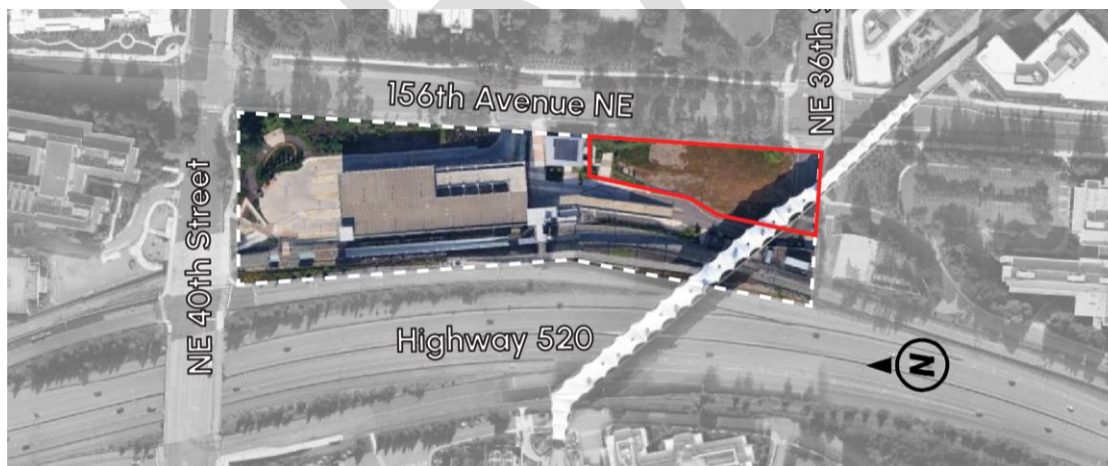
North and South Garage Buildings

These two small structures are functionally integrated with the Public Safety Building. No major projects are planned. Their functions should be replaced at the same time as the Public Safety Building. It may be ideal for their functions to be integrated into the Public Safety Building replacement for ease of access and to reduce the extra costs of building and maintaining exterior enclosures.

Overlake Precinct

The Police Functional Plan identifies a need for a precinct in the Overlake growth center to serve the growing population density and more efficiently dispatch to calls in southern areas of Redmond. The precinct would house commissioned officers and fleet vehicles, professional support staff (including a customer service desk), and could also support functions like records storage and training spaces, if advantageous. The Public Safety Building replacement in Downtown would continue functioning as the headquarters, supporting most staff and specialized functions.

Similar to the replacement of Fire Station 12, developing a precinct in Overlake will require the acquisition of new land, which is challenging proposition due to limited availability and high cost. The City has preliminarily identified a potential site at Redmond Technology Station, known as the “remainder parcel”, at the corner of 156th Avenue NE and NE 36th Street. The 1.6 acre parcel is currently owned by Sound Transit and Microsoft has the first right of refusal as it was originally owned by Microsoft before Sound Transit acquired it for light rail construction. The City has considered concepts for a vertical mixed-use facility at this location, potentially including police and community functions co-located with a replacement of Fire Station 12.



Redmond Technology Station. The “remainder parcel” is the vacant area on the southeast corner.

Should the “remainder parcel” prove unavailable, there are other potential sites in the area owned by Microsoft and other private landowners. The estimated property acquisition cost reflects a site size of 0.75 to 1 acre for the precinct, reflecting a potential mix of structured

and surface parking. A larger site would be needed for co-location with a fire station or other public facilities.

A private development partnership may be challenging because of the complex design requirements of police facilities. The new incentive program can be used to help offset some of the costs and encourage colocation (see RZC 21.55).

Police Project List

TIMEFRAME	PROJECT	ROM COST	NOTES
2025-2026	PSB Phase 2 mechanical and electrical improvements	\$3.9M	Cost from Current CIP 2025-2030
2027-2032	Overlake Precinct land acquisition	\$6-8M	Cost from MAKERS analysis of King County real estate assessed values and sales data for 0.75 - 1 acres
2027-2032	Routine maintenance		Costs from 2023 FCA
	Observed deficiencies	\$3.6M	50% of total cost of 2023-2028 OD
	Predicted renewals	\$8.2M	50% of total cost of 2029-2032 PR
	Opportunity projects	\$0.0M	0% of total cost of OP
2033-2040	PSB construct replacement	\$100-110M	Cost range for 51,000 - 59,000 square feet staffed area plus 66,000 square feet secure parking. Costs from MAKERS and ACC. Maintenance costs assume 2039 opening.
2033-2040	Routine maintenance		Costs from 2023 FCA
	Predicted renewals	\$0.0M	0% of total cost of 2033-2040 PR
	Opportunity projects	\$0.0M	0% of total cost of OP
	New PSB estimate	\$2.0M	Based on a percentage of building construction cost per year. Costs from MAKERS and ACC.
2041-2050	Overlake Precinct construction	\$31-38M	Cost range for 20,000 - 25,000 square feet building and 0.75 - 1 acre site development. Costs from MAKERS and ACC. Maintenance costs assume 2044 opening.
2041-2050	Routine maintenance		Costs from 2023 FCA
	New PSB and Overlake Precinct estimate	\$12.2M	Based on a percentage of building construction cost per year. Costs from MAKERS and ACC.

For notes on project lists, see Section 4.3. The project lists use the following abbreviations:

FCA = 2023 Facility Conditions Assessment
 OD = observed deficiency
 PR = predicted renewal
 OP = opportunity project
 CRV = current replacement value

CIP = Capital Investment Program
 ROM = rough order of magnitude
 M = million dollars
 PSB = Public Safety Building

3.4 – Maintenance & Operations



Aerial view of the Maintenance & Operations Center



Maintenance & Operations Fast Facts

1 facility
14 buildings
62,000 gross square feet
151 staff

The Public Works Department manages environmental services, maintains most fleet vehicles, builds and maintains Redmond's infrastructure for streets, trails, water, wastewater, and sewer. The Parks Operations group develops and maintains city parks and facilities. The facilities maintenance team is also part of Parks Operations.

Capital Facility Element policy CF-6 establishes this level of service for general government facilities:

- *Facilities that are safe and meet all applicable health, safety, and accessibility standards.*
- *Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements.*
- *Critical facilities are built or upgraded to standards that increase the likelihood that vital services continue in the event of a disaster.*
- *Constructed to support the equitable provision and use of facilities for all users.*

Key Findings

Maintenance & Operations Center

18080 NE 76th St, Redmond, WA 98052

Operational workgroups for Public Works, Parks Operations, and Facilities maintenance are based at the Maintenance & Operations Center (MOC) in southeast Redmond. Engineering and planning staff are located at City Hall. Other Public Works and non-recreation Parks buildings are outside the CFP scope, including utility structures and small maintenance buildings.

The MOC has fourteen major and minor structures, including administrative offices, crew support spaces, shops, a decant facility, a fuel station used by all City departments, and storage for vehicles and materials.

The MOC was built piecemeal over time. Most buildings are in poor condition and do not adequately support efficient operations. Functional issues include:

- Crew reporting, dispatch, and meeting areas are undersized and are inefficiently configured
- Workgroups are siloed in multiple buildings, precluding interdepartmental collaboration and efficient use of limited site area
- The warehousing and storage facilities are undersized and decentralized, hindering efficient inventory control
- The fleet shop is undersized and is not equipped to service large vehicles
- The site design is inefficient, and fleet and staff parking are at capacity



Summary Recommendations and Project List

Maintenance & Operations Center

Redevelopment of the MOC campus was identified as a priority in the 2019 Redmond Facilities Strategic Management Plan. The project is now underway, with a Master Plan completed in 2024 design development ongoing. Construction is in design development and anticipated to be completed in 2030.

This is currently Redmond's largest general government facilities project. The project will meet almost all facilities needs of the Maintenance & Operations functional area through 2050.

The basic program (subject to change) is:

- Approximately 90,000 square foot operations building
- Approximately 99,000 square foot parking structure
- Approximately 60,000 square feet of fleet parking
- Approximately 14,000 square feet of covered exterior storage, fuel station, wash bays, and material bays

Construction will require the temporary relocation of crews, fleet, and materials. Consider interim locations during MOC reconstruction such as utility sites, surplus space on community center properties and the municipal campus, other City-owned properties, or if necessary short-term lease(s) of private property.

The Fire Functional Plan assumes a \$5M contribution to the MOC redevelopment to support the Fire Department's logistics needs. If feasible, this should be incorporated to efficiently consolidate City inventories and address this need for the long term.

Project List

For notes on project lists, see Section 4.3.

TIMEFRAME	PROJECT	ROM COST	NOTES
2025-2026	MOC redevelopment	\$26.8M	Cost from Current CIP 2025-2030
2027-2032	MOC redevelopment	\$198.2M	Total cost from City minus current CIP allocation. Maintenance assumes 2030 opening.
2027-2032	Routine maintenance - New MOC	\$3.1M	Based on a percentage of building construction cost per year. Cost from CIP and Master Plan.
2033-2040	Routine maintenance - New MOC	\$25.0M	Based on a percentage of building construction cost per year. Cost from CIP and Master Plan.
2041-2050	Routine maintenance - New MOC	\$46.9M	Based on a percentage of building construction cost per year. Cost from CIP and Master Plan.

The project lists use the following abbreviations:

FCA = 2023 Facility Conditions Assessment

MOC = Maintenance & Operations Center

OD = observed deficiency

PR = predicted renewal

OP = opportunity project

CRV = current replacement value

CIP = Capital Investment Program

ROM = rough order of magnitude

M = million dollars

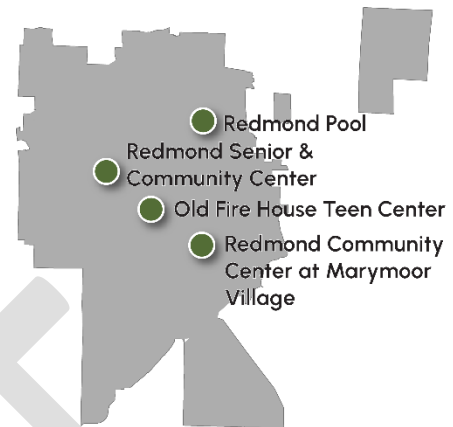
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3.5 – Indoor Recreation

The Redmond Parks & Recreation Department operates city parks and indoor recreation facilities for use by the general public. Four recreation facilities support cultural, athletic, and educational programming: Redmond Pool at Hartman Park, the Old Fire House Teen Center, the Redmond Senior & Community Center (RSCC), and the Redmond Community Center at Marymoor Village (RCCMV).

Capital Facility Element policy CF-6 establishes this level of service for parks and recreational facilities: *Provide recreational opportunities for all residents through sufficient and equitably distributed parks, trails, and recreational facilities.*

- *Percent of households within a ½ mile of developed city park.*
- *Percent of households within a ½ mile of trail access.*
- *Acreage of parkland per capita.*
- *Recreation and Conservation Office (RCO) Level of Service Metrics.*



Indoor Recreation Fast Facts

4 facilities
4 buildings
24,532 gross square feet
15 staff

Key Findings

Redmond Senior & Community Center (RSCC)

8703 160th Ave NE, Redmond, WA 98052



The RSCC is Redmond's newest general government facility, having opened in May 2024 with a cost of approximately \$63M. It is a two-story facility featuring a senior lounge, library, gymnasium, commercial kitchen, a variety of meeting rooms, and outdoor event space facing the Sammamish River. The facility provides regular programming for all ages and also has spaces available for rent. The RSCC is one of several buildings on the Redmond municipal campus and shares parking with other facilities.

There are minor maintenance and functional issues that will need to be addressed, such as improving acoustic insulation in several meeting rooms, a difficult-to-use glass door divider between the senior lounge and library, and challenging ADA access to the Red Oak room stage.

As part the City's decarbonization strategy, the RSCC is also Redmond's first all-electric public facility. Compared to a typical building, this means space and water heating are accomplished with electricity instead of natural gas. New equipment presents a learning curve for maintenance staff but also creates opportunities to learn and apply lessons to future upgrades and all-electric facilities across the City's portfolio.

The building may be used as an emergency shelter, but it cannot be officially designated as such because it is in a 100-year flood plain. Relatedly, because the building is all-electric it has high electric demands that would require a very large emergency generator, so instead the building is set up for connecting to a portable generator. However, a study has found the building is well-positioned for battery storage as an alternative resilience measure if physical space is available.

Redmond Community Center at Marymoor Village (RCCMV)

6505 176th Ave NE, Redmond, WA 98052



The City of Redmond has leased this property from the Lake Washington Institute of Technology (LWIT) since 2018. Originally built as a college classroom building, it features a small auditorium and a series of meeting rooms across two floors. The facility provides programming focused on physical activity, youth, and summer camps. In early 2025, teen programming was relocated from Old Fire House Teen Center to RCCMV.

RCCMV is located in the Marymoor Village growth center adjacent to Marymoor Park and three blocks from a light rail station. It is ideally positioned to support a growing residential population in a designated urban center.

Functional issues include:

- Limited capacity for staff growth
- Limited storage capacity, particularly on the second floor
- Common areas are limited and the lobby size is inadequate
- The kitchen is underused and not applicable to the building's current programming
- The auditorium is not configured for live music and other social activities that are associated with the building's current programming
- Teen programming is spread throughout the building, which is not ideal due to the program's size, specialized features, and unique user needs
- Outdated A/V technology, poor acoustics, and poor lighting control are an issue in many of the multipurpose rooms.
- The building lacks an emergency generator to support its potential designation as an emergency shelter
- Vehicular circulation on the site is constrained during peak times

The City and LWIT have expressed mutual interest in exchanging ownership of the full property (building and land). Once the City controls the property, it would allow for a right sizing of the spaces, capital investment in areas of concern, and increased improvements to improve usability. While the building was not originally built for use as a community center, the property has ample space for increasing the footprint and improving the facility for expanded recreational programming in the future.

Old Fire House Teen Center

16510 NE 79th St, Redmond, WA 98052



This facility was originally built as a fire station and then was converted to a teen center in the 1990's. Due to safety concerns and maintenance challenges, in early 2025 teen services were relocated from this facility to RCCMV and the building currently is vacant. When active the building has been well-liked by users, but its cellular organization of spaces does not support its program well.

Functional issues include:

- A renovation may improve the quality of some spaces but would not result in a more open floor plan due to space limitations
- All building systems are in need of investment and replacement. For example, the original windows and building envelope have allowed water penetration.
- A previous retrofit did not meet earthquake design standards. The hose tower is not seismically reinforced and requires a retrofit or demolition.
- Any renovations will require significant hazard material abatement

Redmond Pool

17535 NE 104th St, Redmond, WA 98052



Redmond Pool, located within Hartman Park, is the only public pool in Redmond and the surrounding area. It is used by recreational and competitive users, including school swim teams. Staffing is contracted to a nonprofit organization.

The facility is one of the oldest in Redmond's portfolio. It was in deteriorating condition and at risk of closing, but a major investment completed in 2021 gave the facility new life. A \$9.3 million investment provided a new roof, new water filtration and HVAC systems, and fully renovated the locker rooms and lobby.

Functional issues include:

- The pool is undersized given its popularity and it is outmoded compared to modern aquatic centers
- Lack of storage for materials and program supplies
- The pool deck has accessibility challenges
- Parking is limited and inefficiently designed

Summary Recommendations and Project List

Redmond Senior & Community Center

The RSCC will reach the midpoint of a typical 55-year service life beyond the 2050 planning horizon. No major projects are planned for this facility.

Redmond Community Center at Marymoor Village

Assuming City ownership of the property, a major renovation is recommended to improve its functionality. The building requires upgrades to various systems and equipment to better serve recreation programs.

The scope of renovations may include:

- Audio/video technology upgrades
- Enlarged common spaces
- Increased program storage
- Removal of kitchen facility
- Consolidation of teen programming (if remaining at this location)
- Adding an emergency generator

Assuming City ownership of the property, as it approaches the end of its service life a reinvestment study is recommended to evaluate the best use and design of the facility and its property for continuing to meet recreation program needs of a growing population. The property is large and could host a variety of additional indoor and outdoor recreation programs in either an expanded building, a second building, a new building that replaces and expands on the existing functionality, or other configurations.

Old Fire House Teen Center

A separate planning process is underway to determine the future of the facility.

Redmond Pool

Even with recent investments, the pool building is far beyond its expected service life of 30 years. In the long-term the City should study options to replace this facility and meet the increasing demand for pool access.

Options to evaluate may include:

- Rebuilding a modest community-focused aquatic center in the same location, leaving additional demand for services to be met by other agencies or the private market
- Rebuilding a larger and more modern aquatic center at the same location
- Building a larger and more modern aquatic center in a more central location
- Replacing the facility and adding a second aquatic center in another location, such as the Marymoor or Overlake growth centers (ideally co-located with a community center)

-
- Partnering with a neighboring city or school district on a jointly funded and owned regional aquatic center
 - Partnering with a private/nonprofit partner to develop a second aquatic center
 - Operating a single pool and leaving additional demand to the private market

Overlake Community Center

As noted in Section 1.2 – Facility Planning Principles, the neighborhood is underserved for a community center with indoor recreation. The Redmond 2050 Comprehensive Plan and its [Overlake Neighborhood Plan Addendum](#), along with the Redmond Parks, Arts, Recreation, Culture & Conservation (PARCC) Plan elaborate on this need and say, “The new center could be a stand-alone facility or a partnership with a developer or another jurisdiction, and it should include amenities such as a gymnasium, fitness rooms, community meeting rooms, a general social living room area.”

The City has preliminarily identified a potential site at Redmond Technology Station, known as the “remainder parcel”, that is at the corner of 156th Avenue NE and NE 36th Street. The 1.6 acre parcel is currently owned by Sound Transit and Microsoft has the first right of refusal since the site was originally owned by Microsoft before it was acquired for light rail construction. The City has considered concepts for a vertical mixed-use facility at this location, potentially including a community center co-located with a replacement of Fire Station 12 and a police facility. Should this “remainder parcel” prove unavailable, there are other potential sites in the area owned by Microsoft and other private landowners.

The rough estimate of area needed for this facility is between 40,000 and 60,000 square feet, to be refined during design. The required land area will vary, but for planning purposes, a stand-alone, two-story, 40,000-60,000 square foot community center would likely require a site of between 0.75-2 acres, depending on the number of stories, parking configuration and structure, the extent of outdoor recreation features, etc.

Given limited available land, opportunities to include this facility in a multi-story private mixed-use development should be explored. A community center in a mixed-use building (e.g. with residential and/or commercial space) may limit its potential size or require multiple projects to offer the quantity and variety of desired recreational programming. According to the Redmond PARCC plan, “...the City should be flexible and creative in its approach to provide indoor recreation space that is open to the public. Development incentives for new mixed used buildings to provide indoor meeting space, black box theaters, or other recreation space that is open to the public should be pursued.”

Redmond Zoning Code 21.55.1000 provides a private development incentive for inclusion of a “community center or library (20,000 sq. ft. minimum)” in Overlake.

Project List

For notes on project lists, see Section 4.3.

TIMEFRAME	PROJECT	ROM COST	NOTES
2025-2026	RCCMV property acquisition	\$18.5M	Cost from City staff
2027-2032	RCCMV reinvestment study	\$0.5M	Cost from MAKERS
2027-2032	RCCMV renovations	\$8.6M	To be refined pending results of reinvestment study. Cost from MAKERS and ACC OR.
2027-2032	Old Fire House Teen Center project	TBD	Not estimated; a separate planning process underway will provide recommendations.
2027-2032	Routine maintenance		Costs from 2023 FCA. Excludes OFHTC.
	Observed deficiencies	\$3.8M	Total cost of 2023-2028 OD
	Predicted renewals	\$8.7M	Total cost of 2029-2032 PR
	Opportunity projects	\$4.3M	50% of total cost of OP
	New RSCC estimate	\$2.9M	Based on a percentage of building construction cost per year. Cost from City.
2033-2040	Overlake community center land acquisition	\$6-16M	Cost from MAKERS analysis of King County real estate assessed values and sales data for 0.75 - 2 acres.
2033-2040	Pool replacement study	\$0.5M	Cost from MAKERS
2033-2040	Routine maintenance		Costs from 2023 FCA. Excludes OFHTC.
	Predicted renewals	\$16.5M	Total cost of 2033-2040 PR
	Opportunity projects	\$4.3M	50% of total cost of OP
	New RSCC estimate	\$7.8M	Based on a percentage of building construction cost per year. Cost from City.
2041-2050	Overlake community center construction	\$52-81M	Cost range for 40,000 - 60,000 square feet building and 0.75 - 2 acre site development. Costs from MAKERS and ACC. Maintenance costs assume 2046 opening.
2041-2050	Routine maintenance		Costs from 2023 FCA. Excludes OFHTC.
	Predicted renewals	\$2.2M	Total cost of 2041-2042 PR
	Existing facilities 2043+	\$5.2M	Based on a percentage of CRV per year.
	New RSCC and OCC estimate	\$17.7M	Based on a percentage of building construction cost per year. Costs from City, MAKERS, and ACC.
2051+	Pool replacement	TBD	Not estimated
2051+	RCCMV reinvestment	TBD	Not estimated

The project lists use the following abbreviations:

FCA = 2023 Facility Conditions Assessment

OD = observed deficiency

PR = predicted renewal

OP = opportunity project

CRV = current replacement value

CIP = Capital Investment Program

ROM = rough order of magnitude

M = million dollars

OFHTC = Old Fire House Teen Center

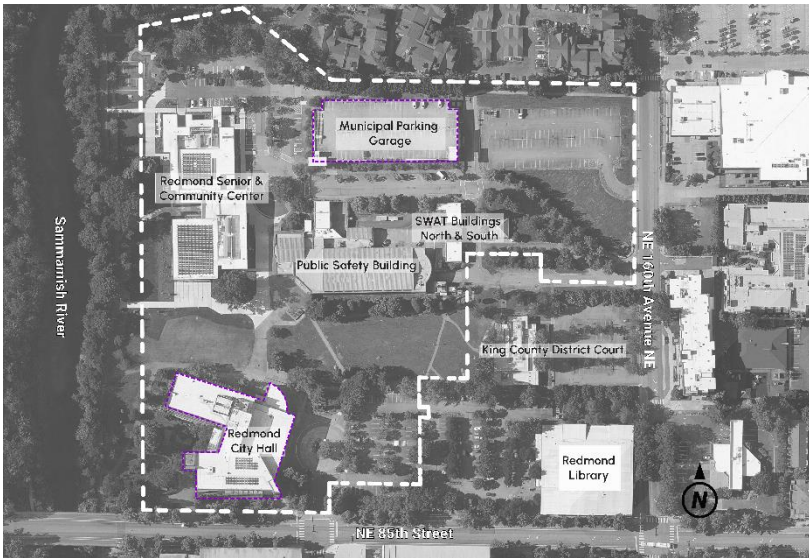
RSCC = Redmond Senior & Community Center

RCCMV = Redmond Community Center at
Marymoor Village

OCC = Overlake Community Center

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3.6 – Administration



Location of Administration facilities on the municipal campus



Administration Fast Facts

2 facilities
239,027 gross square feet
284 staff at City Hall

Administration facilities are those not covered by other functional areas. Administration represents a large share of City staff and functions, including elected officials, finance, human resources, information technology, development services, economic development, and environmental sustainability. It also represents some administrative components of functional areas including Fire, Maintenance & Operations, and Parks.

Capital Facility Element policy CF-6 establishes this level of service for general government facilities:

- *Facilities that are safe and meet all applicable health, safety, and accessibility standards.*
- *Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements.*
- *Critical facilities are built or upgraded to standards that increase the likelihood that vital services continue in the event of a disaster.*
- *Constructed to support the equitable provision and use of facilities for all users.*

Key Findings

City Hall

15670 NE 85th St, Redmond, WA 98052



City Hall is the primary facility for Administration, housing most city department offices, City Council chambers, and several public-facing uses such as conference rooms and a customer service center used for permitting, business licenses, and bill payment. The building includes the primary emergency operations center and features an emergency generator. All departments except Police have a staff presence at City Hall. City Hall is one of several buildings on the Redmond municipal campus.

City Hall and the Municipal Parking Garage were built for the City by Wright Runstad in a public-private partnership. Ownership was transferred to the City in 2013. Building management is contracted to CBRE.

A renovation of City Hall's ground floor addressed security concerns and added a ground floor customer service center and meeting spaces. A reorganization of office space and workgroups was completed in 2025 to improve adjacencies and recapture some underutilized areas on all floors.

Functional issues include:

- City Hall is underutilized due to hybrid/remote work policies
- Space on most floors of City Hall could be used more efficiently, e.g. smaller cubicles and less dedicated desks with more emphasis on hoteling or desk sharing
- The HVAC system is at midlife and has balancing issues
- City Hall is far removed from the Overlake growth center, which limits face-to-face public access to City customer service for residents of a large and growing neighborhood

Municipal Parking Garage

8711 160th Ave NE, Redmond, WA 98052



This four-story facility is for municipal campus visitors, City staff personal vehicles, and some City fleet vehicles. It has 314 parking spaces. With the opening of the RSCC the first level of the garage is reserved for RSCC visitors and levels 2-4 are reserved for City use.

No notable functional issues were observed.

Summary Recommendations and Project List

City Hall

There may be space available to host administrative staff from other facilities when those facilities are being renovated or under construction.

This facility will be due for lifecycle renovations during the planning period. No other major projects are planned for this facility.

Municipal Parking Garage

This facility will be due for lifecycle renovations during the planning period. No other major projects are planned for this facility.

Overlake Administrative Annex

An Administration and customer service presence has long been targeted for the Overlake growth center, and as noted in Section 1.2 – Facility Planning Principles the neighborhood is underserved. To meet this need in the near-term the City is planning to purchase a commercial condominium at an affordable housing development adjacent to the Overlake Village Station. This space is anticipated to open in 2028.

Should the City require additional or larger space in the area, co-location of Administration functions with another facility investment in Overlake (such as a community center) could be considered.

Project List

For notes on project lists, see Section 4.3.

TIMEFRAME	PROJECT	ROM COST	NOTES
2025-2026	City Hall workspace remodel	\$0.3M	Cost from Current CIP 2025-2030
2025-2026	City Hall pond refurbishment	\$0.3M	Cost from Current CIP 2025-2030
2025-2026	EV charging stations at Municipal Parking Garage	\$0.8M	Cost from Current CIP 2025-2030
2025-2026	Overlake administrative annex space purchase	\$0.6M	1,600 square feet commercial condominium. Cost from Current CIP 2025-2030.
2027-2032	Routine maintenance		Costs from 2023 FCA
	Observed deficiencies	\$2.8M	Total cost of 2023-2028 OD
	Predicted renewals	\$2.3M	Total cost of 2029-2032 PR
	Opportunity projects	\$15.3M	50% of total cost of OP
2033-2040	City Hall lifecycle renovation	\$16.7M	Total cost of PR and 50% of total cost of OP for 2033-2040
2033-2040	Routine maintenance		Costs from 2023 FCA
	Predicted renewals	\$1.7M	Total cost of 2033-2040 PR. Municipal Parking Garage only.
	Opportunity projects	\$0.4M	50% of total cost of OP. Municipal Parking Garage only.
2041-2050	Routine maintenance		Costs from 2023 FCA
	Predicted renewals	\$0.9M	Total cost of 2041-2042 PR
	Existing facilities 2043+	\$20.4M	Based on a percentage of CRV per year

The project lists use the following abbreviations:

FCA = 2023 Facility Conditions Assessment EV = electric vehicle
 OD = observed deficiency
 PR = predicted renewal
 OP = opportunity project
 CRV = current replacement value
 CIP = Capital Investment Program
 ROM = rough order of magnitude
 M = million dollars

3.7 – Municipal Campus Considerations

Several capital investment decisions and CFP recommendations relate to use and development of the Redmond municipal campus, particularly for Police and Fire. Careful planning of the campus is necessary because it is one of the City's few large landholdings available for general government facilities needs and acquiring additional land is time-consuming and costly.

A facilities-driven master plan process for the municipal campus is recommended to make decisions about the future use and development of the campus. The master plan would address these key issues through 2050:

- Being a potential location for Fire Station 11 replacement, or a location for a temporary station while the existing FS 11 facility is renovated or redeveloped
- Being a likely location for replacement of the Public Safety Building
- Planned expansion of Well No. 4 capacity and new water treatment facilities
- Potential development of a new regional stormwater management facility
- Some open space on the campus is used for recreation and community events

While a campus master plan typically includes many components such as transportation, open space, and public benefits, such a master plan would need to be driven by general government facilities requirements due to Redmond's public safety needs and limited public landholdings.



Illustrative concept for a potential municipal campus vision

Access is an important consideration for public safety facilities. If Fire Station 11 is replaced on the campus, the apparatus bay ideally has immediate access to the street network to minimize response times in its coverage area. The most available street frontage on the campus is 160th Avenue NE on the east side of the campus. If the Public Safety Building is rebuilt on the campus, close access to the street network is less critical because officers are on patrol in their vehicles throughout the city.

Well No. 4

Redmond Public Works operates Well No. 4 on the east side of the municipal campus to provide critical freshwater supplies for the city. The well is contained within a small utility structure next to the Public Safety Building. Physical and legal (water rights) challenges around water wells mean Well No. 4 will most likely remain in its current location.

As of 2025, the well is temporarily offline while water quality and production issues are evaluated. Public Works is assessing the need to potential build a second well on the campus, provide new treatment for per- and polyfluoroalkyl chemicals (PFAS, commonly

referred to as “forever chemicals”), and provide new greensand filtration for removing iron, manganese, hydrogen sulfide, and arsenic.

Combined, these new water facilities may require up to 25,000 square feet of site area, or more than half an acre. If these facilities are consolidated and if campus access to 160th Ave NE is reconfigured, these new facilities can be accommodated in campus open spaces south or east of Well No. 4.

Stormwater Management

Public Works has preliminarily identified the need for a regional stormwater management facility in the vicinity of the municipal campus. No further details are available at the time of this writing. The concept needs to be further scoped before implications for general government facilities planning can be evaluated. Alternatives for underground facilities and locations off the campus are recommended for evaluation.

Open Spaces/Lawns

The “Great Lawn” between City Hall and the Redmond Senior & Community Center is frequently used for community events and likely needs to be preserved. Enhancing public use areas and open spaces should be a goal of the master planning process.

Opportunity Projects

The 2023 Facility Condition Assessment identified several major opportunity projects for the campus that could be further assessed by a master planning effort:

- Flood risk planning and mitigation. This includes a resiliency study and potential for modest flood mitigation at the current site, such as a flood wall and diesel-engine-powered high-capacity flood pumps, to protect mission-critical facilities.
- Installation of a ground-source heat pump system for multiple buildings, reducing natural gas use and carbon footprint. This could also support a “district energy” approach with shared resources between on-campus and off-campus properties for economy of scale.
- Installing a new vehicle fuel island to reduce fleet vehicle travel time and wear-and-tear to the MOC
- Installing covered pedestrian walkways between buildings on the campus, to improve pedestrian comfort during inclement weather
- Installing a “blue light” security system and lighting improvements to improve safety for visitors and staff

Expansion Opportunities and Partnerships

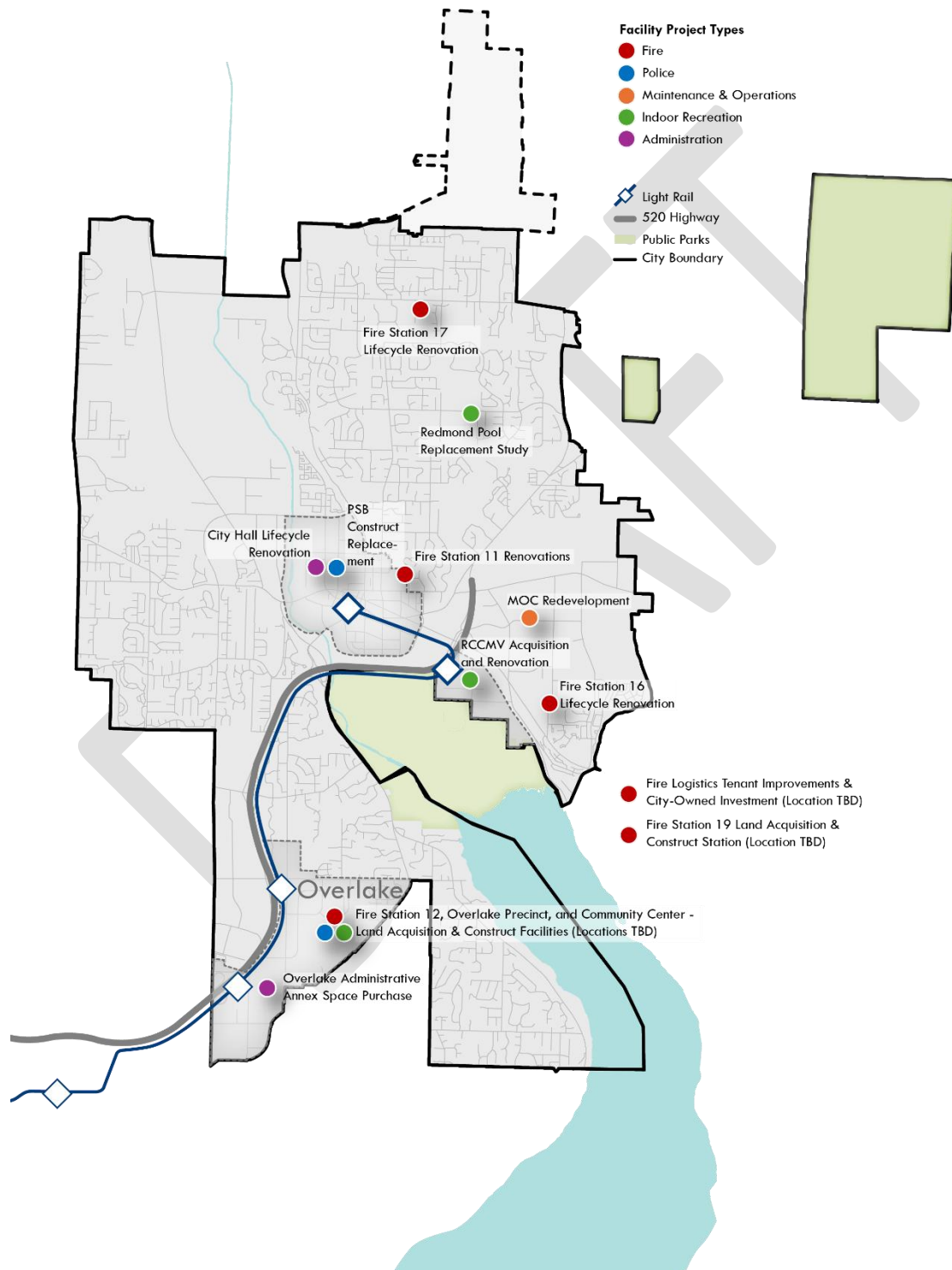
A related issue is opportunities to expand the campus or partner with other agency users. As planning gets underway for reinvestment in Fire Station 11 and the Public Safety Building in the 2030’s, the City of Redmond should collaborate with King County to discuss plans related to the District Court and the Redmond Library, and explore opportunities to

partner to address facilities issues, improve the campus as a whole, and better serve the community. Public agency partnerships may offer unique tools for campus expansion that are not available with private land, such as free or discounted sales and land swaps. Redevelopment and infill opportunities at adjacent private properties should also be understood and considered, such as at the shopping center east of the campus.

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4 – Capital Investment Strategy

The map below illustrates the locations of major capital investments recommended for Redmond's general government facilities from 2027 to 2050. Investments with unknown locations are noted as such.



4.1 – Introduction

This section summarizes the recommendations by timeframe:

- **Near-term:** This represents the current budget biennium 2025-2026 and the next CIP interval 2027-2032 (6 calendar years)
- **Medium-term:** 2033-2040 (8 calendar years)
- **Long-term:** 2041-2050 (10 calendar years)
- **Beyond 2050**

4.2 – Prioritization Criteria

In addition to the adopted prioritization criteria in Redmond’s Capital Investment Strategy the CFP recommends these criteria for major capital projects and routine maintenance. Funding strategies and target implementation dates will be refined by City leadership.

Major Capital Projects

Implementation of major capital projects should be prioritized based on timeframe and criticality:

1. Immediate and near-term projects that are currently underway or in the current budget biennium and the next CIP interval 2027-2032
2. Medium-term projects and projects identified as most critical based on the facility rankings in Section 2.3
3. Long-term projects and other non-urgent projects that support long-term population growth

Routine Maintenance

Low, medium, and high priorities for maintenance at existing buildings are identified in the 2023 Facilities Condition Assessment. These priorities should be factored into routine maintenance planning and budgeting.

4.3 – Cost Estimates Overview

In this section, sources for costs are provided in the notes column of each project list. Some costs have a low-to-high range when the size of land acquisitions and new facilities is yet to be determined, and some costs are not provided where they are not yet available.

Hard costs for construction and renovation projects of new non-Fire facilities are based on historical projects from within the last 10 years (from the publication *RSMeans Historical Cost Index*), adjusted to 2025 dollars, and adjusted for location. Police facility hard costs also include an essential facilities markup of 15-20%. Additional markups include a 40% soft cost markup and a 20% planning contingency markup for non-Fire projects, and a 30% soft cost markup for Fire projects.

Cost escalation is factored as follows:

- Capital construction and renovation projects are in 2025 dollars
- Routine maintenance for observed deficiencies, predicted renewals, and opportunities from the 2023 Facilities Conditions Assessment are based on 2023 dollars escalated at 3% per year for two years to 2025
- Estimated routine maintenance needs for 2043+ at existing facilities included in the FCA are based on the current replacement value reported in 2023 escalated at 3% per year for two years to 2025
- Estimated routine maintenance needs for new facilities not included in the FCA do not have escalation and are based on construction costs for new buildings provided by the City or developed by MAKERS and ACC, with the exception of the RSCC which is escalated at 3% per year for one year to 2025

The costs of routine maintenance are provided in this CFP, drawing from the observed deficiencies, planned renewals, and opportunity projects documented in the 2023 Facility Conditions Assessment and major maintenance already planned in the Capital Investment Program. Observed deficiencies for current to 2032 include maintenance projects with budget dates back to 2023 because those observed deficiencies have not yet been addressed as of this writing. Opportunity costs, where implemented, are evenly split between the 2027-2032 and 2033-2040 timeframes.

The FCA is limited in scope to facilities existing in 2023 and has a time horizon extending only to 2042. Therefore, MAKERS has provided additional maintenance cost estimates for new buildings and extended cost estimates for existing buildings in 2043-2050. The estimates generally use the industry best practice of funding annual maintenance at a level equal to 3% of facility Current Replacement Value (“Committing to the Cost of Ownership: Maintenance and Repair of Public Buildings”, Committee on Advanced Maintenance Concepts for Buildings Research Board and Commission on Engineering and Technical Systems National Research Council, 1990). The calculation is adjusted for newer facilities as follows:

- First timeframe of facility life: 1% CRV

- Second timeframe of facility life: 2% CRV
- Third timeframe of facility life and beyond: 3% CRV

Where CRV is not available for new facilities, the known or estimated construction cost of new buildings is used (excluding site development costs).

The project lists use the following abbreviations:

FCA = 2023 Facility Conditions Assessment

OD = observed deficiency

PR = predicted renewal

OP = opportunity project

CRV = current replacement value

CIP = Capital Investment Program

ROM = rough order of magnitude

M = million dollars

FS = Fire Station

OFHTC = Old Fire House Teen Center

FD 34 = Fire District 34

PSB = Public Safety Building

MOC = Maintenance & Operations Center

RSCC = Redmond Senior & Community Center

RCCMV = Redmond Community Center at

Marymoor Village

OCC = Overlake Community Center

ADA = Americans with Disabilities Act

EV = electric vehicle

LED = light emitting diode

4.4 – Near-Term Actions (2025-2032)

The key areas of focus in this timeframe are:

- Citywide upgrades in energy efficiency and accessibility
- Redevelopment of the MOC
- Acquisition and renovation of the RCCMV
- Planning for the renovation or replacement of Fire Station 11
- Systems upgrades and modernization at multiple fire stations
- Tenant improvements at a leased warehouse for a Fire logistics facility
- Land acquisition in Overlake for a police precinct
- Purchasing office space in Overlake for an administrative annex

TIMEFRAME	PROJECT	ROM COST	NOTES
CITYWIDE			
2025-2026	Sustainability Building Automation (Energy Management System) - Heating, Ventilation, and Air Conditioning Controls	\$0.5M	Cost from Current CIP 2025-2030
2025-2026	Sustainability LED Lighting Building Retrofit	\$0.9M	Cost from Current CIP 2025-2030
2025-2026	EV charging stations	\$0.1M	Cost from Current CIP 2025-2030
2025-2026	ADA Facilities Improvements	\$2.1M	Cost from Current CIP 2025-2030 (multiple line items)
2025-2026	Small capital projects	\$0.3M	Cost from Current CIP 2025-2030
2025-2026	Municipal Buildings Renovations, Maintenance and Repairs	\$1.5M	Cost from Current CIP 2025-2030
FIRE			
2025-2026	EV charging stations at fire stations	\$0.9M	FS 11 and FS 12. Cost from Fire Functional Plan.
2025-2026	Personal protective equipment storage upgrades	\$0.3M	Cost from Current CIP 2025-2030
2025-2026	FS 11 repairs	\$5.0M	Cost from Fire Functional Plan. Total cost of 2023-2028 OD and partial cost of 2029-2032 PR.
2025-2026	FS 17 interior buildout and admin relief	\$0.4M	Cost from Fire Functional Plan
2025-2026	FS 17 siding replacement	\$1.2M	Cost from Current CIP 2025-2030

TIMEFRAME	PROJECT	ROM COST	NOTES
2027-2032	Diesel exhaust upgrades	\$0.5M	Multiple stations. Cost from Fire Functional Plan.
2027-2032	Emergency generator upgrades	\$0.5M	Multiple stations. Cost from Fire Functional Plan.
2027-2032	FS 11 partial remodel (apparatus bay expansion)	\$1.6M	Cost from Fire Functional Plan
2027-2032	FS 11 renovation and replacement study	\$0.4M	Cost from Fire Functional Plan
2027-2032	FS 11 renovation or replacement	\$15.0M	Cost from Fire Functional Plan for renovation. Project type decision is pending study results.
2027-2032	Logistics - Tenant improvements to leased warehouse	\$0.6M	Cost from Fire Functional Plan
2027-2032	Logistics - City-owned investment	\$5.0M	New facility or shared storage at MOC. Cost from Fire Functional Plan.
2027-2032	Routine maintenance		Costs from 2023 FCA. Excludes FD 34.
2027-2032	Observed deficiencies	\$4.0M	Total cost of 2023-2028 OD. Excludes FS 11.
2027-2032	Predicted renewals	\$4.3M	Total cost of 2029-2032 PR. Partial exclusion of FS 11.
2027-2032	Opportunity projects	\$1.4M	50% of total cost of OP. Excludes FS 11 and 12.
POLICE			
2025-2026	PSB Phase 2 mechanical and electrical improvements	\$3.9M	Cost from Current CIP 2025-2030
2027-2032	Overlake Precinct land acquisition	\$6-8M	Cost from MAKERS analysis of King County real estate assessed values and sales data for 0.75 - 1 acres
2027-2032	Routine maintenance		Costs from 2023 FCA
2027-2032	Observed deficiencies	\$3.6M	50% of total cost of 2023-2028 OD
2027-2032	Predicted renewals	\$8.2M	50% of total cost of 2029-2032 PR
2027-2032	Opportunity projects	\$0.0M	0% of total cost of OP
MAINTENANCE & OPERATIONS			
2025-2026	MOC redevelopment	\$26.8M	Cost from Current CIP 2025-2030
2027-2032	MOC redevelopment	\$198.2M	Total cost from City minus current CIP allocation. Maintenance assumes 2030 opening.
2027-2032	Routine maintenance - New MOC	\$3.1M	Based on a percentage of building construction cost per year. Cost from CIP and Master Plan.

TIMEFRAME	PROJECT	ROM COST	NOTES
INDOOR RECREATION			
2025-2026	RCCMV property acquisition	\$18.5M	Cost from City staff
2027-2032	RCCMV reinvestment study	\$0.5M	Cost from MAKERS
2027-2032	RCCMV renovations	\$8.6M	To be refined pending results of reinvestment study. Cost from MAKERS and ACC OR.
2027-2032	Old Fire House Teen Center project	TBD	Not estimated; a separate planning process underway will provide recommendations.
2027-2032	Routine maintenance		Costs from 2023 FCA. Excludes OFHTC.
2027-2032	Observed deficiencies	\$3.8M	Total cost of 2023-2028 OD
2027-2032	Predicted renewals	\$8.7M	Total cost of 2029-2032 PR
2027-2032	Opportunity projects	\$4.3M	50% of total cost of OP
2027-2032	New RSCC estimate	\$2.9M	Based on a percentage of building construction cost per year. Cost from City.
ADMINISTRATION			
2025-2026	City Hall workspace remodel	\$0.3M	Cost from Current CIP 2025-2030
2025-2026	City Hall pond refurbishment	\$0.3M	Cost from Current CIP 2025-2030
2025-2026	EV charging stations at Municipal Parking Garage	\$0.8M	Cost from Current CIP 2025-2030
2025-2026	Overlake administrative annex space purchase	\$0.6M	1,600 square feet commercial condominium. Cost from Current CIP 2025-2030.
2027-2032	Routine maintenance		Costs from 2023 FCA
2027-2032	Observed deficiencies	\$2.8M	Total cost of 2023-2028 OD
2027-2032	Predicted renewals	\$2.3M	Total cost of 2029-2032 PR
2027-2032	Opportunity projects	\$15.3M	50% of total cost of OP

4.5 – Medium-Term Actions (2033-2040)

The key areas of focus in this timeframe are:

- Replacing or renovating Fire Station 11, and replacing Fire Station 12
- Replacing the Public Safety Building
- Land acquisition in Overlake for a community center
- Planning to replace the Pool
- City Hall lifecycle renovation

TIMEFRAME	PROJECT	ROM COST	NOTES
FIRE			
2033-2040	FS 12 land acquisition	\$10.0M	Cost from Fire Functional Plan (1.25 acre minimum)
2033-2040	FS 12 construct replacement	\$30.0M	Cost from Fire Functional Plan (20,000 square feet minimum). Maintenance costs assume 2036 opening.
2033-2040	FS 12 old property sale or lease	TBD	Not estimated
2033-2040	Routine maintenance		Costs from 2023 FCA. Excludes FD 34.
2033-2040	Predicted renewals	\$6.4M	Total cost of 2033-2040 PR. Excludes FS 11 and 12.
2033-2040	Opportunity projects	\$1.4M	50% of total cost of OP. Excludes FS 11 and 12.
2033-2040	New FS 11 and 12 estimate	\$2.6M	Based on a percentage of building construction cost per year. Costs from Fire Functional Plan.
POLICE			
2033-2040	PSB construct replacement	\$100-110M	Cost range for 51,000 - 59,000 square feet staffed area plus 66,000 square feet secure parking. Costs from MAKERS and ACC. Maintenance costs assume 2039 opening.
2033-2040	Routine maintenance		Costs from 2023 FCA
2033-2040	Predicted renewals	\$0.0M	0% of total cost of 2033-2040 PR
2033-2040	Opportunity projects	\$0.0M	0% of total cost of OP
2033-2040	New PSB estimate	\$2.0M	Based on a percentage of building construction cost per year. Costs from MAKERS and ACC.
MAINTENANCE & OPERATIONS			
2033-2040	Routine maintenance - New MOC	\$25.0M	Based on a percentage of building construction cost per year. Cost from CIP and Master Plan.

TIMEFRAME	PROJECT	ROM COST	NOTES
INDOOR RECREATION			
2033-2040	Overlake community center land acquisition	\$6-16M	Cost from MAKERS analysis of King County real estate assessed values and sales data for 0.75 - 2 acres
2033-2040	Pool replacement study	\$0.5M	Cost from MAKERS
2033-2040	Routine maintenance		Costs from 2023 FCA. Excludes OFHTC.
2033-2040	Predicted renewals	\$16.5M	Total cost of 2033-2040 PR
2033-2040	Opportunity projects	\$4.3M	50% of total cost of OP
2033-2040	New RSCC estimate	\$7.8M	Based on a percentage of building construction cost per year. Cost from City.
ADMINISTRATION			
2033-2040	City Hall lifecycle renovation	\$16.7M	Total cost of PR and 50% of total cost of OP for 2033-2040
2033-2040	Routine maintenance		Costs from 2023 FCA
2033-2040	Predicted renewals	\$1.7M	Total cost of 2033-2040 PR. Municipal parking garage only.
2033-2040	Opportunity projects	\$0.4M	50% of total cost of OP. Municipal parking garage only.

4.6 – Long-Term Actions (2041-2050)

The key areas of focus in this timeframe are:

- Constructing a police precinct in Overlake
- Constructing a community center in Overlake

TIMEFRAME	PROJECT	ROM COST	NOTES
FIRE			
2041-2050	FS 16 lifecycle renovation	\$12.0M	Cost from Fire Functional Plan
	Apparatus Maintenance Facility lifecycle renovation	TBD	Not estimated
2041-2050	Routine maintenance		Costs from 2023 FCA. Excludes FD 34.
2041-2050	Predicted renewals	\$0.5M	Total cost of 2041-2042 PR
2041-2050	Existing facilities 2043+	\$3.9M	Based on a percentage of CRV per year.
2041-2050	New FS 11 and 12 estimate	\$13.0M	Based on a percentage of building construction cost per year. Cost from Fire Functional Plan.
POLICE			
2041-2050	Overlake Precinct construction	\$31-38M	Cost range for 20,000 - 25,000 square feet building and 0.75 - 1 acre site development. Costs from MAKERS and ACC. Maintenance costs assume 2044 opening.
2041-2050	Routine maintenance		Costs from 2023 FCA
2041-2050	New PSB and Overlake Precinct estimate	\$12.2M	Based on a percentage of building construction cost per year. Costs from MAKERS and ACC.
MAINTENANCE & OPERATIONS			
2041-2050	Routine maintenance - New MOC	\$46.9M	Based on a percentage of building construction cost per year. Cost from CIP and Master Plan.
INDOOR RECRETATION			
2041-2050	Overlake community center construction	\$52-81M	Cost range for 40,000 - 60,000 square feet building and 0.75 - 2 acre site development. Costs from MAKERS and ACC. Maintenance costs assume 2046 opening.
2041-2050	Routine maintenance		Costs from 2023 FCA. Excludes OFHTC.
2041-2050	Predicted renewals	\$2.2M	Total cost of 2041-2042 PR
2041-2050	Existing facilities 2043+	\$5.2M	Based on a percentage of CRV per year.

TIMEFRAME	PROJECT	ROM COST	NOTES
2041-2050	New RSCC and OCC estimate	\$17.7M	Based on a percentage of building construction cost per year. Costs from City, MAKERS, and ACC.
ADMINISTRATION			
2041-2050	Routine maintenance		Costs from 2023 FCA
2041-2050	Predicted renewals	\$0.9M	Total cost of 2041-2042 PR
2041-2050	Existing facilities 2043+	\$20.4M	Based on a percentage of CRV per year.

4.7 – Beyond 2050

The key areas of focus in this timeframe are:

- Replacing Fire Station 11 and constructing Fire Station 19
- Planning for a Fire training facility
- Replacing the Pool
- Reinvesting in the RCCMV

TIMEFRAME	PROJECT	ROM COST	NOTES
FIRE			
2051+	FS 11 replacement acquire land	TBD	Needed if level of service dictates a second station in the Downtown area (FS 19), and FS 11 is replaced in a new location. If FS 11 study recommends earlier replacement, project listing will be revised.
2051+	FS 11 construct replacement	\$35M	
2051+	FS 19 acquire land	TBD	Not estimated
2051+	FS 19 construct station	\$35M	Cost from Fire Functional Plan
2051+	FS 17 lifecycle renovation	TBD	Not estimated
2051+	Fire training facility	TBD	Not estimated
INDOOR RECREATION			
2051+	Pool construct replacement	TBD	Not estimated
2051+	RCCMV reinvestment	TBD	Not estimated

Capital Facilities Plan 2050 - General Government

October 28, 2025

City Council





Project Purpose and Goals

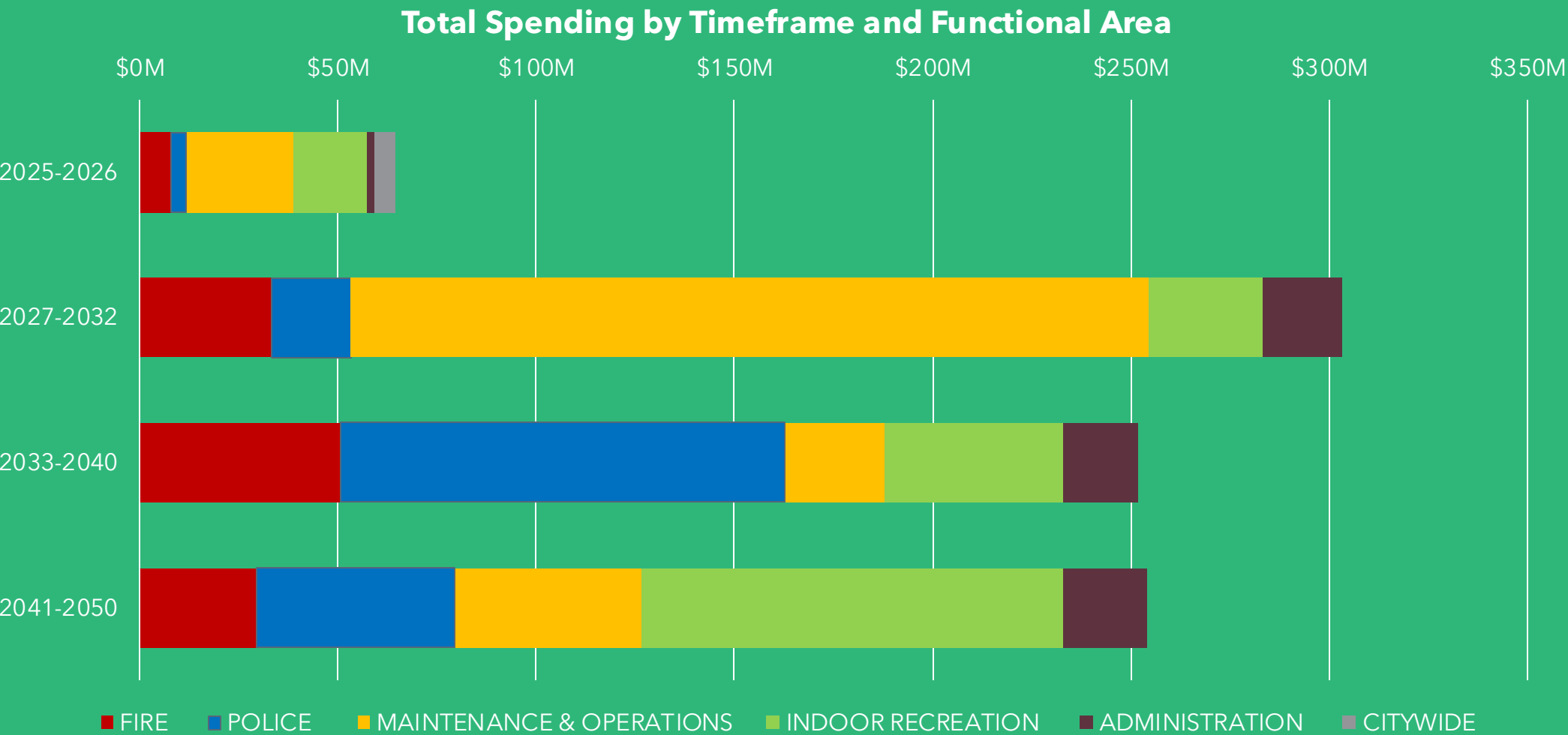
- Update of the 2025-2030 CFP
- Forecast of the future needs for capital facilities based on Comprehensive Plan growth targets to 2050 horizon
- Identify proposed locations and capacities of expanded or new capital facilities
- Analyze how the City will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes
- Integrate changes to facility conditions and department needs since 2019

Planning Commission Recommendation

- Adopt the CFP2050 by reference into the Redmond 2050 Comp Plan
 - *Include the following considerations in the narrative:*
 - Add climate resiliency policies to section on related Comp Plan policies
 - Statement on City's commitment to using best practices for building materials that are resilient and sustainable.
 - Statement on conducting climate vulnerability assessments during design phase of new facility construction
 - Include "extreme heat" in list of hazards
 - Update revenue source charts and add text to provide better context on revenue allocations in the current budget
 - Add reference to Water System Plan (related to campus planning considerations)

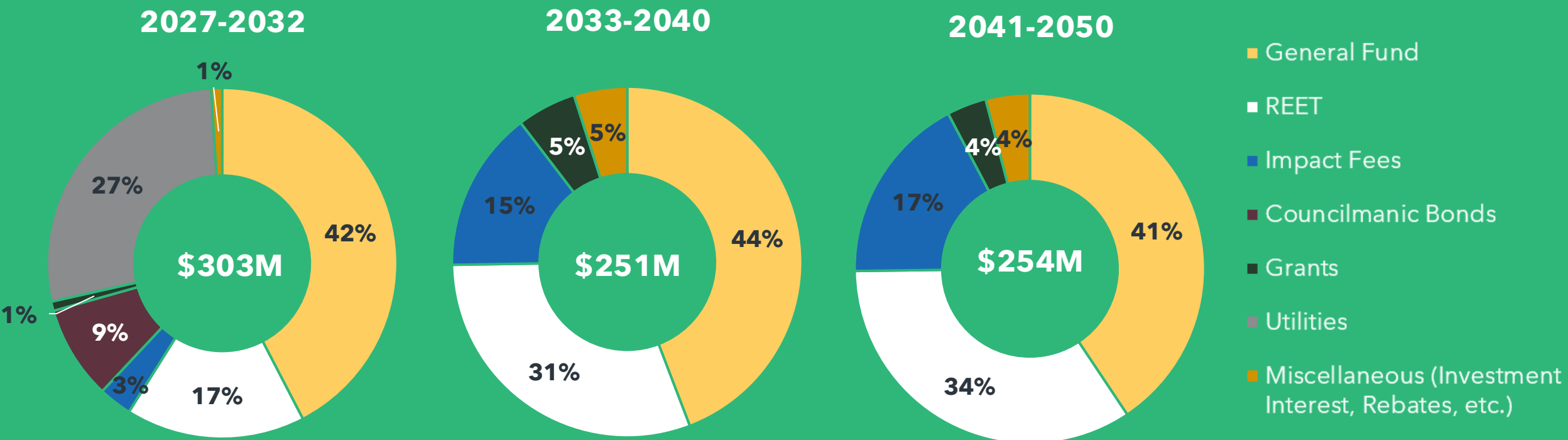
Staff supports these recommendations, and inclusion in adopted Plan.

Funding For Capital Investment





Estimated Revenue Sources



The CFP2050 will not have a commitment on how projects are funded. These sources are assumed based on current and projected funding resources. Funding major civic facilities investments with cash is not feasible for most cities; councilmanic, voter-approved, and revenue bonds are common methods. Impact fees can also fund facilities related to growth.

Specific funding strategies will be developed over time during budget processes.



Next Steps

- Committee of the Whole - November 18, 2025
- Final adoption December 2, 2025
- Starting in 2026, staff will begin the process to update the CIP for 2027-2032

Thank You

Any Questions?

Cameron Zapata, Senior Parks Planner, czapata@redmond.gov

Quinn Kuhnhausen, Facilities Manager, qkuhnhausen@redmond.gov

Glenn Coil, Senior Planner, gcoil@redmond.gov



Capital Facilities Plan 2050 – General Government

Log of proposed changes since publication of [Public Review Draft v 9.12.25](#)

This log documents proposed changes to the CFP2050 since publication of the draft plan for public review per the [Public Hearing Notice](#) published September 17, 2025.

This document consist of two sections: Planning Commission Recommendations (formally documented in the Redmond Planning Commission Report), and staff proposed changes that fixes minor errors on narrative, formatting, graphics, clarifications, and other non-substantive changes.

Page	Section #	Original Text	Updated Text	Reasoning/ note	Requestor
13	1.2	In the context of the CFP, emergency preparedness and resilience to natural hazards involves potential risks from incidents like large earthquakes, flooding, major urban fires, wildfires, winter storms, power outages, utility disruptions (e.g. water supply), health hazards, terrorism, civil disturbances, and cyber attacks.	In the context of the CFP, emergency preparedness and resilience to natural hazards involves potential risks from incidents like large earthquakes, flooding, major urban fires, wildfires, extreme heat , winter storms, power outages, utility disruptions (e.g. water supply), health hazards, terrorism, civil disturbances, and cyber attacks.	Requested addition by Planning Commission	PC
12	1.2	Consider opportunities to use low-embodied carbon materials when designing and constructing new facilities	Consider opportunities to use <u>Commit to integrating durable, climate-resilient materials with low-</u> embodied carbon materials when designing and constructing new facilities	Requested addition by Planning Commission	PC

Page	Section #	Original Text	Updated Text	Reasoning/ note	Requestor
7	1.1	n/a	<u>FW-CR-2 Ensure City services, infrastructure, and community members are resilient to climate impacts.</u> <u>CR-10 Account for climate change impacts when planning, siting, designing, specifying building materials, and operating capital facility, utility, and infrastructure projects.</u> <u>CR-11 Integrate local climate impact risk assessment findings and climate projections into hazard mitigation planning and other strategic plans.</u> <u>CR-12 Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities.</u>	Requested addition by Planning Commission	PC
78	3.7	Redmond Public Works operates Well No. 4 on the east side of the municipal campus to provide critical freshwater supplies for the city	Redmond Public Works operates Well No. 4 on the east side of the municipal campus to provide critical freshwater supplies for the city <u>(see the Water Redmond System Plan for more information)</u> . [hyperlink included]	Requested addition by Planning Commission	PC
24	1.5 (previously 1.4)	Revenue source table	[Updated revenue source percentages for the 2027-2032 timeframe, and table is replaced with pie charts not shown here.]	Staff note that the restricted funding sources in 2027-2032 are already allocated to other projects in the current CIP. Staff also recommend pie charts as a better representation of the data.	PC

Page	Section #	Original Text	Updated Text	Reasoning/ note	Requestor
24	1.5 (previously 1.4)	n/a	<u>Note that for the 2027-2032 timeframe all routine maintenance cost funding is assigned to General Fund because the other funding sources are restricted by the current CIP. For 2033-2040 and 2041-2050, routine maintenance cost funding is combined with other capital costs for the purposes of funding source estimates.</u>	Staff note that the restricted funding sources in 2027-2032 are already allocated to other projects in the current CIP.	PC
24	1.5 (previously 1.4)	n/a	<u>Once construction of the Maintenance and Operations Center is complete, no other projects in the plan are eligible to use Utilities revenue, which is why the Utilities share drops to 0% in the 2033-2040 and 2041-2050 timeframes.</u>	Answers a question about why the Utilities share of estimated revenue source drops to 0%.	PC

Page	Section #	Original Text	Updated Text	Reasoning/ note	Requestor
Multiple	1	[Two sections are numbered 1.2; this is corrected to have sequential numbering]	[Sections 1.3 through 1.7 are renumbered]	Scrivner's error	Staff
Multiple	Multiple	Costs from 2023 FCA	Costs from FCA	The 2023 date of the FCA is already noted in the definitions below each project list, and these deletion save space in the list tables.	Staff
7, 21, 30	1.1, 1.3 (previously 1.2), 2.1	General Government Facilities Plan	Capital Facilities Plan 2050 - General Government	Corrected reference to document title	Staff
67	3.5	When active the building has been well-liked by users, but its cellular organization of spaces does not support its program well.	When active the building has been well-liked by users, but <u>at the time of a site tour program staff reported</u> its cellular organization of spaces does not support its program well.	Providing a source for the observation.	Staff
7	1.1	n/a	<u>LU-12 Encourage the provision of needed facilities that serve the community, such as facilities for education, libraries, parks, culture and recreation, human services, police and fire, transportation, and utilities. Ensure that these facilities are located in a manner that is compatible with the City's preferred land use pattern.</u>	Adding relevant land use policy	Staff

Page	Section #	Original Text	Updated Text	Reasoning/ note	Requestor
7	1.1	Key Capital Facilities Element and related policies include: (some are paraphrased for brevity): • FW-CF-1 (one of several framework principles): Optimize strategic actions and investments over near-, mid-, and long-term portions of the Comprehensive Plan's 2050 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions. • CF-6: Establish capital facility level-of-service standards that help determine long-term capital facility and funding requirements. • CF-18: Identify shared capital needs and the lands that may be used to meet these needs with nearby cities, King County, neighboring counties, the State of Washington, the Puget Sound Regional Council, school districts, special purpose districts and other government agencies. Maintain a capital acquisition budget and schedule that reflects the jointly agreed upon priorities.	Key Capital Facilities Element and related policies include: (some are paraphrased for brevity): • FW-CF-1 (one of several framework principles paraphrased): Optimize strategic actions and investments over near-, mid-, and long-term portions of the Comprehensive Plan's 2050 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions. • CF-6: Establish capital facility level-of-service standards that help determine long-term capital facility and funding requirements. • CF-18: Identify shared capital needs and the lands that may be used to meet these needs with nearby cities, King County, neighboring counties, the State of Washington, the Puget Sound Regional Council, school districts, special purpose districts and other government agencies. Maintain a capital acquisition budget and schedule that reflects the jointly agreed upon priorities.	Removing CF-6 policy reference because level of service standards are described directly in the CFP. Removing CF-18 because joint facilities with non-City public agencies are not a major consideration in the CFP.	Staff

Page	Section #	Original Text	Updated Text	Reasoning/ note	Requestor
78	3.7	Well No. 4 Redmond Public Works operates Well No. 4 on the east side of the municipal campus to provide critical freshwater supplies for the city. The well is contained within a small utility structure next to the Public Safety Building. Physical and legal (water rights) challenges around water wells mean Well No. 4 will most likely remain in its current location. As of 2025, the well is temporarily offline while water quality and production issues are evaluated. Public Works is assessing the need to potential build a second well on the campus, provide new treatment for per- and polyfluoroalkyl chemicals (PFAS, commonly referred to as “forever chemicals”), and provide new greensand filtration for removing iron, manganese, hydrogen sulfide, and arsenic. Combined, these new water facilities may require up to 25,000 square feet of site area, or more than half an acre. If these facilities are consolidated and if campus access to 160th Ave NE is reconfigured, these new facilities can be accommodated in campus open spaces south or east of Well No. 4.	Water Facility Redmond Public Works operates Well No. 4 on the municipal campus to provide critical drinking water supplies for the city. The physical and legal (water rights) restrictions around water wells indicates Well No. 4 will most likely remain in its current location. As of 2020, the well is temporarily offline while water quality and production issues are evaluated. Public Works is assessing the need to rehabilitate or develop a second well on the campus. Additional space requirements will be needed for filtration of metals to reduce unsatisfactory aesthetic qualities (odor and taste). Due to the ubiquitous nature of the emerging contaminate per- and polyfluoroalkyl chemicals (PFAS, commonly referred to as “forever chemicals”) preliminary planning for treatment may be prudent to maintain long-term production needs. Combined, these new water facilities may require up to 25,000 square feet of site area, or more than half an acre. If these facilities are consolidated and if campus access to 160th Ave NE is reconfigured, these new facilities can be accommodated in campus open spaces south or east of the current water facility.	Requested edits by staff	Staff

Page	Section #	Original Text	Updated Text	Reasoning/ note	Requestor
78	3.7	Water Well Treatment (map)	Water Facility or Utility Building (change on map)  Illustrative concept for a water facility or utility building. The proposed facility is located on the east side of the campus, adjacent to the existing parking lot. The facility is shown as a rectangular building with a flat roof. The map also shows surrounding streets and other buildings. Well No. 4 Proposed Public Works operates Well No. 4 on the east side of the municipal campus to provide critical wastewater service for the city. The well is contained within a small utility structure located on the east side of the campus. The well is shown as a small circular structure with a flat roof.	Requested edits by staff	Staff
24	1.5 (previously 1.4)	The proportions shown in the table above are not a commitment on how projects will be funded.	The proportions shown in the table above are not a commitment on how projects will be funded.	The information is no longer in table format.	Staff



Memorandum

Date: 10/28/2025
Meeting of: City Council Study Session

File No. SS 25-067
Type: Study Session

TO: Members of the City Council
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
Finance	Kelley Cochran	425-556-2748

DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Philly Marsh	Economic Development Manager
Planning and Community Development	Kimberly Dietz	Principal Planner
Finance	Denise Shinoda	Business Licensing Program Coordinator

TITLE:
Short-Term Rental Code Update

OVERVIEW STATEMENT:

The Short-Term Rental Code Update project involves a cross-departmental team, including Planning and Community Development and Finance, for proposed updates to Short-Term Rental Code and standard operating procedures.

RMC 5.04.130 identifies a threshold of five rental units, including both short-term and long-term rentals, for warranting a business license. However, short-term and long-term rentals are not defined within the chapter. Cities and counties are also authorized to implement chapter 64.37 RCW: Short-Term Rentals concerning violations of section 64.37.030 Consumer Safety. This requirement is not referenced, and its implementation is not defined by RMC 5.04 General Business Regulations.

Staff recommends amendments to RMC 5.04 General Business Regulations to provide the following:

- Establishing clarity and consistency with chapter 64.37 RCW: Short-Term Rentals regarding the definition of short-term rentals;
- Requiring Redmond business licensing for short-term rentals;
- Ensuring implementation of consumer safety, transparency, and communication protocols in accordance with section 64.37.030 RCW: Consumer Safety; and
- Developing operational standards for ongoing engagement with online platforms and with owners and operators of short-term rentals.

The report and amendments are provided as Attachment A.

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

REQUESTED ACTION:

☐ Receive Information ☒ Provide Direction ☐ Approve

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Comprehensive Plan; Housing Action Plan; Economic Development Strategic Plan; Tourism Strategic Plan
- **Required:**
Reference to Chapter 64.37 RCW Short-Term Rentals
- **Council Request:**
City Councilmembers identified topics at their June 3 and Sept. 2, 2025, Committee of the Whole - Planning and Public Works. These topics, along with staff responses, are provided as Attachment F.
- **Other Key Facts:**
N/A

OUTCOMES:

This project anticipates improving code consistency, establishing awareness of current conditions, developing relationships with owners and managers of short-term rental properties, and confirming operational standards for existing and preparing for additional short-term rental properties in advance of the 2026 World Cup.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
A communication plan has been developed for this project and includes:
 - May through August - involvement with stakeholders, the community, and political action committee(s)
 - July - Lodging and Tax Advisory Committee meeting. Meeting minutes including discussion of Short-Term Rental updates are provided as Attachment B.
 - January 2026 - Implementation and involvement with stakeholders, the community, and political action committee(s)
- **Outreach Methods and Results:**
Interviews, webpage, questionnaire, focus groups, office hours, individual email, and phone conversations resulting in the following:
 - 39 attendees to in-person, online, and direct outreach events;
 - 95 social media “likes” and click-throughs to project information; and
 - Awareness for 10,511 people via the project webpage, Let’s Connect webpage, and social media posts.
- **Feedback Summary:**
 - Let’s Connect questionnaire, promoted by Citywide; Plans, Policies, and Regulations; and Economic Development newsletters and social media channels. The Let’s Connect questionnaire report is provided as Attachment C.
 - Two office-hours through which the community could discuss the project with staff and view preliminary concepts for code amendments.
 - One in-person community meeting during which staff presented draft amendments for group discussion. Discussion notes from this meeting are provided as Attachment D.

- Short-Term Rental webpage
- Interviews of short-term rental online platform providers.
- Additional comments were received by email and are provided at Attachment E.

BUDGET IMPACT:

Total Cost:

This project is led by internal staff in alignment with individual workplans.

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:

Short-term rentals comprised six percent, \$43,896, of the lodging excise tax to the City in 2024. The following shows the receipts to the City during a two-year period:

Accommodation Type	2023		2024	
Hotel	\$544,851	93%	\$667,539	94%
Short-Term	\$39,680	7%	\$43,896	6%
Total	\$584,531	100%	\$711,435	100%

Increases to short-term rental supply and tourism related to the 2026 World Cup are anticipated to increase the lodging excise tax resulting from the local portion of region-wide accommodations.

Funding source(s):

Business Tax Fund (60%) General Fund (40%)

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
6/3/2025	Committee of the Whole - Planning and Public Works	Receive Information
9/2/2025	Committee of the Whole - Planning and Public Works	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
12/2/2025	Business Meeting	Approve

Time Constraints:

Staff requests City Council's action on amendments to the Redmond Municipal Code by the end of 2025 for effectiveness of regulations and operation procedures in advance of property leasing associated with the 2026 World Cup.

ANTICIPATED RESULT IF NOT APPROVED:

The region anticipates an increase in the inventory of short-term rental properties associated with the 2026 World Cup. The project proposal would provide increased awareness and transparency as well as communication and consumer safety tools if adopted. These actions and tools as well as business license revenue would be impacted if the City Council chooses to deny this proposal.

ATTACHMENTS:

- Attachment A. Staff Recommendation for Short Term Rental Code Update
 - A.1 Recommended Amendments to RMC Chapter 5.04 General Business Regulations
 - A.2 Short-Term Rental Guide
- Attachment B. Lodging Tax Advisory Committee, July 9, 2025 Meeting Minutes
- Attachment C. Let's Connect Short-Term Rental Questionnaire Report
- Attachment D. Community Meeting Discussion Notes
- Attachment E. Comments Received by Email
- Attachment F. City Council Issues Matrix
- Attachment G. City Council Study Session Presentation Slides



**Amendments to Redmond Municipal Code Chapter 5.04
General Business Regulations
Concerning Short-Term Rental Regulations**

<u>Project Name:</u>	Short Term Rental Updates
<u>Date:</u>	August 13, 2025
<u>Project Description:</u>	RMC 5.04.130 identifies a threshold of five rental units, including both short-term and long-term rentals, for warranting a business license. However, short-term and long-term rentals are not defined within the chapter. Cities and counties are also authorized to implement chapter 64.37 RCW: Short-Term Rentals concerning violations of section 64.37.030 Consumer Safety. This requirement is not referenced and its implementation is not defined by RMC 5.04 General Business Regulations. Amendments to RMC 5.04 General Business Regulations, Attachment A, along with a Short-Term Rental Guide, Attachment B, are recommended to: • Establish clarity and consistency with chapter 64.37 RCW: Short-Term Rentals regarding the definition of short-term rentals; • Require Redmond business licensing for short-term rentals; • Ensure implementation of consumer safety, transparency, and communication protocols in accordance with section 64.37.030 RCW: Consumer Safety; and • Develop operational standards for ongoing engagement with online platforms and with owners and operators of short-term rentals.
<u>Staff:</u>	Kimberly Dietz, Principal Planner Denise Shinoda, Business Licensing Coordinator

Analysis:

These recommendations are a component of the City's preparation for World Cup tourism. The region anticipates an increased demand to accommodations as part of this global event. Based on Redmond being a first stop on the light rail enroute to Seattle, local demand is also anticipated to increase and result in an increased inventory of Short Term or Vacation Rentals.

In 2024, AirDNA reported 237 short term rentals in Redmond:

- This number of short-term rentals represents 0.6% of Redmond's housing units: 237 of 35,800 units.
- Of the 237 short-term rentals in Redmond, 163 use the entire dwelling (home or unit), measuring approximately 0.4% of the City's housing units.

The following describes current conditions and recommended amendments to regulations and standard operations concerning Short Term Rentals.

Topic	Current Conditions	Rationale	Recommendation
1. Business License	RMC 5.04.130 Exemptions: exempts apartments, condominiums, residential rentals, and leasing activities from obtaining a Redmond business license when involving not more than four residential units at any one location.	Short term rentals are exempt from obtaining a Redmond business license and any fees inadvertently paid must be refunded. Refunding fees takes a significant amount of time and a relationship with the city is not established.	Require one business license for operators of mixed-use or multifamily developments that include short-term rentals. Require one business license per separately addressed short-term rental unit in other forms of development such as an accessory dwelling unit or single-family home.
2. Communication	No requirement.	RCW 64.37.030 Consumer Safety requires owner contact and emergency services information to be available to occupants.	Provide a Short-Term Rental Guide that educates the owner or operator regarding consumer safety requirements.

			Include in the Guide “good neighbor” practices and communication recommendations.
3. Registry	No registry.	A technical guide, produced by HUD Thriving Communities Technical Assistance Program, recommends establishing and maintaining a rental register for the city to monitor landlord-tenant relations, property standards, and for communications with landlords such as for education and resources involving energy-efficiency, workshops, and state legislation.	Coordinate a Short-Term Rental registry with business licensing. For rentals exempt from business license, establish and maintain communication with owners through periodic outreach and an annual business sector meeting.
4. Inspection	Building inspection for certificate of occupancy.	Some jurisdictions such as Seattle require a safety inspection for units when the owner resides elsewhere. RCW 64.37.030 authorizes cities and counties to respond to compliance violations.	When necessary, based on complaint, provide inspection of building and site in addition to protocols set forth by RCW 64.37.030 Consumer Safety.
5. Violations	Structures must comply with code standards in place at time of construction.	RCW 64.37.030 Consumer Safety: a new chapter (2019) regarding communication,	Reference the RCW chapter in RMC Chapter 5.04 General Business Regulations and in

		building code compliance, and life-safe requirements. City and counties authorized for response to violations.	the Short-Term Rental Guide.
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Report Attachments

- A. Amendments to Redmond Municipal Code Chapter 5.04 General Business Regulations concerning updates to Short-Term Rental regulations.
- B. Short-Term Rental Guide

Chapter 5.04 GENERAL BUSINESS REGULATIONS

Sections:

- 5.04.010 Purpose.
- 5.04.020 Scope.
- 5.04.030 Definitions.
- 5.04.040 Business license required.
- 5.04.045 Master event business license.
- 5.04.050 Finance Director as license officer.
- 5.04.060 Qualifications of applicants.
- 5.04.070 Procedures for issuance of license.
- 5.04.080 Fees – Payment.
- 5.04.084 Employees provided by a temporary employment service agency.
- 5.04.085 Penalty for late payment – Interest.
- 5.04.090 Display of license – Renewal – Transfer.
- 5.04.100 Notification of exemption or termination of business activities.
- 5.04.110 Operating without a license.
- 5.04.120 License fee additional to others imposed.
- 5.04.130 Exemptions.
- 5.04.140 Criteria for denial, suspension or revocation of license.
- 5.04.150 Request for hearing.
- 5.04.160 Penalties.

Prior legislation: Ords. 1815, 1752, 1662, 1592, 1483, 1480, 1403, 1275, 1229, 1209, 1111, 1040, 1029, 1019, 815, 734, 246.

5.04.010 Purpose.

The provisions of this chapter shall be deemed an exercise of the power of the City to license for revenue and for regulation. (Ord. 2546 § 2 (part), 2010: Ord. 2238 § 1 (part), 2004: Ord. 1924 § 1, 1996).

5.04.020 Scope.

All persons engaging in a business or occupation within the limits of the City as hereinafter defined shall be subject to the provisions of this title. The finance director shall be responsible for enforcing the provisions of this title. (Ord. 2546 § 2 (part), 2010: Ord. 2238 § 1 (part), 2004: Ord. 1924 § 1, 1996).

5.04.030 Definitions.

Where used in this chapter or title, the following words and terms shall have the meanings as defined in this section, unless, from the context, a more limited or different meaning is clearly defined or apparent:

“Business” includes all activities, occupations, pursuits, or professions located or engaged within the City with the object of gain, benefit or advantage to the person engaging in the same, or to any other person or class, directly or indirectly;

“Business license” is that document approved by the City for issuance, providing proof of licensing the transaction of business within the City by the person whose name appears thereon for the stated license period. For the purpose of this chapter, an original or officially issued duplicate of the document constitutes a valid “business license” for every purpose;

“Business Licensing Service” or “BLS” means the office within the Washington State Department of Revenue providing business licensing services to the City;

“City” means the City of Redmond, Washington;

“Employee” means any person who performs work, labor, or services for a business and is on the business’ payroll. For the purpose of this chapter, the term “employee” also includes all full-time, part-time, seasonal, limited duration and other workers on the business’ payroll, and self-employed persons, sole proprietors, owners, managers, partners, any family members working at the business, and any officers, agents or personal representatives acting in a fiduciary capacity;

Engaging in Business.

1. The term “engaging in business” means commencing, conducting, or continuing in business, and also the exercise of corporate or franchise powers, as well as liquidating a business when the liquidators thereof hold themselves out to the public as conducting such business.
2. This section sets forth examples of activities that constitute engaging in business in the City, and establishes safe harbors for certain of those activities so that a person who meets the criteria may engage in de minimis business activities in the City without having to pay a business license fee. The activities listed in this section are illustrative only and are not intended to narrow the definition of “engaging in business” in subsection 1 of this definition. If an activity is not listed, whether it constitutes engaging in business in the City shall be determined by considering all the facts and circumstances and applicable law.
3. Without being all inclusive, any one of the following activities conducted within the City by a person, or its employee, agent, representative, independent contractor, broker or another acting on its behalf constitutes engaging in business and requires a person to register and obtain a business license:
 - a. Owning, renting, leasing, maintaining, or having the right to use, or using, tangible personal property, intangible personal property, or real property permanently or temporarily located in the City.
 - b. Owning, renting, leasing, using, or maintaining an office, place of business, or other establishment in the City.

- c. Soliciting sales.
- d. Making repairs or providing maintenance or service to real or tangible personal property, including warranty work and property maintenance.
- e. Providing technical assistance or service, including quality control, product inspections, warranty work, or similar services on or in connection with tangible personal property sold by the person or on its behalf.
- f. Installing, constructing, or supervising installation or construction of real or tangible personal property.
- g. Soliciting, negotiating, or approving franchise, license, or other similar agreements.
- h. Collecting current or delinquent accounts.
- i. Picking up and transporting tangible personal property, solid waste, construction debris, or excavated materials.
- j. Providing disinfecting and pest control services, employment and labor pool services, home nursing care, janitorial services, appraising, landscape architectural services, security system services, surveying, and real estate services including the listing of homes and managing real property.
- k. Rendering professional services such as those provided by accountants, architects, attorneys, auctioneers, consultants, engineers, professional athletes, barbers, baseball clubs and other sports organizations, chemists, psychologists, court reporters, dentists, doctors, detectives, laboratory operators, teachers, veterinarians.
- l. Meeting with customers or potential customers, even when no sales or orders are solicited at the meetings.
- m. Training or recruiting agents, representatives, independent contractors, brokers or others, domiciled or operating on a job in the City, acting on its behalf, or for customers or potential customers.
- n. Investigating, resolving, or otherwise assisting in resolving customer complaints.
- o. In-store stocking or manipulating products or goods, sold to and owned by a customer, regardless of where sale and delivery of the goods took place.
- p. Delivering goods in vehicles owned, rented, leased, used, or maintained by the person or another acting on its behalf.

4. The City expressly intends that engaging in business include any activity sufficient to establish nexus for purposes of applying the license fee under the law and the constitutions of the United States and the State of Washington. Nexus is presumed to continue as long as the taxpayer benefits from the activity that constituted the original nexus generating contact or subsequent contacts;

“Finance Director” or “Director” means the City of Redmond Finance Director or his/her designee;

“Long-Term” refers to rentals of dwelling units or a portion thereof that is used by the same person for thirty or more consecutive nights.

“Person” includes the singular and the plural and also means and includes any person, firm, corporation, association, club, partnership, independent contractor, society or any group of individuals acting as a unit; and

“Short-Term Rental”, means the same as set forth by RCW 64.37.010 Short-Term Rentals, Definitions, and hereafter amended.

“Year” means a calendar year. (Ord. 3033 § 3, 2021; Ord. 2940 § 2, 2018; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 2003 § 1, 1998; Ord. 1924 § 1, 1996).

5.04.040 Business license required.

A. No person may engage in any business within the City without first having obtained and being the holder of a valid and subsisting license to engage in such business, to be known as a “business license,” and without paying the City business license fee imposed by this chapter.

1. Business entities utilizing independent contractors shall provide the Finance Director with a list of independent contractors, including names, addresses, telephone numbers, and the nature of the goods or services provided to or on behalf of the business entity.

B. Persons or companies doing business in the City of Redmond must comply with this chapter regardless of the physical location of the business (i.e., whether located inside, or entering the City from a location outside Redmond City limits). If entering the City from outside City limits, an original or officially issued duplicate City license must be obtained for use at each location in the City where business is transacted concurrently. A person located inside City limits must obtain a separate original license issued specifically for each separate physical location.

C. A person operating multiple business entities, such as when having more than one Unified Business Identifier assigned, must obtain a separate business license for each separate business location in the City of each such separate business entity.

D. One business license must be obtained for a person or entity operating one or more short-term rentals in a multifamily or mixed-use development. An individual or entity operating one or more short-term rentals in other forms of development must obtain one business license for every individually-addressed short-term rental unit.

(Ord. 3033 § 4, 2021; Ord. 2839 § 2, 2016; Ord. 2605 § 2, 2011; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 1924 § 1, 1996).

5.04.045 Master event business license.

A. Any person organizing, promoting, sponsoring, or conducting any arts or crafts fair, farmer’s market, trade show, or other similar event which:

1. Does not exceed seven days in duration and does not occur more than once in any calendar year; or

2. Does not exceed two days in duration during any calendar week and does not operate for more than six months in any calendar year, at which multiple dealers or vendors will be present selling goods or services at a single location, may obtain a master event business license directly from the City, as provided in this section. The master event business license shall cover all dealers and

vendors involved in the event and individual dealers and vendors participating in the event shall not be required to obtain separate business licenses in connection with their participation.

B. The City may also obtain a master event business license for the following City-sponsored community events for which an admission fee is charged: Friday performance arts events, summer music series, Special Monthly Events at the Redmond Senior Center, the father/daughter dance, the mother/daughter tea, Big Truck Day, Redmond Senior Center Talent Shows, and the Spring/Fall Farm School Activities. Additional City-sponsored community events for which an admission fee is charged may be added to this list with approval of the event-sponsoring department and the Finance Director.

C. Applicants for a master event business license shall be required to meet all requirements of this chapter for issuance of a business license and shall be required to pay all fees and taxes imposed by this chapter on behalf of themselves and all dealers and vendors covered by the master event business license.

D. Holders of master event business licenses shall be required to provide the Finance Director with a list of all participating dealers and vendors at least 10 days prior to the event. The list shall include the dealer or vendor's name, address, telephone number, and State UBI number. Only those dealers and vendors set forth on the list are covered under the master event business license.

E. Nothing in this section is intended to prevent the City from requiring other permits or approvals in connection with an event covered by this section, including but not limited to any necessary building and zoning approvals, and any necessary right-of-way use permits. (Ord. 3033 § 5, 2021; Ord. 2940 § 3, 2018; Ord. 2770 § 2, 2014; Ord. 2605 § 3, 2011).

5.04.050 Finance Director as license officer.

A. The Finance Director must ensure all license fees are collected properly, and will approve issuance of licenses in the name of the City to all persons qualified under the provisions of this chapter and has the authority to:

1. *Adopt Forms.* Adopt the City's application, license, renewal, annual return, and all other necessary or convenient forms, other than those utilized by the Business Licensing Service, and prescribe the information to be provided on such forms maintained by the City. Such information required on the City maintained forms shall include, but not be limited to, the name of the applicant, ~~his or her~~ **their** residence address, date of birth, place of business, the nature of the business, the form of ownership, the names of all officers of the business, the UBI number (if applicable), and the number of employees;

2. *Obtain Endorsement.* Submit the information from applications, when deemed appropriate, to other City officials for their endorsements thereon as to compliance by the applicant with all City regulations which the officials have the duty of enforcing;

3. *Investigate.* Investigate and determine the eligibility of any applicant for a license as prescribed herein;

4. *Examine Records.* Examine and audit the books and records of any applicant or licensee when reasonably necessary to the administration and enforcement of this chapter. The records of a business, including but not limited to Federal and State tax returns and invoices, shall be open for

examination by the Finance Director or authorized agent at any time to the extent not prohibited by law;

5. *Give Notice.* Notify any applicant of the acceptance or rejection of the application;

6. *Regulate Form of Licenses.* Ensure that each license issued directly from the City is numbered, and shows the name of the licensee, business address and the character of the business authorized to be transacted. (Ord. 3033 § 6, 2021; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 2003 § 2, 1998; Ord. 1924 § 1, 1996).

5.04.060 Qualifications of applicants.

A. *Standards to Be Applied.* The Finance Director may base the decision to approve or deny the issuance of a license upon the following criteria:

1. *Applicant History.* All violations of City regulations or convictions within the 10 years immediately preceding application, which directly relate to the operation of the applicant's current proposed business;

2. *License History.* Whether such applicant previously operated in this or another jurisdiction under a license that was subsequently revoked or suspended; the reasons therefor, and the demeanor of the applicant subsequent to such action;

3. *No Obligation to City.* Except as otherwise provided in this chapter, applicants may not be in default under the provisions of this chapter or indebted or obligated in any manner to the City, except for current taxes and other obligations not past due;

4. *Compliance with City Regulations.* The proposed use of any premises may not be in violation of any City building, safety, fire, health or land use regulations as determined by the City department charged with the enforcement of said regulations. (Ord. 3033 § 7, 2021; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 1924 § 1, 1996).

5.04.070 Procedures for issuance of license.

A. *Formal Application Required.* Every person required to procure a City business license under the provisions of this chapter must submit an application for such license to the Business Licensing Service. The application must include all information required for all licenses requested, the total fees due for all licenses, and the application handling fee required by RCW 19.02.075.

1. The City Finance Director will determine whether the application may be approved for license issuance.

2. An incomplete application for a business license will be deemed abandoned 120 days after the date of submittal, and be administratively withdrawn, unless such application has in the interim been pursued in good faith to be completed. Applicants who have had their application administratively withdrawn will forfeit a minimum of \$153.00 in 2025 of the new application fee submitted.

B. *Commencement of Business Activities.* No person is entitled or authorized to engage in business within the City until such time as the Finance Director has approved the issuance of a business license pursuant to the terms of this chapter. The mere acceptance of a business license application

by the City does not grant any right or privilege under this chapter, except as otherwise provided by law.

C. *Burden on Applicant.* The Finance Director, or other designated officer or service, is authorized, but not required, to mail to persons engaging in business forms for applications and/or renewals for licenses. Failure of the person to receive any such form does not excuse the person from making application for and securing the license required by this chapter.

D. *New License Applications Meet the Requirement for Hazardous Materials Questionnaire Submittal.* Applications for new business licenses, including home businesses, and mobile businesses proposed to operate within the boundaries of Critical Aquifer Recharge Area I and II, must be reviewed by the City of Redmond Director of Public Works, or ~~his or her~~ **their** designee, for regulatory status related to hazardous materials handling and may require submittal of additional information related to hazardous materials handling. Applications for business license renewals may require submittal of additional information related to hazardous materials handling, by the City of Redmond Director of Public Works, or ~~his or her~~ **their** designee, in accordance with the requirements under RMC Chapter 13.07, Wellhead Protection. (Ord. 3192 § 2, 2024; Ord. 3131 § 2, 2023; Ord. 3107 § 2, 2022; Ord. 3033 § 8, 2021; Ord. 3025 § 2, 2020; Ord. 2940 § 4, 2018; Ord. 2862 § 2 (part), 2016; Ord. 2770 § 3, 2014; Ord. 2667 § 1, 2012; Ord. 2546 § 2 (part), 2010; Ord. 2269 § 1, 2005; Ord. 2238 § 1 (part), 2004; Ord. 2180 § 1 (part), 2003; Ord. 1924 § 1, 1996).

E. Short-Term Rental Supplemental Submittal Material. Applications for new and renewal business licenses of short-term rental businesses must provide for review by the City of Redmond Director of Planning and Community Development, or their designee, an original copy of the City of Redmond Short Term Rental Safety Checklist including the signature(s) of the respective property owner of the short-term rental establishment. Violations of this subsection are identified under section RCW 64.37.030, Consumer Safety, and hereafter amended, in addition to chapter RMC 1.14 Enforcement and Penalties.

F. Posting of Tenant Rights. Applications for new and renewal licenses of all rental businesses governed by this section must ensure accessible posting of applicable material regarding tenant rights, related information, and resources as provided for by the City of Redmond Development Services Center, consistent with chapter RCW 59.18 and 59.20.

5.04.080 Fees – Payment.

A. *Reporting by Hours Method.* The annual business license fee in 2025 is calculated by determining the number of employee hours (1,920 hours) worked in the City of Redmond in the previous year and multiplying that figure by \$0.079688 in 2025. The resulting dollar amount must be rounded to the nearest cent. The City shall allocate \$66.00 out of each \$153.00 received to the general fund and \$87.00 out of each \$153.00 received to transportation capital improvements or transportation demand management projects in 2025.

1. *Repealed.*

2. *Repealed.*

3. Annual employee hours are calculated based on the sum of the four quarterly reports submitted to the Washington State Department of Labor and Industries for the previous year.

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4. It is the responsibility of the employer to determine the number of hours worked within the City from these reports. Businesses that did not file quarterly reports with the Washington State Department of Labor and Industries must determine the number of hours worked within the City and demonstrate, if required, to the satisfaction of the Finance Director, that the number of employee hours worked is correct.
 5. Employers without a full year history must estimate the number of employee hours that will be worked in the current year.
 6. *Repealed.*
 7. *Repealed.*
 - B. *Repealed.*
 - C. If at any time during the year it appears that the number of employee hours worked was under-reported at the time of application or renewal, an additional license fee and a penalty on the additional license fee is due. The penalty is equal to 20 percent per annum of the additional fee, plus any accounting, legal, or administrative expenses incurred by the City in determining the under-reporting or in collecting the tax and penalty.
 - D. The license fee for a business required to be licensed under this chapter and not located within the City's corporate limits is also calculated based upon the number of employee hours who worked within the City, as described in subsection A of this section, but in no event may the license fee due be stated as less than the minimum fee set forth in subsection F of this section.
 - E. Businesses doing business in the City that have no employees physically working within the City must pay the minimum license fee required under this chapter.
 - F. <<<CODE ADMINISTRATOR: THIS PARAGRAPH AMENDED PER CITY COUNCIL, SEPT. 16, 2025>>>
 - G. The annual license fee is due on or before the license expiration date.
 - H. A licensee may request that the City refund that portion of the annual business license overpaid on the basis that the business miscounted the number of employee hours worked. The request must be in writing and the City must receive the request and all supporting payroll documentation no later than sixty (60) days after the end of the licensee's fiscal year in which the error was made. If the Finance Director is satisfied that the business paid an excess business license fee, then the City will refund the excess fee paid by the business during either the current license year or no further than one prior license year past.
 - I. Payment made directly to the City by check shall not be deemed a payment of the fee unless and until the same has been honored in the usual course of business, nor shall acceptance of any such check operate as an acquittance or discharge of the fee unless and until the check is honored. Any person who submits a business license fee payment by check to the City pursuant to the provisions of this chapter shall be assessed a NSF fee set by the Finance Director if the check is returned unpaid by a bank or other financial institution for insufficient funds in the account or for any other reason. Payment by check submitted to the Business Licensing Service will be subject to applicable rules adopted by the Washington State Department of Revenue.
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J. If any person required by the terms and provisions of this chapter to pay a license fee for any period fails or refuses to do so, the person shall not be granted a license for the current period until the delinquent license fee, together with penalties, has been paid in full. Any license fee due and unpaid under this chapter and any penalties thereon shall constitute a debt to the City and may be collected in court proceedings in the same manner as any other debt in like amount, which remedy shall be in addition to all other existing remedies. (Ord. 3192 § 3, 2024; Ord. 3131 § 3, 2023; Ord. 3107 § 3, 2022; Ord. 3033 § 9, 2021; Ord. 3025 § 2, 2020; Ord. 2940 § 5, 2018; Ord. 2862 § 2 (part), 2016; Ord. 2839 § 3, 2016; Ord. 2770 § 4, 2014; Ord. 2667 § 2, 2012; Ord. 2567 § 2, 2010; Ord. 2546 § 2 (part), 2010; Ord. 2318 § 1, 2006; Ord. 2238 § 1 (part), 2004; Ord. 2088 § 1, 2000; Ord. 2003 § 3, 1998; Ord. 1953 § 1, 1997; Ord. 1924 § 1, 1996).

5.04.084 Employees provided by a temporary employment service agency.

A. The following provisions shall apply to businesses engaged in the practice of providing temporary employees or workers (“temporary agencies”) to businesses located within the City and to businesses located within the City which utilize the services of such employees or workers:

1. Temporary agencies located within the City shall include all temporary employees and workers placed with businesses located within the City in calculating the number of employee hours worked in addition to employees described under RMC 5.04.030 (definition of “employee”);
2. Temporary agencies located outside the City which place temporary employees or workers with businesses located within the City shall include all such temporary employees and workers in calculating the number of hours worked by their employees;
3. Businesses located within the City which utilize temporary employees or workers provided by a temporary agency shall not include the temporary employees or workers in calculating the number of their employee hours;
4. Temporary agencies placing temporary employees and workers within the City shall calculate the number of hours worked by such employees and workers in the manner provided by RMC 5.04.080.A;
5. In addition to submitting an initial business license application or subsequent renewal application to the Business Licensing Service, all businesses located within the City which use temporary employees or workers furnished by a temporary agency must separately report directly to the City Finance Director the number of employee hours worked by such temporary staff using the formula set forth in RMC 5.04.080.A and further indicate the names and addresses of the temporary agencies furnishing said employees or workers. Failure to so report the number of hours worked by temporary employees or workers or the names and addresses of the agencies furnishing said employees or workers will result in the City imposing a penalty equal to 10 percent of the company’s total business license fee. In addition, failure to report may result in revocation, suspension, or denial of the business license. (Ord. 3033 § 10, 2021; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 2088 § 2, 2000; Ord. 2003 § 4, 1998).

5.04.085 Penalty for late payment – Interest.

A. For each payment due, if such payment is not made by the due date, the City will impose its own set of penalties, in addition to those provided for in RMC 5.04.090, as follows:

1. Fifty percent of the total license fee due for any payment or portion thereof that is received or postmarked after license expiration.

B. The Finance Director is authorized, but not obligated, to waive all or any portion of the City imposed penalties and interest provided herein in the event that the Director determines that the late payment was the result of excusable neglect or extreme hardship. (Ord. 3033 § 11, 2021; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 1924 § 1, 1996).

5.04.090 Display of license – Renewal – Transfer.

A. *Display of License.* Every license granted under this chapter must be posted in a conspicuous place in the place of business of the licensee for which it was issued. No person may allow any license to remain posted, displayed, or used after the period for which it was issued has expired, or when it has been suspended or revoked, or for any other reason has become ineffective.

B. *Renewal.* Each license expires on the date established by the Business Licensing Service (BLS), and must be renewed on or before that date in order to continue engaging in business in the City under that license.

1. The application to renew a license must be submitted to BLS, and must include all information required to renew each license involved, the total fees due for all licenses, and the renewal application handling fee required by RCW 19.02.075.

2. The license term and respective fee amount may be prorated as necessary to synchronize the license expiration with the expiration of the business license account maintained by BLS.

3. Failure to complete the renewal by the license expiration will incur the late renewal penalty required by RCW 19.02.085 in addition to all other fees due.

4. Failure to complete the renewal of the license within 120 days after the license expiration will result in the cancellation of the license, and will require submitting a new application as provided by this chapter to continue engaging in business in the City.

C. *Nontransferability.* Any license issued under and by virtue of the provisions of this chapter is personal and nontransferable. A person may not allow another person to engage in business in the City under their license, and no person may engage in business in the City under another person's license.

D. *New Location Desired.* A licensee may change the location of the licensed business, provided the Business Licensing Service is notified sufficiently prior to the change to allow the City to review and approve the change. Business may not commence at the new location until the change is approved by the City. A change of location may require the submission of a new application, as provided for in this chapter.

E. *Repealed by Ord. 2839.*

F. *Change in Ownership.* In the event of the sale of a business, the new owner must obtain their own license for the business, as provided for in this chapter. The new owner may not commence business in the City under the acquired business until the issuance of the business license. (Ord. 3033 § 12, 2021; Ord. 2839 § 4, 2016; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 1924 § 1, 1996).

5.04.100 Notification of exemption or termination of business activities.

A. Every person who has obtained a business license required by this chapter and who thereafter ceases to engage in business within the City shall, prior to the end of the calendar year during which business operations have been terminated, must, at least by the current expiration date of the license, notify the Business Licensing Service that business activities have ceased. Any business for which a license has been issued is presumed to continue in operation within the City unless notice of termination of business activities has been given as provided above, and respective penalties may be imposed, and other enforcement proceedings may be commenced based on such presumption.

B. Every person who engages in a business in the City, and which is exempt from all the licensing provisions of this chapter under Federal, State, and/or local laws, must notify the Finance Director in writing of the existence of their business in the City, their exemption from the license requirements, and the basis for that exemption.

C. Any business exempt from the provisions of this chapter or which has terminated its business activities in the City is not entitled to a refund of any portion of the City license fee paid to the City under this chapter. (Ord. 3033 § 13, 2021; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 1924 § 1, 1996).

5.04.110 Operating without a license.

Any person who engages in, or carries on, any business subject to the payment of a license fee hereunder without having obtained a business license to do so shall be guilty of a violation of this chapter for each day during which the business is so engaged in or carried on; and any person subject thereto who fails or refuses to pay the license fee, or any part thereof, on or before the due date, shall be deemed to be operating without having obtained a license to do so.

A. Any City of Redmond police officer, any code compliance officer, or other such person designated by the finance director can assist the finance director in enforcing the provisions of Title 5.

B. Businesses operating without a license are subject to a one hundred (100) percent penalty of the licensing fee due.

C. The finance director is authorized, but not obligated, to waive all or any portion of the penalties provided herein in the event that the finance director determines that operating without a license was due to excusable neglect or extreme hardship. (Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 1924 § 1, 1996).

5.04.120 License fee additional to others imposed.

The license fee levied in this chapter shall be additional to any license fee or tax imposed or levied under the law or any other ordinance of the City except as expressly provided herein. (Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 1924 § 1, 1996).

5.04.130 Exemptions.

A. The provisions of this chapter shall not apply to:

1. Any instrumentality of the United States, the State of Washington, or political subdivision thereof with respect to the exercise of governmental functions;
2. Any farmer, gardener, or other person who sells, delivers or peddles any fruits, vegetables, berries, butter, eggs, fish, milk, poultry, meat or any farm produce or edibles raised, caught, produced or manufactured by such person in the State;
3. *Repealed by Ord. 2546*;
4. Any **long-term rental of an** apartment or condominium, residential rental or leasing activity which does not involve more than four residential units at any one location within the City; provided, that if any such single rental property includes five or more separate dwelling units **or is a short-term rental**, the person offering such a property for rent must obtain a business license as otherwise required by this chapter;
5. Any insurance producer who represents insurance companies or sells insurance to the public and is properly licensed by the State;
6. Newspaper carriers under the age of 18;
7. Any person, business, enterprise, firm, or corporation which the City is forbidden to license or tax under State or Federal law;
8. Businesses that do not engage in other business activities within the City limits but are merely complying with destination-based sourcing rules as outlined in the National Streamlined Sales Tax (SST) Agreement; or
9. Community special events that are sponsored by the City and that are open to the public without the payment of an admission fee are exempt from the requirement to obtain a business license. In addition, no business license shall be required for dealers, vendors, entertainers, instructors, and others with whom the City or any co-sponsor contracts to provide goods or services at the event. As used in this subsection, "community special event" means the following events sponsored or co-sponsored by the City: Derby Days, Redmond Lights, Health Fair, Redmond Bike Bash, City of Redmond Poet Laureate, So Bazaar Night Market, Artist-in-Residence, Welcoming Week and the Redmond Senior Center Outdoor Music Series.

Additional City-sponsored community special events that are open to the public without the payment of an admission fee may be added to this list with approval of the event-sponsoring department and the Finance Director. The City Council will be notified of changes to the list of free City-sponsored community events.
10. If a person, or its employee, agent, representative, independent contractor, broker or another acting on the person's behalf, engages in no other activities in or with the City but the following, it need not register and obtain a business license:
 - a. Meeting with suppliers of goods and services as a customer.
 - b. Meeting with government representatives in their official capacity, other than those performing contracting or purchasing functions.
 - c. Attending meetings, such as board meetings, retreats, seminars, and conferences, or other meetings wherein the person does not provide training in connection with tangible personal property

sold by the person or on its behalf. This provision does not apply to any board of directors member or attendee engaging in business such as a member of a board of directors who attends a board meeting.

- d. Renting tangible or intangible property as a customer when the property is not used in the City.
- e. Attending, but not participating in a “trade show” or “multiple vendor events.” Persons participating at a trade show shall review the City’s trade show or multiple vendor event ordinances.
- f. Conducting advertising through the mail.
- g. Soliciting sales by phone from a location outside the City.

11. A seller located outside the City merely delivering goods into the City by means of common carrier is not required to register and obtain a business license; provided, that it engages in no other business activities in the City. Such activities do not include those in subsection A.10 of this section. (Ord. 3033 § 14, 2021; Ord. 2940 § 6, 2018; Ord. 2770 § 5, 2014; Ord. 2605 § 4, 2011; Ord. 2546 § 2 (part), 2010; Ord. 2401 § 4, 2008; Ord. 2238 § 1 (part), 2004; Ord. 1953 § 2, 1997; Ord. 1924 § 1, 1996).

5.04.140 Criteria for denial, suspension or revocation of license.

A. The Finance Director may deny issuance of a business license to any applicant or suspend or revoke any and all business licenses of any holder when such person, or any other person with any interest in the application or license:

- 1. Knowingly violates or knowingly causes, aids, abets, or conspires with another to cause any person to violate any State, Federal, or City law which may affect or relate to the applicant or license holder’s business, except for Federal statutes, rules and regulations relating to cannabis that are in conflict with State law, as long as the applicant or person with interest in the application has a current State license to operate a cannabis facility;
- 2. Has obtained a license or permit by fraud, misrepresentation, concealment, or through inadvertence or mistake;
- 3. Is or has been convicted of, forfeits bond upon, or pleads guilty to any felony offenses directly related to the operation of the applicant’s or license holder’s business unless the offense relates to cannabis and the applicant has a current State license to operate a cannabis facility;
- 4. Makes a misrepresentation or fails to disclose a material fact to the City related to any of the obligations set forth in this chapter;
- 5. Violates any building, safety, fire or health regulation on the premises in which the business is located after receiving warning from the City to refrain from such violations;
- 6. Is in violation of a zoning regulation of the City;
- 7. Is indebted or obligated to the City for past due taxes excluding special assessments such as LID assessments;
- 8. Fails to maintain the license in good standing status with the City. (Ord. 3150 § 2, 2024; Ord. 3033 § 15, 2021; Ord. 2744 § 2, 2014; Ord. 2605 § 5, 2011; Ord. 2546 § 2 (part), 2010; Ord. 2238 § 1 (part), 2004; Ord. 1924 § 1, 1996).

5.04.150 Request for hearing.

A. *Notification of Suspension, Revocation, or Denial.* When the finance director determines that there is cause for denying, suspending or revoking any license issued pursuant to this chapter, the director shall notify the applicant or person holding such license by registered or certified mail, return receipt requested, of the director's decision. Notice mailed to the address on file shall be deemed received three (3) days after mailing. The notice shall specify the grounds for the denial, suspension or revocation. The suspension or revocation shall become effective ten (10) days from the date the notice is delivered or deemed received unless the person affected thereby files a written request with the director for a hearing before the City Hearing Examiner within such ten (10) day period.

B. *Hearing Procedure.* Upon written request as set out above, the Hearing Examiner shall schedule and hold a hearing within thirty (30) days following receipt of such request. During the pendency of the hearing and until action by the City council the action of the director shall be stayed. At the hearing, both the applicant or licensee and the City shall be entitled to present evidence. Upon completion of the hearing, the Hearing Examiner shall make written findings and a recommendation to the City council. At a public meeting, the City council, upon considering the findings and recommendations of the Hearing Examiner, shall, without need for further evidence:

1. Accept the Hearing Examiner's recommendation as presented; or
2. Determine no action is warranted; or
3. Modify the recommended action.

C. *Appeal from City Council.* Appeal from a decision of the City council shall be to the King County Superior Court and must be served and filed within thirty (30) days of the decision of the City council. In the event the applicant or license holder does not follow the procedures within the time periods set forth above, the license of said person shall be denied, suspended or revoked, and that action shall be final.

D. *Return of License Upon Revocation.* Whenever any license issued under this chapter is revoked, the licensee shall immediately return the license to the finance director. (Ord. 2546 § 2 (part), 2010: Ord. 2238 § 1 (part), 2004: Ord. 1924 § 1, 1996).

5.04.160 Penalties.

A. Any person violating or failing to comply with any of the provisions of this chapter shall be guilty of a misdemeanor, and, upon conviction thereof, shall be punished as provided in Section 1.01.110 of the Redmond Municipal Code.

B. In addition to any criminal penalties provided for in (A) above, the finance director may also impose a civil penalty in an amount not to exceed \$1,000 per violation of this title. Any party assessed a civil penalty by the finance director may appeal the finance director's decision on such penalty as provided for in RMC 1.14.120. (Ord. 2546 § 2 (part), 2010: Ord. 2238 § 1 (part), 2004: Ord. 1924 § 1, 1996).

The Redmond Municipal Code is current through Ordinance 3208, passed January 21, 2025.

Disclaimer: The City Clerk's Office has the official version of the Redmond Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: www.redmond.gov

Hosted by General Code.



Redmond Short-Term Rentals

Communication and Information Guide to Providing Short-Term Rentals in the City of Redmond

Thank you for choosing Redmond in which to operate your short-term rental business. We are happy that you are providing these services to the people who visit Redmond. The following is designed to help you prepare information to operate a short-term rental business and to provide tourism information for Redmond and its surroundings.

A. Short-Term Rental and Licensing

Short-term rentals are defined by the Revised Code of Washington (RCW), chapter 64.37 RCW Short-Term Rentals as:

A lodging use, that is not a hotel or motel or bed and breakfast, in which a dwelling unit, or portion thereof, that is offered or provided to a guest by a short-term rental operator for a fee for fewer than thirty consecutive nights.

To clarify, the RCW also notes that short-term rental does not include any of the following:

- (i) A dwelling unit that is occupied by the owner for at least six months during the calendar year and in which fewer than three rooms are rented at any time;
- (ii) A dwelling unit, or portion thereof, that is used by the same person for thirty or more consecutive nights; or
- (iii) A dwelling unit, or portion thereof, that is operated by an organization or government entity that is registered as a charitable organization with the secretary of state, state of Washington, or is classified by the federal internal revenue service as a public charity or a private foundation, and provides temporary housing to individuals who are being treated for trauma, injury, or disease, or their family members.



If you operate or wish to operate a short-term rental in Redmond, you must obtain a Washington state and a City of Redmond business license.

- One business license is required for **each operator** of short-term rentals located in a multifamily or mixed-use development.
- One business license is required for **each individual short-term rental** located in other forms of development.

The following provide examples of living and renting scenarios with respect to business licensing requirements:

A homeowner who provides an accessory dwelling unit, operated as a short-term rental for seven months of the year, must obtain a Washington state and a City of Redmond business license.

A manager of a mixed-use development, providing four short-term rentals, must obtain a Washington state and a City of Redmond business license.

A homeowner who lives in their home full-time, rents one bedroom and bathroom and shares other portions of their home with the vacationers during three months of the year, does not need to obtain a Washington state or a City of Redmond business license.

For information regarding Redmond's business licensing, visit redmond.gov/BusinessLicense.

B. Washington State Requirements for Consumer Safety and "Good Neighbor" Recommendations



The state requires consumer safety standards that must be implemented by the owner or operator of the short-term rental. The City of Redmond also provides guidelines that help your customer navigate your home, neighborhood, and the City.

RCW 64.37.030 Consumer Safety requires short-term rental owners and operators to:

- Provide contact information to all short-term rental guests during a guest's stay. The contact must be available to respond to inquiries at the short-term rental during the length of stay;
- Comply with RCW 19.27.530 and any rules adopted by the state building code council regarding the installation of carbon monoxide alarms; and
- Post the following information in a conspicuous place within each dwelling unit used as a short-term rental:
 - (i) The short-term rental street address;
 - (ii) The emergency contact information for summoning police, fire, or emergency medical services;
 - (iii) The floor plan indicating fire exits and escape routes;
 - (iv) The maximum occupancy limits; and
 - (v) The contact information for the operator or designated contact.

The following information can also help your customers be good-neighbors during their stay:

- **Noise:** [Redmond Municipal Code section 9.42.015 Public Disturbance Noises](#) identifies a variety of disturbances noises and notes the hours of 10 p.m. and 8 a.m. as unreasonable for disturbing or interfering with the peace and comfort of others.

- **Parking:** Identify suitable parking spaces and limited-duration parking. Parking and travel information is available at redmond.gov/Transportation.
- **Pet Waste:** Designated pet areas and pet waste management. Visit the [Single-Family and Townhomes - Pet Waste](#) webpage for three easy steps to manage pet waste.
- **General waste management:** The following can be printed and displayed within your short-term rental for easy reference: [Redmond residents all contribute to clean air, water, and the environment](#).
- **Reporting a non-emergency issue:** Use the City of Redmond Request for Service to report non-emergency issues, ask questions, and search a knowledge base, Monday through Friday, from 8 a.m. to 5 p.m., redmond.gov/311.

Consider discussing your short-term rental operations with neighbors. This can help identify additional information to include for your customers' reference.

We also recommend:

- Reviewing the requirements of any applicable Homeowners Association or multifamily management rules before offering your short-term rental for lease.
- Reviewing the effective date of all fire extinguishers and checking smoke alarms. This resource can help you perform these important steps: [Smoke Alarms at Home](#).

You and your customers can find additional information on the New Residents resources webpage at redmond.gov/Welcome.

C. Welcoming and Tourism

As an owner or operator of a short-term rental, we invite you to learn more about Redmond's [Economic Development Strategic Plan](#) and the [Tourism Strategic Plan](#). Learn more about our business and tourism services at [Redmond Economic Development and Tourism](#).



Redmond is a vibrant community where every person is welcomed. Our diversity, active lifestyle, access to nature, and culture of innovation offers experiences that inspire exploration, foster enthusiasm, and leave a lasting impact on all who visit.

[Experience Redmond](#), the City's tourism brand, provides details on where to eat, sip, shop, and plan in Redmond. Contact the [Economic Development staff](#) for information to feature in your short-term rental.



This meeting will be held at the Redmond City Hall (Conference Room 132). Interested members of the public are welcome to join in-person or listen to this meeting by phone at: 206-800-4590; Phone Conference ID: 890 042 728#. All public comments shall be emailed to Jackie Lalor (jlalor@redmond.gov) at least 24 hours before the meeting time. [To view the meeting presentation, click here.](#)

DRAFT MINUTES

Wednesday | July 9, 2025
12:30 - 2:00 p.m.

Prepared by Jackie Lalor, Staff Liaison jlalor@redmond.gov

LTAC Members in Attendance:

- Steve Fields, Council Chair
- George Manojlovic
- Latha Sambamurti
- Kim Saunderson
- Rashed Kanaan

City of Redmond Staff:

- Jackie Lalor, Philly Marsh, Kris Raftis, Kim Dietz
 - Economic Development and Tourism Division
- Nick Roach, Michael Hintze
 - Transportation Planning Division
- Denise Shinoda
 - Finance - Business Licensing
- Ian Lefcourte
 - Planning Principal

Guest Speakers:

- Althea Conyers Achem, Tessah Curtis
 - GreenRubino Public Relations
- Peter Klauser, Huso Paco - Bullseye Creative
 - Bullseye Creative is the Experience Redmond Tourism Marketing Consultant



Meeting started: 12:04 p.m.

Agenda Topics and Discussion:

- City Transportation Team Update
 - An LTAC member asked whether the Transportation team would coordinate the bike storage and shuttle programs.
 - Transportation staff confirmed that these efforts will be coordinated to support the movement of people efficiently and effectively throughout Redmond.
 - An LTAC member inquired about the proposed shuttle service area within Redmond.
 - Transportation staff indicated that the service area would include Downtown Redmond and Education Hill.
 - The shuttle will be an on-demand service and not follow a fixed route.
 - LTAC members did not raise any concerns with moving these projects forward.
- PR Agency - Report Out
 - An LTAC member requested having future influencers highlight easy access to Marymoor via Light Rail.
- Experience Redmond Marketing Update ([Bullseye Creative Presentation](#))
 - An LTAC member asked where the website and social impressions are originating from.
 - Bullseye explained their advertising parameters and confirmed that lodging tax funds are being used to reach audiences located more than 50 miles away, aligning with program goals.
 - An LTAC member expressed gratitude for the continued build up and positive promotion of Redmond.
- Economic Development and Tourism Staff Updates:
 - New Staff Introduction – Kris Raftis
 - World Cup Programming
 - Short term Rentals – Kim Dietz & Denise Shinoda
 - LTAC member expressed interest in addressing challenges with the tight timeline for this project ahead of the 2026 World Cup.
 - Staff acknowledged the compressed timeline and emphasized their focus on legal compliance, education, and relationship-building with the short-term rental industry during this project.
 - Staff also confirmed that the business licensing process is generally quick for existing license holders.
 - 2026 Tourism Grants: Open July 21 – August 11
 - Staff confirmed that a 5:00 p.m. deadline on August 11 has been added to all grant materials, per a 2025 LTAC recommendation and City Council updates.
 - Continued partnership with Woodinville Wine Country (WWC)
 - No concerns were raised by LTAC members about renewing this partnership.

Meeting adjourned: 1:46 p.m.

Summary Report

05 July 2019 - 05 August 2025

Let's Connect Redmond

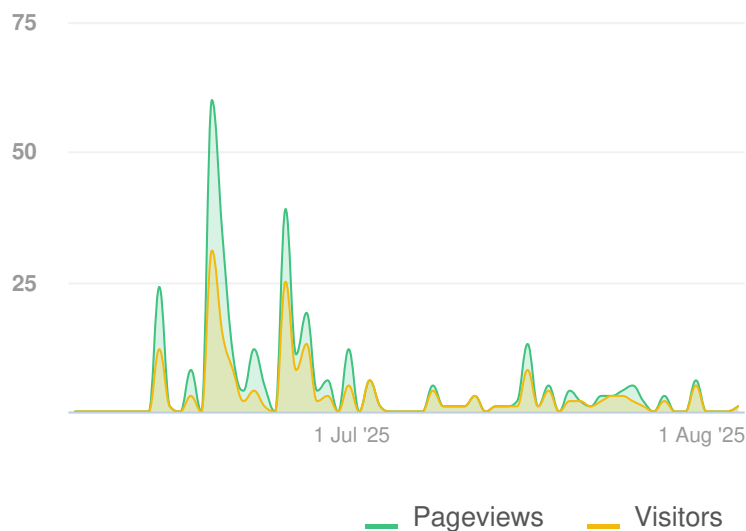
PROJECTS SELECTED: 1

Short-Term Rentals

FULL LIST AT THE END OF THE REPORT



Visitors Summary



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
198	31	
NEW REGISTRATIONS		
2		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
28	66	173

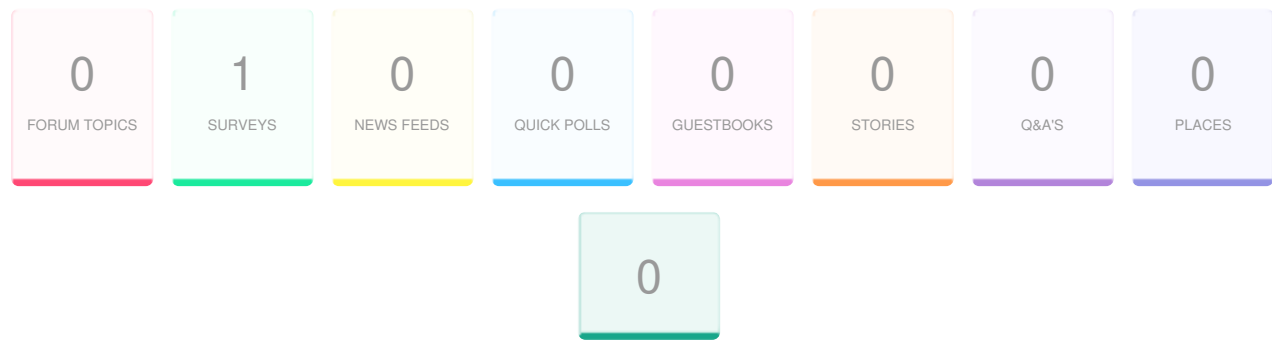
PARTICIPANT SUMMARY

ENGAGED	28 ENGAGED PARTICIPANTS				TOP PROJECTS	
		Registered	Unverified	Anonymous		Participants (%)
INFORMED	Contributed on Forums	0	0	0		
	Participated in Surveys	0	0	28		Short-Term Rentals 28 (16.2%)
	Contributed to Newsfeeds	0	0	0		
	Participated in Quick Polls	0	0	0		
AWARE	Posted on Guestbooks	0	0	0		
	Contributed to Stories	0	0	0		
	Asked Questions	0	0	0		
	Placed Pins on Places	0	0	0		
	Contributed to Ideas	0	0	0		
				* A single engaged participant can perform multiple actions		* Calculated as a percentage of total visits to the Project

ENGAGED	66 INFORMED PARTICIPANTS				TOP PROJECTS	
				Participants		Participants (%)
INFORMED	Viewed a video			0		
	Viewed a photo			0		Short-Term Rentals 66 (38.2%)
	Downloaded a document			0		
	Visited the Key Dates page			3		
AWARE	Visited an FAQ list Page			0		
	Visited Instagram Page			0		
	Visited Multiple Project Pages			41		
	Contributed to a tool (engaged)			28		
					* A single informed participant can perform multiple actions	

ENGAGED	173 AWARE PARTICIPANTS				TOP PROJECTS	
				Participants		Participants
INFORMED	Visited at least one Page			173		Short-Term Rentals 173
AWARE						
				* Aware user could have also performed an Informed or Engaged Action		* Total list of unique visitors to the project

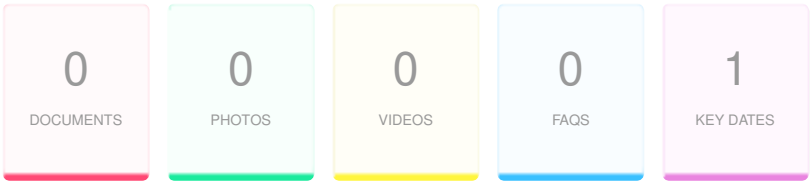
ENGAGEMENT TOOLS SUMMARY



SURVEYS SUMMARY	
1	Surveys
28	Contributors
28	Submissions

TOP 3 SURVEYS BASED ON CONTRIBUTORS	
28	Contributors to Short-Term Rental Questionnaire

INFORMATION WIDGET SUMMARY



KEY DATES	
1	Key Dates
3	Visitors
3	Views

TOP 3 KEY DATES BASED ON VIEWS	
3	Views
	Short-Term Rentals

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
m.facebook.com	15
www.redmond.gov	15
lm.facebook.com	13
l.facebook.com	11
redmondgov.sharepoint.com	5
www.google.com	5
redmond.imeetcentral.com	1
t.co	1

SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Short-Term Rentals	173	66	28

Short-Term Rental Questionnaire

SURVEY RESPONSE REPORT

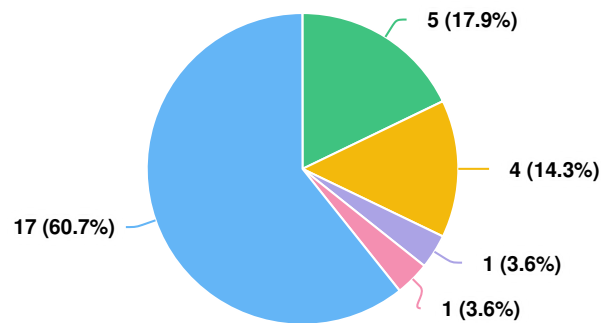
05 July 2019 - 05 August 2025

PROJECT NAME:
Short-Term Rentals



SURVEY QUESTIONS

Q1 Please indicate which of the following best describes your relationship with short-term rentals.

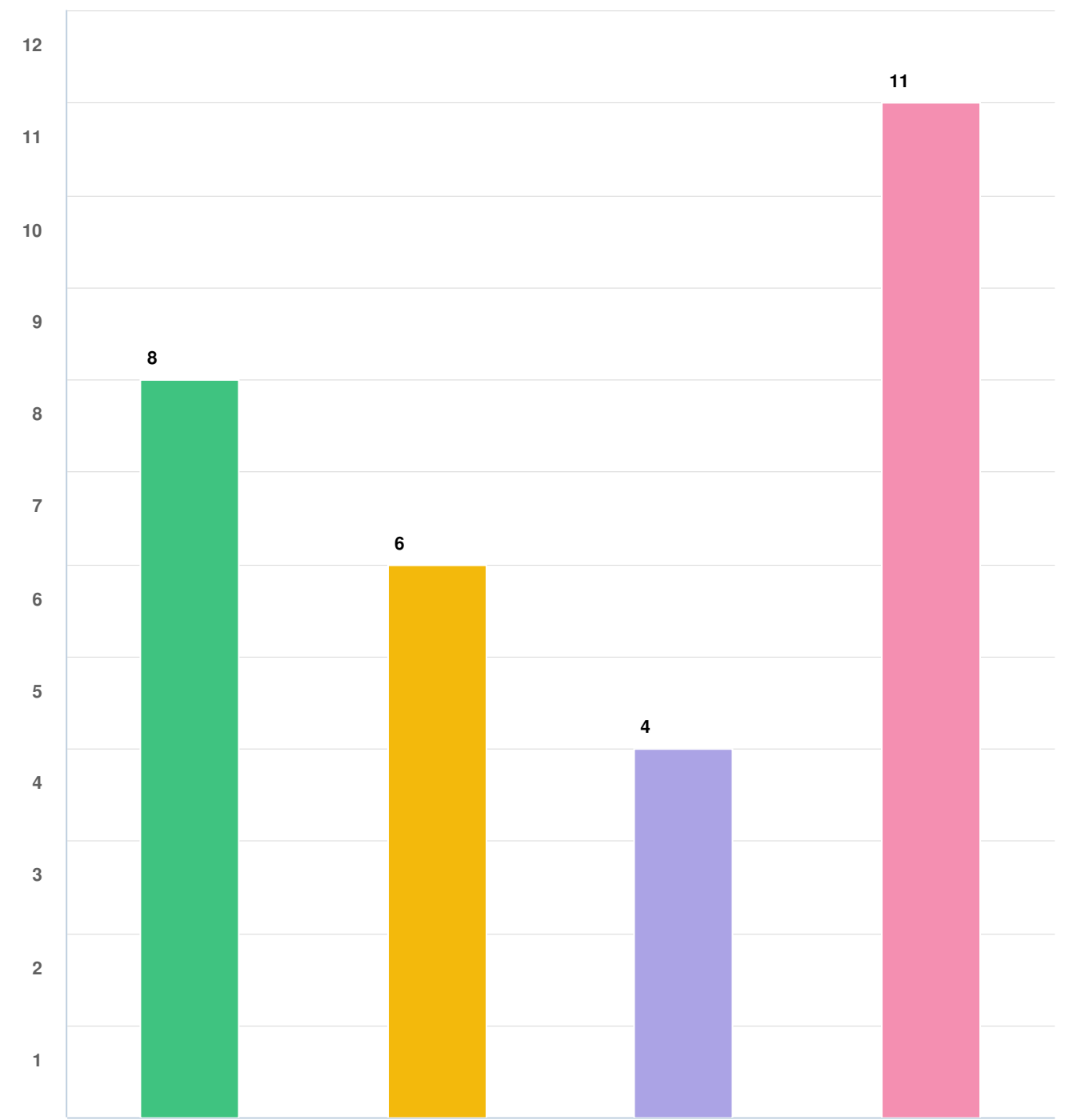


Question options

- I live in Redmond and am interested in operating a short-term rental.
- I live in Redmond and already operate a short-term rental in Redmond.
- I live outside of Redmond and already operate a short-term rental in Redmond.
- I manage short-term rentals in Redmond through my professional role.
- Other (please specify)

Mandatory Question (28 response(s))
Question type: Radio Button Question

Q2 Have you experienced or do you practice good neighbor guidelines for short-term rentals? These guidelines can include communication of the following with renters: Noise controls including quiet hours, volume information, and refraining from disorder...

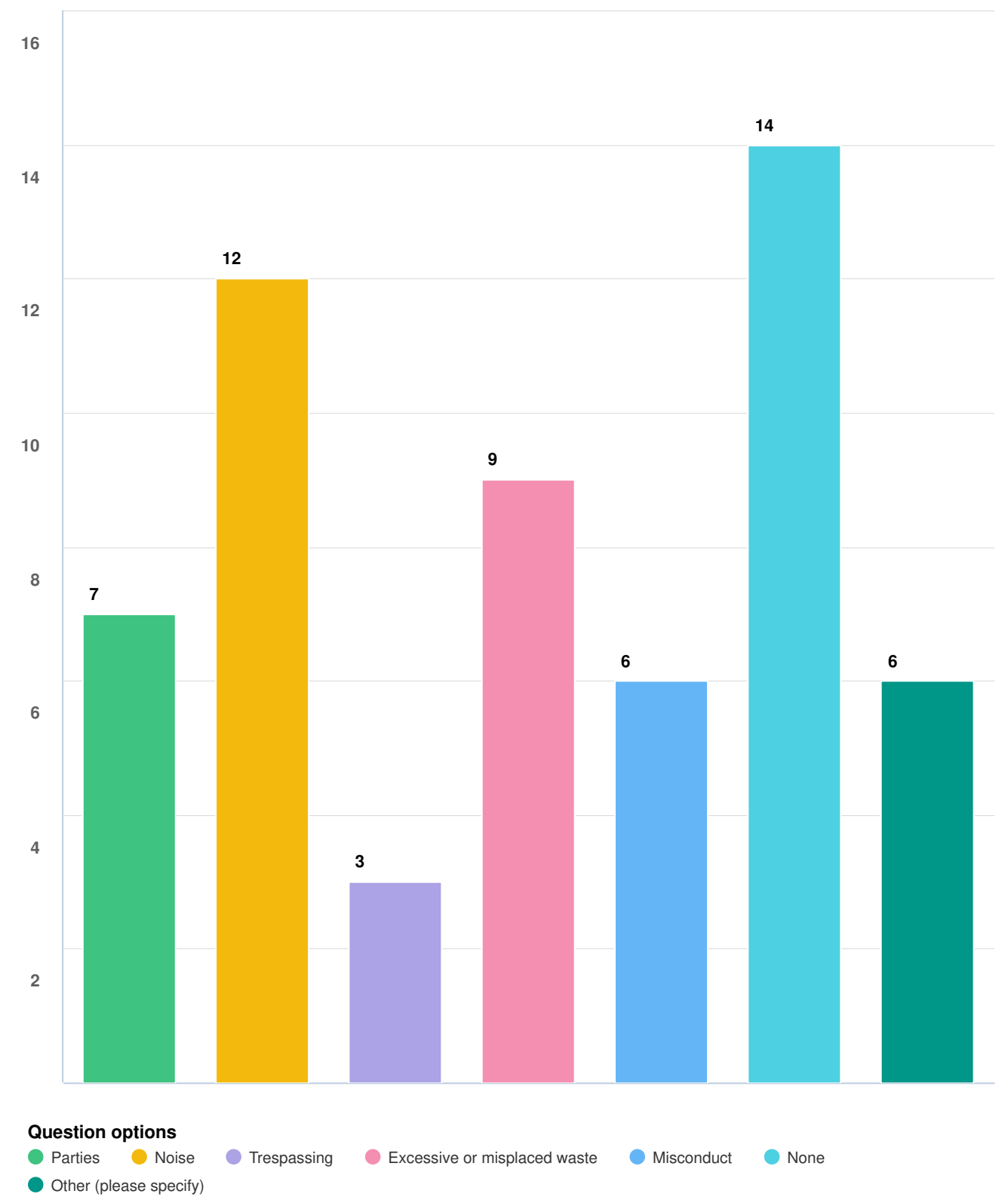


Question options

- ☒ I've experienced good neighbor guidelines from my neighbors who operate short-term rentals.
- ☒ I practice good neighbor guidelines for my short-term rental.
- ☐ I'm not familiar with good neighbor guidelines.
- ☒ Other (please specify)

Mandatory Question (28 response(s))
Question type: Checkbox Question

Q3 What issues have you experienced regarding short-term rentals?



Mandatory Question (28 response(s))
Question type: Checkbox Question

Q4 | If you operate short-term rentals, please specify your number of short-term rentals located in Redmond's city limits.

Anonymous 1
6/16/2025 04:05 PM

Anonymous 1
6/16/2025 04:54 PM

Anonymous 1
6/17/2025 11:51 AM

Anonymous 8
6/17/2025 11:58 AM

Anonymous 0
6/17/2025 02:37 PM

Anonymous 0
6/18/2025 06:46 PM

Anonymous 1
6/19/2025 04:05 PM

Anonymous 2
6/27/2025 03:16 PM

Anonymous 01
7/18/2025 09:11 AM

Optional question (9 response(s), 19 skipped)
Question type: Number Question

Q5 | If you wish or plan to operate short-term rentals, please specify the number to be located in Redmond's city limits.

Anonymous 1
6/16/2025 04:05 PM

Anonymous 1
6/16/2025 04:05 PM

Anonymous 10
6/17/2025 11:58 AM

Anonymous 4
6/17/2025 02:37 PM

Anonymous 1
6/18/2025 06:46 PM

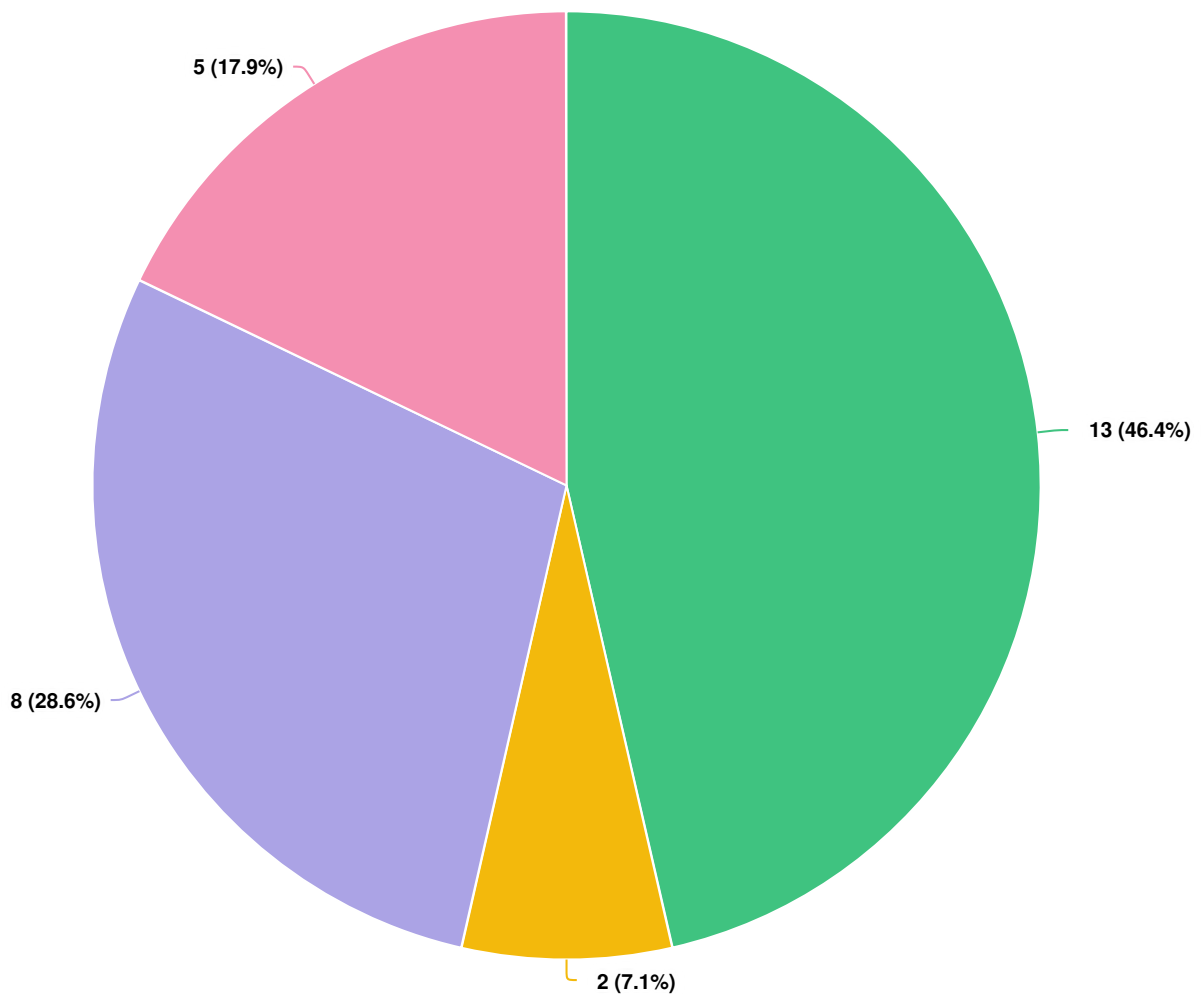
Anonymous 2
6/19/2025 04:05 PM

Anonymous 1
7/18/2025 09:11 AM

Optional question (7 response(s), 21 skipped)

Question type: Number Question

Q6 | Indicate your comfort with a requirement for obtaining a City of Redmond business license along with your Washington state business license. For reference, the 2025 fee for a City of Redmond business license is \$153.00. The preliminary proposal incl...



Question options

Comfortable Neither comfortable or discomfortable Discomfortable Other (please specify)

Mandatory Question (28 response(s))

Question type: Radio Button Question

Q7 | If you indicated discomfort with the proposal for a short-term rental Redmond business license, please describe why you feel this discomfort.

Anonymous

6/16/2025 04:05 PM

The platform already collects from the visitor the taxes which go to the City of Redmond. If I paid you the license fee, what value does that bring to me? I see no value and things have been working fine as they have since 2012.

Anonymous

6/16/2025 07:09 PM

first, use current language. the word should be uncomfortable! lets not tax everyone out of business. spend the monies that you collect in a responsible way and quit the nickel and dime fees!

Anonymous

6/17/2025 11:51 AM

Another tax on the citizens of Redmond is just that, another tax. Rarely will the initial tax that you are suggesting stay at this level. This will be a tax that continues to get bigger and bigger as the years go on. My Airbnb is tiny, leaves a very small footprint, but most of all it helps me to continue to live in an increasingly expensive. But most of all it helps me to continue to live in an increasingly expensive city of Redmond. I have lived here since 1992 and I love my city.

Anonymous

6/17/2025 11:58 AM

I feel this will limit the inventory for tourist to select from.

Anonymous

6/17/2025 11:03 PM

Stop taxing everyone for everything. Plus, cost is too high.

Anonymous

6/18/2025 06:46 PM

I don't see the point of adding another bureaucratic hurdle to business owners. This will also cause administrative bloat on the city side.

Anonymous

6/19/2025 04:05 PM

Another fee for a small business shouldn't happen. I already pay King County

Anonymous

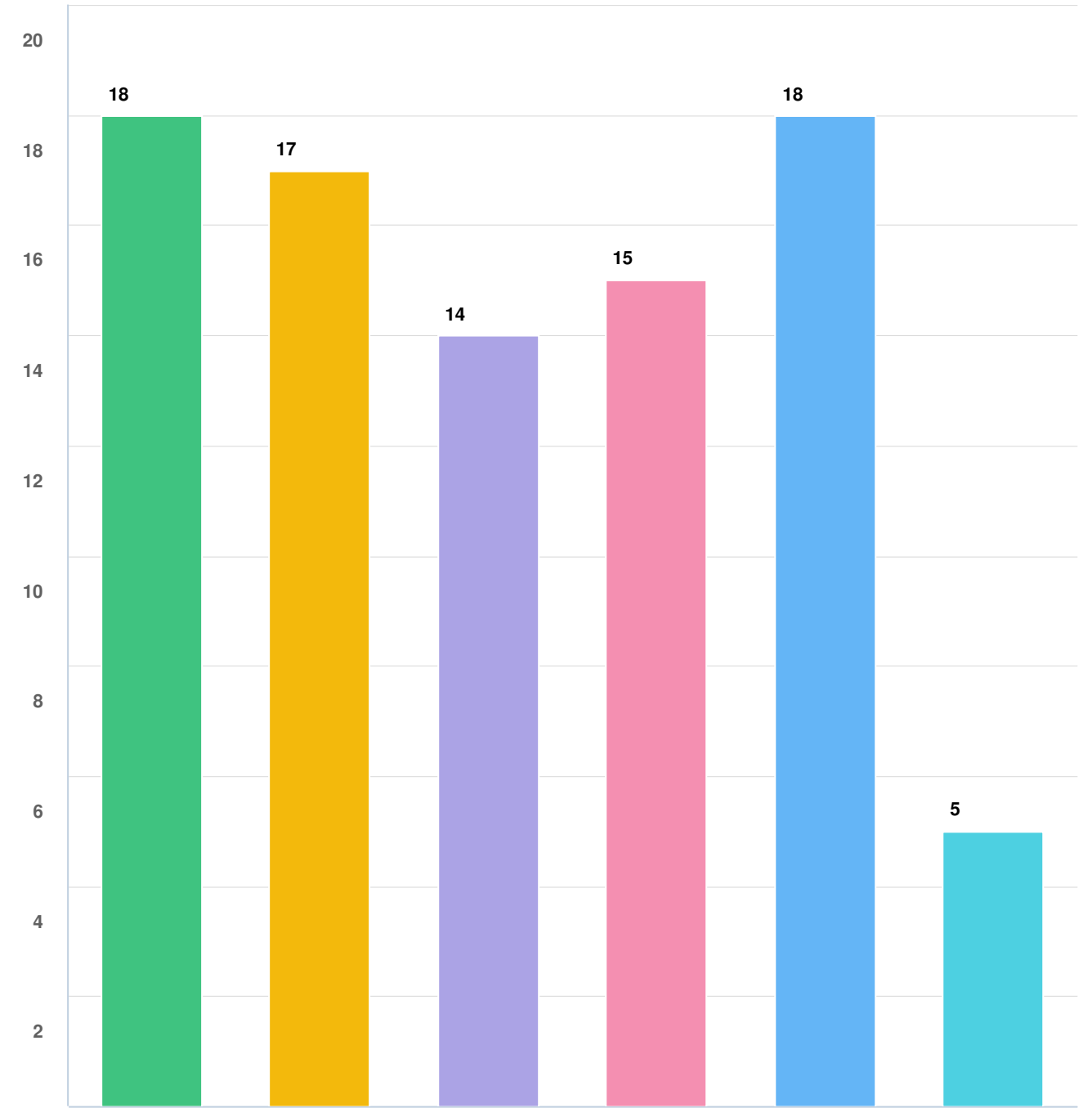
6/23/2025 09:52 AM

I don't feel that short term rentals are a problem, and it seems like it is a money grab to obtain the license fee by the City of Redmond.

Optional question (8 response(s), 20 skipped)

Question type: Essay Question

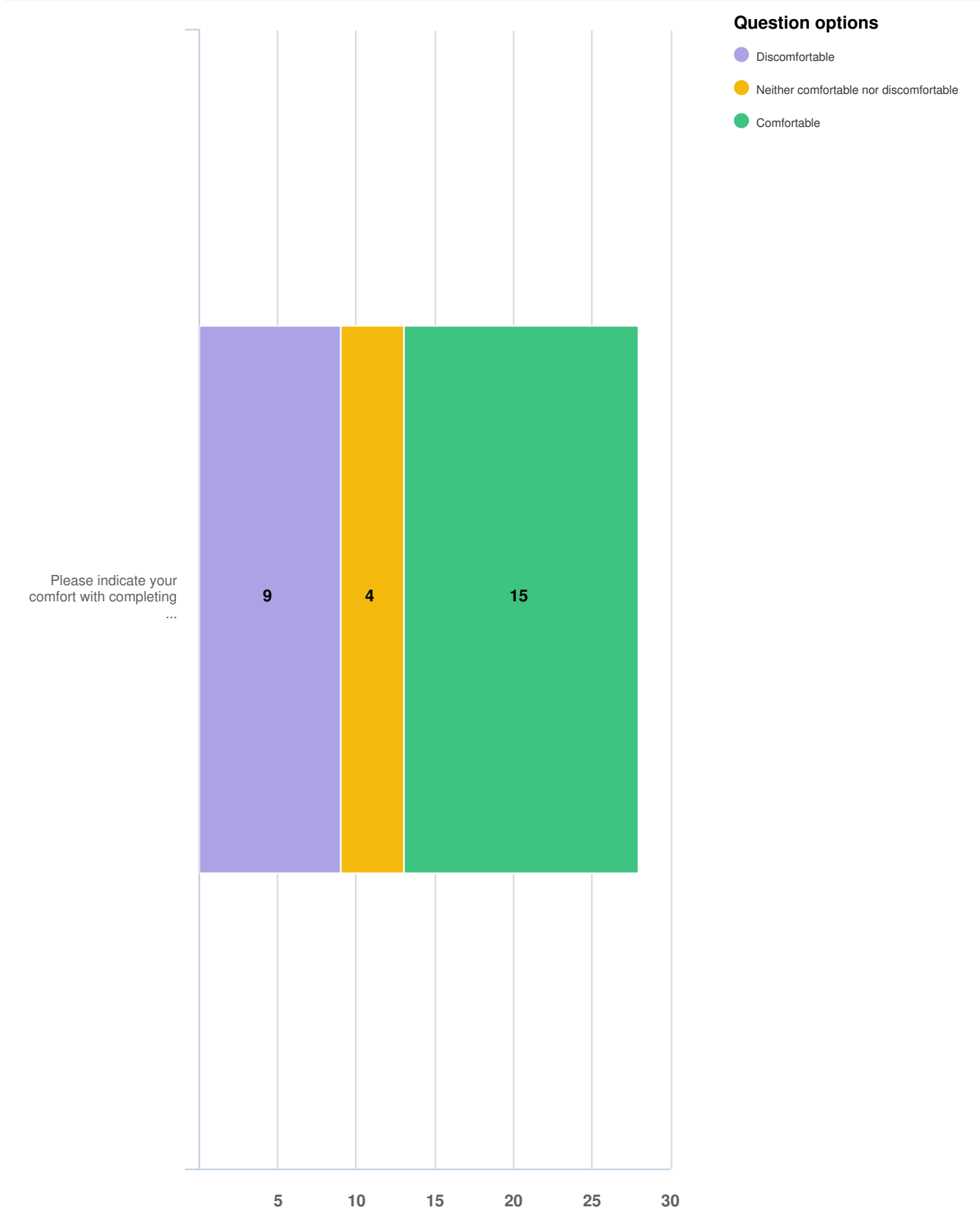
Q8 Communication and transparency are important to the City. Communication could involve a 24/7 contact maintained on file for emergencies and for neighbor-to-neighbor contacts. Transparency could involve ensuring awareness of a short-term rental oper...



- Question options**
- Owners' 24/7 contact kept on file at the City.
 - Owners' 24/7 contact provided to adjacent neighbors.
 - Secondary representatives' 24/7 contact kept on file at the City.
 - Secondary representatives' 24/7 contact provided to adjacent neighbors.
 - Posting of 24/7 contact information in an accessible location on the site of the short-term rental.
 - Other (please specify)

Mandatory Question (28 response(s))
Question type: Checkbox Question

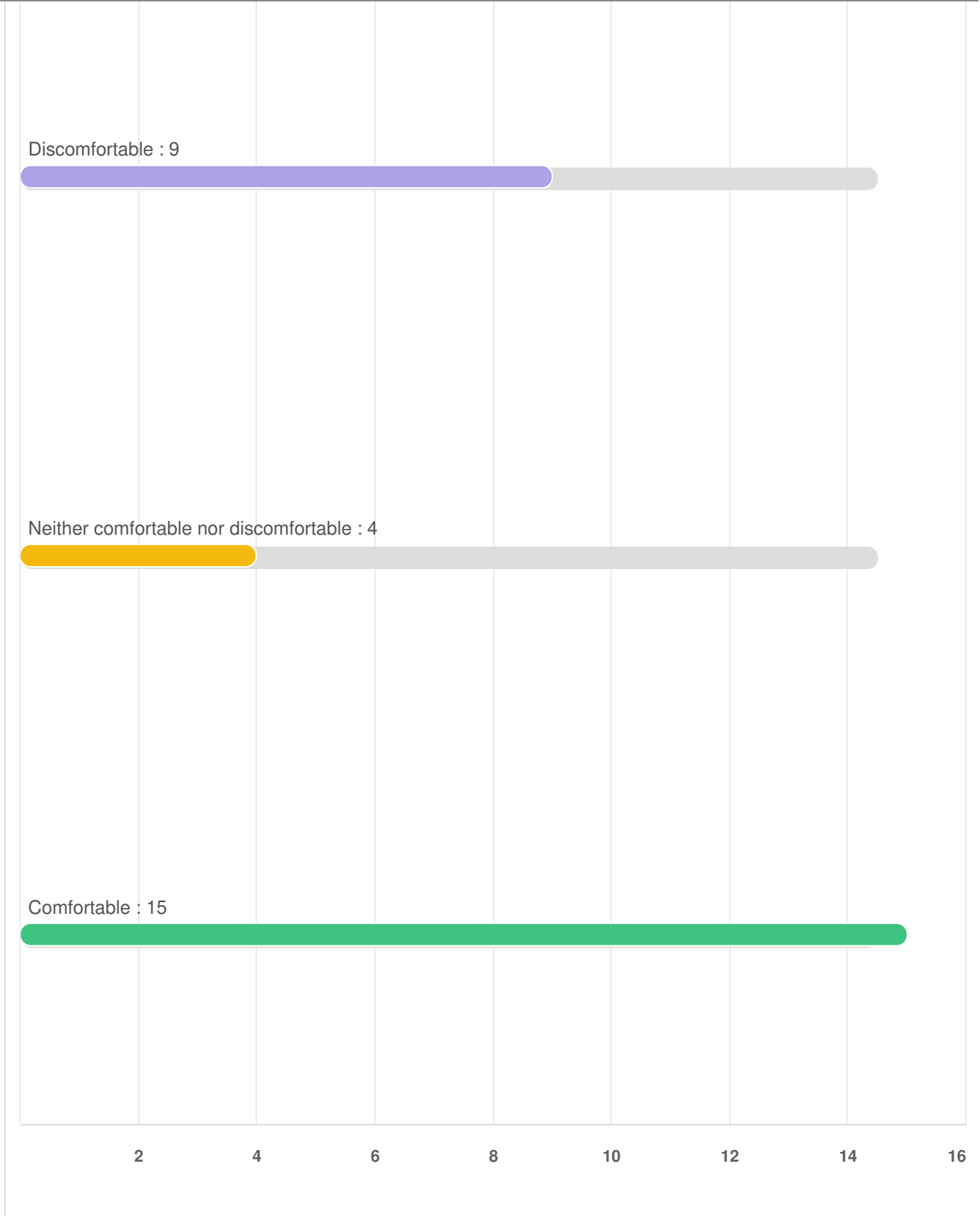
Q9 | A safety checklist is one way that owners and operators of short-term rentals can confirm to the City the provisions important for consumer safety.



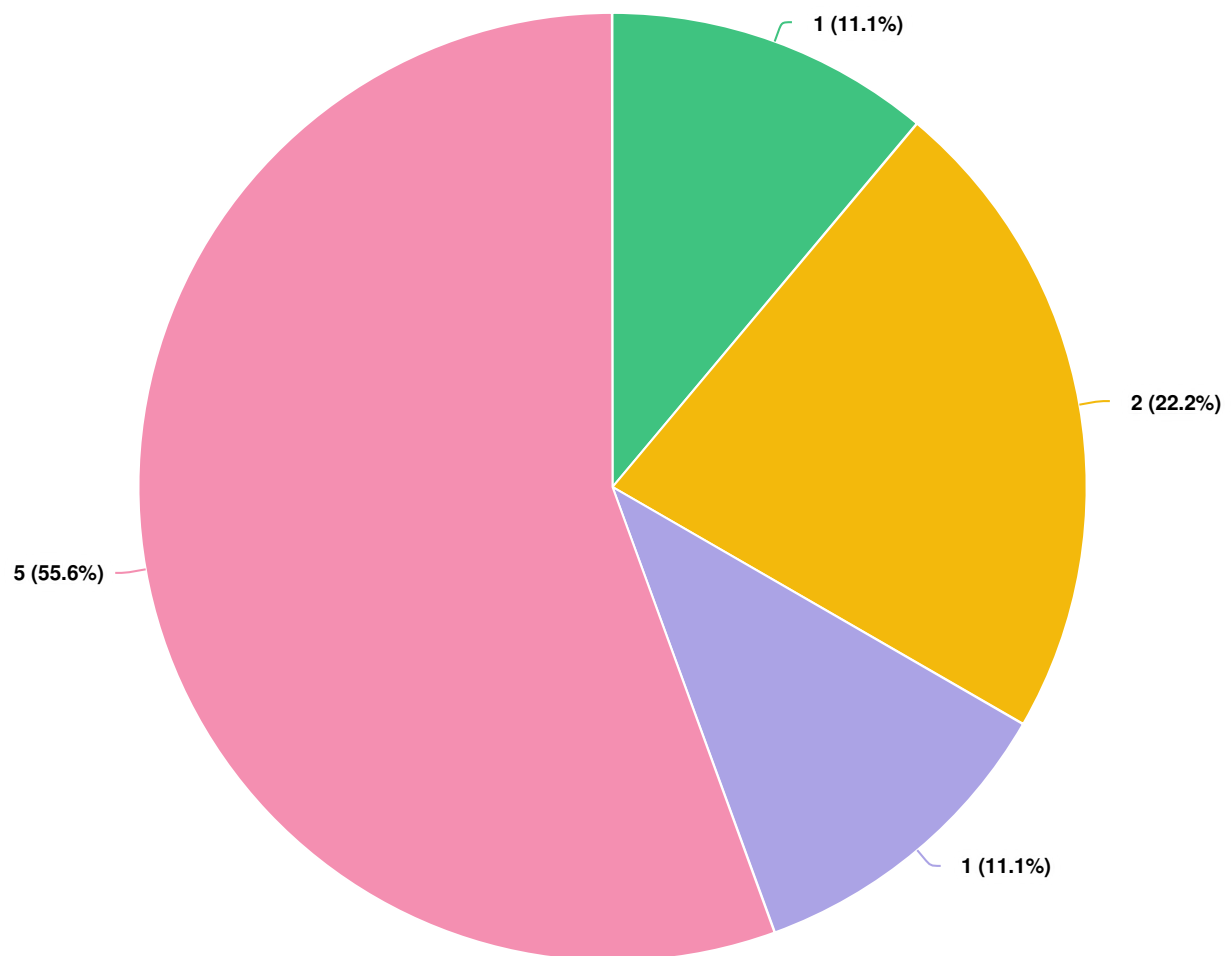
Mandatory Question (28 response(s))
Question type: Likert Question

Q9 | A safety checklist is one way that owners and operators of short-term rentals can confirm to the City the provisions important for consumer safety.

Please indicate your comfort with completing and providing a completed safety checklist to the City at the time of your submittal or renewal for your business license.



Q10 | This question is for managers and tenants of multifamily and mixed-use developments. Please describe the management standards for short-term rentals at your location. For example, are all short-term rentals managed through rental office, managed b...



Question options

- Other (please specify)
- Managed by both the rental office and the individual tenant
- Managed by the individual tenant
- Managed by the rental office only

Optional question (9 response(s), 19 skipped)

Question type: Radio Button Question

Q11 | Let's stay in touch. Staff would like to include you as a stakeholder for the continued work on short-term rentals. Please provide your name, email, and questions for the Economic Development team to follow up.

Anonymous

6/16/2025 12:49 PM

Shariannhsu@gmail.com Shari Hsu

Anonymous

6/16/2025 04:05 PM

dvoll1022@aol.com

Anonymous

6/16/2025 04:54 PM

B. Larson, windinfirssuite@gmail.com

Anonymous

6/17/2025 11:51 AM

Craig Larsen - craigpaularsen@gmail.com

Anonymous

6/17/2025 11:58 AM

alexis@alexispropertymgmt.com

Anonymous

6/17/2025 02:37 PM

Corey Rosemond, corey.rosemond@gmail.com - I operate STRs in other states and am interested in doing this responsibly in Redmond and would be happy to be a stakeholder.

Anonymous

6/21/2025 01:08 AM

devonkellogg@gmail.com

Anonymous

6/23/2025 09:54 AM

MJ Kriebs 425.891.6272

Anonymous

6/23/2025 10:53 AM

risacoleman@hotmail.com, what are our long term plans to ensure healthy, invested property owners of homes vs those that own homes as use them as short term rentals

Anonymous

6/29/2025 08:33 PM

Naomi Yoo, naomi.yoo@gmail.com. I would like to know if the city of Redmond has any plans to address good neighbor practices for short-term rentals and how regulations can be instituted to make them more visible and likely to be followed. Thank you.

Anonymous

zee.anthony@gmail.com

7/16/2025 02:35 PM

Anonymous

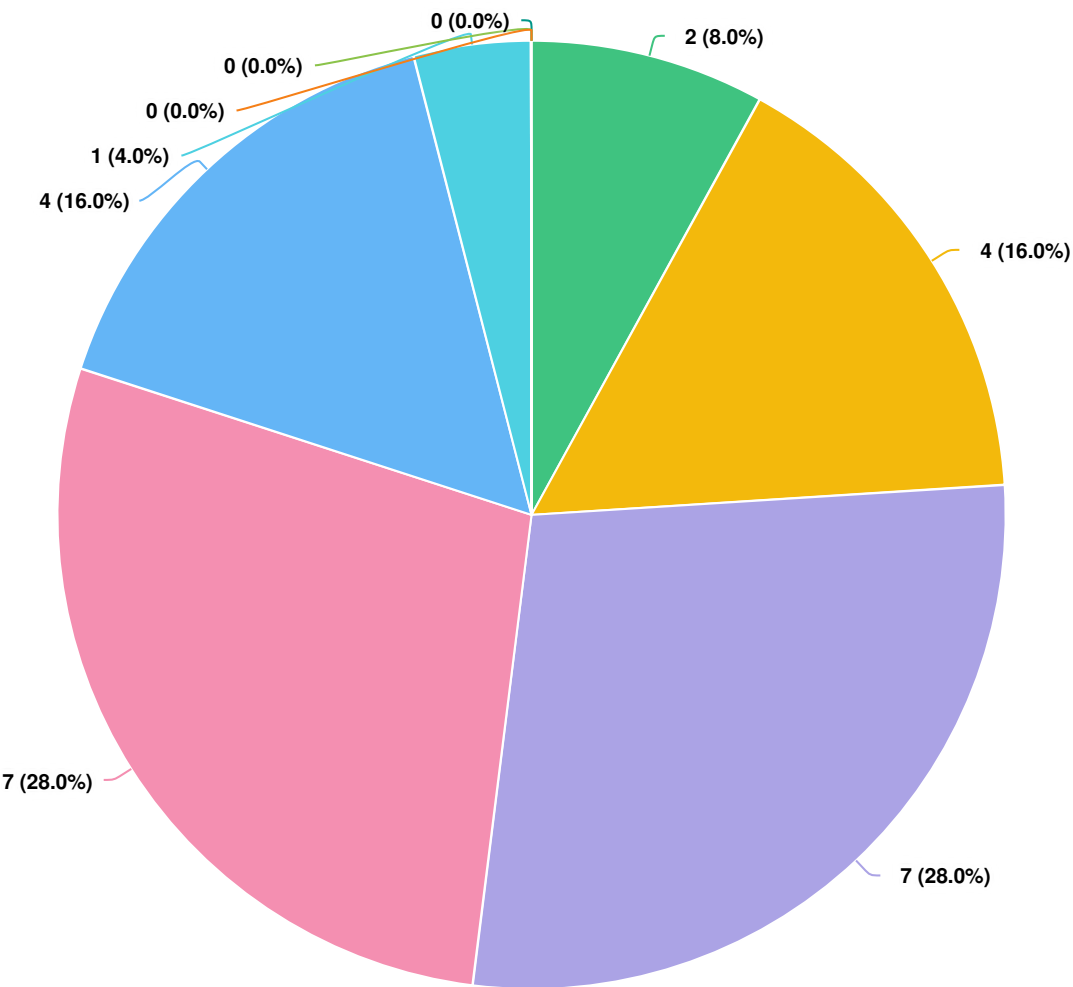
S. Carlson, slcarlo@yahoo.com

7/18/2025 09:11 AM

Optional question (12 response(s), 16 skipped)

Question type: Single Line Question

Q12 For demographics only, please indicate when you were born.



Question options

- Prior to 1930
- 1930 to 1939
- 2000 to present
- 1940 to 1949
- 1950 to 1959
- 1960 to 1969
- 1970 to 1979
- 1980 to 1989
- 1990 to 1999

Optional question (25 response(s), 3 skipped)
Question type: Radio Button Question

Short-Term Rental Community Meeting

July 21, 2025

The community attended this presentation and discussion with City staff to consider proposal updated to regulations regarding Short-Term Rentals in Redmond. The following includes the questions asked of participants and their response as well as their questions and suggestions.

Q1. Please discuss the proposal for Redmond short-term rental business license required:

- **1 Redmond business license per short-term rental in single family zoning districts**
- **1 Redmond business license per operator in multifamily zoning districts**

What does the \$153 Redmond Business License fee provide to the short-term rental operator? Does it cover city services?

Yes, it covers city services, such as public safety, infrastructure maintenance, and economic and tourism support services.

Is it a one-time fee?

Business licenses are renewed annually.

Is this a way for the City to create an advertising list? What does the operator gain?

Requiring a city business license is a conduit for the City and operator to build a relationship, including access to Economic Development and Tourism support services.

When licenses are renewed, will there be restrictions?

Restrictions are based on state and city regulations. It is the City's regulations that are being studied at this time. If regulations are to be refined in the future, the City would do additional community engagement.

Participant Suggestion: Short-term rental rules should be combined with the business license. This would be similar to how HOA rules are managed.

Do you believe that because short-term rentals are a small percentage of the City's housing supply that residents aren't concerned about them?

The City receives a small number of concerns regarding short-term rentals, such as through our [online customer service portal](#). Often these are regarding noise, parking, and parties.

How will residents and owners of short-term rentals know if a business license is required?

The City uses a wide variety of communication channels to reach community members, such as newsletters, social media, and direct mail. Staff also have access to state For additional information, refer to <https://www.redmond.gov/2301/Short-Term-Rentals> or email Principal Planner [Kimberly Dietz](#).

issued business licenses for reference. A series of webpages and the Redmond Municipal Code provide details of the requirements:

- Business Licensing webpage: <https://www.redmond.gov/230/Business-Licensing>
- Redmond Municipal Code, Chapter 5.04 General Business Regulations: <https://redmond.municipal.codes/RMC/5.04>

Participant Suggestion: Require a business license for businesses but not for residents and small operators. For example, only require a business license when an operator manages two or more units.

The current proposal is for consistency with the state definition of short-term rental that includes an exemption for certain conditions:

[Short-term rental \(RCW 64.37\)](#)

"Short-term rental" means a lodging use, that is not a hotel or motel or bed and breakfast, in which a dwelling unit, or portion thereof, that is offered or provided to a guest by a short-term rental operator for a fee for fewer than thirty consecutive nights.

"Short-term rental" does not include any of the following:

- A dwelling unit that is occupied by the owner for at least six months during the calendar year and in which fewer than three rooms are rented at any time;
- A dwelling unit, or portion thereof, that is used by the same person for thirty or more consecutive nights; or
- A dwelling unit, or portion thereof, that is operated by an organization or government entity that is registered as a charitable organization with the secretary of state, state of Washington, or is classified by the federal internal revenue service as a public charity or a private foundation, and provides temporary housing to individuals who are being treated for trauma, injury, or disease, or their family members.

Has the City thought about compliance issues?

Yes, this study also considers the City's standard operations including how changes to the code would impact the current operations. Education is a required portion of [RCW 64.37.030 Consumer Safety](#), through which cities and counties must implement the following provision: (3) For a first violation of this section, the city or county attorney must issue a warning letter to the owner or operator. An owner that violates this section after receiving a warning letter is guilty of a class 2 civil infraction under [chapter 7.80 RCW](#).

Q2. Please discuss the communication proposal. What information should be shared with the City; with neighbors for awareness; and with multifamily management for state legislative compliance, such as [RCW 64.37.030 Consumer Safety](#). As a neighbor, how would you like to remain aware of operations and how to communicate with you? What communication formats would work well?

For additional information, refer to <https://www.redmond.gov/2301/Short-Term-Rentals> or email Principal Planner [Kimberly Dietz](#).

Communication is a good idea, but how would it be implemented? HOAs do not know the unit(s) is being rented. HOAs most frequent issues are with individual owners and not with management companies. It would be helpful to have contact information to call, even if a friend of the owner.

It is common courtesy to notify neighbors when renting a unit. Provide contact information to them. Encourage this type of contact/communication between neighbors.

Recommend to operators and management companies to reach out to neighbors.

Q3. Please discuss the consumer safety proposal that would help operators and customers confirm a short-term rental's conformance with [RCW 64.37.030 Consumer Safety](#). What items should be included on a consumer safety checklist for guest of the short-term rental? How should the short-term rental operator share the checklist with their guests?

Reminder that fire extinguishers have an expiration date. The operator should confirm they are current or have been recharged.

It is standard for management companies to provide information, such as emergency exits. Houses have exterior lighting for access, but it is not a requirement.

Airbnb provides a refrigerator magnet for emergency information to be accessible.

Q4. What did we miss today? What else is also important for short-term rental operators, their guests, and the City? Going forward, how would you like the City to maintain this new relationship with short-term rental operators?

Important to define short-term rental.

Have an informational session to identify what is needed for operators, neighbors, and consumers to know.

Invite Airbnb and other platform representatives to attend regularly scheduled information sessions.

If the code is changed, how long does it remain in effect?

The code remains in effect until a change is made or a date certain for its expiration is also adopted. The process for updating the code in the future would be similar to the current process, which includes several opportunities for community involvement.

What happens to current operators when/if rules change?

If the proposal is adopted to include requirements for City of Redmond business licenses, operators of short-term rentals that meet the adopted definition of a short-term rental will need to obtain a City of Redmond business license. Information including instructions will be provided on the City of Redmond [Business License webpage](#) and communicated directly with operators through mail, email, and telephone.

For additional information, refer to <https://www.redmond.gov/2301/Short-Term-Rentals> or email Principal Planner [Kimberly Dietz](#).



In addition, [RCW 64.37.040 Short-Term Rental Platforms](#) requires that short-term rental platforms inform operators, who use their platform, of the operator's responsibilities to collect and remit all applicable local, state, and federal taxes unless the platform does this on the operator's behalf.

For additional information, refer to <https://www.redmond.gov/2301/Short-Term-Rentals> or email Principal Planner [Kimberly Dietz](#).

Attachment E: Comments Received by Email

From: [Lee Waite](#)
To: [Kim Dietz](#)
Subject: Re: short term rentals
Date: Tuesday, August 26, 2025 7:24:58 PM

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

I didn't see the survey come out earlier this month, but I would like to take a moment to express my views.

Short term rentals are a problem in multi-family and condominium communities.
I am in on the BOD at Sixty01, a large condo complex in Redmond.

While we have specific language barring rentals of less than 30 days, we still have violators that we must deal with.

STRs do not help our community and are a problem as we don't know who is coming in and out of our community.
They are not beholden to the CCRs and disregard rules and regulations.

We hope the city will pass an ordinance barring STRs in multi family and condominium complexes.

Sent from my iPhone

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
Short-Term Rental Code Update		
1. Impacts on and protection for housing affordability <i>City Council President Kritzer, City Council Vice President Forsythe</i>	<u>City Council Discussion</u> 6/3: Councilmembers asked what the impacts are on and protections for housing affordability. <u>Staff Response/Recommendation</u> • STRs comprise approx. 0.6 percent of city's housing stock (237 of 35,796 units) • Business licensing requirements and regular engagement with the business sector will allow the city to monitor the number and percentage of STRs There would be no changes to the current protections on housing affordability. Redmond inclusionary zoning and multifamily property tax exemption affordable housing units are established to be affordable to households at various percentages of the Area Median Income (AMI). These units are bound with legal covenants, ensuring that same level of affordability. Housing units identified for providing affordable levels of housing would continue to be required to provide the levels as defined in those legal documents. These units are monitored and stewarded by ARCH to ensure compliance.	Opened 6/3/2025
2. Definition of Short-Term Rental <i>City Council President Kritzer, City Council Vice President Forsythe</i>	<u>City Council Discussion</u> 6/3: Councilmembers requested the proposed definition of short-term rental? <u>Staff Response/Recommendation</u> Chapter 64.37 RCW: Short-Term Rentals: "Short-term rental" means a lodging use, that is not a hotel or motel or bed and breakfast, in which a dwelling unit, or portion thereof, that is offered or provided to a guest by a short-term rental operator for a fee for fewer than thirty consecutive nights. "Short-term rental" does not include any of the following: (i) A dwelling unit that is occupied by the owner for at least six months during the calendar year and in which fewer than three rooms are rented at any time;	Opened 6/3/2025

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
	(ii) A dwelling unit, or portion thereof, that is used by the same person for thirty or more consecutive nights; or (iii) A dwelling unit, or portion thereof, that is operated by an organization or government entity that is registered as a charitable organization with the secretary of state, state of Washington, or is classified by the federal internal revenue service as a public charity or a private foundation, and provides temporary housing to individuals who are being treated for trauma, injury, or disease, or their family members.	
3. Rental periods <i>City Council Vice President Forsythe, Councilmember Salahudin</i>	<u>City Council Discussion</u> 6/3: Councilmembers requested a description of the rental periods for short-term and long-term rentals. <u>Staff Response/Recommendation</u> Based on the state's definition: • Short-term rental is usage by a guest for fewer than thirty consecutive nights. • Long-term rental is usage by the same person for thirty or more consecutive nights.	Opened 6/3/2025
4. Mitigating upper levels of housing <i>Councilmember Nuevacamina</i>	<u>City Council Discussion</u> 6/3: Councilmember Nuevacamina asked about the aggressiveness to mitigate upper levels of housing. <u>Staff Response/Recommendation</u> Implementation of the recommended code provisions includes establishing the city's awareness of existing conditions and monitoring thereafter. While the data sources indicated 237 short-term rental units in 2024, it did not account for the RCW's definition of short-term rental. Business licensing requirements will help the city gain an improved understanding and develop a working relationship with the owners and operators.	Opened 6/3/2025

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
5. Enforcement <i>City Council</i> <i>President Kritzer,</i> <i>Councilmember</i> <i>Stuart,</i> <i>Councilmember</i> <i>Nuevacamina</i>	<u>City Council Discussion</u> 6/3: Councilmembers asked what enforcement would occur when a short-term rental is not licensed. Also, what is the staffing capacity to respond to enforcement needs? <u>Staff Response/Recommendation</u> Staff recommends maintaining current enforcement operations that involve response to complaints. Additional staffing is not anticipated during the current budget period. Increased awareness and monitoring of short-term rental usage will allow for strategic decision making, if needed, in the future.	Opened 6/3/2025
6. Developers' promotion of short-term rentals <i>Councilmember</i> <i>Nuevacamina</i>	<u>City Council Discussion</u> 6/3: Councilmember Nuevacamina noted that developers are also promoting short-term rentals and asked whether this relates to the proposal? <u>Staff Response/Recommendation</u> Developers, realtors, and rental management companies are promoting use of long-term rental units for short-term rental usage. A small number of these are acceptable though the total number must be monitored for each mixed-use and multifamily development. Exceeding the amounts of transient usage might require a change of use to hotel, motel, or boarding house occupancy types which would raise various code implications including land use and zoning.	Opened 6/3/2025
7. Communication <i>City Council</i> <i>President Kritzer,</i> <i>Councilmember</i> <i>Stuart</i>	<u>City Council Discussion</u> 6/3: Councilmembers asked what type of communication will occur with the owners and operators. <u>Staff Response/Recommendation</u> Several resources will guide short-term rental owners and operators regarding communication with the City and with respective neighboring property owners. These include platform	Opened 6/3/2025

Short-Term Rental Code Update*Attachment F: City Council Issues Matrix, Oct. 28, 2025*

Issue	Discussion Notes	Status
	provider (Airbnb, VRBO, etc.) Good Neighbor policies and guides and the new City of Redmond Short-Term Rental Guide. Communication with the City is intended to create awareness for Development Services Center staff, including Code Enforcement, and Public Safety staff. This requirement aligns with RCW 64.37.030: Consumer Safety: (1) All short-term rental operators who offer dwelling units, or portions thereof, for short-term rental use in the state of Washington must: (a) Provide contact information to all short-term rental guests during a guest's stay. The contact must be available to respond to inquiries at the short-term rental during the length of stay; (b) Provide that their short-term rental is in compliance with RCW 19.27.530 and any rules adopted by the state building code council regarding the installation of carbon monoxide alarms; and (c) Post the following information in a conspicuous place within each dwelling unit used as a short-term rental: (i) The short-term rental street address; (ii) The emergency contact information for summoning police, fire, or emergency medical services; (iii) The floor plan indicating fire exits and escape routes; (iv) The maximum occupancy limits; and (v) The contact information for the operator or designated contact. (2) Short-term rental platforms must provide short-term rental operators with a summary of the consumer safety requirements in subsection (1) of this section. (3) For a first violation of this section, the city or county attorney must issue a warning letter to the owner or operator. An owner that violates this section after receiving a warning letter is guilty of a class 2 civil infraction under chapter 7.80 RCW. Communication with neighboring property owners is intended to ensure available contact information in the event of an emergency and to mitigate unanticipated issues.	

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
8. Inspections <i>Councilmember Nuevacamina, Councilmember Stuart, City Council Vice President Forsythe</i>	<u>City Council Discussion</u> 6/3: Councilmembers asked if inspections noted in the project material would be additive or in-place of regular inspections. Also, how would the City manage inspections considering current staffing? <u>Staff Response/Recommendation</u> Staff recommends maintain current inspection standards, which are implemented during original construction and subsequent modifications to structures. In the event of a complaint regarding safety, an additional inspection could be warranted depending on the nature of the complaint.	Opened 6/3/2025, 9/2/2025
9. Staff capacity for licensing <i>Councilmember Stuart</i>	<u>City Council Discussion</u> 6/3: Councilmember Stuart asked what the staff capacity is for licensing. <u>Staff Response/Recommendation</u> The City partners with the Washington Department of Revenue for business licensing. Currently, staff are required to refund any City business licenses for short-term rentals, paid for at the time of state licensing. This time will be alleviated, and less time will be used in response to the licensing of short-term rentals that meet the state's definition. There is one full-time staff member that is responsible for business license processes with staff from Planning, Building, Public Works and Fire reviewing incoming license applications.	Opened 6/3/2025
10. Homeowner Association (HOA) status <i>Councilmember Stuart</i>	<u>City Council Discussion</u> 6/3: Councilmember Stuart asked if the proposal would affect Homeowner Association rules or change the allowance or prohibition of short-term rentals. <u>Staff Response/Recommendation</u> HOA rules are specific to the individual development. They can be more restrictive than local regulations. For example, a business license requirement for short-term rentals would apply	Opened 6/3/2025

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
	within the HOA as well as across the city. However, if an HOA prohibited short-term rentals – and its rules are being actively applied – then, a short-term rental would not be allowed within the HOA’s service area. It is best for an HOA to discuss their rules with their legal counsel to fully understand the relationship between City regulations and HOA rules.	
11. Neighboring cities <i>City Council President Kritzer, Councilmember Fields</i>	<u>City Council Discussion</u> 6/3: Councilmembers requested information on how other cities handle short-term rentals. <u>Staff Response/Recommendation</u> <i>Definitions:</i> • Seattle defines short-term rentals as a type of lodging sometimes called vacation rentals. A house, condo, or apartment (or a part of one) that is rented for a fee for fewer than 30 consecutive nights is a short-term rental. • Kirkland defines short-term rental as the rental of a residential unit for less than thirty days. A short-term rental is not a bed and breakfast house or home occupation as defined in the Zoning Code. • In Spokane a short-term rental means a lodging use, that is not a hotel or motel, in which a residential dwelling unit, or portion thereof, is rented to overnight guests by a short-term rental owner or operator for a fee for fewer than 30 consecutive days. • Bothell does not license short- or long-term rentals. <i>Restrictions:</i> • Seattle restricts establishing short-term rentals include RVs, tents, garages, boats, and other spaces not considered dwelling units; floating on-water residences, waterfront residences, and other areas where lodging activities are prohibited by the shoreline code; and dwellings in commercial or industrial buildings permitted as “Caretakers Quarters”. • Kirkland does not allow more than two short-term rental agreements at the property at any one time. • Spokane determines maximum short-term rental units by structure rather than per lot.	Opened 6/3/2025, 9/2/2025

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
	○ One short-term rental is allowed in both a detached or attached single-family structure and an accessory dwelling unit, subject to the owner occupancy requirements. ○ Multifamily or mixed-use buildings: ▪ Buildings that are fire sprinklered may have no more than thirty percent (30%) of the total number of residential units as short-term rentals. ▪ Buildings that are not fire sprinklered must go through the Change of Use/Occupancy process to establish a Retail Sales and Service use. <i>Requirements:</i> • Seattle requires a City of Seattle business license and a registration for rentals operated other than within an individual's respective residence. • Kirkland requires a city endorsement (license) be added to the WA State Business License for short-term and long-term rentals. A Short-Term Rental Declaration must be submitted with a short-term rental application. ○ The property owner, or an authorized agent, must occupy the property as a primary residence at least 245 days per year to enter into short-term rentals there. ○ A property manager living within 15 miles of the residence must be identified for those days when neither the owner nor an authorized agent are occupying the property. ○ Lodging taxes for short-term rentals must be paid to the State of Washington, and those payments are the responsibility of the property owner. • Spokane requires a city endorsement be added to the WA State Business License for short-term rentals. The owner/operator of the rental must obtain a permit, include a site plan and a floor plan, and a notarized Life Safety Compliance form. ○ The city's building official must verify that each bedroom to be rented to overnight guests meets the current building code requirements for a sleeping room, meets current fire code requirements and common areas do not qualify	

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
	as sleeping accommodations for the purposes of determining maximum occupancy. ○ For short-term rentals within residential zones: a notification letter must be prepared by the owner/operator describing the operation and number of bedrooms rented and includes information on how to contact the owner/operator by phone. Notification letter is to be mailed or delivered to all recognized organizations/owners of property abutting and directly across the street from the short-term rental upon issuance of the short-term permit. <i>Violations:</i> • Seattle levies a \$150 to \$500 daily fine for violations that remain unresolved. • Kirkland – failure to obtain a business license or maintain one may result in penalty fees and possibly other sanctions or could constitute a misdemeanor crime. • Spokane – if a short-term permit is revoked, a new short-term rental permit will not be issued to the owner at that site for 2 years. Before revocation, the owner/operator receives one warning. Non-compliance or a repeat of non-compliance in a 12-month period results in revocation and a civil infraction.	
12. Licensing fee <i>City Council</i> <i>President Kritzer</i>	<u>City Council Discussion</u> 9/2: City Council President Kritzer requested additional details regarding the feedback staff received regarding the City’s business license fee and perspectives on addressing the feedback. <u>Staff Response/Recommendation</u> In response to community feedback, staff described the current fee for a business license at \$153. It covers city services, such as public safety, infrastructure maintenance, and economic and tourism support services. Business licenses are renewed annually, and any proposed increases to the rate would be reviewed by the City Council. For short-term rentals meeting the proposed definition, staff’s recommendation is:	Opened 9/2/2025

Short-Term Rental Code Update*Attachment F: City Council Issues Matrix, Oct. 28, 2025*

Issue	Discussion Notes	Status
	• One Redmond business license for the operator of a multifamily or mixed-use development; and • One Redmond business license for every individually addressed unit in other forms of development such as single-family dwellings and accessory dwelling units. The discussions with community also reflected back on the proposed definition of short-term rentals. This highlighted to some community meeting participants how their rental would not meet the terms of the definition and therefore would not be required to obtain a Redmond business license.	
13. Data source, AirDNA <i>Councilmember Stuart</i>	<u>City Council Discussion</u> 9/2: Councilmember Stuart requested additional information regarding the data source, AirDNA, referenced in the project material. Also, in the future, will the City consider using our own business licensing as a data source? <u>Staff Response/Recommendation</u> AirDNA provided insights into lodging use during the development of the City’s 2024 Tourism Strategic Plan. This global company collects short-term rental data from public and proprietary sources, including Airbnb and Vrbo data. They report monitoring over 10 million properties in 120,000 markets worldwide. If the City Council approves the recommendation for City of Redmond business licensing requirements, Economic Development and Tourism staff will begin monitoring and developing working relationships with short-term rental owners and operators as well as platform providers as members of the lodging and tourism business sector.	Opened 9/2/2025
14. Good neighbor practices	<u>City Council Discussion</u> 9/2: Councilmember Stuart noted that the City Council received questions and curiosities at Derby Days regarding good neighbor practices. She asked what these practices and protocols would look like in their implementation, including when Council receives emails.	Opened 9/2/2025

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
<i>Councilmember Stuart</i>	<u>Staff Response/Recommendation</u> Platforms provide policies and rules for the owner or operator of a short-term rental as well as for their guests to function. One policy, by Airbnb, involves community disturbance, for example: Community Disturbance Policy It is important that those who use Airbnb are respectful of local communities. That respect includes trying to avoid disturbing neighbors with disruptive parties, events, noise, or other disruptive behaviors and actions. This Policy covers our ban on disruptive gatherings and other community disturbances during listing stays or Experiences. Parties and events Disruptive gatherings are prohibited, regardless of size. What we don't allow: - Disruptive gatherings - Open-invite gatherings - Disturbances to the surrounding community such as: - Excessive noise - Excessive visitors - Excessive trash/littering - Smoking nuisances - Parking nuisances - Trespassing - Vandalism - Advertising listings as party or event friendly Unauthorized party intervention	

Short-Term Rental Code Update*Attachment F: City Council Issues Matrix, Oct. 28, 2025*

Issue	Discussion Notes	Status
	We are committed to safe and responsible travel, and reducing the number of unauthorized parties at Airbnb listings has long been a priority. To help us achieve this, we take action, and may block certain reservations that we determine to be higher risk for unauthorized parties. What happens when a host or guest violates our policies? We ask our community to work together to help prevent community disturbances and disruptive gatherings. Airbnb may take steps up to and including suspending or removing a guest, host, or listing from the Airbnb platform if they fail to comply with our policies. Where a listing is advertised as party or event friendly, we may suspend the listing until the violating content is removed. We may also ask the host to update their listing to include an explicit rule stating that parties and events are not allowed. Where a host has set an unreasonable occupancy for a listing, we may require the host to update the listing's occupancy to mitigate the risk of disruptive gatherings. In rare cases where it appears that the listing is intended primarily for the purpose of hosting parties or events (for example, party or event venues), or where a listing has created a severe or chronic nuisance within a neighborhood, the listing may be permanently removed from Airbnb. Reporting a disruption When it's believed an Airbnb listing or Experience is causing a community disturbance—whether that's excessive noise, a disruptive gathering, or unsafe behavior—members of the local community can report it through our dedicated Neighborhood Support. This provides access to the Neighborhood Support team phone number, where a party or other community disturbance that's still in progress can be reported. Once an issue is reported to us, we will send a confirmation email explaining what happens next. This page also provides a link to local emergency services.	

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
	The new City of Redmond Short-Term Rental Guide similarly recommends practices such as clear communication with guests regarding noise, parking, waste management, and pet waste management. As an operational tool, this guide can be updated periodically based on the City's increased awareness of short-term rental operations and unanticipated issues. For example, noise complaints, disturbances, and parking complaints might be made to 911 or the non-emergency line. The Short-Term Rental Guide can direct these calls to the most appropriate tools for logging issues.	
15. Liabilities <i>City Council Vice President Forsythe</i>	<u>City Council Discussion</u> 9/2: City Council Vice President Forsythe asked what the City's liabilities are for completing or not completing the amendments. Also, what are other liabilities? <u>Staff Response/Recommendation</u> Short-term rentals are currently regulated by state law, including provisions for city and county actions concerning violations of the state's requirements: RCW 64.37.030: Consumer Safety provides the following for cities and counties in response to violations regarding short-term rental operations: (3) For a first violation of this section, the city or county attorney must issue a warning letter to the owner or operator. An owner that violates this section after receiving a warning letter is guilty of a class 2 civil infraction under chapter 7.80 RCW. In addition, RCW 64.37.050: Liability insurance states: A short-term rental operator must maintain primary liability insurance to cover the short-term rental dwelling unit in the aggregate of not less than one million dollars or conduct each short-term rental transaction through a platform that provides equal or greater primary liability insurance coverage. Nothing in this section prevents an operator or a platform from seeking contributions from any other insurer also providing primary liability insurance coverage for the short-term rental transaction to the extent of that insurer's primary liability coverage limits.	Opened 9/2/2025

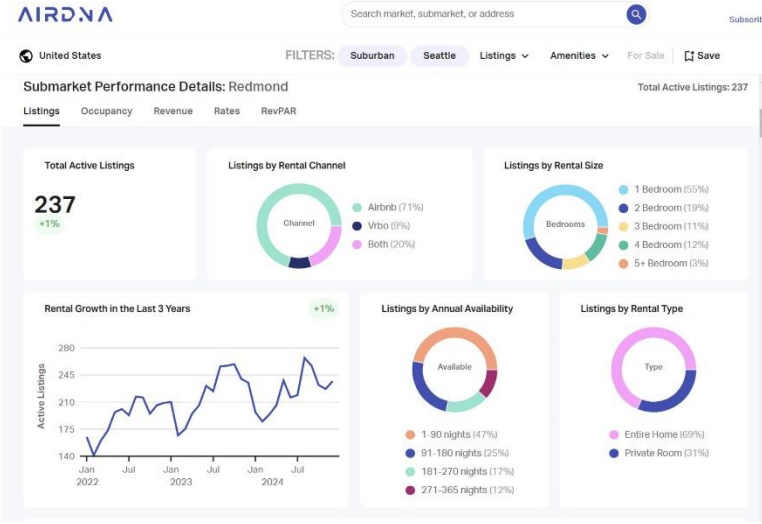
Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
	The proposed amendments to the Redmond Municipal Code would recognize the state's requirements via references, and operationally via the Short-Term Rental Guide. Because the state law is in effect, the cross-references from the city's code would provide awareness of the city's authority to respond to violations.	
16. Conversion to long-term rental <i>City Council Vice President Forsythe</i>	<u>City Council Discussion</u> 9/2: City Council Vice President Forsythe asked what, if any, are the expectations regarding conversions from short to long-term rentals and vice versa (from long-term to short-term rentals). <u>Staff Response/Recommendation</u> The impact of the short-term rental recommendations drafted by staff on conversions from short-term rentals to long-term rentals is likely minimal, while conversions from long-term rental to short-term rental is more likely in the immediate future due to the upcoming World Cup. For example, the staff recommendation of requiring one business license per separately addressed short-term rental unit for accessory dwelling units or single-family homes creates a cost for short-term rental owners/operators of \$153.00 per unit. This business license cost is more than offset by a single day's worth of rental income from that same dwelling unit. Further, a business license is already required for long-term rental owners/operators where five or more dwelling units are being rented per location. Once an owner/operator has exerted the effort to enter the short-term rental ecosystem, primarily the work associated with meeting compliance to begin renting through various private short-term rental services, there is minimal impetus for that owner/operator to switch back to a long-term rental process so long as the financial calculations continue to prefer the short-term approach.	Opened 9/2/2025
17. Anticipated short-term rental	<u>City Council Discussion</u>	Opened 9/2/2025

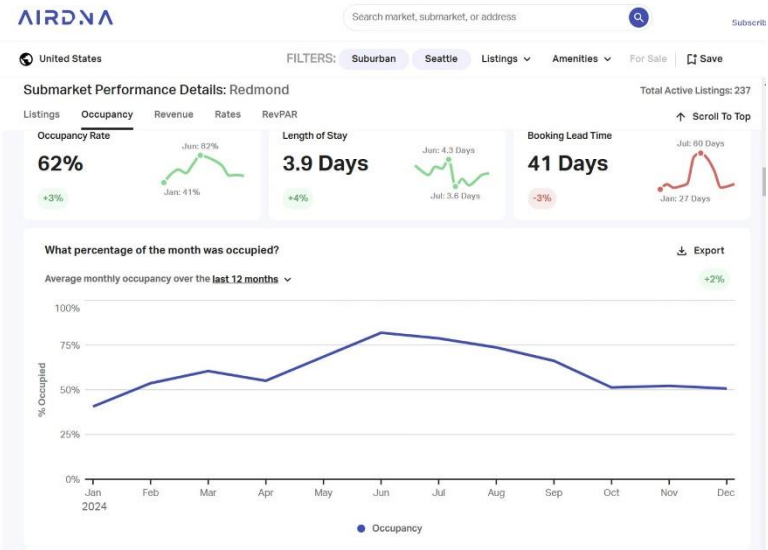
Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
usage following the World Cup <i>City Council President Kritzer, City Council Vice President Forsythe</i>	9/2: Councilmembers asked what staff anticipates for the longevity of short-term rentals, particularly following the World Cup event. <u>Staff Response/Recommendation</u> With updated licensing requirements, the City will be able to better track and report on usage trends with short term rentals after the World Cup. The World Cup is a once-in-a-generation event and the impacts of the World Cup on short-term rentals are unknown. The following images provide insights regarding recent short-term rental usage: - Overview including a general increase in the number of listings from 2022 to 2024:  The screenshot displays the AIRDNA interface for Redmond, Washington. It shows a total of 237 active listings, a 1% increase from the previous period. The data is broken down by rental channel (Airbnb 71%, Vrbo 9%, Both 20%), rental size (1 Bedroom 55%, 2 Bedroom 19%, 3 Bedroom 11%, 4 Bedroom 12%, 5+ Bedroom 3%), rental type (Entire Home 69%, Private Room 31%), and annual availability (1-90 nights 47%, 91-180 nights 25%, 181-270 nights 17%, 271-365 nights 12%). A line chart shows rental growth over the last three years, with a peak in late 2023 and a slight decline in early 2024. - A measure of occupancy indicating peak usage of short-term rentals from June to Sept, 2024:	

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
	 The screenshot displays the AIRDNA Submarket Performance Details for Redmond. Key metrics include an occupancy rate of 62%, a length of stay of 3.9 days, and a booking lead time of 41 days. A line chart shows the percentage of the month occupied over the last 12 months, with a peak in June and July.	
18. Projected World Cup travel numbers to region and Redmond <i>City Council President Kritzer, City Council Vice President Forsythe</i>	<u>City Council Discussion</u> 9/2: Councilmembers asked what staff anticipates for tourism demand of short-term rentals to be during the World Cup. Also, are there any implications or policies that the City should consider, and what is the projected tourism travel anticipated during the World Cup games? <u>Staff Response/Recommendation</u> During the World Cup, Visit Seattle predicts 750K visitors will visit in the region with 50% of those being international visitors. Average stay will be 9 days. \$652.6 M – Direct Spending Impact \$929.0 M Total Economic Impact \$106.5 M – Total state and local taxes generated SEA Airport international arrivals grew almost 10% in 2025 from 2024 in June and July. Regional partners are continuing to monitor travel trends and will update projections as appropriate.	Opened 9/2/2025

Short-Term Rental Code Update

Attachment F: City Council Issues Matrix, Oct. 28, 2025

Issue	Discussion Notes	Status
19. Tenant rights information and resources <i>City Council Vice President Forsythe, Councilmember Fields, Councilmember Stuart</i>	<u>City Council Discussion</u> 9/2: Councilmembers requested amendments to regulations to ensure that tenants' rights, information, and resources be posted at multifamily developments to help people locate and remain in housing. They noted Engrossed House Bill 1217 updated state legislation, effective May 7, 2025 with amendments to Revised Code of Washington (RCW) chapter 59.18 and 59.20 to improve housing stability for tenants subject to the residential landlord tenant act and the manufactured/mobile home landlord-tenant act by limiting rent and fee increases, requiring notice of rent and fee increases, limiting fees and deposits, establishing a landlord resource center and associated services, authorizing tenant lease termination, creating parity between lease types, and providing for attorney general enforcement. <u>Staff Response/Recommendation</u> Staff proposes the addition of requirements to Chapter 5.04 RMC, General Business Regulations as follows: 5.04.070 Procedures for issuance of license. A. Formal Application Required. Every person required to procure a City business license under the provisions of this chapter must submit an application for such license to the Business Licensing Service. The application must include all information required for all licenses requested, the total fees due for all licenses, and the application handling fee required by RCW 19.02.075. ... <u>F. Posting of Tenant Rights. Applications for new and renewal licenses of all rental businesses governed by this section must ensure accessible posting of applicable material regarding tenant rights, related information, and resources as provided for by the City of Redmond Development Services Center, consistent with chapter RCW 59.18 and 59.20.</u>	Opened 9/9/2025



Short Term Rental Updates

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Oct. 28, 2025

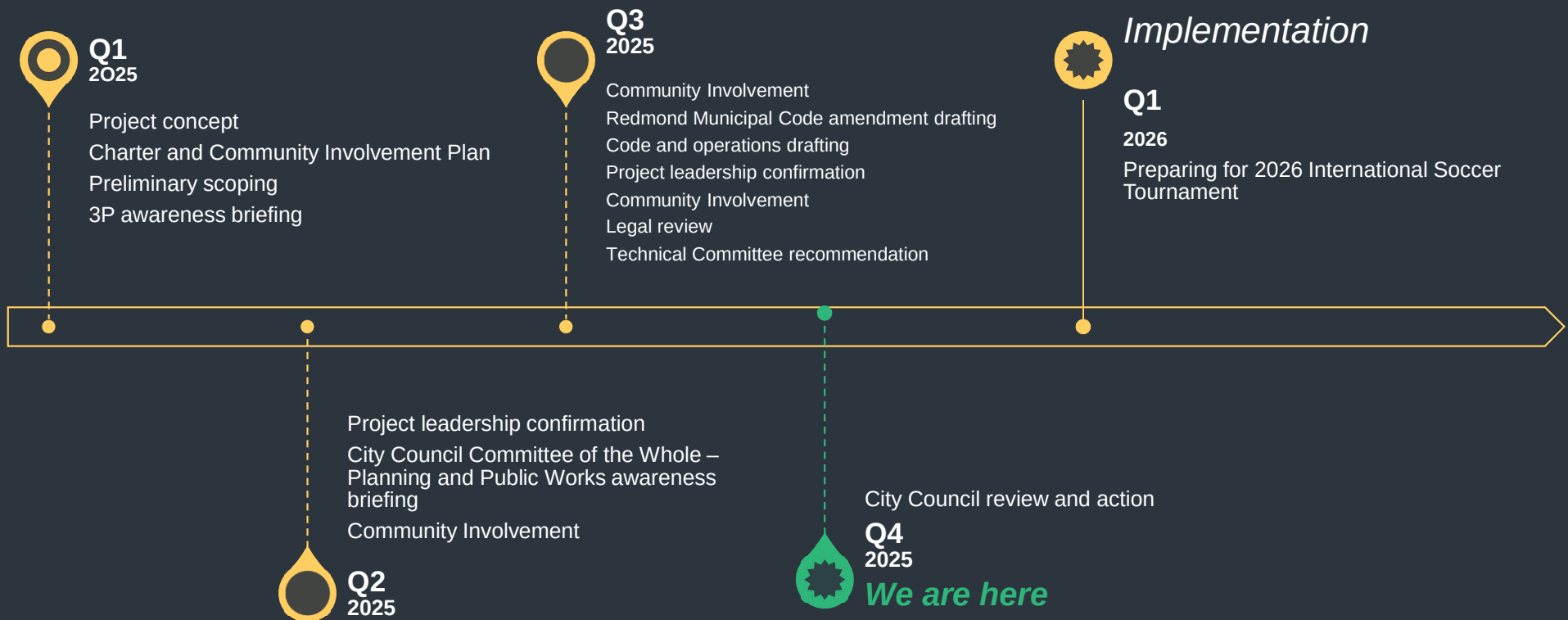




Scope

- Short Term Rental Updates to Code and Operations
 - Update to business licensing regulations
 - Clarity about consumer safety, transparency, and communication
 - Conformance with state legislation
- Preparing for growth associated with the international soccer tournament next year

Project Timeline



Short-term rental definition (RCW 64.37)

"Short-term rental" means a lodging use, that is **not a hotel or motel or bed and breakfast**, in which a dwelling unit, or portion thereof, that is offered or provided to a guest by a short-term rental operator for a fee for **fewer than 30 consecutive nights**.

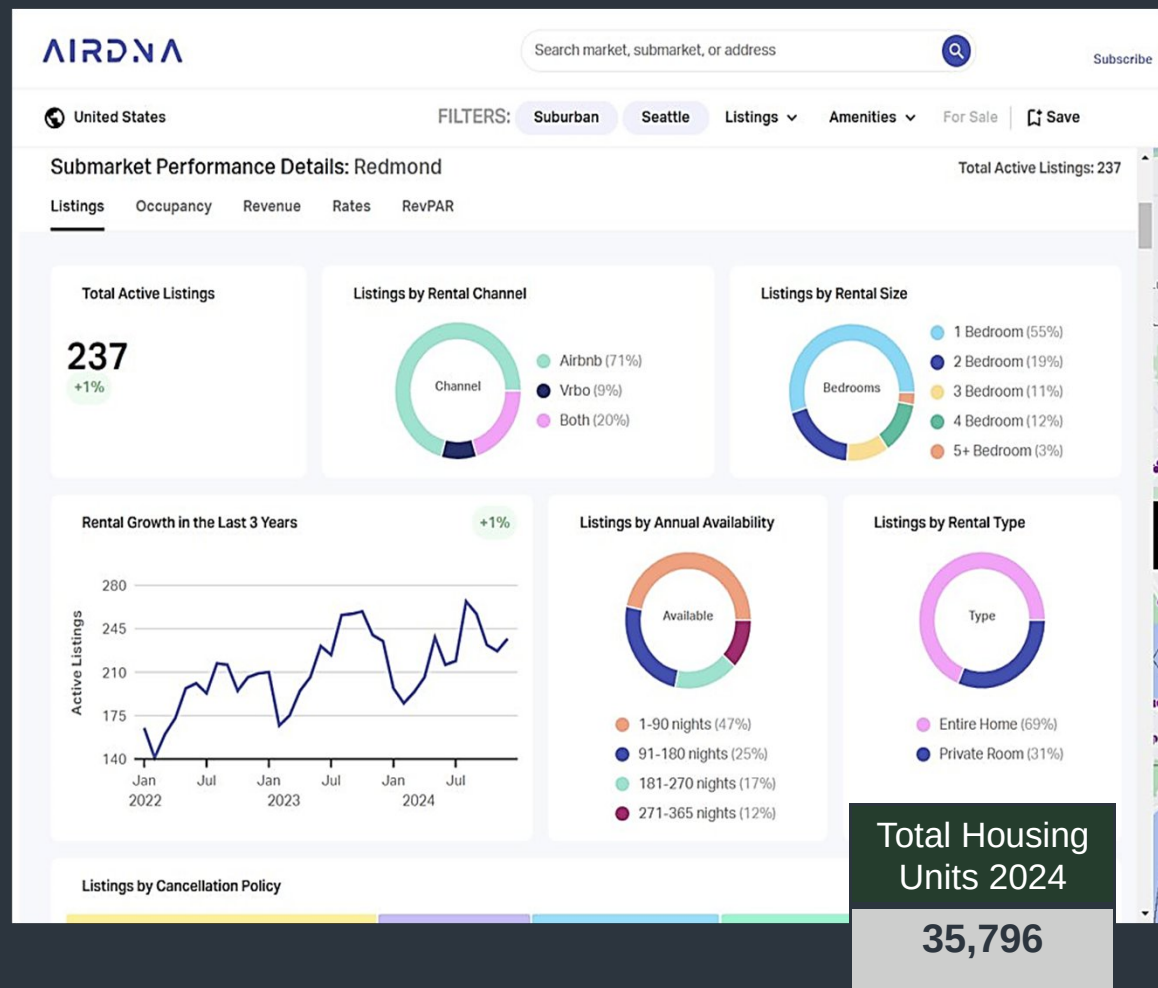
"Short-term rental" does not include any of the following:

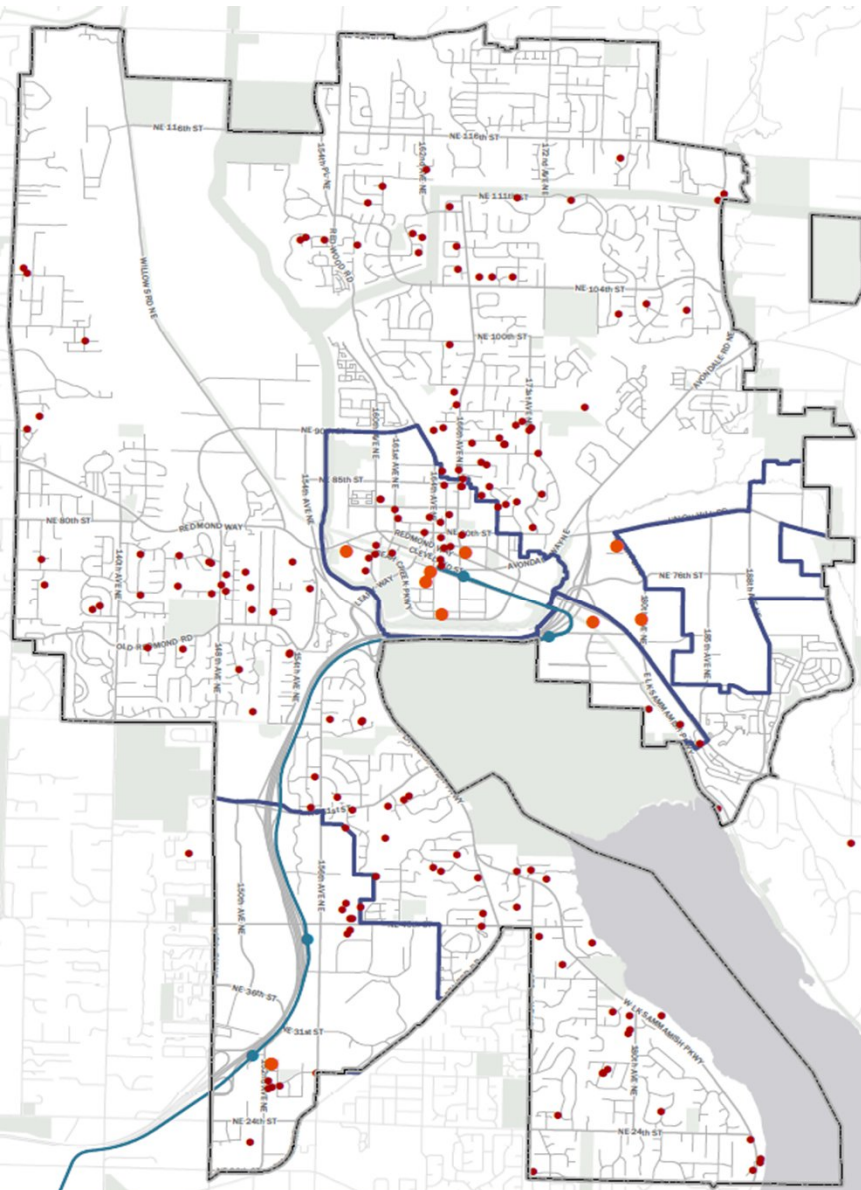
- A dwelling unit that is **occupied by the owner** for **at least six months** during the calendar year and in which **fewer than three rooms** are rented at any time;
- A dwelling unit, or portion thereof, that is used by the **same person for thirty or more consecutive nights**; or
- A dwelling unit, or portion thereof, that is **operated by an organization or government entity** that is registered as a **charitable organization** with the secretary of state, state of Washington, or is classified by the federal internal revenue service as a **public charity or a private foundation**, and provides **temporary housing** to individuals who are **being treated for trauma, injury, or disease**, or their family members.

Existing Conditions

- 237 listings (2024)
 - 0.6% of Redmond's housing units
 - 1 - 2 bedroom (74%)
 - Entire home (69%)
-
- Each short-term rental listing rented for an average of **113 nights per year**.
 - Reason for renting:
 - Leisure (94%)
 - Business (6%)

Short-Term Rental Economic Benefits to Washington State, April 2025.
 Prepared for: Association of Washington Businesses. Prepared by:
 Community Attributes Inc. Chris Mefford, President & CEO and Robert
 Shwed, Sr. Economist





Existing Conditions

Short term rentals and hotels

City of Redmond, Washington

5/8/2024



Next Steps

- City Council action, Dec. 2, 2025



Thank You

Kim Dietz, Creative Economy and Small Business Permit Liaison

Denise Shinoda, Business Licensing

Ian Lefcourte, Long Range Planning

Kris Raftis, World Cup Planning

Allison Tompkins, Current Planning





Memorandum

Date: 10/28/2025
Meeting of: City Council Study Session

File No. SS 25-068
Type: Study Session

TO: Members of the City Council
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: E-Mobility, Technology, Maintenance, Performance Metrics Chapters, and Transportation Facilities Plan (TFP)

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, including a detailed review of strategies included in the E-Mobility, Technology, Maintenance, and Performance Metrics chapters. In addition, staff will review changes to the Transportation Facilities Plan (TFP), which will be included in the TMP update. Finally, staff will highlight future Council touchpoints and milestones, including the anticipated schedule for TMP adoption in Q1 2026.

☐ **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-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-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
- **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
- Redmond PBAC Meeting, July 2025
- Eastside for All Transportation Master Plan Open House - September 8, 2025
- Community-wide Transportation Master Plan Open House - September 29, 2025
- **Outreach Methods and Results:**
Surveys, Questionnaires, Listening Sessions, Community Discussions, Focus Groups
- **Feedback Summary:**
While the community engagement process continues to be 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 frequent transit service in neighborhoods outside centers
 - 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

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
7/1/2025	Committee of the Whole - Planning and Public Works	Receive Information
7/8/2025	Study Session	Receive Information
10/7/2025	Committee of the Whole - Planning and Public Works	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
12/9/2025	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:

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

ATTACHMENTS:

Attachment A - Issues Matrix
Attachment B - Draft E-Mobility Chapter
Attachment C - Draft Technology Chapter
Attachment D - Draft Maintenance Chapter
Attachment E - Draft Monitoring Progress Chapter
Attachment F - Draft Transportation Facilities Plan

Attachment G - Draft Transportation Facilities Plan Project List
Attachment H - Draft Transportation Facilities Plan Projects Added and Removed
Attachment I - Draft Transportation Facilities Plan Project Maps

Transportation Master Plan Update

Issue	Date	Issue	Staff Notes & Next Steps
1	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.
2	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.
3	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.
4	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.
5	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 6front safely) but the turn itself is viewed as unsafe when it is in conjunction with	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

Issue	Date	Issue	Staff Notes & Next Steps
		vehicles. The request is for a <u>bike only</u> left-turn arrow <i>(CM Forsythe)</i>	
6	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>	This is more of an operational issue that can be addressed through our contract with Lime. Staff will discuss with Lime to determine where it makes most sense to do this such as in high traffic areas in urban centers.
7	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	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 is included in the transit chapter of the TMP.
9	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.
10	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.
11	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? <i>(CM Stuart)</i>	Community members can go to the open Let's Connect page to give feedback, as questions, and take available questionnaires.

Transportation Master Plan Update

Issue	Date	Issue	Staff Notes & Next Steps
			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 pedbikecommittee@redmond.gov or visit https://www.redmond.gov/pbac The next Redmond PBAC meeting will be held Monday, January 13, 2025.
12	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.
13	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 and Curbspace 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. The Urban Centers Parking Management Plan will explore this concept further.
14	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 collaborated with Jenny Lybeck and the Sustainability team on the EV strategy as part of the E-Mobility Strategy of the TMP. Actions 3A through 3H of the E-Mobility Strategy explore how the City can utilize private partnerships to provide more publicly available charging infrastructure in Redmond.
15	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? (CM Forsythe)	The Urban Centers Parking Management Plan will explore opportunities to reconfigure the monthly permit program. More information on the changes to this program and anticipated timeline and phasing will be provided in the Urban Centers Parking Management Plan. The goal to phase out permit parking would be over a number of years and when alternatives to on-street parking or hourly, paid parking is available as an alternative.
16	1/28/25	Would we consider implementing a residential parking permit zone as part of	The Urban Centers Parking Management Plan will explore opportunities to reconfigure the monthly permit program. More information on the changes to this program and anticipated timeline and phasing will be provided in the Urban Centers Parking Management Plan.

Transportation Master Plan Update

Issue	Date	Issue	Staff Notes & Next Steps
		phasing out the monthly permit program? (CM Forsythe)	
17	1/28/25	Have we considered implementing dedicated rideshare pickup and drop off locations as part of our curbspace management strategies? (CM Forsythe)	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.
18	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? (CM Kritzer)	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. The PARCC Plan lays out parking requirements for different types of parks and whether or not a park requires off-street parking.
19	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? (CM Kritzer)	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 found at: https://www.redmond.gov/636/Downtown-Parking 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 and make changes as parking enforcement is moved into the Police Department instead of an external vendor.
20	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.

Transportation Master Plan Update

Issue	Date	Issue	Staff Notes & Next Steps
21	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? <i>(CM Kritzer)</i>	Generally, the City does not tow cars for parking violations. The Police Department manages all on-street parking enforcement for the City. The Planning Department and Police Department are working in collaboration on the Urban Centers Parking Implementation Plan which will address on-street parking strategies and recommendations, with Police being in charge of enforcement.
22	3/13/25	Why is TMP delivery now pushed out to April/May 2026? What are the impacts/benefits of that delay? <i>(CM Stuart via email)</i>	The TMP timeline has extended to allow for additional staff and leadership review of content. Staff will continue to progress on TMP development.
23	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? <i>(CM Stuart via email)</i>	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.
24	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? <i>(CM Stuart via email)</i>	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.
25	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? <i>(CM Stuart via email)</i>	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. 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.
26	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.
27	4/8/25	Appreciate conversation around Redmond Way and the constraints around that area.	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

Transportation Master Plan Update

Issue	Date	Issue	Staff Notes & Next Steps
		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 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.
28	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.
29	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.
30	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.
31	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>	The planned bicycle facilities map is intended to show that the Spine Network bicycle facilities are at a low level of traffic stress. We do have a map showing the city's existing level of traffic stress that we can include in the Bicycle Network Chapter or in appendix material to the TMP. The Spine Network facilities on the planned bicycle facilities map all are intended to be level of traffic stress one or two. (See Figure 14 of the Bicycle Network Chapter).
32	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/microbimobility mode. We assume that especially in our denser

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Issue	Date	Issue	Staff Notes & Next Steps
			urban centers, it is reasonable for people to take trips via bicycle/micromobility over drive-alone vehicles. Redmond's bicycle mode share outcomes are shown on page 4 of the Bicycle Network Chapter.
33	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? (CM Forsythe)	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.
34	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? (CM Fields)	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. That is a strategy that we would like to emphasize in our urban centers especially. This strategy is discussed in the CurbSpace and Freight chapters of the TMP.
35	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? (CM Nuevacamina)	Redmond's principal tool for regulating noise is RMC 6.36 Noise Standards. Among other things, this chapter sets decibel limits for noise that vary by time of day and zone. It also regulates construction noise. RMC 6.36.060 requires developers to include sound attenuation when developing housing near high-traffic arterials. 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.
36	4/8/25	How does our updated truck route map compare to the previous version? How does the freight network overlay with the bike network? (CM Forsythe)	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 definitions for Primary and Secondary Truck Routes and how these relate to WSDOT's definitions. The Streets Plan chapter discusses how our modal networks are connected and emphasizes a Layered Network and Complete Streets concept. 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.
37	5/27/25	Looking at the section on ADA-compliant bus stop facilities, have we thought about including solar panels on bus shelters? (CM Forsythe)	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.

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Issue	Date	Issue	Staff Notes & Next Steps
			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.
38	5/27/25	Is there a role for the City to develop or encourage the use of trip planner apps? (CM Fields)	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. The City's Go Redmond program includes a trip planner functionality that is discussed and encouraged in the TDM Chapter of the TMP.
39	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? (CM Kritzer)	The Safer Streets Action Plan is effectively the City's Vision Zero plan as it defines a target and timeframe for eliminating fatal and serious injury crashes in Redmond.
40	5/27/25	What exactly does the term shared parking mean? What is the timeline for this program? (CM Nuevacamina)	The shared parking program is part of our Regional Mobility Grant proposal. The program will work to partner with businesses or management companies of underutilized surfaces parking lots in Redmond to better utilize these spaces for public parking. The City hopes to implement the Regional Mobility Grant microtransit shuttle and shared parking program when the 2 Line Cross-Lake Connection is complete. Staff are bringing forward to a contract to the City Council for the microtransit shuttle vendor.
41	5/27/25	For the transit-only lanes and other capital projects, what would be the timeline for those? (CM Nuevacamina)	The timelines for transit-supportive capital projects are not yet determined and will depend on funding and partnership opportunities with local transit agencies. The table in the TMP serves as an idea bank of potential projects and reflects the City's goals for future infrastructure, strengthening its ability to advocate with transit partners. The table of transit-supportive projects is shown in Strategy 7 of the Transit Chapter of the TMP.
42	5/27/25	Will there be policy conversations for the City to work with other agencies to implement transit goals? (CM Fields)	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. City Council leadership also recommends Councilmembers apply to sit on regional committees such as the Regional Transportation Committee (RTC).
43	5/27/25	Do you feel that this overall transportation plan is sensitive to the balance of needs in Redmond? (CM Fields)	Yes, the layered modal networks and complete streets concepts establish Redmond's need to balance vehicle modes with transit and active transportation modes.

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Issue	Date	Issue	Staff Notes & Next Steps
			The layered modal networks concept is discussed on page 12 of the Streets Plan chapter.
44	5/27/25	How can the City play a roll in making sure community members are aware of transit route changes in their neighborhoods and efficient routes? (CM Kritzer)	The Go Redmond program and communications staff partner with Metro and Sound Transit to promote awareness of transit resources and other ways to travel in Redmond without driving alone. 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. The TDM chapter of the Transportation Master Plan addresses the Go Redmond program's role in promoting awareness of transit resources. Transit frequency is discussed in Strategy 1 of the Transit Chapter of the TMP.
45	7/8/25	Regarding bicycle storage, can you elaborate how bicycle storage is included in the TDM chapter or the TMP overall. (CM Forsythe)	Secure bicycle parking is discussed in Strategy 7 of the Bicycle Chapter of the TMP. Providing infrastructure is a form of Transportation Demand Management and we will look for ways to cross reference strategies in the TDM chapter with other chapters of the report. Additionally, the City is working on a pilot project with Redmond's hotels supported by LTAC funding to provide bicycles and bicycle travel resources for visitors to Redmond's hotels.
46	7/8/25	What do you think it's going to take to get people out of their cars and shift their travel patterns? (CM Fields)	Making alternative transportation options intuitive and user-friendly will help encourage the community to use non-vehicle travel options. Additionally, spreading awareness of the options Redmond already has will help the community know what is currently available to them for their travel needs. The Transportation Demand Management Program is also looking into providing financial incentives and other options to increase commuter behavior change. Redmond applied for and received a Regional Mobility Grant to provide another non-drive alone travel option and encourage transit use. This grant program will fund a microtransit shuttle and shared parking program, making it easier for people to access the Downtown Redmond light rail station.
47	7/8/25	Additionally, the City needs to make driving more difficult and expensive to discourage people from driving and promote other modes of travel. The City can be more	The Transportation Demand Management chapter discusses parking management (including paid metered parking) in Strategy 4, which helps to show the true cost of parking management.

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Issue	Date	Issue	Staff Notes & Next Steps
		specific about how driving can be more costly than other options. (CM Anderson)	Additionally, the City will bring the results of the Urban Centers Parking Management Plans to Council later in 2025 to further the City's conversation regarding parking management. These recommendations include increasing the monthly permit fee, increasing the time-limited service area, and exploring metered parking. These recommendations will help the city be more in line with the rates that private developments charge.
48	7/8/25	In Strategy 1 of the TDM Chapter, one of the actions could be "have successful regional growth centers" to draw connections between this chapter and others in the TMP. (CM Stuart)	Language has been added to the strategy discussion about how focusing growth in urban centers is the most impactful TDM strategy as it puts more people within easy walk/bike distance of services and regional transit. An action has also been added that layers in additional things that can be done to achieve successful centers, including effective parking management, safe and comfortable walking and biking infrastructure, and encouraging a diverse mix of land uses.
49	7/8/25	Strategy 4 mentions wayfinding. Can we call out the connection between better wayfinding and utilizing routes of lower bicycle and pedestrian traffic stress? A map or better signage would be helpful. (CM Kritzer)	Clarifying language was added to Strategy 4 of the TDM chapter and to Strategy 10 of the Pedestrian chapter. Wayfinding implementation efforts will prioritize low-stress routes. Language added too Strategy 4 of the TDM chapter includes, "Additionally, clear wayfinding signage promotes awareness of non-driving routes such as bicycle and pedestrian facilities. Clear wayfinding can promote awareness of alternative modes and discourage drive-alone trips." Language added to Strategy 10 of the Pedestrian Plan includes, "Clear and consistent wayfinding helps people navigate the transportation system. For people walking and biking, wayfinding can be especially helpful for understanding the best routes for getting to key destinations such parks, schools, transit, and shopping. As such, wayfinding can be an effective tool for encouraging active travel."
50	7/8/25	Is there any way to add more emphasis on how we gather feedback and communicate feedback to Metro about bus routing and frequency, especially given recent Metro service changes with the East Link Connections network? (CM Kritzer)	Communications and coordination between the City of Redmond and transit agencies is discussed in Strategy 9 of the Transit Chapter. Clarifying language emphasizing frequent communications between the City and King County Metro has been added to Strategy 8 of the Transit Chapter and Action 1C of the TDM Chapter. Language included in Strategy 9 of the Transit Chapter includes, "Continuity in policy and planning efforts across agencies will help bring Redmond's transit goals to reality in a more efficient manner. Redmond's efforts should align with King County Metro's and Sound Transit's long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro's and Sound Transit's long-range plans so that they align with the city's objectives."

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Issue	Date	Issue	Staff Notes & Next Steps
			Language added to Action 1C of the TDM Chapter includes, “Establish clear and frequent coordination between the City and transit agencies to communicate feedback on transit service.”
51	7/8/25	Can we better articulate strategy 6 in the Pedestrian Chapter regarding Pedestrian Priority Zones? Can we be clearer in reinforcing our commitment to defining these zones? <i>(CM Stuart)</i>	Yes, clarifying language has been added to Strategy 6 of the Pedestrian Chapter to better articulate what is included in Pedestrian Priority Zones. Language added to Strategy 6 includes: “The Pedestrian Priority Zones are intended to prioritize a comfortable pedestrian experience through street design and operational strategies, including the following: • Street design strategies: traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting • Operational strategies: 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)” “Action 6B: 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.”
52	7/8/25	In Strategy 9 for pedestrian travel through construction areas, can we acknowledge that our facilities need to be restored after construction ends? <i>(CM Stuart)</i>	Yes, clarifying language will be added to Strategy 9 of the Pedestrian Chapter to better articulate that pedestrian facilities need to be fully restored after construction to provide safe access that meets ADA requirements. Language added to Strategy 9 includes, “Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant.”
53	7/8/25	What kind of data do we use for our data-driven traffic calming approach? <i>(CM Stuart)</i>	Historically, the transportation data that has been collected includes annual traffic data collection of vehicle speeds, vehicle volumes, pedestrian volumes at intersections, and

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Issue	Date	Issue	Staff Notes & Next Steps
			bicycle volumes at intersections. Through the TMP update process staff have also identified specific streets, to be defined as bicycle boulevards, that will be safe and comfortable facilities for all ages and abilities and create the city's bicycle spine network. Other priorities for traffic calming would include streets without sidewalk, streets that are known to be cut-through routes, and we would continue to utilize Q-Alert data and feedback from the community related to speeding. Staff also collect speed data to validate and verify any requests or feedback that we receive from the community.
54	7/8/25	Regarding accessibility: rather than doing everything at once, can this plan eventually lead to a budget request that prioritizes what areas need improved accessibility first? <i>(CM Fields)</i>	Strategy 7 of the Pedestrian Chapter includes the development of an ADA Transition Plan for Redmond's public right-of-way. The development of this plan will include a prioritization component that will evaluate all ADA barriers and prioritize them for improvement based on location, severity, and proximity to pedestrian-generating uses.
55	7/8/25	I don't see anything talking about the environmental impacts of lighting in the pedestrian chapter—can we include an action that says we will ensure lighting for safety while using best practices for lighting to reduce skyglow and environmental impacts? <i>(CM Kritzer)</i>	Strategy 8 of the Pedestrian Chapter discusses street lighting. Language has been added that addresses the need to balance lighting for pedestrian safety with using best practices to reduce skyglow and environmental impacts.
56	7/8/25	For sidewalk gaps and alternatives, is the goal to be at 100% sidewalk coverage? It would be good to articulate what the goal is in this chapter. <i>(CM Kritzer)</i>	The goal is for 100% of streets to be comfortable for pedestrians to travel on. Staff have heard that sidewalks are what people want in most cases but acknowledge that traditional sidewalks may not always be feasible given spatial or environmental constraints and associated costs and impacts. Our goal is to provide a comfortable and separated walking environment on all streets, whether with a conventional sidewalk or sidewalk alternative. This clarification will be added to the Pedestrian Chapter in Strategy 1 and Strategy 5.

E-Mobility Strategy

TMP Update



E-MOBILITY STRATEGY

1. Introduction

The City is committed to creating an accessible, safe, and low-carbon transportation system. At the heart of this strategy is the development of walkable, bikeable neighborhoods and connecting community members to transit, as outlined in Redmond 2050 and other chapters of the Transportation Master Plan.

While reducing vehicle trips is at the core of the City’s strategy, we also recognize that vehicles will continue to play a role in Redmond’s transportation system. To achieve the community goal of net zero greenhouse gas emissions by 2050, Redmond must electrify vehicle and micromobility trips and transition away from carbon-based fossil fuels. Similarly, Redmond already has a higher EV adoption rate than much of the state, and the City must ensure EV infrastructure keeps pace to accommodate upcoming state mandates that require all new light duty vehicle sales to be electric starting in 2035.

The E-Mobility Strategy outlines Redmond’s goals for advancing electric-mobility and EV infrastructure, while also acknowledging the need to reduce vehicle trips overall. The City’s E-Mobility Strategy builds upon the work established in the City’s Environmental Sustainability Action Plan (ESAP), the City’s roadmap to reduce greenhouse gas emissions to net zero by 2050. The ESAP identifies actions to reduce emissions across multiple sectors, including the transportation system, which is the second largest source of emissions in Redmond.

The City’s approach to E-Mobility policy development has included data analysis, research of other cities, community questionnaires, and roundtable discussions with community members, all aimed at identifying challenges, opportunities, and potential solutions for the future of E-Mobility in Redmond. Special emphasis is placed on reaching historically marginalized and underserved communities, ensuring their perspectives are central to the city’s long-term mobility planning. While early adopters—primarily single-family homeowners—have had the advantage of home charging, many residents, particularly those in multifamily housing or underserved communities, face significant barriers to EV ownership and charging access. As demand for EVs grows, ensuring a comprehensive and equitable charging network is essential for meeting climate goals and supporting Redmond’s evolving transportation needs.

The E-Mobility Strategy will help Redmond prioritize programming and investments in EV infrastructure, pursue partnerships and funding opportunities, and establish policies that remove barriers to adoption. To ensure that these policies reflect the needs of the community, the City has implemented an engagement-driven approach by gathering input from key stakeholders, including residents, businesses, advisory councils, property owners, and community-based organizations.

A thoughtful E-Mobility Strategy represents a crucial step toward addressing critical transportation needs, reducing transportation emissions, expanding clean mobility options, and ensuring that Redmond remains at the forefront of sustainable urban development.

2. Advancing Redmond 2050 Guiding Principles

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

Resilience

- **Electricification reduces greenhouse gas emissions that contribute to climate change and associated negative impacts on environment, infrastructure, and community. (FW-TR-2 and CR-28)**
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 3

Equity & Inclusion

- **Access to EVs, e-bikes, micromobility, and charging infrastructure should be available to all Redmond community members regardless of socioeconomic status. (FW-CR-1 and CR-2)**
- Strategies supporting the Guiding Principle of Equity include: Strategy 1 and Strategy 6

Sustainability

- **Increasing E-Mobility infrastructure contributes to reduced GHGs and forwards Redmond's sustainability and climate goals. (FW-CR-3 and CR-28)**
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5, and Strategy 6

3. Redmond's E-Mobility Infrastructure Landscape

Redmond continues to make progress to increase use of e-mobility options, as outlined in the City's Environmental Sustainability Action Plan (ESAP). The ESAP offers an initial framework for coordinated and beneficial sustainability action across the city and community. A periodic update to the ESAP is underway and anticipated to be completed in late 2025. This E-Mobility Strategy is intended to complement the work the ESAP is undertaking, specifically in the transportation realm with the goal to reduce transportation emissions and enhance community mobility.

E-mobility is growing in Redmond – from high EV adoption rates, growing EV infrastructure, and micromobility solutions that rely on clean electricity. Key e-mobility existing conditions are outlined below.

EV Infrastructure

Redmond is a leader in EV adoption. The City has prioritized EV adoption within its own operations, while also advancing multiple policies to increase access for community members. Key accomplishments include:

- A commitment to transition the municipal vehicle fleet to clean vehicles. The City fleet now includes 16 EVs, 5 plug in hybrid EVs, 18 hybrids, and the state's first electric fire apparatus.
- Expanding fleet charging infrastructure, which now includes 25 fleet chargers. The City reduced its fleet's carbon footprint 14% since 2011 while saving thousands of dollars in fuel expenses.
- Updating the Redmond Zoning Code to require 100% EV ready parking in multifamily developments.
- Offering 12 public chargers to support community charging.

Current public EV infrastructure available across the city, as well as adoption trends is summarized in Table 1.

TABLE 1 REDMOND EV INFRASTRUCTURE SUMMARY

City	Population	Approx % Existing Single Family Land Use	Light-Duty Vehicles	EVs	EV %	L2 Ports	DC Fast Ports	Chargers / 100 EVs
Redmond, WA	82,380	46%	54,000 ¹	5,700 ¹	11%	92	19	2

Notes:

¹ Data based on data.wa.gov "[Electric Vehicle Population Map](#)" and estimate of light duty vehicles based on city average.

Micromobility

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility can include both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus, are an important component of Redmond’s transportation system. A first-last mile connection or transportation option refers to the mode of travel chosen for the first mile and/or last mile of one’s journey.

After launching in summer 2019 as a pilot, the City’s Shared Micromobility program has been a successful first-last mile mobility option for Redmond community members from 2019 through 2024. In 2024, City staff identified a primary vendor to manage the permanent program. The permanent program began on January 1, 2025, with Lime as the City’s sole vendor.

Since 2019, the Shared Micromobility program has served over 300,000 riders, with a median trip length of 0.8 miles, confirming that micromobility is a viable first-last mile trip mode in Redmond. On average, 136 micromobility vehicles (e-scooters and e-bikes) are deployed each day (approximately 10-15% of which are e-bikes).

The City of Redmond currently has no designated charging infrastructure for e-bikes or personal micromobility devices. In partnership with Lime and Sound Transit, designated shared micromobility parking areas are established at all of Redmond’s light rail stations; however, these areas do not include charging.

More information about the City’s micromobility and bicycle strategy can be found in Chapter 5 – Bicycle Strategy.

City Review and Summary of Trends

As cities across the U.S. adapt to increasing EV adoption, many have developed policies and infrastructure plans to support transportation electrification. This section reviews EV strategies implemented by cities similar in size, urban structure, and mobility needs to Redmond. The review highlights best practices, policy trends, and implementation strategy, offering a roadmap for potential actions.

This high-level review found that cities leading in EV adoption typically have:

- Clear EV readiness policies integrated into broader climate and transportation plans.
- Stakeholder partnerships with utilities, transit agencies, and private developers.

- A strong emphasis on financial incentives and grant awards.

A detailed review of five cities provides insights into how communities are planning for EV adoption, infrastructure deployment, and policy development. Table 2 summarizes the outcomes of the city analysis.

TABLE 2 CITY DATA ANALYSIS

City	Population	Approx % Existing Single Family Land Use	Light-Duty Vehicles	EVs	EV %	L2 Ports	DC Fast Ports	Chargers / 100 EVs
Redmond, WA	82,380	46%	54,000 ¹	5,700 ¹	11%	92	19	2
Culver City, CA	41,000	29%	34,850	8,792	25%	209	54	3
Centennial, CO	106,883	58%	85,100	4,954	6%	87	20	2
Dublin, OH	49,000	16%	41,393	1,348	3%	83	6	7
Newton, MA	88,000	61%	57,919	4,484	8%	90	10	2
Seattle, WA	760,000	62% ²	460,000	34,000	7%	1,514	102	6

Notes: It should be noted that WA, CA, CO, and MA have mandates requiring EV adoption by a stated date.

¹ Data based on data.wa.gov “[Electric Vehicle Population Map](#)” and estimate of light duty vehicles based on city average.

² Includes both Neighborhood Residential and Residential Small Lot zoned areas

Trends shared by the five cities include:

- **Strong Focus on Infrastructure Deployments and Public Engagement**: All five cities prioritized investments in **EV charging infrastructure deployments** and **public outreach, engagement and education** programs that make EV charging easy to find and use, supporting increased adoption. In suburban communities, investments in public charging stations often support residential and commuter EV users. Cities also developed campaigns to inform the public about EV benefits and incentives, ensuring equitable access and widespread adoption.
- **Widespread Adoption of Foundational Policies**: Four out of five cities have enacted policies that support systemic change and long-term impact. Cities are updating zoning rules to ensure new buildings include EV charging, simplifying permitting to speed up installations, and setting goals to transition city-owned vehicles to electric. Specific policies include **Municipal Fleet Electrification Goals and Initiatives**, **Streamlined EV Infrastructure Permitting Process**, **EV Readiness Ordinances** (requiring new developments to include EV charging infrastructure), and **Zoning and Code Updates** (ensuring future land uses and developments can accommodate EV infrastructure). **Grant Application Strategies** are also widely used to secure federal and state funding for EV strategy implementation. These steps help cities stay ahead of growing demand and make EV adoption a natural part of the City’s transportation system.
- **Moderate Use of Incentives and Adoption Targets**: Only three out of the five cities use targets or incentives to support adoption. Strong policies lay the groundwork for an EV-friendly city, but financial incentives and outcome-based goals may help speed up adoption. **Local Electrification Incentives**, such as rebates for

home chargers or discounted charging make EVs more affordable. **Motorist EV adoption targets** help cities measure and focus on what matters most, making progress toward higher EV penetration. Not all cities use these tools, likely due to limited funds or concerns about being held accountable for measures they can only influence, not directly control.

- **Limited Focus on Long-Term Climate Action and Workforce Development Initiatives:** Only two cities **Incorporated EV Strategies into their Climate Action Plans** explicitly detailing EV-related GHG reduction goals and **Developed EV Charging Station Guidelines**. And only one city addressed **Workforce Development Initiatives**. This could point towards cities not yet fully connecting EV strategies to climate, accessibility or training and economic development outcomes, leaving room for future growth.
- **Other Considerations:** Cities tend to focus on priorities suited to their unique needs, resources and community demands. Most cities are seeking scalable, adaptable growth in city-led E-Mobility efforts, offering tailored pathways to expand EV accessibility and sustainability. Cities are also seeking public-private partnerships to expand charging infrastructure for homeowners and residents. These partnerships can come from Puget Sound Energy (PSE) or other private sector entities. Public-private partnerships will be important in expanding charging infrastructure.

Community Feedback

Feedback from the Redmond community has been a key piece of developing the E-Mobility Strategy. Community feedback was solicited through a series of focused roundtable discussions in Fall 2024. Participants were recruited through an application process advertised via City communication channels. Each session, facilitated by a third-party and supported by City staff, targeted specific groups: EV owners and enthusiasts from underserved communities, multifamily building residents, commuters, and property managers. These sessions, held at the Redmond Senior and Community Center and City Hall, aimed to ensure diverse community representation and gather valuable insights for the City's future E-mobility initiatives.

During the E-mobility roundtable sessions, Redmond community members engaged in facilitated discussions, sharing their experiences and ideas. Their insightful feedback highlighted the benefits and challenges they face as EV owners or enthusiasts residing in or traveling to Redmond. Additionally, they proposed solutions to enhance Redmond's E-mobility, providing valuable input for the City's future strategies.

Benefits of E-mobility noted by the participants include:

- EVs offer significant cost savings, including lower operating costs, less frequent fill-ups, and reduced maintenance expenses, with government incentives further encouraging ownership.
- Environmentally, EVs contribute to a reduced carbon footprint and lower greenhouse gas emissions, supporting climate action.
- Charging at home, work, or public charging sites provides convenience.
- The variety of stylish and high-performing EVs catering to different budgets and needs continues to grow.

Challenges in E-mobility noted by the participants include:

- Limited availability of public chargers, long wait times, high public charging costs, and maintenance issues that affect infrastructure accessibility.
- Multifamily residential areas often lack adequate charging infrastructure, and communication barriers with property management and utility companies complicate installations.

- High installation costs, financial barriers, and permitting and regulatory restrictions for property owners and HOAs cause significant obstacles to EV ownership.

4. Strategies

Strategy 1: Apply an equity lens when considering E-mobility infrastructure and focus on equitable access

The City must center E-Mobility policies and investments on equity, which is a priority for the community, and a gap in the market. In the context of EV adoption and charging infrastructure, it is important for the community that investments are targeted to support those whose needs are greatest, such as people with limited means to purchase higher priced EVs and infrastructure, people who have difficulty navigating information related to EV ownership, and residents of multifamily housing whose barriers are greatest when accessing or installing charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestion to ensure equitable access to EV charging infrastructure.

Redmond 2050 Policies Supporting Strategy 1

- FW-CR-1: Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
- CR-2: Prioritize equitable City investments, policies, programs, and projects so vulnerable and underserved communities lead the clean energy transition and are resilient to climate change.
- CR-6: Partner with regional organizations and underserved communities to equitably advance programs and policies to achieve net zero greenhouse gas emissions and resilient communities.
- CR-8: Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- CR-29: Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- 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 1A: Ensure the needs of low-income and presently disadvantaged communities are prioritized within City E-Mobility actions, even for programs with broad community benefits.
- Action 1B: Continue to engage populations of interest to understand their needs and perspectives, including young people and low-income people.
- Action 1C: Track the potential development of and look for opportunities to participate in a regional "Mobility Wallet" program where individuals can use funds for transportation needs, including EV charging.
- Action 1D: Continue to track grant funding opportunities, including the Washington State Climate Commitment Act to expand infrastructure and access to E-mobility opportunities.

Strategy 2: Assess policy opportunities to support electric vehicles

Many community members described specific areas where the City can take direct action to support EV drivers and property owners to simplify the regulatory landscape. The City can help simplify the permitting process and update local zoning and city codes to improve access to charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestions to support property owners and HOAs, update zoning, permitting, and building codes, and develop and support regulatory strategies.

Redmond 2050 Policies Supporting Strategy 2

- CR 29: Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- TR-37: Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.

Recommended Actions

- Action 2A: Engage stakeholders to evaluate and inform e-mobility policy benefits and tradeoffs.
- Action 2B: Support the installation of e-mobility infrastructure by providing clear informational resources and exploring opportunities to streamline permitting process.
- Action 2C: Partner with Washington State legislators to align state EV regulatory framework with the priorities of Redmond communities (i.e. increased charging access at regional job centers, improved codes and standards to allow flexibility and effective outcomes on EV readiness for new developments, etc.).
- Action 2D: Advocate for state and regional policies that ensure electric infrastructure and grid capacity can keep pace with anticipated EV demand. Partner with policymakers to address barriers, such as insufficient electrical capacity or slow infrastructure upgrades, that could limit the pace of EV adoption.
- Action 2E: Promote and support shared-use and alternative access models for electric vehicles, such as EV car-share programs, subscription services, and charging-as-a-service, to expand mobility options without requiring personal vehicle ownership.

Strategy 3: Explore and expand e-mobility infrastructure

Expanding access to charging infrastructure is a critical community priority. The City can explore partnerships with private sector businesses, utilities, and other local and regional public agencies to support E-Mobility infrastructure, such as charging facilities or micromobility and e-bike secured parking. This recommendation aligns with actions other cities are taking and addresses community feedback.

Redmond 2050 Policies Supporting Strategy 3

- CR 29: Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.

- TR-37: Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.
- CR-8: Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond’s environmental sustainability goals.

Recommended Actions

- Action 3A: Explore partnerships with car share programs to offer EV car share sites in Redmond.
- Action 3B: Assess opportunities to increase charging infrastructure deployments at sites identified as priority locations.
- Action 3C: Work with businesses, property owners, and utilities to expand charging station access on private properties.
- Action 3D: Encourage local employers to offer workplace charging incentives to their employees.
- Action 3E: Explore public-private financing models that allow businesses to offset charger installation costs through tax incentives and grants.
- Action 3G: Develop an implementation roadmap to align funding with EV charging program priorities and leverage public-private partnerships for cost-sharing opportunities.
- Action 3H: Develop a comprehensive set of policies to effectively manage City owned charging infrastructure to support the ongoing maintenance, management, and expansion of infrastructure and programming.

Strategy 4: Adopt innovative strategies to reduce emissions and expand the application of clean technologies to freight movement that maintain consistency with City freight and delivery priorities.

As discussed in Chapter 7 – Freight and Goods Delivery, the adoption of EV charging infrastructure extends to facilities that can benefit delivery vehicles and reduce last-mile emissions. By establishing zero-emission delivery zones and encouraging the use of electric delivery vehicles, Redmond can further advance GHG reduction goals across a variety of transportation networks.

Redmond 2050 Policies Supporting Strategy 4

- CR-29: Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- TR-29: Monitor freight and service delivery patterns and adjust transportation system operations if warranted.
- CR-8: Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond’s environmental sustainability goals.

Recommended Actions

- Action 4A: Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery (for more information, see Chapter 7 Strategy 4.3).

- Action 4B: Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadracycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries (for more information, see Chapter 7 Strategy 4.3).

Strategy 5: Explore e-bike charging opportunities through micromobility partnerships.

As discussed in Chapter 5 – Bicycle Network Strategy, e-bikes, e-scooters, and other personal micromobility devices have grown in popularity due to their ability to overcome challenging terrain and cover longer distances. These devices have become a viable alternative to motor vehicles and have the potential to reduce VMT and GHGs and contribute toward Redmond’s sustainability goals. Offering e-bike and other personal micromobility users convenient public charging opportunities would further promote their use.

Redmond 2050 Policies Supporting Strategy 5

- CR-8: Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond’s environmental sustainability goals.
- CR-30: Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures, including minimizing parking structures in favor of transit, rideshare, walking, and biking.
- CR-31: Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- TR-22: Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.

Recommended Actions

- Action 5A: Explore providing e-bike charging with secure bicycle parking and designated shared micromobility parking zones at transit stations.
- Action 5B: Explore adding e-bike charging infrastructure to publicly managed EV charging facilities.

Strategy 6: Incorporate e-bike charging infrastructure into neighborhood and regional Mobility Hubs.

As discussed in Chapter 6 – Transit Network Strategy, Mobility Hubs are designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. Mobility Hubs can have a regional transportation focus, or a can focus on neighborhood connections. Charging infrastructure for both EVs and e-bikes adds an important element to Mobility Hubs and encourages sustainable travel.

Redmond 2050 Policies Supporting Strategy 6

- FW-CR-1: Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.

- CR-8: Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond’s environmental sustainability goals.
- CR-29: Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- CR-31: Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- 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.
- FW-TR-4: Plan, design, build, operate, and maintain a transportation system that supports the City’s sustainability principles.
- 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.

Recommended Actions

- Action 6A: Include e-mobility charging infrastructure in the development of neighborhood Mobility Hubs (see Chapter 6 Strategy 3)
- Action 6B: Explore partnerships with transit agencies to establish e-mobility charging at transit centers and light rail stations where applicable (see Chapter 6 Strategy 3).

Emerging Trends and Technology

TMP Update



1. Introduction

The Redmond 2050 Comprehensive Plan states that in 2050 Redmond's transportation system is resilient, sustainable, equitable and inclusive. The convergence of transportation technological innovations in data analysis and management, automation and electrification has the potential to make the City's transportation system not only more efficient, but also greener, safer and more inclusive. In Redmond, technology will be supporting many of the strategies defined in the City's Safer Streets Action Plan by reducing vehicle speeds, helping transportation system designers understand crash risk through data obtained from advanced cameras and software systems, and will make vehicles and interactions between vehicles and people outside of vehicles safer. Data collection and analysis using new technologies will allow planners and engineers to better monitor traffic operations; manage maintenance; and identify network deficiencies that need to be fixed. Technology will also support individuals as they plan their routes and best mode of travel, find parking, and get real-time information to help them navigate a multimodal transportation system to move throughout Redmond and connect to regional systems.

2. Advancing Redmond 2050 Guiding Principles

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

Resilience

- **Technology can support a resilient transportation system and safe access for all users as travel demand and patterns change over time and during major disruptions caused by natural disasters or other events. (See Redmond 2050 FW-TR-2)**
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

Equity & Inclusion

- **As new technologies are deployed in Redmond, it's essential to address the safety and accessibility of all (See Redmond 2050 TR-10).**
- Strategies supporting the Guiding Principle of Equity include: Strategy 1, Strategy 3, and Strategy 6

Sustainability

- **New technologies can be used to reduce vehicle trips, optimize traffic, and manage transportation assets, resulting in reduced greenhouse gas emissions and environmental impacts, and more efficient use of resources. (See Redmond 2050 FW-TR-4)**
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4

3. Emerging Trends in Transportation Technology

Technology is driving many of the emerging trends in transportation systems and service delivery. From autonomous vehicles to shared micromobility to artificial intelligence, new technologies are providing both opportunities and challenges for cities. In most cases, cities like Redmond have the authority to manage new technologies and ensure that technological

advancements translate into safer, more equitable and more resilient and sustainable transportation systems. However, it remains to be seen how much authority local agencies will have over where and how some technologies such as autonomous vehicles may be deployed. Technology has and will continue to offer new capabilities and approaches to transportation planning and system management in Redmond.

Current Transportation Technology Systems at the City of Redmond

The following transportation technology systems at the City of Redmond are used to manage and deliver transportation services.

Asset Management and Condition Monitoring

Technology can help Redmond manage and monitor the condition of transportation-related assets such as sidewalks, street trees, signals, and streetlights. These systems aim to optimize asset utilization, ensure proper maintenance, and track work performed in Public Works, Parks, and Facilities. Asset management plans include elements for the state of local infrastructure (inventory, valuation, age, and condition) systems levels of service, asset management strategy) practices, procedures, tools, demand supportability, and lifecycle management and risk, financing strategy, and guidance for the continued improvement and monitoring of the plan. More information on asset management can be found in Chapter 13 – Monitoring Progress.

Client Relationship Management

Client Relationship Management systems manage and enhance communication, engagement, and interactions with the public. The City uses QAlert to manage all citizen requests and inquiries – including those that are transportation-related. Requests are catalogued by the City and are then dispatched to the appropriate department depending on their context.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) offer a data-driven approach to improving the safety, efficiency, and sustainability of transportation networks. By integrating advanced technologies such as sensors, communication networks, data analytics, and real-time monitoring, ITS enable smarter management of transportation infrastructure and vehicles. These systems aim to optimize traffic flow, reduce congestion, enhance safety, and improve overall user experience for both drivers and pedestrians.

The City of Redmond has used ITS for several years to great success, though enhancements can help to make the transportation system more efficient and effective and improving the safety and performance of the multimodal transportation system. Areas that should be considered for future investments include continued advancements in traffic signal systems, flashing crosswalk beacon and school zone technology and strategies to make the fiber optic infrastructure more efficient and effective to support traffic operations and safety systems operated by the City.

Traffic Data Management and Analysis

Traffic Analysis systems comprise analytical tools and methodologies to assess and understand traffic pattern, behaviors, and characteristics. Traffic simulation models can predict development impact on traffic and analyze signal timings at intersections. Other software can report on and analyze traffic-related statistics in Redmond, such as traffic collision data to assist in planning efforts. The City of Redmond uses a variety of these technologies to support traffic monitoring and reporting, travel demand modeling and safety analysis, among other activities.



FIGURE 1 – CITY OF REDMOND TRAFFIC OPERATIONS CENTER

City of Redmond Traffic Operations Center

The City's Traffic Operations Safety and Engineering Division staff monitor traffic conditions throughout the City from the Traffic Management Center (TMC). The TMC operates during City Hall business hours and monitors traffic and activity on public streets using traffic cameras at many of the City's traffic signal locations. Interested parties can get on-line access to still photo images from Redmond's traffic cameras at roughly 70 intersections across the City (as of December 2024), showing traffic conditions on City streets in real-time. The TMC also provides information to the traveling public via its network of overhead electronic message signs.

Transportation Modeling and Forecasting

Transportation modeling and forecasting involves the use of mathematical models and data analysis techniques to simulate and predict current and future year transportation patterns,

demand, and outcomes. Models and forecasts provide insight into traffic flows, congestion, transit ridership, travel behavior, and future transportation needs.

For many years, the City of Redmond has used the Bellevue-Kirkland-Redmond travel demand forecasting model, referred to as the BKRCast model, to conduct multimodal transportation planning studies such as Sound Transit's Sound Move plan, GMA planning requirements and other efforts. Derived from the Puget Sound Regional Council's SoundCast model, the BKR model is an activity-based travel demand model configured to depict travel behaviors that depend on the built environment and demand from other users.

While the City of Redmond has been a partner with Bellevue and Kirkland, it has wrestled with the challenge of providing staff to operate and use the model outputs to meet its planning needs. As the City moves forward to work to fulfill the planning needs called for in Redmond 2050, it will need to address these challenges to make full use of this unique and effective planning tool.

Emerging Technology Trends

Artificial Intelligence

Artificial intelligence (AI) has the potential to enhance the efficiency of transportation systems and improve data-driven decision making in transportation planning. AI can be used to analyze large amounts of data from various sources.

AI-powered algorithms will play a more prominent role in optimizing traffic flows, improving safety in the public right-of-way, predicting transportation demand, and even personalizing mobility experiences for users. Cities will increasingly deploy AI to support management of truck fleet operations, ensuring they're in the right place at the right time. Expect AI to also enhance real-time curb management, reducing congestion and enabling seamless deliveries in busy urban areas.

Big Data

Large datasets from various sources like traffic sensors, GPS tracking, and mobile phone data provide opportunities to gain insights into traffic patterns, trip length and purpose, identify congestion, optimize routes, predict future traffic conditions, and inform infrastructure development decisions. Leveraging big data may lead to more efficient and effective transportation systems.

Redmond Data Governance Strategy Project

The City of Redmond is undertaking a Data Governance and Strategy project to build a citywide framework for managing data as a strategic asset. This initiative will enhance how data is collected, classified, accessed, and used, with a strong focus on accuracy, security, and accessibility.

By establishing a Data Governance Committee, implementing data classification policies, and defining clear access protocols, the City aims to reduce inefficiencies, ensure compliance with legal and privacy standards, and improve decision-making across departments.

As the Transportation Master Plan is developed and implemented, this parallel effort in data governance will help ensure that transportation decisions and investments are guided by accurate, well-managed information.

Goods Delivery Reservations

Technology that can leverage surveillance tools, historical trends on utilization rates, dynamic pricing information and curbside reservations can support more efficient deliveries, optimize access to businesses and smooth the flow of traffic.

Dynamic Pricing

Dynamic pricing is a technology that would allow the City to adjust prices for parking, tolls, and other transportation systems in real-time based on market conditions and demand. It can help optimize capacity of the transportation system.

Drones

Drones can be used to complement or replace traditional traffic sensors, such as cameras, loops, or radars. Drone-based imaging can also be used in combination with artificial intelligence and machine learning to analyze video data and create optimal, cost-effective solutions that would support the work of transportation planners. Drones are also being used for goods delivery, especially in last mile delivery. Within the City of Redmond, the Police Department is already using drones as part of their emergency response.

Autonomous Vehicles

In research conducted by the American Planning Association, autonomous vehicles (AVs) could have a large impact on the automobile/small truck markets in the US. It is estimated that approximately 50% of cars will be AVs by the year 2040. This could cause a reduction in privately owned vehicles of over 43%.

One shared AV could replace up to 9-to-11 private

vehicles. This reduction in privately owned vehicles could have substantial benefits, including cost savings for households and allowing for the reallocation of space currently dedicated to parking and larger volumes of vehicle traffic to other uses such as greenspace and housing.

With the efforts into deploying and testing the viability of AVs in major cities around the U.S. underway, there is interest in developing policies to manage this new technology to ensure it aligns with local values and priorities around traffic safety, emergency response, and equity. The cities of Bellevue and Seattle have collaborated in the creation of an automated vehicle technology to address shared regional values and goals. From this vision a joint strategic policy and technical document has been prepared and multi-agency discussions about extending the

vision and policies to more jurisdictions, including the City of Redmond, are underway. More information on autonomous drones and personal delivery devices can be found in Chapter 7 – Freight and Goods Delivery.

Vehicles Connected to Everything (V2X)

Vehicles connected to everything (V2X) is technology that enables vehicles and wireless devices to communicate with each other, roadside infrastructure, and even nearby pedestrians and cyclists. These technologies have the potential to make a more safe, secure, and efficient transportation system.

Examples of recent deployments using V2X technology include:

- A pedestrian crossing warning system for bus operators (Cleveland OH)
- Cloud-based digital advanced hazard warning alerting system for motorists (Connecticut)
- School bus signal priority (V2I) application that detects the approaching vehicles and extends green light signal phase (Fulton Co. Georgia)
- Reduced speed school zone warning application (Columbus OH)

The USDOT has recently released its national plan to accelerate the deployment of V2X technology. The Plan is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure. These technologies can enable a more safe, secure, and efficient transportation system while maintaining privacy and consumer protection. The Plan will contribute to the Safe System Approach adopted by the USDOT's National Roadway Safety Strategy, which is also the foundation for Redmond's Safer Streets Action Plan. More engagement with the community and technology partners would be needed before any V2X deployment occurs in Redmond.

Mobility as a Service

Mobility as a Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through an integrated platform. Transportation services from public and private providers are combined through a unified gateway, usually via an app or website, that creates and manages the trip and payments, including subscriptions, with a single account. The key concept behind MaaS is to offer travelers flexible mobility solutions based on their travel needs, thus "mobility as a service" also refers to the broader concept of a shift away from personally owned modes of transportation and towards mobility provided as a service.

Telematics

Telematics is a method of monitoring cars, trucks, equipment and their assets using GPS technology and on-board diagnostics to plot the asset movements on a computerized map. The City is using telematics to report on duration of City fleet vehicle use and diagnose technical issues for vehicle servicing needs.

Other Trends

Road User Charging

Road usage charging (RUC) applies fees to motorists based on the distance traveled. It is an alternative to a fuel tax from which revenues have steadily declined due to improved fuel efficiency and growth in the EV market. RUC can be used to fund road maintenance and construction as well as alternatives to driving alone. RUC can also be an effective tool for disincentivizing driving during certain times of day or within specific areas or corridors. Dynamic road usage charging opens new possibilities for managing automated vehicles by adjusting charges in real-time based on traffic conditions and vehicle occupancy.

4. Strategies and Actions

Strategy 1: Employ technology in service of citywide goals, ensuring newly adopted technologies support priorities of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.

Thriving communities rely on the effective movement of people and goods. The Redmond transportation system is evolving to meet the transportation needs of those who walk, roll, ride a bike, drive a car or truck, or take transit.

Redmond 2050 Policies Supporting Strategy 1

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.

- TR-3: Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.

Recommended Actions

- Action 1A: Develop a citywide Intelligent Transportation System plan to build upon existing ITS systems and strategically apply advanced technology to improve mobility, reduce collisions, and enhance sustainability. (Public Works)
- Action 1B: Prepare a report that evaluates V2X technology and provides an assessment of the potential benefits and costs of the technology if implemented in Redmond. (Planning)

Strategy 2: Explore new and varied data sources to support strategic decision making and improve transportation system operations.

A variety of new data sources continue to be made available to public agencies that can be used to more effectively plan and manage transportation systems. For example, “Big Data”, or large and comprehensive data sets may be analyzed computationally to reveal patterns, trends, and associations, especially relating to human behavior and interactions. Such data provides transportation planners with new capabilities to make more informed decisions on how to optimize the transportation system for different users and travel demands, which can reduce congestion and emissions and improve safety for all users.

Redmond 2050 Policies Supporting Strategy 2

- FW-TR-6: Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them. Proactively manage and maintain transportation assets in a way that minimizes lifecycle costs and results in replacement or renovation in advance of need.

Recommended Actions

- Action 2A: Support evidence-based decision making by using “big data” analytics to better understand travel patterns and demand and optimize the transportation network. (Planning, TIS)

Strategy 3: Develop staff skills and knowledge of advanced analytical tools and evaluation techniques that will advance transportation options, safety, and efficiency.

The City of Redmond uses the Bellevue-Kirkland-Redmond (BKR) model to help estimate future transportation vehicle and person demand on the local city and transit highway networks. Over the years, the model has been used to evaluate the impacts of population and job growth, identify auto, transit and carpool demand, plus calculate traffic impact fees for new developments. The model has been instrumental in evaluating the impacts of a future (and now operating) Sound Transit Link light rail service on the Eastside of Lake Washington. The City will continue to use the model to forecast system performance and provide data that planners can use to target new multimodal transportation investments in areas of high growth.

Redmond 2050 Policies Supporting Strategy 3

- TR-26: Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

- TR-11: Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

Recommended Actions

- Action 3A: Leverage the use of the Bellevue-Kirkland-Redmond regional travel demand model to support transportation planning analysis needs. Evaluate the usefulness of the model to address the planning needs of the city and make recommendations on the role and function of the model for future use, including how it may be supported or supplanted by big data. (Planning)
- Action 3B: Promote the sharing of transportation-related data through an open data portal and APIs to allow third-party developers to create useful transportation apps and services. (TIS, Planning)

Strategy 4: Formulate public-private partnerships to implement innovative, ambitious, and scalable pilots that utilize new technologies and help meet the goals of the City of Redmond around transportation safety, efficiency, travel choices, or further citywide sustainability efforts.

Public/private partnerships traditionally have proven to be a good tool to test new strategies for local governments. These partnerships can provide several benefits such as:

- Provide access to private capital, innovation, and efficiency of technology for governments.
- Provide investment opportunities for the private partner with public sector guarantees for private companies.
- Help to increase mobility, economic growth, jobs, safety, equity and environmental protection as public goals.
- Provide a reasonable return on investment, critical infrastructure, and economic growth as private goals.
- Provide access to additional capital and technical expertise for governments.

Despite the above benefits, there could be some challenges to consider before entering a public-private partnership (PPP). These may include:

- Misalignment of interests. While public entities prioritize social welfare, private firms are profit-driven, which can lead to conflicts. Transparent contracts and regulatory oversight are essential to maintain balance.
- Another significant challenge is risk distribution. If risks are not shared equitably, either party can suffer setbacks.
- Additionally, PPPs may involve complex regulatory and legal landscapes, which can delay projects. Navigating these complexities requires robust governance frameworks, clear legislative guidelines, and efficient dispute resolution mechanisms.

Redmond 2050 Policies Supporting Strategy 4

- TR-10: Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- TR-12: Implement transportation programs, projects, and services that prevent and mitigate the displacement of communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement.

Recommended Actions

- Action 4A: Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility. (Planning, Public Works, TIS)

Strategy 5: Leverage technological advancements in support of multimodal travel strategies.

The advance of technology has given travelers many opportunities to make the best choices about how to use the transportation system. However, the simple question of “How do I get from point A to point B in the shortest amount of time?” is not so simple to answer. As shown in the graphic below, people who live, work and recreate in Redmond have many things to consider when determining their best transportation choices. Tools such as Google Maps, ORCA cards, and OneBusAway, a real-time bus tracker application have made using the public bus system simple and responsive. Integrating traveler information through Mobility as a Service (MaaS) technology to support travel on other modes is still relatively new and while they will continue to get better, local governments can support these efforts by providing a regulatory regime that is flexible and making public generated data accessible to the greatest extent possible.

Redmond 2050 Policies Supporting Strategy 5

- TR-26: Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

Recommended Actions

- Action 5A: Work with partners and vendors to implement integrated Mobility as a Service (MaaS) platforms that combine public transit, ridesharing, bike-sharing, and car-sharing services to promote multimodal transportation and reduce dependency on private vehicles. Work to ensure that these platforms align with the City’s goals and guidelines for safety and equity. (Planning)

Strategy 6: Adopt regulations for the use of new transportation-supportive technologies in Redmond.

As new technologies emerge it is critical that the City evaluate them to determine how they can advance Redmond’s transportation vision and what new regulations may need to be put in place to ensure these technologies offer a net benefit to the Redmond community and any potential negative impacts to people, property or City operations are mitigated. One such case is the advent of managing the use of

autonomous vehicles (AVs) in the City, which can include personal delivery devices and drones. Other technologies such as automated traffic enforcement and road usage charges could improve street safety and transit reliability, and create long-term sustainable transportation funding sources as gas tax revenue continues to decline, respectively.

Redmond 2050 Policies Supporting Strategy 6

- 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 6A: Evaluate new technologies to understand potential positive and negative impacts on Redmond's transportation system, safety, and overall community livability and develop regulations in support of community goals. Join state and national efforts to advocate for local control and regulation of AVs, drones, and other technologies that may adversely impact transportation infrastructure, safety, and community livability. (Planning)
- Action 6B: Investigate and consider adoption of the Seattle/Bellevue Automated Vehicle Strategic Vision Plan to better prepare for the introduction of automated vehicles. (Planning)
- Action 6C: Support efforts to expand the use of automated enforcement to improve safety and transit reliability.
- Action 6D: Keep apprised of and support efforts at the State and County levels to explore road usage charges.

System Maintenance and Preservation

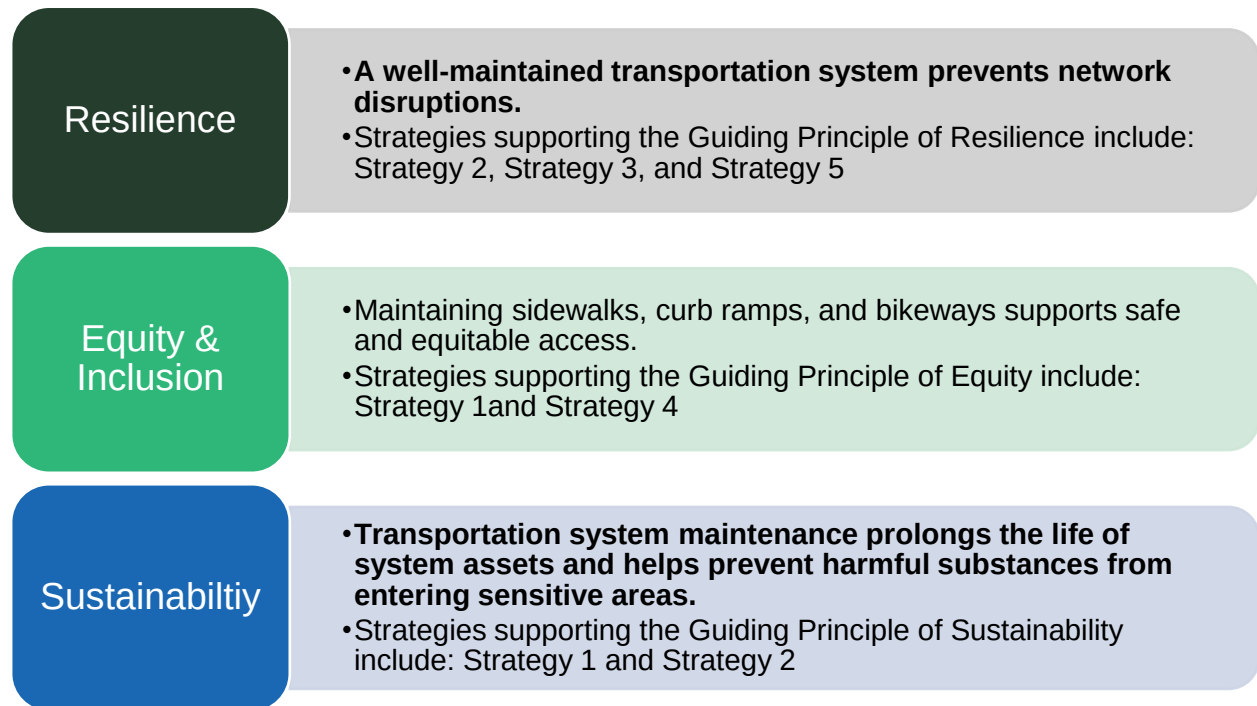
TMP Update



1. Introduction

A well-maintained transportation system is critical to ensuring that all people living in, working in, or visiting Redmond can get around safely, conveniently, and comfortably. It is also critical to Redmond's long-term fiscal well-being and sustainability goals. Redmond's transportation infrastructure is aging, highlighting the importance of maintenance and lifecycle planning. The City must proactively assess, plan and budget maintenance and repair needs so that infrastructure can be maintained at or returned to identified level of service.

2. Advancing Redmond 2050 Guiding Principles



3. Overview of Transportation System Assets and Maintenance Needs

The City of Redmond maintains a wide range of transportation-related assets that require periodic maintenance, repair, or replacement. These assets are discussed in other chapters of the TMP and summarized below:

Table 1 Summary of Transportation System Assets

Asset	Number/Mileage
Street Centerline Miles	152
Street Lane Miles	364
Bridges	20
Sidewalks	240

Curb ramps	1308
Bike lanes	61.7
Separated bike lanes	2.7
Neighborhood Connections (Special Purpose Pathways)	5.8
Traffic Signals	112
Street Lights	2100 City-owned and 2700 PSE-owned
Signs	9,301
Pavement Markings	14,180 Markings (X-walk, Stop Bar, Legends)

Maintenance and Preservation Needs

Redmond's transportation system requires constant maintenance. The Public Works Department engages in a variety of maintenance activities, including pothole and pavement repair, ensuring signs and markings are visible, street lighting is operational, street sweeping, snow and ice response, and vegetation management. Routine maintenance of the system is prioritized based on quantitative measures such as Pavement Condition Index (PCI), the anticipated life cycle of a given asset, and inspections. The Public Works Department also responds to community requests or identified safety risks.

The City of Redmond is contending with aging infrastructure that requires more maintenance than current funding levels can address. Although regular maintenance is carried out each year, a funding gap exists. Addressing the funding gap is critical and actions such as the development of asset management plans and condition analysis will assist in identifying where to allocate limited resources to provide maximum benefit

Pavement Management

The City oversees approximately 364 lane miles of pavement, representing an infrastructure asset with a replacement value of \$300+million.

To monitor pavement condition, the City uses the Pavement Condition Index (PCI), a standardized method for evaluating roadway health. PCI scores categorize pavement as being in very good, good, poor, or very poor condition. A PCI above 70 indicates a street is in good condition, while a PCI below 55 signifies poor condition, often characterized by widespread cracking, ruts, and potholes. Figure 1 provides a visual representation of the PCI scale.

Figure 1- Visual Examples of Pavement Condition



Currently, Redmond's average PCI is 65—below the level of service target of 70. This figure has declined over the past two decades, largely due to an increase in vehicular traffic, the growth of the system, and underinvestment in pavement management. Preliminary estimates suggest that bringing the network back to a PCI of 70 and maintaining it through 2050 would require an average annual investment of \$11 million.

About 30% of the City's principal arterials are in poor condition with a PCI below 55. These roadways serve as high-capacity corridors for vehicular traffic and often support transit routes and truck traffic. Several arterials have up to four through lanes and additional turn lanes. Examples include Avondale Road, Redmond Way, and Bellevue-Redmond Road. Rehabilitation of streets that are in poor condition typically involves full-depth removal and replacement at an estimated cost of \$700,000 per lane mile. Preventative maintenance treatments such as crack sealing help to extend the life of pavement and reduce costs associated with full-depth removal and replacement. Minor arterials often connect major corridors and have less traffic than principal arterials. Collector arterials carry traffic from local roads to the arterial network. Examples include NE 40th Street and NE 116th Street. Approximately 40% of the City's minor and collector arterials have a PCI below 70, and about 12% fall below a PCI of 55. Over the next five years, more than half of these roads are expected to require major rehabilitation. The PCI of Redmond's arterial network is shown in Figure 2.

In contrast, Redmond's local and neighborhood streets are generally in better shape and are prime candidates for preventative maintenance. Techniques such as slurry seals, chip seals, and crack sealing are cost-effective ways to extend pavement life and are most effective when applied to roads with a PCI over 70. Currently, about 240 lane miles in Redmond meet this criterion.

To slow deterioration, the Public Works Department is expanding its crack seal program and has begun applying slurry seals to neighborhood streets. Still, without increases in funding, maintaining a citywide PCI of 70 will be a challenge. Projections show that by 2030, over 55% of the arterial network could have a PCI below 55, and the citywide network average may fall below that threshold within the next decade.

In response to these challenges, the City is developing a formal Pavement Strategic Plan. This strategic plan will explore funding scenarios, maintenance techniques, and resource needs to improve and preserve the condition of Redmond's roadway infrastructure for the long term.

Figure 2- Arterial Pavement Condition Index (PCI)

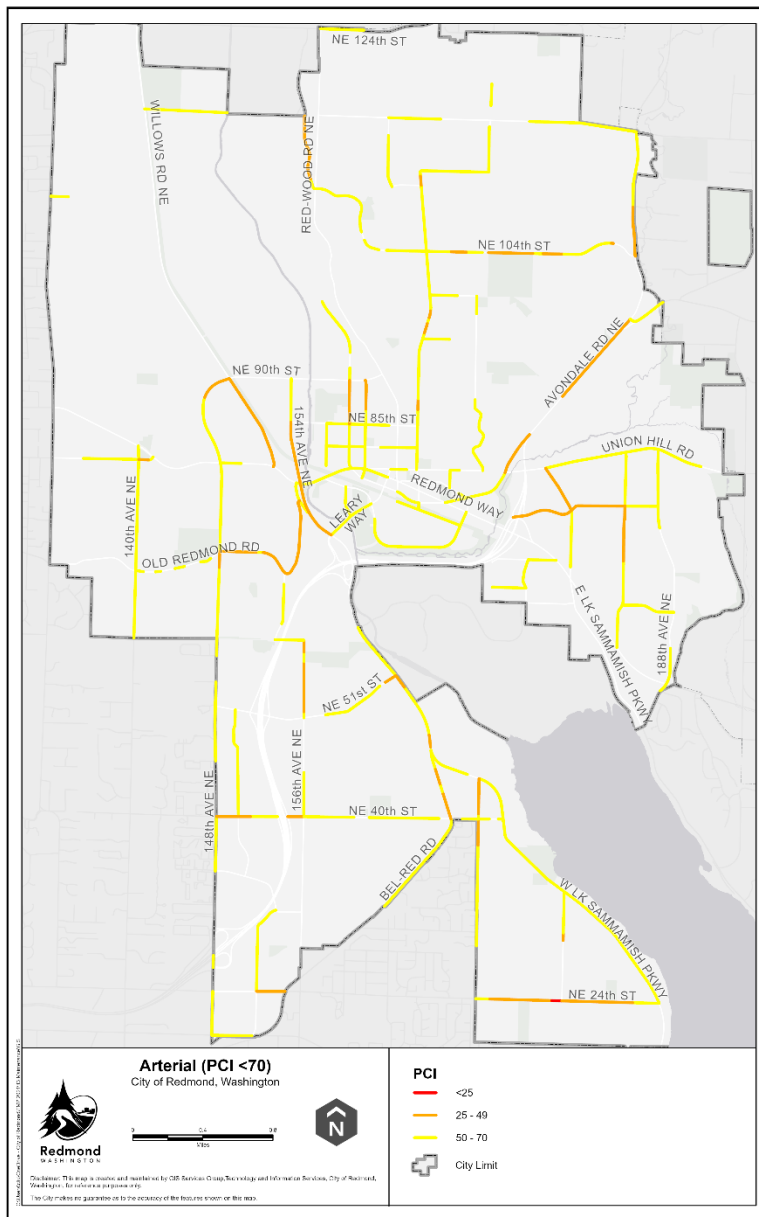
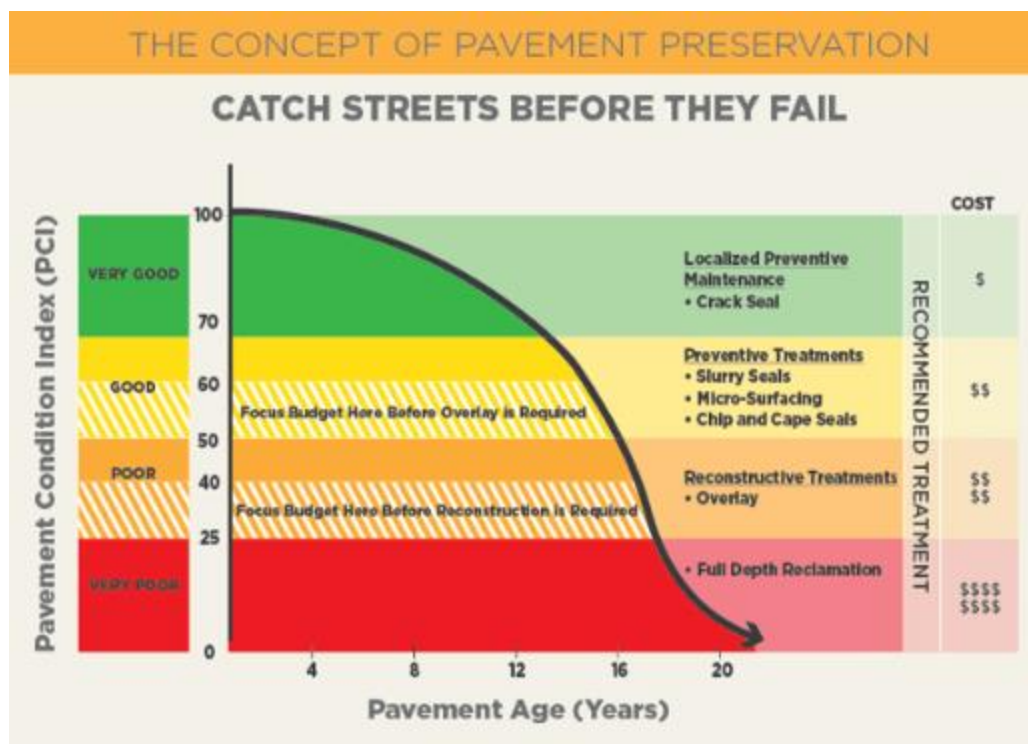


Figure 3- Pavement Preservation Concept



Sidewalks

Redmond has over 240 miles of sidewalks and continues to construct sidewalks to fill gaps in the sidewalk network and provide better access to transit, schools, parks, and other destinations people want to walk and roll. Sidewalk condition varies throughout the city. In areas where a substantial amount of new development is occurring, older sidewalks are replaced and new sidewalks are constructed, so sidewalk conditions are generally good. In older areas of the city, such as parts of downtown and some residential neighborhoods, sidewalks may be in poor condition due to tree root upheaval and other factors.

Redmond's trees are part of what makes it a livable community. Many trees along Redmond's streets and sidewalks were planted decades ago. A combination of inadequate soil structure for tree root growth and inappropriate tree species selection has resulted in sidewalks that have major heaves and cracks, creating challenging conditions for people using mobility devices or pushing strollers. Fortunately, much more is now understood about soil structure and tree selection, which is currently being applied in new sidewalk projects that include street trees, so these conditions can be avoided in the future. However, many damaged sidewalks in Redmond will need to be reconstructed to meet ADA requirements and make them accessible. An example of a sidewalk that is being reconstructed due to damage from adjacent trees is NE 40th St. [\[Before/after photo?\]](#)

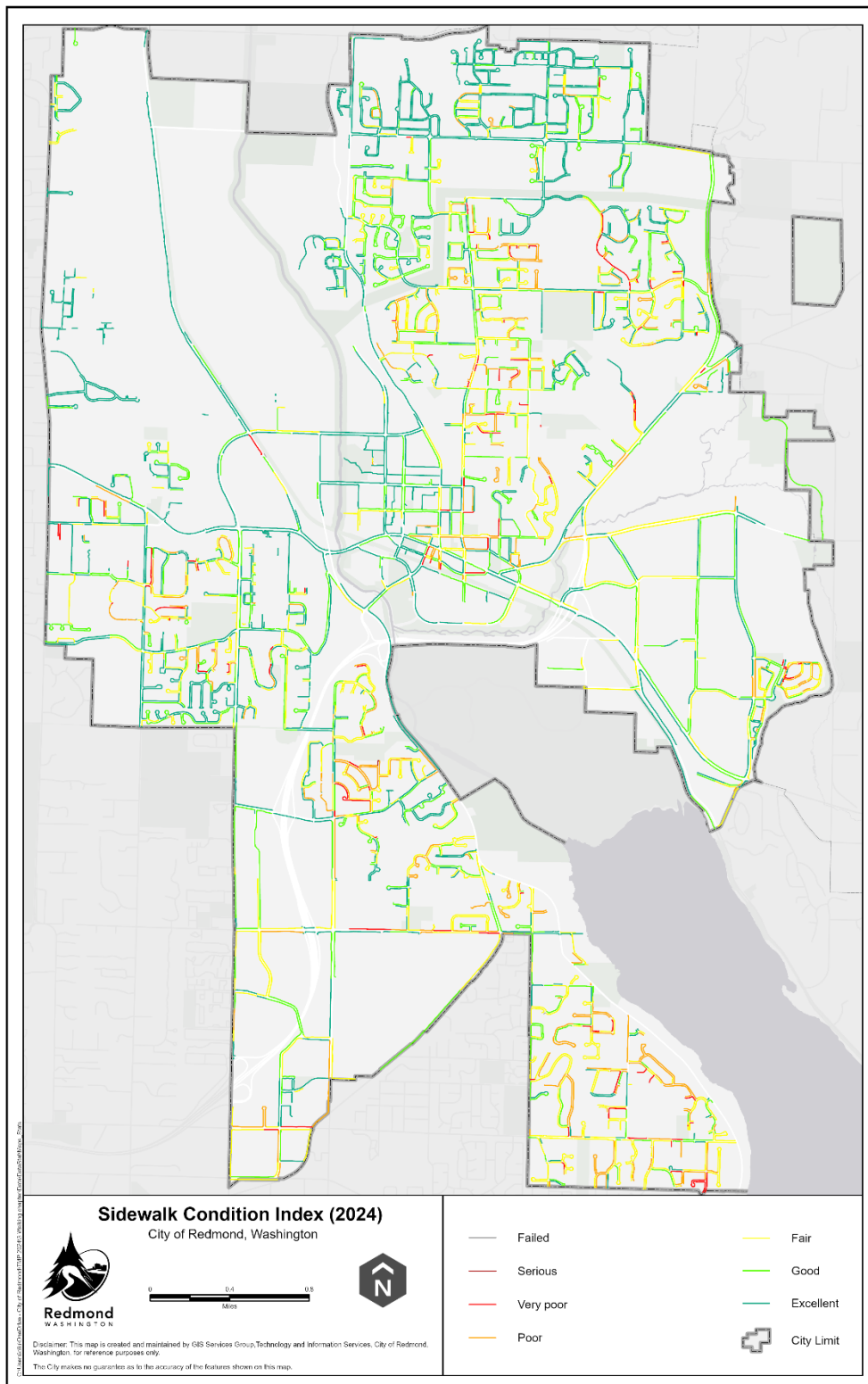
In 2024, the City collected sidewalk condition data for arterial streets, which is summarized in Table 2. Over half of arterial sidewalks are in good to excellent condition. Sidewalks found to be in fair to failed condition will be prioritized for repair or replacement by the City's concrete crew or will be replaced as part of capital improvement or development projects. See Figure 4 below for a summary of Redmond's Sidewalk Condition Index data.

In 2025-2026, the City will develop its Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way, which will identify deficiencies in the pedestrian network that impact accessibility and make it difficult or impossible for persons with disabilities to travel using this network. The plan will identify a list of sidewalks, paths, accessible push buttons, and curb ramps that need to be repaired or replaced to comply with the ADA and requirements in the Public Right-of-Way Accessibility Guidelines (PROWAG). Sidewalks with Sidewalk Condition Index (SCI) of Fair to Failed will be evaluated to determine whether they exceed ADA thresholds.

Table 2 Sidewalk Condition Index (SCI) for Arterial Streets

Sidewalk Condition Index	Length (miles)	Percent of Total Sidewalk Network
Excellent (93-100)	40.83	43%
Good (85-92)	26.71	28%
Fair (71-84)	20.65	22%
Poor (55-70)	5.18	5%
Very Poor (30-54)	1.55	2%
Serious (11-29)	0	<1%
Failed (0-10)	0.02	<1%

Figure 4- Sidewalk Condition Index



4. Trends Impacting System Maintenance and Preservation Now and in the Future

Impacts of Heavier Vehicles

As the level of transit service increases in Redmond, so too do the impacts of heavy buses on pavement condition. These impacts are most pronounced at bus stops where buses decelerate and accelerate, applying additional forces on the underlying pavement structure. Asphalt pavement, which comprises the majority of Redmond's arterial street network, is particularly susceptible to the impacts of heavy buses.

Heavier passenger vehicles also negatively impact pavement conditions. The average weight of a passenger vehicle in the U.S. has been trending upward since the early 1980s. The average weight across all passenger vehicle types is just over 4,000 pounds. As the number of heavier passenger vehicles increases, street pavement will deteriorate more quickly, requiring more frequent maintenance.

Changing the city's arterial street standard to be concrete instead of asphalt is a strategy that can extend pavement life, but concrete is more costly. Applying a concrete standard along frequent transit routes, at intersections, or at bus stops may be another more cost-effective strategy to reduce long-term maintenance costs. The use of asphalt and concrete both comes with environmental benefits and drawbacks; the use of these materials can be evaluated for alignment with the priorities of the Environmental Sustainability Action Plan (ESAP).



Figure 5- Concrete bus pads reduce impacts of heavy buses on pavement

Multimodal Streets Require a Different Maintenance Approach

As Redmond streets are redesigned to better accommodate walking, biking, transit, and auto traffic the methods and equipment that are used to maintain streets must also change. For example, the TMP Bicycle Strategy calls for a network of high comfort bikeways, many of which will be separated bike lanes. Separated bike lanes typically can't be swept with conventional street sweepers, so they require smaller specialized sweepers or other equipment, and additional staff resources since the sweeping would be a separate activity from sweeping the adjacent street. Similarly, snow removal for separated bike lanes requires special equipment and additional staff resources. Table 3 compares maintenance costs of conventional bike lanes (i.e., no vertical elements between the bike and vehicle lanes) and separated bike lanes.

Multimodal streets also may incorporate features such as pavement markings, signage, vertical delineators, etc. which require maintenance. Each of these features has a life cycle and needs to be replaced on a routine basis. Further, multimodal streets that divide available street space create more constrained conditions to conduct maintenance.

Table 3 - Maintenance cost comparison between conventional and separated bike lanes

Category	Open Bike Lanes (per mile/year)	Separated Bike Lanes (per mile/year)
Sweeping & Debris Removal	\$500–\$2,000	\$2,000–\$5,000
Snow Removal (where applicable)	\$1,000–\$3,000	\$2,500–\$6,000 (May require dedicated staff or closing facility until conditions improve)
Markings & Signage Maintenance	\$200–\$700	\$300–\$1,000
Barrier/Planter/Bollard Maintenance	N/A	\$500–\$2,000
Equipment Depreciation (Annual Share)	Minimal (shared sweeper fleet)	Moderate–High (dedicated sweeper fleet)
Total Annual Maintenance (Estimate)	\$1,700–\$5,700	\$5,300–\$14,000

More People Walking, Biking, and Rolling Requires a Higher Level of Maintenance

Redmond’s transportation policies and planning efforts are focused on encouraging more people to walk, bike, and roll. These human-powered modes of travel are more susceptible to injurious crashes resulting from poorly maintained infrastructure – whether it’s a crack in the pavement, or ice on a sidewalk. To maintain a safe system, it is important to establish a higher maintenance standard for sidewalks, bike lanes, and multiuse trails.

Reducing Environmental Impacts

Redmond’s Environmental Sustainability Action Plan (ESAP) calls for increasing City-led tree planting on public properties (including public rights-of-way) and increasing the use of pervious pavement. Both actions have maintenance implications. More trees result in the need for more vegetation management (e.g., pruning, clearing tree litter). Over time, trees can also impact sidewalks and streets; however, better planting techniques and proper tree species selection can minimize these impacts. Pervious pavement, which is more appropriate for low volume parking lots, maintenance access roads, and sidewalks, requires different maintenance practices than more traditional pavements to prevent these pavements from being clogged by dirt, moss, etc., which compromise their pervious function.

As Redmond continues to grow and prioritize sustainability, transitioning the maintenance fleet toward electric-powered vehicles is a key strategy to reduce environmental impacts, enhance operational efficiency, and align with climate goals. By converting an increasing share of its vehicle inventory to electric models, Redmond can lower greenhouse gas emissions, decrease dependency on fossil fuels, and potentially realize long-term cost savings through reduced fuel consumption and simplified routine maintenance. 

However, electrifying the fleet also introduces new operational considerations. Maintenance personnel may require specialized training to safely handle high-voltage equipment and address the diagnostic

needs of electric drivetrains. Infrastructure investments, such as installing charging stations at municipal facilities, represent up-front costs that must be integrated into the City’s capital planning. Additionally, thoughtful scheduling and route planning will be necessary to account for charging times and vehicle ranges, ensuring that critical maintenance tasks remain on track.

Over time, these costs can be offset by savings from less frequent vehicle servicing and reduced fuel expenditures. Grants, rebates, and other funding opportunities may further streamline this transition. By systematically evaluating vehicle types, developing a phased replacement schedule, and monitoring performance, Redmond can maintain a strong and reliable maintenance program while embodying the City’s commitment to a cleaner, more sustainable future.

5. Strategies

Strategy 1: Establish a Maintenance Level of Service Standard for Infrastructure Assets

For sidewalks, federal laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Right of Way Accessibility Guidelines (PROWAG), establish accessibility standards that dictate when assets such as sidewalks and curb ramps need to be maintained for accessibility. For other assets, a level of service standard - both for seasonal maintenance and longer-term system maintenance - is established by the City. A level of service standard may be tied to safety, longevity, aesthetics, user comfort, and other factors. This standard, in turn, dictates the frequency and level of maintenance performed.

[insert photo of seasonal maintenance]

Actions

Action 1A: Establish asset management plans that include a level of service maintenance standard for all transportation system assets and incorporate them into the City’s asset management system. (Public Works)

Action 1B: Modify seasonal maintenance practices, staffing, and budget to meet the established level of service standard. (Public Works)

Strategy 2: Plan for and adequately fund maintenance and preservation of Redmond’s transportation system.

Ensuring sidewalks, streets, and other transportation assets are well-maintained is critical to achieving a safe, multimodal network. Funding for ongoing maintenance and preservation in Redmond is drawn from various sources—the General Fund, the Transportation Benefit District (TBD), and grant programs—which can fluctuate in availability from year to year. As the city grows and travel demands increase, allocating sufficient, stable funding is essential to meet safety and mobility goals. Robust financial support for maintenance not only addresses immediate repair needs but also helps avoid more costly overhauls in the future.

Capital Projects

For new capital projects, long-term maintenance costs are calculated, and sufficient budgets are set aside during the capital improvement program (CIP) project scoping phase to ensure there is sustainable funding for the maintenance requirements. Maintenance costs should account for all aspects of life-cycle asset management and replacement.

Transportation Benefit District

Redmond's Transportation Benefit District (TBD) was formed in 2023 to fund maintenance and improvements to city streets, public transportation, strategies aimed at maximizing safety and traveling choices, and other transportation projects designed to reduce congestion. The TBD is funded through a sales tax of 1/10th of one percent. In its first year, Redmond's TBD generated approximately \$5 million and is expected to generate a similar amount each year. TBD funds have been used to improve the City's capabilities to build and repair sidewalks, curb ramps, and other transportation features typically constructed of concrete, and augmenting paving projects with additional resources to expand existing scope. *Grants*

The City has received federal funding for pavement preservation projects via the Puget Sound Regional Council (PSRC) grant competitions, which occur in even years. Grant amounts are generally in the range of \$1.3 and \$1.5 million, and typically include separate design and construction phases. Pavement Condition Index for the road segment is the biggest factor in scoring for these grants, with a PCI of 50-59 receiving the highest points. Roads must be functionally classified (i.e., part of the arterial network) to be eligible, with higher functional classes receiving higher points. Freight routes and bus service can also contribute to higher scores.

Project Piggybacking

As Redmond's stormwater, sewer, and water utilities age, there is a need to replace underground infrastructure that is placed within the street right-of-way. These utility projects offer opportunities to resurface streets, fix sidewalks, and conduct other maintenance activities. Asset management planning efforts will allow the City to better align priority infrastructure projects and identify opportunities to achieve cost savings by piggybacking different types of infrastructure projects occurring within the same corridor. The City should also continue to coordinate with private development projects and Puget Sound Energy (PSE) projects to find opportunities for project piggybacking.

Actions

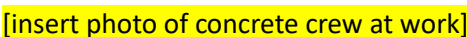
Action 2A: Incorporate, as standard practice, the cost of annual maintenance into all operational budgets. Update existing cost-estimation tools and CIP processes to ensure accurate maintenance costs are identified early and long-term funding is appropriately allocated as part of the biennial budget process. (Public Works)

Action 2B: Establish a Project Transportation Maintenance Fund to ensure sustained financial support for maintaining Redmond's transportation system, preventing deferred maintenance and unexpected funding shortfalls. (Public Works)

Action 2C: Create an asset management dashboard that more easily allows identification of opportunities to combine infrastructure maintenance/replacement projects across functional areas and coordinate with non-City utility providers and private development. The dashboard may also be used to report on capital project and programmatic efforts. (Public Works)

Redmond's Concrete Crew Improves Pedestrian Access While Saving the City Money

Redmond's newly formed Concrete Crew is already demonstrating the value of relying on internal resources to address the City's infrastructure needs. Their recent work at the 90th Street and Woodinville-Redmond Road intersection illustrates both the flexibility and cost-effectiveness this approach can offer. After a car accident damaged a traffic signal pole, the crew quickly removed the old foundation, prepared a new one, and took the opportunity to remove and replace the curb and gutter at the corner. They also upgraded two ADA-compliant wheelchair ramps and repaired sections of sidewalk to restore safe and accessible conditions for all users.

Without this in-house capability, these repairs would have required a lengthier contracting process and higher overall costs, likely delaying completion and inconveniencing residents. In addition to saving time and money, the project showcased strong coordination between the Concrete Crew and the Traffic Operations and Safety Engineering Division, reflecting the benefits of enhanced collaboration within the City's maintenance operations. By investing in a dedicated crew, Redmond can respond more rapidly to unanticipated infrastructure needs, maintain higher quality standards, and reduce reliance on outside contractors, ultimately supporting a more resilient and efficient transportation system. 

Strategy 3: Explore alternative approaches to addressing bikeway, sidewalk, and shared-use path maintenance needs

Community-driven maintenance initiatives

As the City continues to build out its active transportation network and encourages year-round walking and biking, the maintenance needs for sidewalks, paths, and bikeways will continue to grow. This is particularly true for seasonal maintenance such as the clearing of leaves or other tree litter, and snow and ice removal from sidewalks and bikeways to maintain safe and accessible facilities. City maintenance crews may not always be able to address these seasonal maintenance needs in a timely manner. In some communities across the US community organizations have formed to address certain maintenance needs such as trimming vegetation and clearing debris from sidewalks and bike lanes. Examples include StreetFixers in Seattle, which organizes groups of people to sweep, rake, trim vegetation, etc. to make sidewalks and bikeways more passable.

Another approach to community-driven maintenance initiatives is to establish an "Adopt-a-Neighbor" program, which pairs neighbors who are unable to rake or shovel their sidewalk with volunteers who are willing to help.

City-subsidized sidewalk maintenance

The Revised Code of Washington 35.70.020 establishes that it's the responsibility of the abutting property owner to bear the burden and expense of constructing or repairing existing sidewalks along the side of any street or public place. This approach to sidewalk maintenance can lead to inequitable outcomes and often results in maintenance being deferred or not happening at all unless there are complaints from the public or a compliance program in place. In Redmond, adjacent property owners are responsible for maintaining the sidewalk in front of their homes, but historically there has been little enforcement or formal procedure in place to address degrading conditions. The City remains ultimately responsible for ensuring the sidewalks are safe for all users, and it typically responds to customer requests on a case-by-case basis to provide temporary or interim fixes.

To ensure an accessible sidewalk network the City should enforce the city ordinance requiring adjacent property owners to address sidewalk conditions that are impacting accessibility. Property owners can choose to hire a contractor or request the City to make the repair and be billed for the work. In some cases, repairing or replacing a sidewalk can be a financial burden to lower-income households. Income-qualifying households could have a portion, or all of the costs covered by the City using funds from the Transportation Benefit District.

Actions

Action 3A: Assess the viability of establishing volunteer programs such as “Adopt-a-Neighbor” for seasonal sidewalk maintenance or “Adopt-a-Bike-Lane” program where organized groups commit to performing seasonal maintenance activities such as leaf clearing within defined segments. (Planning, Public Works)

Prioritizing Transportation Infrastructure Maintenance

Redmond's transportation system should serve everyone equitably, ensuring that no person or neighborhood is left behind due to historical underinvestment or physical barriers. Older residential areas can sometimes lack the infrastructure and maintenance levels found in newer developments, resulting in uneven conditions for sidewalks, streets, and transit access. Redmond's approach to equity in transportation maintenance focuses on identifying and prioritizing high-need locations to ensure a consistent and reliable level of service throughout the city.

To achieve this, the City considers demographic data, infrastructure conditions, and community input to guide where resources are most urgently required. Areas with a greater proportion of older adults, people with disabilities, or households without access to a personal vehicle may receive additional attention for sidewalk repairs, curb ramp upgrades, and street resurfacing. Beyond physical improvements, Redmond will continue to refine how it engages with these neighborhoods—whether by holding workshops in multiple languages, meeting people where they are, or partnering with local organizations to identify and address maintenance concerns. By applying an equity lens to all aspects of maintenance and preservation, the City seeks to create a transportation network that works for every resident, regardless of age, ability, or income.

Action 3B: Develop a policy and guidelines to facilitate community-driven maintenance initiatives and ensure that such initiatives are safe for participants and meet defined level of service maintenance standards. (Planning, Public Works)

Action 3C: Increase compliance efforts for inaccessible sidewalks and establish a program to assist property owners in addressing sidewalk maintenance needs, which could include providing a list of contractors, having City crews conduct the maintenance activity and bill the property owner, and establishing an income-qualifying sidewalk maintenance subsidy program. (Public Works)

Strategy 4: Coordinate Regional Shared Use Path Maintenance

Redmond is fortunate to have several regional shared use paths that serve both a recreation and transportation function. These include the SR 520 Trail, West Lake Sammamish Trail, and East Lake Sammamish Trail, and Pipeline Trail. These trails are owned and maintained by other entities, including WSDOT, King County, and PSE. The condition of trails can impact the safety and comfort of users, as well as people's willingness to use them. The City of Redmond has a role to play in advocating for consistent trail maintenance that meets its level of service standard and potentially partner with the agencies who

own and operate regional trails to help expedite maintenance activities.



Figure 6-Many shared use paths in Redmond are maintained by other agencies.

Actions

Action 4A: Document maintenance needs on regional shared use path facilities. (Parks)

Action 4B: Coordinate with agencies to understand their maintenance schedules for regional trail facilities, and to potentially enter into maintenance agreements that would allow the City of Redmond (or its contractors) to perform maintenance and be compensated by the trail owner. (Parks, Public Works)

Strategy 5: Assess Feasibility of Shifting Major Maintenance Activities to Off-Peak Hours

As Redmond transitions from a suburb to a city, the activity and demands on its streets will continue to increase, adding to the complexity of performing maintenance and resulting in greater disruptions to traffic from maintenance activities. Shifting maintenance activities that require street or lane closures or

other significant modifications to traffic flow to off-peak hours is a strategy to mitigate traffic impacts, but doing so would be a fundamental shift for Redmond's maintenance crews.

If the City were to pursue off-peak maintenance, several considerations would need to be evaluated. Such a shift may necessitate redefining roles to oversee night or weekend work, as well as engaging in discussions with labor unions regarding contract terms and work schedules. Pilot programs could be conducted to determine whether scheduling certain maintenance activities outside of peak hours effectively reduces congestion, remains cost-effective, and is operationally feasible. Coordination with other agencies would also be needed to minimize noise or other disturbances to businesses and residents. In addition, the City would need to ensure adequate budgeting for any specialized equipment, training, and ongoing performance monitoring. Although not a preferred approach, implementing off-peak maintenance could be further examined as the demands on Redmond's transportation system continue to grow.

Actions

Action 5A: Establish criteria that would help determine when off-peak maintenance may be justified. Such criteria may relate to the scale and duration of the maintenance activity, anticipated impacts on traffic, emergency response times, businesses, and whether there are viable detour routes. (Public Works)

Action 5B: Investigate and document the resources needed to stand up a night maintenance crew on an as-needed basis. (Public Works)

Monitoring Progress

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TMP Update



Introduction

Performance monitoring and reporting is the regular measurement, analysis, and reporting of the results of projects, programs, and policies. It is an integral part of the City of Redmond's approach to delivering the Transportation Master Plan (TMP), and offers several benefits for the City and stakeholders:

Direction: Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP. If they are not, the process gives decision makers the information they need to change course.

Accountability: Community members can judge how well the City of Redmond is delivering public services and whether those services are creating value for the public. Additionally, the City can use performance measurement data to improve efficiency within departments.

Motivation: Seeing progress toward goals can energize staff, decision makers, and the public.

Communication: The results of a performance measurement system can form the basis of a discussion among community stakeholders, and elected officials about the progress toward achieving the community's vision for Redmond.

Funding: Performance measurement reveals relative return on investment for the efforts the City makes to improve its transportation system and where the City may want to adjust its level of investment.

Dashboard Measures

The strategies and actions identified in the TMP are all aimed at achieving a more resilient, equitable, and sustainable transportation system. Seven performance measures have been identified to track progress towards these aims. These are referred to as the "dashboard" measures:

1. Network Completion
2. Mode Share
3. Vehicle Ownership Rates
4. Vehicle Miles Traveled (VMT)
5. Transit Ridership
6. Safety
7. Street and Sidewalk Condition

These seven measures are central to the evaluation of the progress of the TMP and will be highlighted in the City's data dashboard.

Other transportation- and land use-related performance measures that will help track progress toward reductions greenhouse gas emissions identified in the Environmental Sustainability Action Plan, including electric vehicle ownership, commute distance, and jobs:housing ratio.

1. Network Completion

The TMP identifies two modal networks: bicycle and pedestrian. The networks are intended to highlight active transportation routes that connect major local and regional destinations. The networks also help the City allocate limited street space, and in some cases, they establish design standards and service levels to ensure adequate mobility for active modes.

Progress toward the completion of these two networks is an indication that the City is successfully delivering the Transportation Facilities Plan (TFP – see Chapter 14) and implementing the policies contained in the TMP. The network completion measures reflect policies in Redmond 2050 that call for prioritizing walking, biking, and taking transit and TMP strategies focused on improving access to transit and Urban Centers and enhancing safety, particularly for active modes. It also indicates progress toward implementing the City's Complete Streets policy, which requires that projects accommodate active transportation users.

Performance Measures:

- Network completion is expressed as the percent of each modal network that is considered complete, by length.
- Bicycle network completion is defined as percent of planned low stress bicycle network completed in (i) spine, and (ii) neighborhood networks.
- Two measures are included in the pedestrian network completion, (i) percent of arterials that have sidewalks on both sides, and (ii) number of planned low-stress crossings complete.

2. Mode Share

Redmond's street network can be considered a limited resource as it is constrained by development and environmental features, and the amount of financial resources the City is willing or able to dedicate to its expansion. Today, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. While drive-alone trips can be convenient, they are an inefficient way to use this limited resource, and they contribute disproportionately to congestion. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV when this makes sense and, in doing so, can prevent congestion and its many negative impacts.

Mode share is an indicator of how well the City and other agencies have provided attractive transportation choices for the public, and whether Redmond's urban centers are successfully accommodating the increase in travel demand that accompanies growth. But, like transit ridership, non-SOV mode share is influenced by external factors, and the City's influence on this measure is limited.

Performance Measures:

Mode share is defined as the percentage of daily trips made by each travel mode (i.e., walking, bicycling, transit, driving alone, and carpooling) within the city. Two measures are monitored, including all trips and commute-only trips.

3. Vehicle Ownership Rate

Vehicle ownership rate can be an indicator of household income as well as the accessibility and viability of other modes of travel such as walking, biking, and transit. The easier and cheaper (in terms of time and money) it is for people to walk, bike, or take transit, the more households may choose to own fewer or no vehicles. This measure directs the City to improve air quality, reduce traffic congestion, and build a more sustainable and resilient urban environment.

Performance Measures:

Vehicle ownership rate is defined as the number of vehicles registered per capita during previous calendar year.

4. Vehicle Miles Traveled (VMT)

Tracking VMT helps the City assess the efforts to reduce car dependency and prioritize investments in public transit and active transportation. Reducing VMT in Redmond is necessary to make progress on the goals related to greenhouse gas reduction, safety, and sustainability.

Performance Measures:

VMT is a unit to measure the total number of miles made by all motor vehicles in the City on an average weekday during the Fall season. To capture the increase in the population, VMT per capita is reported annually.

5. Transit Ridership

Increasing transit ridership has multiple benefits for the City of Redmond and the region and is a critical component of the City's growth strategy, which directs most additional housing and employment to the Downtown and Overlake urban centers. With proper design and service level standards, transit systems can move large numbers of people quickly and comfortably.

A trend of increasing transit ridership can demonstrate the success of transit access improvements, direct service purchases by the City, and education and encouragement efforts by the City and its partners. It also helps the City monitor transit demand considering changes in service levels and system capacity.

Performance Measures:

Transit ridership is measured as average weekday boardings for all (i) bus and (ii) light rail stops within the Redmond city limits, respectively. Vanpools, carpools, and other forms of paratransit are not included. Data is provided by King County Metro and Sound Transit annually.

6. Safety

Ensuring the safety of all people is a fundamental goal for the City as it builds and maintains the transportation system. Traffic-related injuries and deaths have a variety of causes, including how transportation infrastructure is designed, operated and maintained, as well as the behaviors of the people using the transportation system. The City can create a transportation system that minimizes the risk of crashes occurring and the severity of crashes if and when they do occur. Examples of things the City can do to enhance safety include providing sidewalks and crossing facilities where they are needed, reducing vehicles speed limits and installing traffic calming treatments, and reconfiguring streets and intersections with known safety issues. Safety data will be used to determine whether the City of Redmond is maintaining its strong safety record, particularly among more vulnerable road users such as people walking, biking, and taking transit even while it encourages more people to use these modes of travel.

Performance Measures:

Safety considers two measures, (i) the number of total crashes, and (ii) the number of serious injuries and fatalities by mode. The data is collected from WSDOT and Redmond Police Department and is reported annually.

7. Street and Sidewalk Condition

The transportation system requires constant maintenance to function effectively. The City conducts a wide range of activities to preserve the physical and information technology components of this system, the most costly of which is the preservation of roadway and sidewalk pavement. Deferred pavement maintenance can lead to far more costly repairs once road surfaces become degraded.

Adequate pavement condition is essential to the proper functioning of the roadway network for private travel and for freight operations.

Performance Measures:

Street and sidewalk condition is presented as the percent of streets/sidewalks in poor (need immediate maintenance), fair (need maintenance but the segments are still safe to use), and good (no maintenance needed) conditions. Street pavement condition is updated every other year, while sidewalk condition is updated every 3 to 5 years.

DRAFT Transportation Facilities Plan TMP Update

October 2025

Introduction

The Transportation Facilities Plan (TFP) is a long-range financially-constrained plan for capital investments that have been identified to provide a complete and well-maintained transportation system. It is the foundation for Redmond’s concurrency program which ensures that public facilities and services are adequate to support new development without decreasing locally-established levels of service. Concurrency is a key goal of the Washington State Growth Management Act (GMA). Each project listed in the TFP has been prioritized into near-, medium-, and longer-term based on how well it supports Redmond 2050.

Revenue Sources and Forecast

Investments in Redmond’s transportation system are made using a variety of revenue sources. Each revenue source has been forecasted through 2050. The forecast makes assumptions about basic considerations, such as the state of the economy, whether the City would continue to devote that revenue source to transportation, new revenue sources, and rate changes. The first five years of the TFP revenue forecast are derived from the revenue projections in the 2025-2030 Capital Investment Program (CIP) approved through the Budgeting by Priorities process in 2024. The remaining years (2031-2050) are calculated based on a flat rate (does not include inflation) to match revenue projections.

Overview of Revenue Sources and Assumptions

The City’s transportation investments are supported by a variety of revenue sources (**Error! Reference source not found.**) that include:

- **City taxes and fees** – General funds from property and sales taxes, Business Transportation Tax, transportation impact fees, etc.
- **Funds from other governmental agencies** – Grants from state and federal transportation agencies, cost participation by other cities in Redmond projects, and transfers of funds pursuant to agreements.
- **Developer payments** – Funds provided by developers to ensure access and mitigate site-related transportation impacts.
- **Miscellaneous** – Interest earnings, carry-forward fund balances associated with projects initiated in prior years, intergovernmental transfers, and other funds.

Table 1: TFP Revenue Forecast (2026-2050)

Revenue Source	Forecast (\$M) 2026-2050	Percent	Description of Source
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General Fund Transfer	103.4	15%	Council appropriation from City general fund
Pav. Mgt. General Fund	7.5	1%	Council appropriation from City general fund
Real Estate Excise Tax	64.3	9%	Tax on property sales in Redmond
Motor Vehicle Excise Tax	16.3	2%	State transportation funds to Redmond
Other Jurisdictions	0.0	0%	Cost participation by other agencies in Redmond projects
Federal and State Grants	81.4	12%	Cost participation grants for specific projects
Business License	168.5	24%	Employment based tax - Redmond employers
Impact Fees	75.0	11%	Transportation impact fee cash payments by developers; or construction value by developers
Developer Contributions	8.5	1%	Value of developer payments or construction for specific projects; not impact fee credited
Miscellaneous Sources	18.3	3%	Interest earnings, rent, surplus property, revenue for completed projects for concurrency
Transportation Benefit District (TBD)	103.2	15%	Council approve 1/10th of 1% sales tax earmarked for transportation projects
Bonds	50.3	7%	Issuance of debt to finance transportation projects
	696.7	100%	

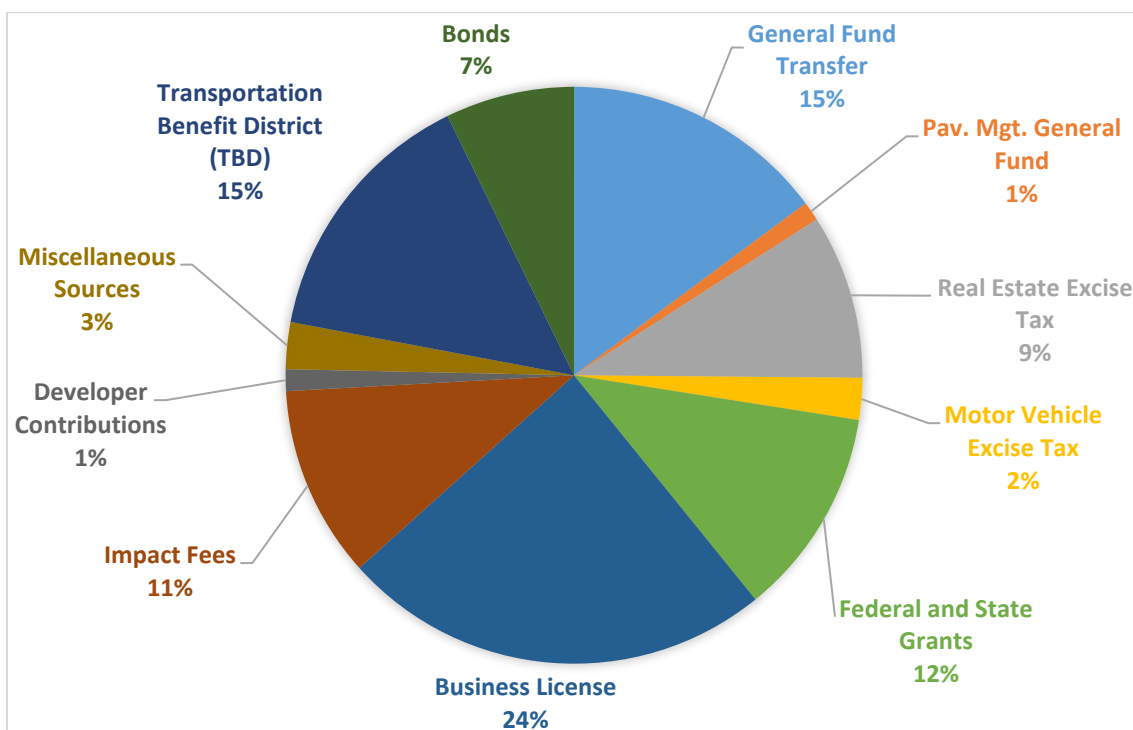


Figure 1: Forecasted TFP Revenue Sources (2026-2050)

Individual revenue sources are described in more detail below:

General Fund – This revenue source is comprised of sales tax, property tax, utility tax, and other licenses and fees. Transportation currently receives approximately 40 percent of the 5 percent General Fund revenues that are transferred to the CIP functional areas (minus development revenues and significant one-time collections). However, one-time monies can be received to support specific transportation capital projects. Forecast Assumption: assumes continuation of City Council appropriation at 40 percent of the 5 percent General Fund transfer to Transportation.

Transportation Benefit District (TBD) – Comprised of one tenth of one percent of sale tax collections, used exclusively for funding maintenance and improvements to city streets, public transportation, strategies to maximize safety and traveling choices, parking facilities, and other transportation projects designed to reduced congestion. Forecast Assumptions: assumes a steady increase in sale tax collections over time, while factoring in the rising cost of operational costs covered by the TBD.

Pavement Management General Fund Transfer – By policy, \$300,000 per year is transferred from the General Fund to the Pavement Management Program for the preservation of roadway asphalt. Forecast Assumption: assumes General Fund transfer will continue at historical level of \$300,000 per year.

Real Estate Excise Tax (REET) – REET is a tax on all sales of real estate at a rate of 0.5 percent of the selling price of a property within Redmond city limits. King County collects REET funds for the City and distributes them to the City. REET is restricted to expenditures on capital projects. Transportation currently receives approximately 25 percent of the REET tax. Forecast Assumption: assumes transportation will continue to receive 25 percent of REET collected in the city.

Motor Vehicle Fuel Tax (Gas Tax) – In Washington State, cities receive a portion of the state-collected gasoline tax. Gas tax is imposed as a fixed amount per gallon of gas purchased and is dedicated to transportation capital improvements. Forecast Assumption: assumes continuation.

Transfers from Other Jurisdictions – Cost participation from other agencies in Redmond projects. Forecast Assumption: based on historical collections.

Business License Fees – Currently, a \$153 fee is assessed per employee to businesses operating in Redmond to support transportation and transportation demand management projects. Forecast based on estimated growth in employment. Business license fees are instrumental in leveraging grants. Forecast Assumption: assumes continuation at rate of \$153/FTE (full-time equivalent) and is projected to grow by approximately 1.2 percent per year, commensurate with projected employment growth in the city.

Impact Fees – The City collects impact fees from developers for their impact on the transportation system. Impact fees are dedicated to transportation capital improvements that

provide new capacity. The fees cannot pay for existing deficiencies in level of service for the public facilities or normal maintenance and repairs. Impact fee revenue is subject to credits for developer-constructed improvements for capacity projects within the TFP. Impact fee revenue is a blend of developer constructed improvements (credits to impact fees) and cash payments based on land use. Impact fees are instrumental in leveraging grants. Forecast Assumption: assumes a consistent rate of collections; fees per unit could increase over time, but the diminishing availability of land for new developments would negate any potential increases in the forecast.

Developer Contributions – Comprised of cash payments towards specific projects or the value of developer constructed improvements that exceed impact fee credits. Forecast assumption: based on existing developer agreements or known contributions to specific projects. Forecast does not speculate contributions into the future beyond known agreements.

Federal and State Grants – Contributions by a federal or state government to support a particular transportation improvement. Each grant has specific rules and guidelines about what type of projects they will fund. Grants generally require a funding match that the City must contribute towards the cost of the project. If a project uses federal funds the level of analysis, documentation, outreach, and commitment is generally more detailed or stringent. Forecast assumption: grants that have been awarded are included in the first six years. Future grant revenue forecast is conservative.

Bonds – Comprised of long-term debt instruments issued to raise funds for building or improving infrastructure. Forecast Assumptions: assumes sporadic use in the issuance of bonds to fund major transportation projects.

Miscellaneous Sources – Comprised of interest earnings on cash balances in the transportation fund, rental income, surplus property sales, other miscellaneous sources, and carryforward fund balances associated with projects initiated in prior years. Forecast Assumptions: assumes a consistent rate of sources. Miscellaneous sources are hard to predict and demonstrate limited growth over time.

Overview of Forecast and Growth Assumptions – 2026-2050

Forecast Assumptions

- Forecasts flat to moderate growth in revenues that reflect a conservatively growing economy.
- The forecast does not include any increases to rates or new sources of revenue.
- Revenues and project costs also include the portion of CIP-funded projects that have occurred prior to 2026 and are continuing into the 2026-2050 timeframe.
- Ensures debt obligations are paid from existing revenues.

Development of the Transportation Facilities Plan

The TFP is part of the overall City of Redmond Capital Investment Strategy (CIS) or “Vision Blueprint”, which is a comprehensive listing of all public infrastructure projects needed and funded through 2050. Transportation is the largest of the individually funded capital plans and integral to coordinating with the other capital projects within the city, particularly with utility projects, stormwater improvements, and parks and trails. Transportation tends to provide a framework for how to consider the design and timing of many other City capital projects so all of the City infrastructure can be integrally designed and provided in the most efficient manner possible.

The prioritization of specific transportation projects includes those expected to make meaningful progress towards advancing the City vision for transportation. Individually, all capital improvements in the TFP are closely aligned with Redmond 2050’s five overarching strategies: Organize around light rail, maintain transportation infrastructure, improve travel choices and mobility, create a safe transportation system, enhance freight and service mobility.

The TFP is balanced across travel modes. Figure 1 indicates that the City of Redmond continues to focus on multimodal improvements to provide travel choices and mobility while making significant strides to complete infrastructure for pedestrians and bicyclists. Vehicular capacity improvements at critical locations are included to relieve congestion and support freight mobility. While the City does not control transit service it can enhance street design and operations to improve transit speed and reliability, which represents 2% of the TFP. The TFP is also balanced across urban centers and neighborhoods. Approximately 13% of all TFP projects are located in neighborhoods outside of urban centers (Figure 2).

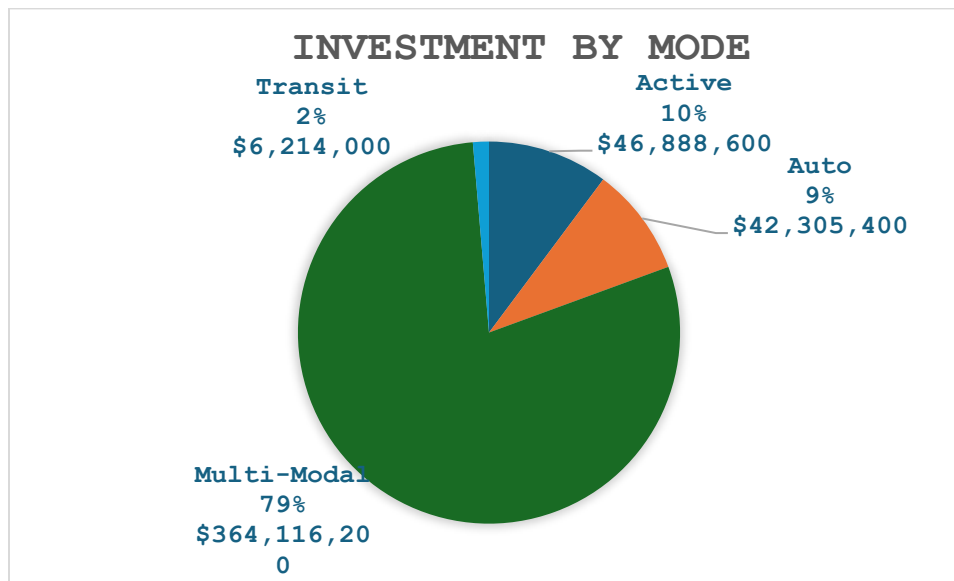


Figure 1: Investment By Mode

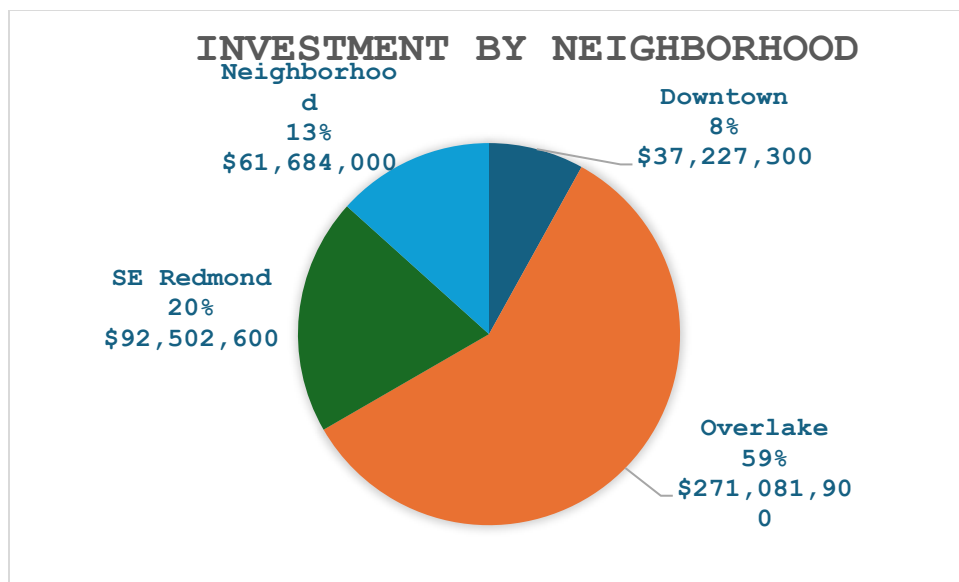


Figure 2: Investment By Neighborhood

ID	Name	From	To
119	Avondale Way Extension	Redmond Way	NE 76th St
371	Redmond Way Widening	168th Ave NE	164th Ave NE
170	158th Ave NE Extension	Redmond Way	NE 83rd St

- 1 Organizing Around Light Rail**
- 2 Maintain Transportation Infrastructure**
- 3 Improve Travel Choices and Mobility**
- 4 Building A Safer Transportation System**
- 5 Enhancing Freight and Service Mobility**

Neighborhood	Expected Timeframe	Source	Significant Support for These Strategies	
Downtown	Near Term	Transportation Master Plan	1	3
Downtown	Medium Term	Downtown East- West Corridor Study	3	5
Downtown	Long Term	Transportation Master Plan	3	5

ID	Name	From	To
310	Lumiere - NE 24th to NE 26th	NE 24th St	Hopper St
311	DaVinci - NE 27th to NE 28th	Hopper St	Shen St
312	DaVinci - NE 24th to NE 26th	NE 24th St	Hopper St
313	Hopper Street	152nd Ave NE	DaVinci
314	Turing Street	NE 27th St	152nd Ave NE
315	Shen Street	Hopper St	152nd Ave NE
502	24th St Multimodal Imp from 148 to Bel-Red	148th Ave NE	Bel-Red Rd
288	151st Ave NE South-DaVinci	NE 20th St	NE 24th St
289	NE 22nd St, West	148th Ave NE	152nd Ave NE
290	NE 22nd St, East	152nd Ave NE	Bel-Red Rd

1150	Lumiere Ave	NE 20th St	NE 24th St
56.01	NE 40th St Shared Use Path - West	148th Ave NE	SR 520
47.01	152nd Ave NE Main Street North	2600 Crossing	NE 31st St
62.01	NE 40th St Improvements	163rd Ave NE	WLSP
49	152nd Ave NE Main Street South of 24th	NE 24th	NE 20th St
51.01	156th Ave NE Shared Use Path	NE 40th St	NE 51st St
1151	NE Koll Drive	152nd Ave NE	DaVinci
66.01	51st St Shared Use Path	148th Ave	SR 520
389	West Lake Sammamish Parkway Roundabout	West Lake Sammamish Parkway	
172	150th Ave NE Bicycle Lane Completion	NE 51st St	NE 40th St

10	SR 520 Trail Grade Separation at NE 51st St	520 Trail	
31	148th Ave NE and NE 51st St Right Turn Lanes	520 Trail	148th Ave NE
46	150th Ave NE & NE 51st St Signal	NE 51st St	

- 1 Organizing Around Light Rail**
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Description	Estimate	Expected Timeframe
Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	\$ 13,338,000	Medium Term
Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	\$ 9,776,000	Medium Term
Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail.	\$ 22,484,000	Medium Term
Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	\$ 19,742,000	Near Term
Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.	\$ 34,830,000	Medium Term
Construct new street: Shen Street from Hooper Street to 152nd Avenue NE.	\$ 10,750,000	Medium Term
Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan.	\$ 9,560,000	Medium Term
Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study.	\$ 9,923,000	Medium Term
Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	\$ 20,950,000	Medium Term
Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan.	\$ 8,270,000	Medium Term

Lumiere Ave from NE 20th St to NE 24th St	\$	31,425,000	Medium Term
Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail	\$	9,483,500	Near Term
Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	\$	10,907,200	Near Term
Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway	\$	7,107,000	Near Term
Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities	\$	11,005,300	Medium Term
Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street	\$	9,306,100	Near Term
NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible	\$	3,521,000	Near Term
Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520.	\$	3,015,000	Medium Term
Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road	\$	8,720,800	Near Term
Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway to west and build retaining walls.	\$	2,972,000	Near Term

Grade separate the 520 Trail at NE 51st Street.	\$	8,417,000	Long Term
Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE.	\$	2,883,000	Long Term
Add north leg to intersection of 150th Ave and 51st St and signalize this intersection.	\$	2,696,000	Long Term
	\$	271,081,900	

Source	Significant Support for These Strategies			
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Overlake Master Plan	1	3	4	5
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Overlake Master Plan	1	3	4	5
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Overlake Master Plan	1	3	4	5
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Overlake Master Plan	1	3	4	5
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Overlake Master Plan	1	3	4	5
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Overlake Master Plan	1	3	4	5
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Transportation Master Plan	1	3	4	
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Overlake Village South Infrastructure Planning Report	1	3	4	5
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Overlake Village South Infrastructure Planning Report	1	3	4	5
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Overlake Village South Infrastructure Planning Report	1	3	4	5
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Overlake Village South Infrastructure Planning Report	1	3	4	5
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Transportation Master Plan	1	3	4
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Overlake Master Plan	1	3	4
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Overlake Master Plan	1	3	4
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Overlake Master Plan	1	3	4
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Transportation Master Plan	1	3	4
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Overlake Village South Infrastructure Planning Report	1	3		5
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Transportation Master Plan		3	4
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Overlake Residential Area Neighborhood Plan			4
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Transportation Master Plan		3	4
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Overlake
Residential Area
Neighborhood
Plan 3 4

Overlake Master
Plan 5

Overlake Master
Plan

ID	Name	From	To
378	173rd Ave NE Connection	NE 67th St	NE 70th St
392	NE 70th St Retrofit	173rd Ave NE	Redmond Way
360	NE 70th Street Extension Phase 2 Construction	Redmond Way	180th Ave NE
382	176th Ave NE Retrofit- LW Tech Segment	6600 BLK	NE 65th St
384	NE 65th St Retrofit	Marymoor Park boundary	East Lake Sammamish Parkway
386	NE 67th St Retrofit	173rd Ave NE	176th Ave NE
404	176th Ave NE Retrofit-67th Segment	6600 BLK	NE 67th St

405	176th Ave NE Retrofit- Middle Segment	NE 67th Ct	NE 69th Ct
406	176th Ave NE Retrofit- North Segment	NE 69th Ct	NE 70th St
90	NE 76th St Widening 178th to 185th	178th Pl NE	185th Ave NE
88	NE 76th St Widening 520 to 178th Pl	EB 520 Ramp	178th Pl NE
89	76th St & 178th Pl Intersection Improvements	178th Pl NE	
	188th Multimodal Path	Union Hill Road	NE 70th St
	NE 77th Street	188th Ave NE	
	NE 72nd Street	188th Ave NE	

188th Ave Intersection Improvements	NE 70th St	NE 77th St
187th Ave Widening	Redmond Way	East Lake Sammamish Parkway

- 1 Organizing Around Light Rail**
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Description	Estimate	Expected Timeframe	Source	Signific Support These Stra	
Construct collector arterial (see RZC Appendix 8AA).	\$ 6,243,900	Medium Term	Marymoor Subarea Infrastructu re Planning Report Greater SE Redmond	1	3
Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE	\$ 6,580,000	Near Term	Area Transportat ion Studv Marymoor Subarea	1	3
Construct a new street connection up to City standards on NE 70th Street between 180th Avenue NE and Redmond Way, consider transit only street.	\$ 4,800,000	Medium Term	Infrastructu re Planning Report Marymoor Subarea	1	3
Widen Roadway Per Appendix 8A	\$ 2,159,200	Medium Term	Infrastructu re Planning Marymoor Subarea	1	3
Retrofit collector arterial (see RZC Appendix 8A)	\$ 18,731,700	Long Term	Infrastructu re Planning Report Marymoor Subarea	1	3
Retrofit collector arterial (see RZC Appendix 8A)	\$ 12,487,800	Medium Term	Infrastructu re Planning Report Marymoor Subarea	1	3
Widen Roadway Per Appendix 8A	\$ 1,079,600	Medium Term	Infrastructu re Planning Report Marymoor Subarea	1	3

Widen Roadway Per Appendix 8A	\$	3,160,400	Medium Term	Marymoor Subarea Infrastructure Planning Report	1	3
Widen Roadway Per Appendix 8A	\$	2,750,700	Medium Term	Marymoor Subarea Infrastructure Planning Report	1	3
Widen roadway to include a 12' center turn lane, two 12' travel lanes and two 5.5' bike lanes and 6' sidewalks on both sides of roadway. Coordinate with 91.	\$	3,473,000	Long Term	NE 76th St Corridor Study		
widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities	\$	6,145,000	Long Term	NE 76th St Corridor Study		
Improve the intersection by accommodating WB-67 trucks for all movements, adding northbound and southbound right turn only lanes, completing bike lanes, widening sidewalks to 6' wide, and better sight lines.	\$	7,205,000	Long Term	NE 76th St Corridor Study	1	3
Construct a multi-modal path way on the east side of 188th Ave from Union Hill Road to NE 70th Street	\$	3,270,000	Near Term	Transportation Master Plan	1	3
Construct new street with curb/gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	\$	4,214,000	Near Term	Transportation Master Plan		3
Construct new street with curb/gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	\$	2,107,000	Near Term	Transportation Master Plan		3

Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals	\$ 6,198,100	Near Term	Transportation Master Plan		3
Widen 187th Ave NE from Redmond Way to East Lake Sammamish Parkway. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, and storm drainage.	\$ 1,897,200	Medium Term	Transportation Master Plan	1	3
	\$ 92,502,600				

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ID	Name	From	To
339	NE 95 St. Bridge Replacement	NE 95th St	
	Avondale Road and 180th Ave Reconfiguration	Avondale Road	183rd Ave
1063	RedWood Rd and NE 109th St Improvements	Red-Wood Rd	
75	NE 116th St Widening Segment II	167th PL	179th PL
77	NE 116th St Segment III	179th PL	Avondale Rd
370	NE 116th St Widening Segment I, Phase II	Red-Wood Rd	167th Pl NE

111	124th St and 162nd PI Intersection Improvements	162nd PI NE	
362	172nd Ave NE Extension	NE 124th St	NE 128th St
	Redmond Woodinville Road Widening	Powerline Trail	NE 124th St
1182	Willows North Bus Lane	90th Street	124th Street

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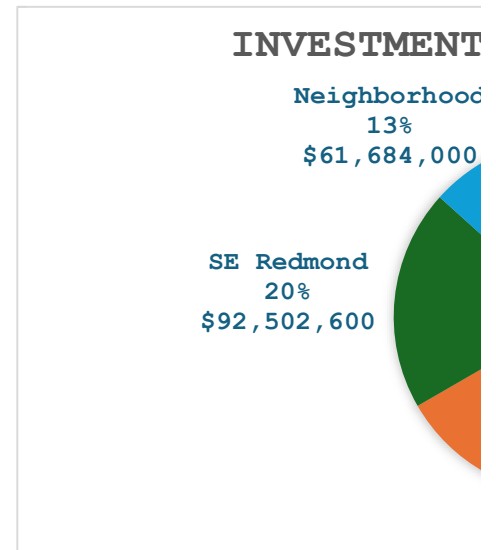
Description	Estimate	Neighborhood
NE 95th Street Bridge Replacement. Consider bridge only for walking and biking.	\$ 884,000	Bear Creek
Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE.	\$ 4,681,500	Bear Creek
North-Souths Corridors Study: This project would reconfigure the eastbound and westbound approaches to provide a dedicated left-turn lane and a shared through/right-lane. This would be paired with removal of the split phasing at the intersection and extension of the westbound bicycle lane through the intersection.	\$ 1,456,000	Education Hill
Widen NE 116th St from 176th Ave to 178th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	\$ 10,665,000	North Redmond
NE 116th St Segment III. Location: NE 116th Street (East End) from 179th Avenue NE to Avondale Rd. Description: Widen remaining sections of NE 116th St from 179th Avenue to Avondale Road. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way and easement acquisition.	\$ 22,825,000	North Redmond
Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, equestrian trail, street lights, storm drainage, underground power, right-of-way, and easement acquisition. Improvements coordinate with project # 356: the construction of a roundabout at NE 116th Street and 162nd Avenue NE. Phase I is project ID # 76.	\$ 6,856,000	North Redmond

Construct a new traffic signal at 124th Ave NE and 162nd PI NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd PI for sight distance. Expected to meet signal warrant with pending development, Alternatively, build roundabout. Just outside City limits.	\$	4,950,000	North Redmond
172nd Ave NE gate opening at NE 124th St and associated improvements (#122)	\$	1,450,000	North Redmond
Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street. Improvements include 1 through lane in each direction, left turn lanes at specific intersections, access management, separated bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding. Add northbound bus only or HOV only lane. Replaces one general purpose lane south of 9900 Block and replaces bike lanes from 9900 Block to 124th Street - cannot remove bike lanes until Redmond Central Connector complete providing new, more comfortable bike facility	\$	6,502,900	North Redmond
	\$	1,414,000	Willows-Rose Hill
		\$ 61,684,400	

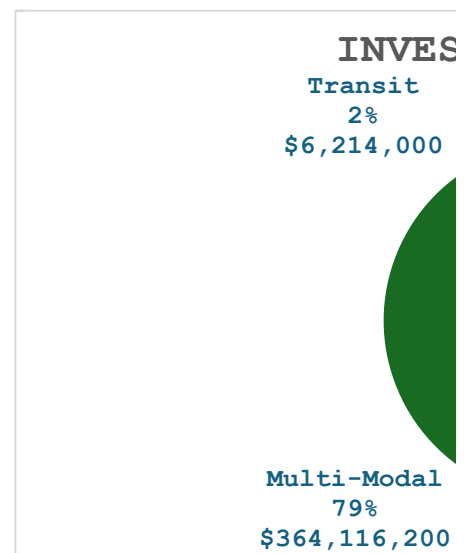
Expected Timeframe	Source	Significant Support for These Strategies
Near Term	Bear Creek Neighborhood Plan	3
Long Term	Transportation Master Plan	3 4
Medium Term	North- South Corridor Study	3 4
Long Term	North Redmond Neighborhood Plan	3 4
Long Term	North Redmond Neighborhood Plan	3 4
Long Term	North Redmond Neighborhood Plan	3 4

Medium Term	North-South Corridor Study	3	4
Medium Term	North-South Corridor Study		4
Long Term	North-South Corridor Study	1	3 4
Near Term	North-South Corridor Study	1	3 4

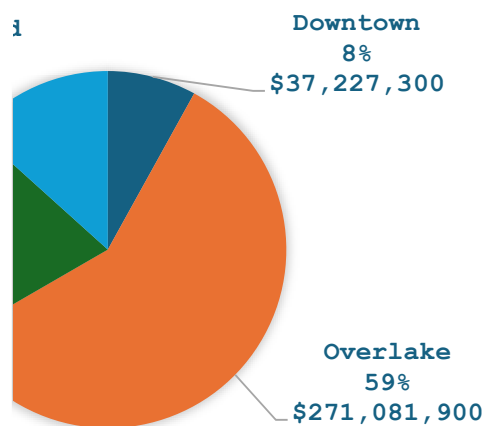
Totals		
Downtown	\$	37,227,300
Overlake	\$	271,081,900
SE Redmond	\$	92,502,600
Neighborhood	\$	61,684,400
	\$	462,496,200



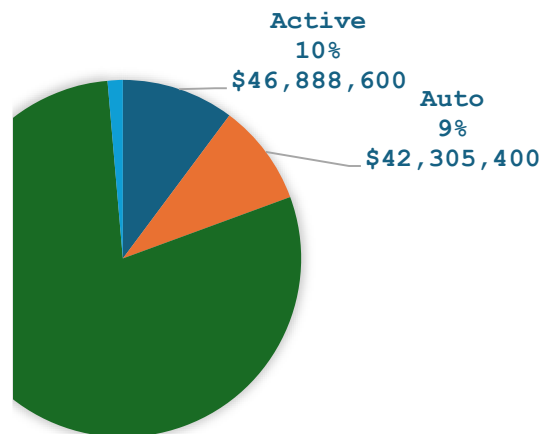
Modes		
Active	\$	46,888,600
Auto	\$	42,305,400
Multi-Modal	\$	364,116,200
Transit	\$	6,214,000



BY NEIGHBORHOOD



STMENT BY MODE



Completed Projects

156th Ave NE Two-Way Cycletrack	Bel-Red Road	NE 40th St.	Construct two-way cycle track on the east side of 156th Avenue from 28th Street to 40th Street
152nd Ave NE Main Street	2600 Block	NE 24th St	Implement 152nd Avenue NE main street from NE 24th Street to 2600 Crossing to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities
70th Street Cycle Track	SR 202	180th Avenue	One way cycle track built by development by shifting curb line south. Part of comfortable bike system connecting Marymoor Station to SE Redmond.

Recommended for Removal

Rationale

40th Street Shared Path, East	163rd Avenue	West Lake Sammamish Parkway	Shared path on the south side of 40th Street with segments of cycle track where appropriate	In design, fully funded through construction
Avondale Road School Bus Pull Outs			Install school bus pullouts on Avondale Road including at Novelty Hill Road, NE 95th St, 188th, Ave NE/182nd Ave NE, 180th Ave NE, and NE 90th St.	Needs further evaluation as part of broader corridor study
156th Ave NE & Bel-Red Rd Turn Lane	156th Ave NE		Add southbound right-turn lane.	Technically in Bellevue, not aligned with Redmond 2050
148th Corridor from NE 20th to SR520	Bel-Red Road	EB SR 520 on-ramp	Add northbound through lane on 148th Ave NE between Bel-Red Road and the eastbound SR 520 on ramp	Not aligned with Redmond 2050
Willows Rd Widening	NE 116th St	NE 124th St	Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, streetlights, storm drainage, underground power, right-of-way and easement acquisition.	Costly vehicle capacity project not aligned with Redmond 2050
140th Ave NE and Redmond Way Turn Lanes	NE 80th St	Redmond Way	Add second northbound left turn lane and extend bicycle lanes from 80th Street through the intersection of 140th Ave and Redmond Way.	Costly vehicle capacity project, not aligned with Redmond 2050

Recommended for Removal

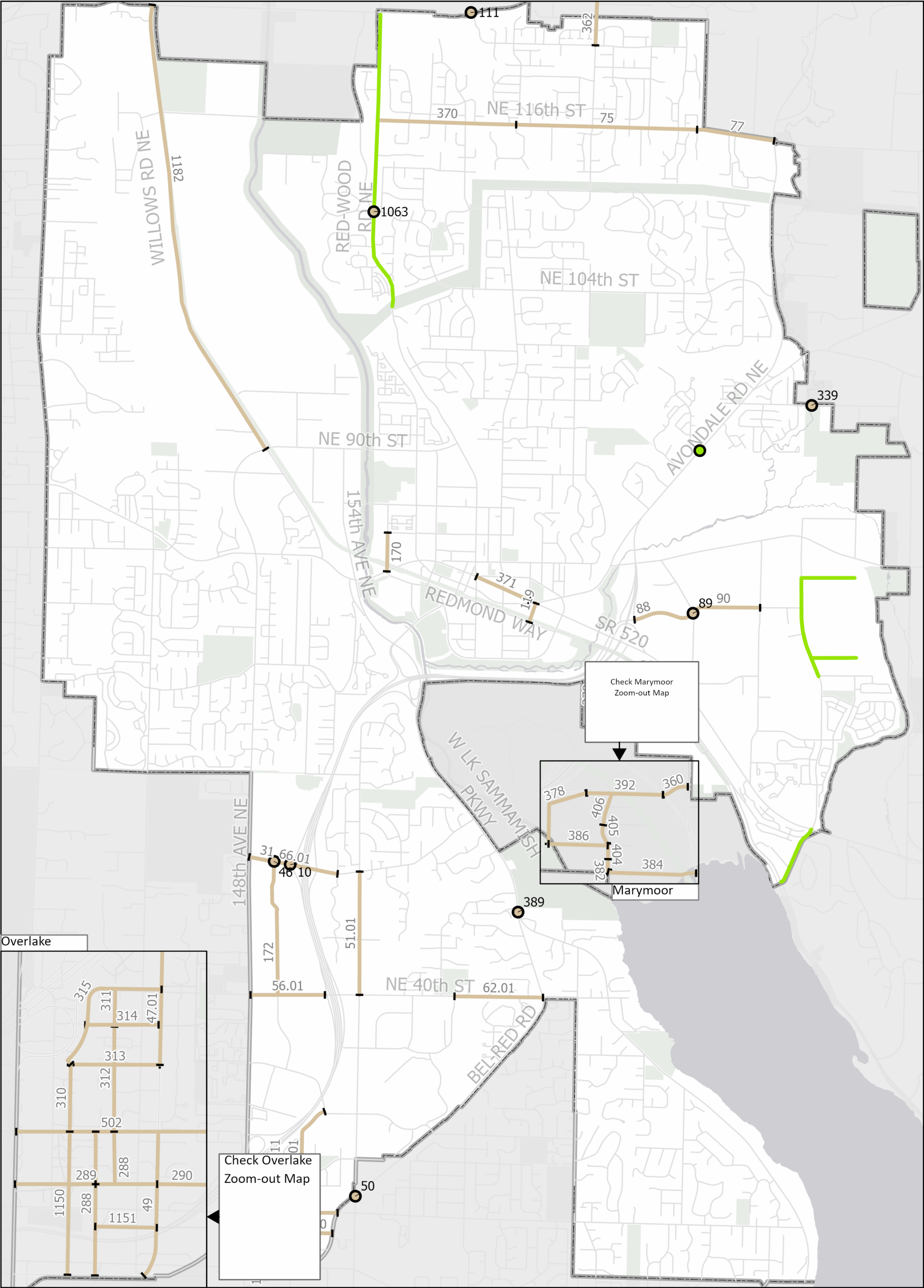
Rationale

192nd Ave NE Extension	NE 68th St	Union Hill Rd	Construct new 192nd Ave NE from NE 68th St to Union Hill Rd. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, sidewalks, streetlights, traffic control, storm drainage, right-of-way and easements.	Has been determined to be an infeasible connection that would hinder development envisioned by land use plan
NE 76th Street Extension (Segment 2)	188th Ave NE	192nd Ave NE	Construct new NE 76th St from 188th Ave NE to 192nd Ave NE. Improvements include 1 through lane in each direction, left turn lanes or medians to create a 3-lane section, bike lanes, sidewalks, streetlights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.	Has been determined to be an infeasible connection that would hinder development envisioned by land use plan
176th Ave from 70th St to Red Way	NE 70th St	Redmond Way	Construct connector street with right-in, right-out access at Redmond Way to function as a third entrance to the subarea.	Not compatible with constructed Sound Transit betterments, not a needed connection, results in small remnant parcel
Sammamish River Trail Extension from 51st Street to Bel-Red Road			Extend Sammamish River Trail at east side of West Lake Sammamish Parkway from 51st Street to Bel-Red Road	Replaced by less costly solution and included in CIP

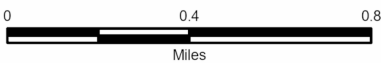
Recommended to Add

Rationale

188th Multimodal Path	Union Hill Road	NE 70th St	Construct a multi-modal pathway on the east side of 188th Ave from Union Hill Road to NE 70th Street	Part of bicycle spine network serving diversity of uses in SE Redmond
NE 77th Street	188th Ave	192nd Ave NE	Construct new street with curb/gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	Access and circulation
NE 72nd Street	188th Ave NE		Construct new street with curb/gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE	Access and circulation
188th Ave Intersection Improvements	NE 70th St	NE 77th St	Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals. Includes NE 70 th St, 72 nd St, 76 th St, and 77 th St	Mobility and safety
Avondale Road and 180th Ave Reconfiguration	Avondale Road	183rd Ave	Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE.	Access and circulation
187th Ave Widening	Redmond Way	East Lake Sammamish Parkway	Widen 187th Ave NE from Redmond Way to East Lake Sammamish Parkway to add bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and left turn lanes where needed.	Part of bicycle spine network connecting SE Redmond to ELST, Link, Marymoor
Redmond Woodinville Road Widening	Powerline Trail	NE 124th St	Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street to add left turn lanes where needed, access management, bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding.	Addresses variety of multimodal safety and mobility needs



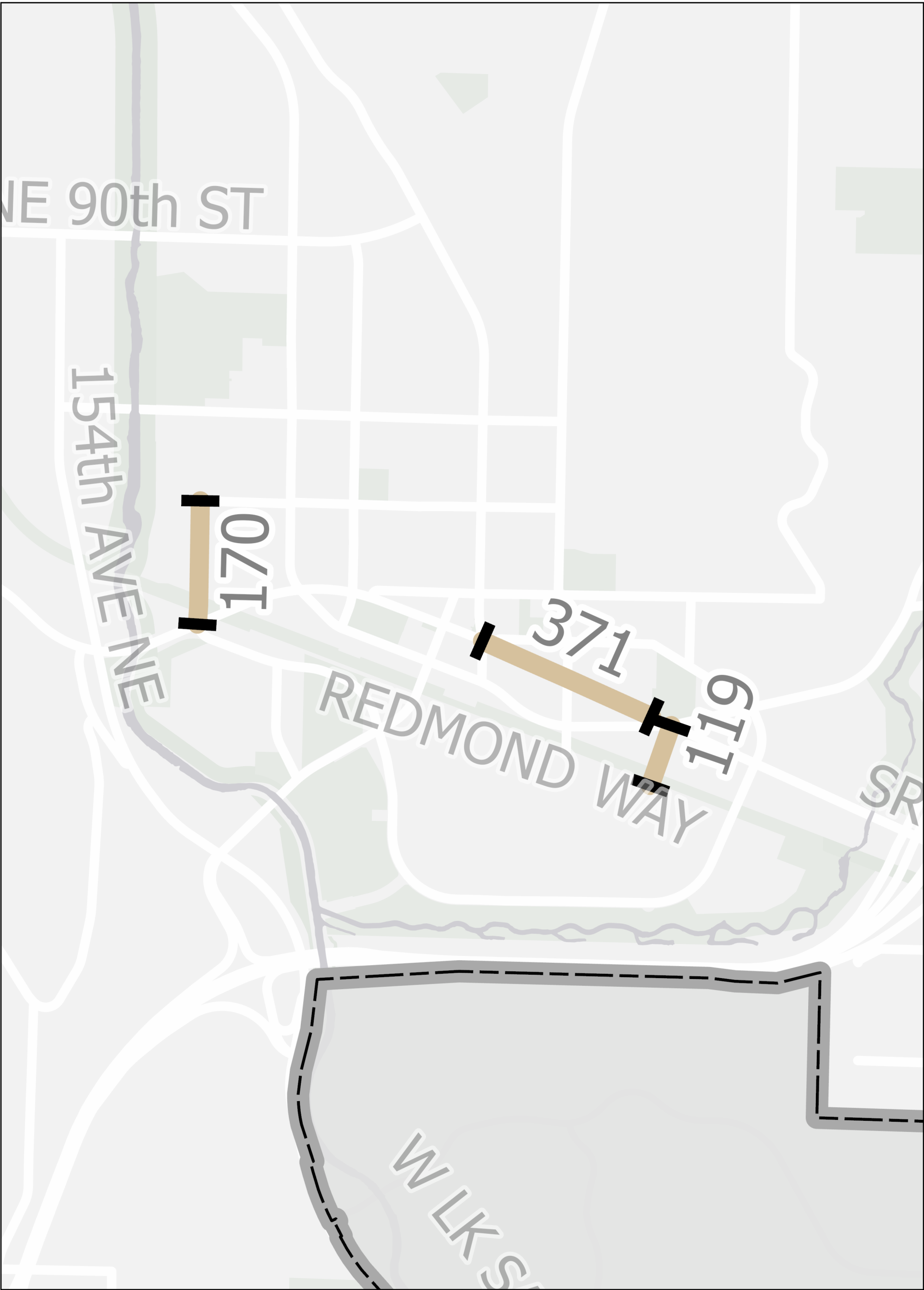
TFP Unfunded Project
City of Redmond, Washington



-   New TFP unfunded projects
-   TFP unfunded projects

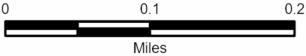
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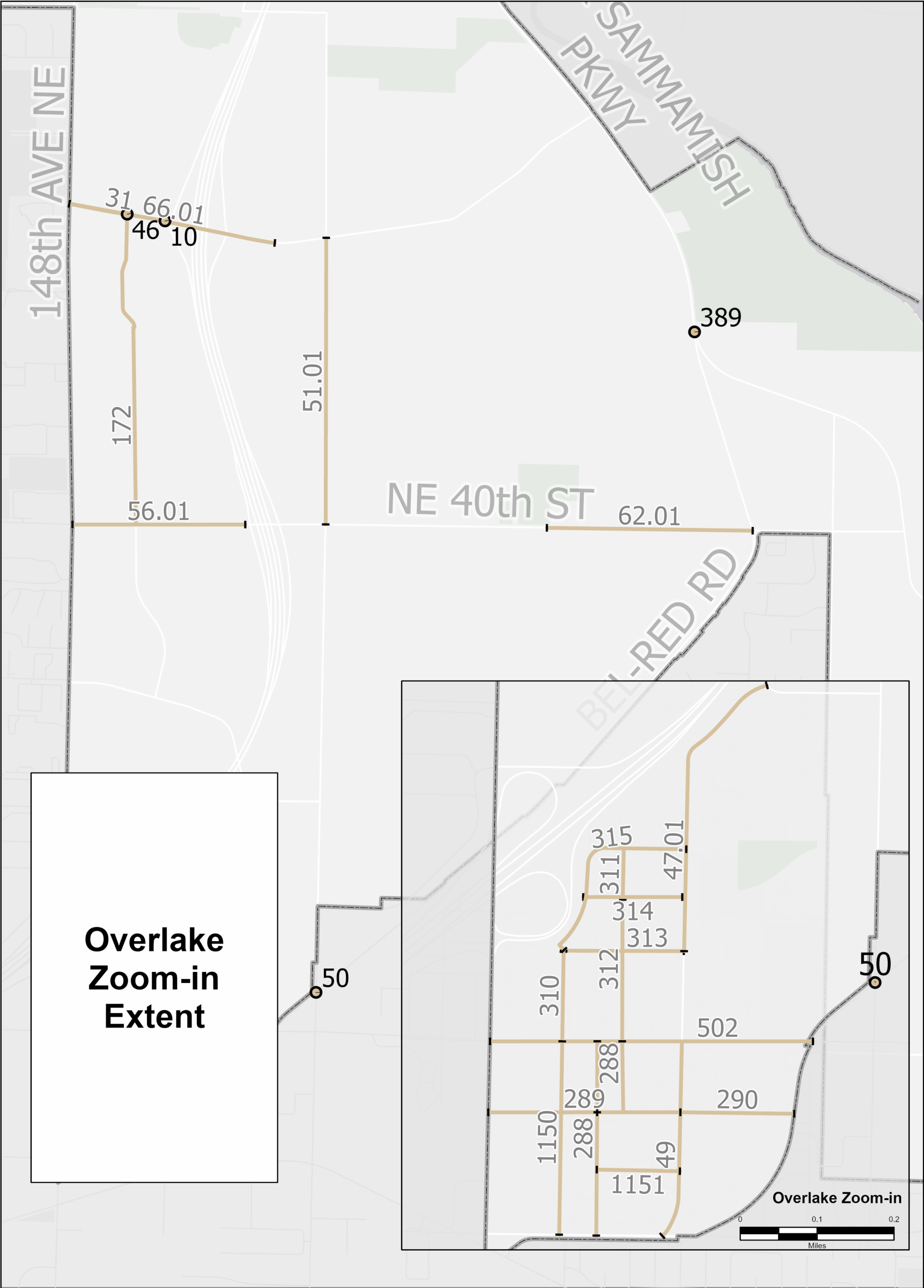
2026-2031 Transportation Facilities Plan

City of Redmond, Washington



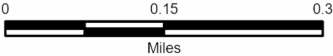
-  Transportation Facilities Plan Project
-  New Transportation Facilities Plan Project
-  City Limit

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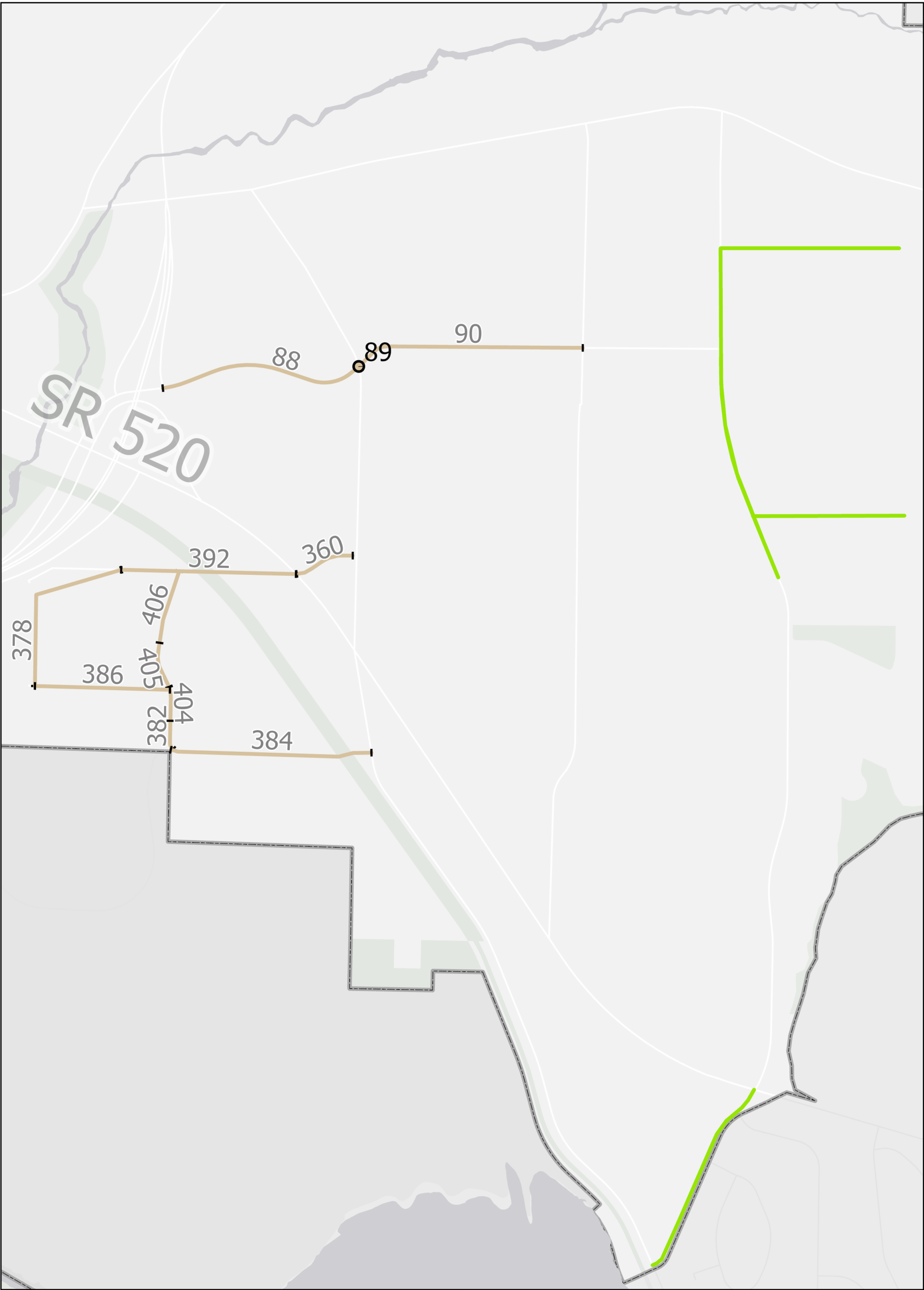
2026-2031 Transportation Facilities Plan

City of Redmond, Washington



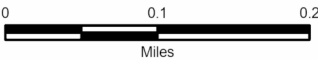
- Transportation Facilities Plan Project
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2026-2031 Transportation Facilities Plan

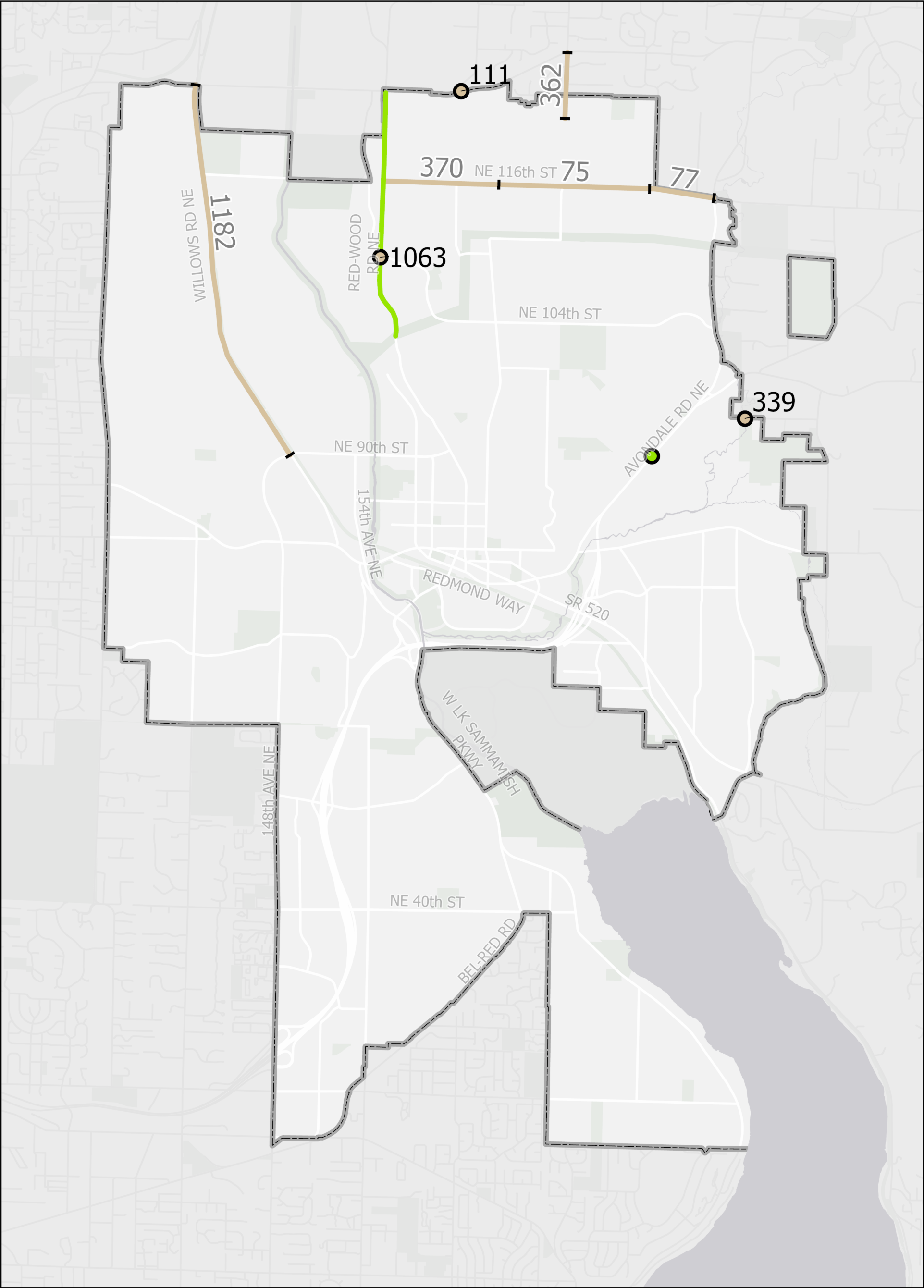
City of Redmond, Washington



-  Transportation Facilities Plan Project
-  New Transportation Facilities Plan Project
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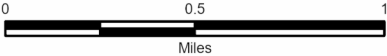
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2026-2031 Transportation Facilities Plan

City of Redmond, Washington



- Transportation Facilities Plan Project
- New Transportation Facilities Plan Project
- City Limit

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City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/28/2025

Meeting of: City Council Study Session

File No. SS 25-069

Type: Study Session

Council Talk Time