

City of Redmond



Redmond
WASHINGTON

Agenda

Study Session

Tuesday, August 13, 2024

7:00 PM

**City Hall: 15670 NE 85th St; Remote: Comcast Ch. 21/321, Ziplly Ch. 34,
Facebook (@CityofRedmond), Redmond.gov/rctlive, 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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Site: <http://www.redmond.gov/CouncilMeetings>

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Please contact the City Clerk's office at (425) 556-2194 one week in advance of the meeting.

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

AGENDA

ROLL CALL

- 1. Proposed Fee Program for Extended Use of Right of Way

Department: Public Works, 30 minutes

[Attachment A: Presentation](#)

[Attachment B: Flyer - Use Fee for Extended Use of ROW](#)

Legislative History

7/2/24

Committee of the Whole -
Planning and Public Works

referred to the City Council Study Session

- 2. Safer Streets Action Plan Status Update

Department: Planning and Community Development, 30 minutes

[Attachment A: Presentation](#)

[Attachment B: Current Safety Projects Map](#)

[Attachment C: Safety Projects List](#)

- 3. Maintenance and Operations Center Master Plan Update

Department: Public Works, 45 minutes

[Attachment A: Presentation](#)

- 4. Council Talk Time

10 minutes

[Attachment A: Council Policy Proposal](#)

ADJOURNMENT

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



Memorandum

Date: 8/13/2024
Meeting of: City Council Study Session

File No. SS 24-046
Type: Study Session

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

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

Public Works	Paul Cho	Traffic Operations Engineering Manager
Public Works	Patty S. Criddle	Transportation Engineering Supervisor
Public Works	Vangie Garcia	Deputy Public Works Director

TITLE:
Proposed Fee Program for Extended Use of Right of Way

OVERVIEW STATEMENT:

The City has allowed the closure of public Right of Way (ROW) for the benefit of private businesses without charging a use fee nor the excise tax on the value of the use fee that has been paid to the State. Private use of ROW limits public access and enjoyment of sidewalks, landscape, bike lanes, parking, and travel lanes. To balance the needs of private businesses with the needs of the public, Public Works is proposing a use fee and the State-required excise tax beginning January 2025 for extended closures of the public right of way.

Proposed use fees are for outdoor dining and construction activities.

- Outdoor dining: Annual lease fee of \$2.00 per square foot of closed ROW
- Construction Activities: Monthly fee of \$0.75 per square foot of closed ROW

This will require adoption of a Fee Resolution and minor modification of the Redmond Municipal Code 12.08.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

- Receive Information** **Provide Direction** **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**

RMC 12.08 Street Repairs, Improvements, Alterations, and Business Use
RZC 21.52.050.C Pedestrian, Bicycle, and Other Nonmotorized Connections
RZC Appendix 2 - Table 1 - requires wider sidewalks
Sidewalks, bike lanes, multiuse paths, and trails shall be provided in public rights-of-way or easements across private property that guarantee public access.
RZC Appendix 2 Construction Specification and Design Standards for Streets and Access

- **Required:**
N/A
- **Council Request:**
N/A
- **Other Key Facts:**
Proposed use fees based on neighboring cities' fees, right sized for Redmond, and are common practice.

OUTCOMES:

The Extended Use of Right of Way Fee proposal creates an incentive for businesses to minimize private use of the public Right of Way to what is necessary so that sidewalks, landscape, bike lanes, parking, and travel lanes can be used as intended.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
June 18, 2024 - Webpage ready to go live.
Week of June 17, 2024 - Email to restaurants and construction businesses.
June 24, 2024 - Shared in e-news.
Week of June 24, 2024 - Shared on city social media.
July 2024 - Plans, Policies, and Regulations Newsletter
- **Outreach Methods and Results:**
Share proposed policy and background on a webpage.
Request questions and feedback from affected businesses via email.
Share webpage and request feedback via email newsletters, direct emails, and social media.
- **Feedback Summary:**
Summary will be provided after outreach is complete.

BUDGET IMPACT:

Total Cost:
N/A

Approved in current biennial budget: Yes No N/A

Budget Offer Number:
N/A

Budget Priority:

N/A

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

If yes, explain:

N/A

Funding source(s):

N/A

Budget/Funding Constraints:

N/A

Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

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

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
9/3/2024	Business Meeting	Approve

Time Constraints:

N/A

ANTICIPATED RESULT IF NOT APPROVED:

If the use fees are not approved, the public would continue to be allowed to use public right of way for extended periods of time without a use fee and the City would continue to pay the State excise tax for the occupied square footage.

ATTACHMENTS:

Attachment A: Fees for Extended Use of ROW - PowerPoint Presentation

Attachment B: Flyer: Use Fee for Extended Use of ROW

Fees for Extended Use of Right of Way

August 13, 2024

Aaron Bert, Public Works Director

Paul Cho, Traffic Operations & Safety Engineering Manager



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Agenda

- Seeking approval of new extended Right of Way (ROW) use fee
- Share
 - Proposed Use Fee
 - Minor Code Edits
 - Proposed Schedule



Overview

- Private use of the ROW limits public access to:
 - Sidewalk
 - Bike lanes
 - Vehicle lanes
 - Parking
- Examples include
 - Outdoor Dining
 - Construction Activity





Proposed Use Fees

Outdoor Dining

- Annual Fee
- \$2.00 per square foot of closed ROW



Construction Activity

- Monthly Fee
- \$0.75 per square foot of closed ROW



Outdoor Dining Neighboring Cities

Proposed use fees are in alignment with surrounding agencies and right sized for Redmond

Outdoor Dining Example: Sidewalk (avg 180sf)	Permit Fee	Annual Fee per sf	Excise Tax	Total
City of Bellevue	\$563	\$2.00	\$46	\$969
City of Bothell	(before Mar 15) \$198	\$1.68	\$39	\$539
	(after Mar 15) \$589	\$1.68	\$39	\$930
Proposed City of Redmond	\$672	\$2.00	\$47	\$1,078
City of Kirkland	\$1,021	\$1.05	\$24	\$1,234
City of Seattle	\$1,286	\$0.00	\$24*	\$1310

Sidewalks



..... Pedestrian Access Route: ADA
Min: 4' ft wide in a straight path

	Dining Width (ft)	Pedestrian Access Route (PAR) (ft)	Total Sidewalk Width (ft)	Notes
Garlic Crush	10	7	17	
Palmer's	4	7	11	
Pint & Pie	5	5	10	
Redmond Bar & Grill	3	4 to 8	11	Includes tree and grate
Woodblock	8	5	13	

Outdoor Dining Fee

Two Options:

- Annual
- Seasonal



Construction Activity Neighboring Cities

Proposed use fees are in alignment with surrounding agencies and right sized for Redmond

Construction Activity Sunrise Hue (85th/164th) 4800 sf	Monthly Fee Per sf	Total for 30 days	Total for 1 year
City of Seattle	Per Fee Calculator	\$2,448	\$276,624
City of Bellevue	1% of Land Value per sf \$1.80	\$9,737	\$116,845
Proposed City of Redmond	1% of Land Value per sf \$0.75 per sf	\$4,057	\$48,685

Minor Code Update

RMC 12.08.060 Permit Fees



Existing Code

(A) [A basic fee](#) in an amount established by council resolution; and

Proposed Code

(A) [Fees](#) in an amount established by council resolution; and

Community Outreach and Involvement



- Project webpage: www.redmond.gov/2157
- Posting, FAQs, questionnaire

LetsConnectRedmond.com

- Shared on email newsletters, direct emails, social media
- Feedback and questions requested from community/businesses



Milestones





Recommendation

- Public Works recommends
 - Approval of
 - Use Fees for Extended Use of Right of Way
 - Fee Resolution
 - Code Update
 - Implementation in January 2025



Thank You

Any Questions?

Aaron Bert, Public Works Director

Paul Cho, Traffic Operations & Safety Engineering Manager



Extended Use of Public Right of Way (ROW): **Right of Way Use Fees**

The City has allowed the closure of public Right of Way (ROW) for the benefit of private businesses without charging a use fee nor the excise tax on the value of the use fee that has been paid to the State. Private use of ROW limits public access and enjoyment of sidewalks, landscape, bike lanes, parking, and travel lanes. To balance the needs of private businesses with the needs of the public, the City will collect a ROW use fee and the State-required excise tax beginning January 2025 for extended public right of way closures.

The proposed use fees are based on research, align with surrounding agencies, and are right-sized for Redmond. The fee will be applied to closing any portion of the ROW for private use for periods over two weeks.

Outdoor dining and construction activities are common examples of extended ROW closures for private use.

For Outdoor Dining:

The annual fee for outdoor dining is charged to restaurants that are expanding their business into the public ROW.

- Annual fee of \$2.00 per square foot of closed ROW for outdoor dining

For Construction Activity:

It is understood that private property development in urban centers may not have sufficient space for some construction activities and requires work zone expansion into the ROW. The monthly fee is intended to encourage the shortest closure duration to complete the necessary construction activity.

- Monthly fee of \$0.75 per square foot of closed ROW for construction activity

In addition to collecting these use fees, the City must collect a leasehold excise tax to be remitted to Washington State per (RCW 82.29A.030). The leasehold excise tax is 12.84% of the use fee for the closed ROW.



Memorandum

Date: 8/13/2024
Meeting of: City Council Study Session

File No. SS 24-047
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
Planning and Community Development	Seraphie Allen	425-556-2450

DEPARTMENT STAFF:

Planning and Community Development	Michael Hintze	Transportation Planning Manager
Planning and Community Development	Francesca Liburdy	Senior Transportation Planner

TITLE:
Safer Streets Action Plan Status Update

OVERVIEW STATEMENT:

Redmond received United States Department of Transportation (USDOT) Safe Streets for All (SS4A) funding in conjunction with Puget Sound Regional Council (PSRC), through an agreement between the City and PSRC. With this funding, the City is developing a Safer Streets Action Plan. The SS4A funding can be applied to implementation, planning, and demonstration projects in line with USDOT’s Safe System Approach. Establishing a Safer Streets Action Plan is necessary to apply for grant-funded projects. When finished, the Action Plan will develop and prioritize safety improvement projects throughout the City and facilitate upcoming applications for safety grant funding. This status update will provide an overview of the goals of the Safer Streets Action Plan, the anticipated timeline for the development of the plan, preliminary strategies that will be included in the plan, and upcoming milestones.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

- Receive Information**
- Provide Direction**
- Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
 - **Redmond 2050, FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
 - **Redmond 2050, FW-TR-2:** Maintain the transportation system in a state of good repair for all users
 - **Redmond 2050, FW-TR-3:** Complete the accessible and active transportation, transit, freight, and street

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

- **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, 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 patterns; and
 - Promotes sufficient density for development patterns 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, and 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 Safer Streets Action Plan will be adopted by Council in its entirety when completed in 2025.

- **Other Key Facts:**

N/A

OUTCOMES:

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

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**

- 5/11/2024: Community Road Safety Assessment (RSA) walk in Education Hill neighborhood
- 5/22/2024: City Staff RSA walk in Education Hill neighborhood
- 6/5/2024: City Staff RSA Debrief Workshop
- 6/25/2024: City Staff Safety Action Plan Task Force Meeting #1
- Early October 2024: City Staff Safety Action Plan Task Force Meeting #2

- **Outreach Methods and Results:**

- The Road Safety Assessment (RSA) group was established in May 2024 and brought together internal

staff together from Redmond's Planning, Public Works, Police, Fire, and Parks Departments to support the development of the Safer Streets Action Plan. As shown above, engagement has included field visits led by Transportation Planning's consultant team to walk through the Education Hill neighborhood with staff and community members. The walk incorporated ideas about possible safety improvements in the area and facilitated discussion between staff from varying departments. Following the walk, a debrief workshop was held to review and develop possible improvements in Education Hill and beyond, looking closely at how staff can apply specific ideas on a broader citywide scale.

- Additional field visits, workshops, and focused task force meetings will occur.

- **Feedback Summary:**

Takeaways included safety concerns from local community members in the Education Hill neighborhood. Staff and the consultant team are incorporating these concerns when developing preliminary safety strategies that will be included in the Safer Streets Action Plan.

BUDGET IMPACT:

Total Cost:

The funding to develop the consultant agreement and Safer Streets Action Plan came from the agreement the City of Redmond has with the PSRC. Staff working on this project are funded through the adopted Mobility of People & Goods budget offer.

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

Budget Offer Number:

0000034 - Mobility of People & Goods

Budget Priority:

Vibrant and Connected

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

If yes, explain:

N/A

Funding source(s):

Funding sources include the Puget Sound Regional Council (PSRC) Award. The grant was presented for acceptance on September 5, 2023, during the Planning and Public Works Committee of the Whole meeting. The grant was accepted on September 19, 2023, during the Business Meeting. The consultant agreement was presented for acceptance on September 19, 2023, during the Public Safety and Human Services Committee of the Whole meeting and was approved on the Consent Agenda of the October 3, 2023, Business Meeting.

Budget/Funding Constraints:

N/A

- Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
9/5/2023	Committee of the Whole - Planning and Public Works	Provide Direction
9/19/2023	Business Meeting	Approve
9/19/2023	Committee of the Whole - Public Safety and Human Services	Provide Direction
9/19/2023	Committee of the Whole - Public Safety and Human Services	Provide Direction
10/3/2023	Business Meeting	Approve
6/4/2024	Committee of the Whole - Planning and Public Works	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
1/7/2024	Committee of the Whole - Planning and Public Works	Provide Direction

Time Constraints:

Project work began when the consultant team came under contract in the fall of 2023. Community outreach took place in spring 2024 and action plan development is currently in progress. It is anticipated that a Draft Safer Streets Action Plan will be presented to Council for review, feedback, and anticipated approval in Q1 2025.

ANTICIPATED RESULT IF NOT APPROVED:

Without a Safer Streets Action Plan, the City will lack a key resource in competing for future safety grant funding.

ATTACHMENTS:

- Attachment A - Safer Streets Action Plan Presentation August 2024
- Attachment B - Current Safety Projects Map
- Attachment C - Safety Projects List

Safer Streets Action Plan Status Update

.....
Transportation Planning and Engineering Division

August 13, 2024

Study Session



Redmond
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Agenda

- Safer Streets Action Plan Overview
- Plan Development Timeline
- Preliminary Strategies
- Upcoming Milestones and Next Steps

2050 Transportation Vision



Guiding Principles

Safety



Equity and Inclusion



Sustainability



Technology Forward



Resilience



Transportation Strategies

Organize around light rail

Maintain transportation infrastructure

Improve travel choices and mobility

Enhance freight and service mobility

Additional Transportation Planning Efforts



Completed

Local Road Safety Plan

Bicycle Design Guide

In Progress

Safer Streets Action Plan

2023-2050 Transportation
Facilities Plan (TFP)

Technology Inventory and
Assessment

Ongoing Transportation
Demand Management
(TDM) Activities

Not Started

ADA Transition Plan

Citywide Right of Way
Management Plan

Urban Centers Parking
Management Plans



Overview

- Redmond received USDOT Safe Streets for All (SS4A) funding in conjunction with Puget Sound Regional Council (PSRC) to develop a Safe Streets Action Plan
- Funding can be applied to implementation, planning, and demonstration projects in line with the Safe System Approach
- Establishing a Safer Streets Action Plan is necessary to apply for grant-funded projects



Using the Safe System Approach

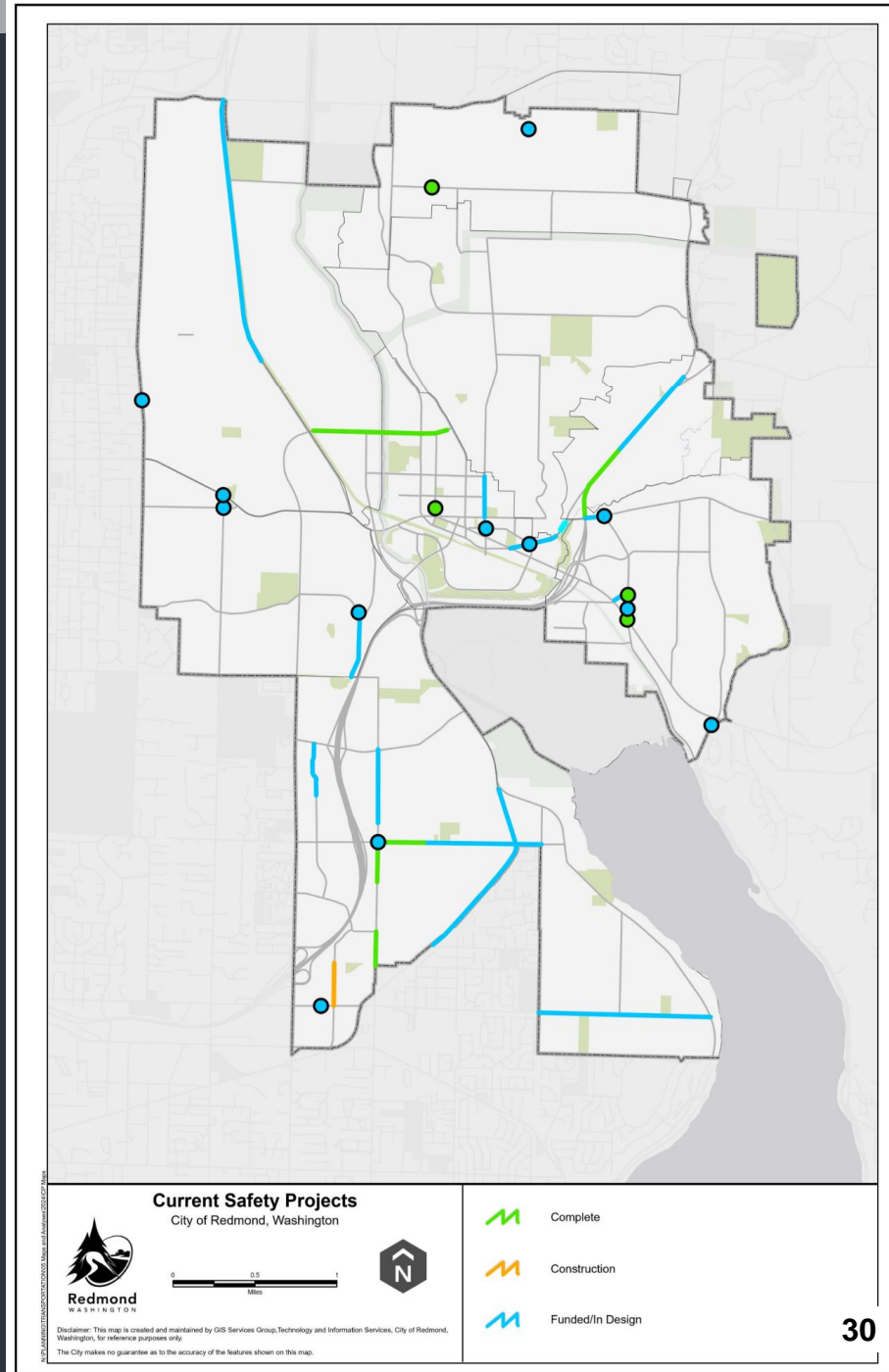
- **Safer People:** focus on responsible driving behavior
- **Safer Roads:** design roadways to mitigate human mistakes and encourage safe behaviors
- **Safer Vehicles:** expand availability of vehicle systems/features that prevent crashes
- **Safer Speeds:** promote safe speeds through traffic calming, education, outreach, and enforcement
- **Post-Crash Care:** enhance access to emergency medical care



Redmond Safety Projects

Map of all current safety projects that are:

- Complete (9 projects)
- Under construction (1 project)
- Funded or in design (23 projects)



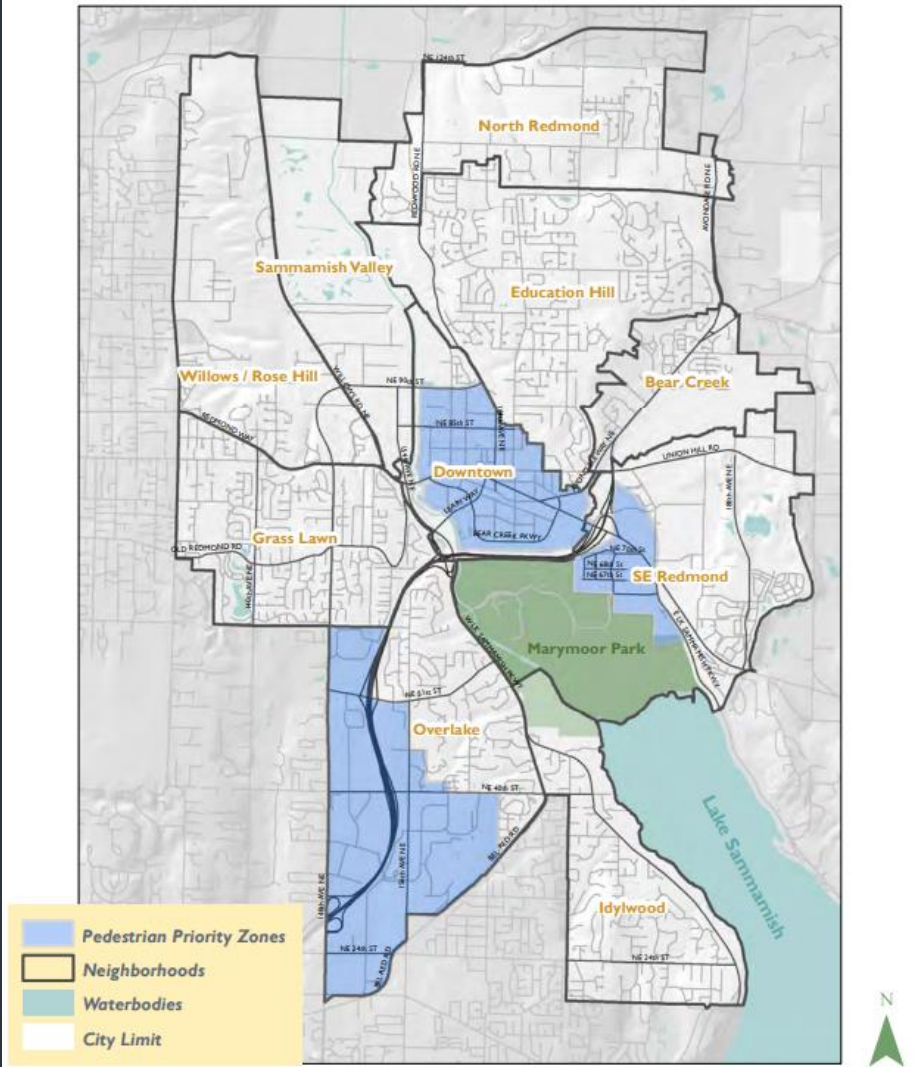
Action Plan Timeline





Preliminary Strategies: Policy Recommendations

- Update city traffic signal manual
- Update speed limit setting policy
- Clarify Pedestrian Priority Zones





Preliminary Strategies: Program Recommendations

- Citywide community engagement safety campaign
- Increased school coordination
- Post-crash response task force



Preliminary Strategies: Automated Enforcement



- Speed safety cameras
- Located in recommended locations (near parks and in school zones)
- Identify other candidate locations





Milestones & Next Steps





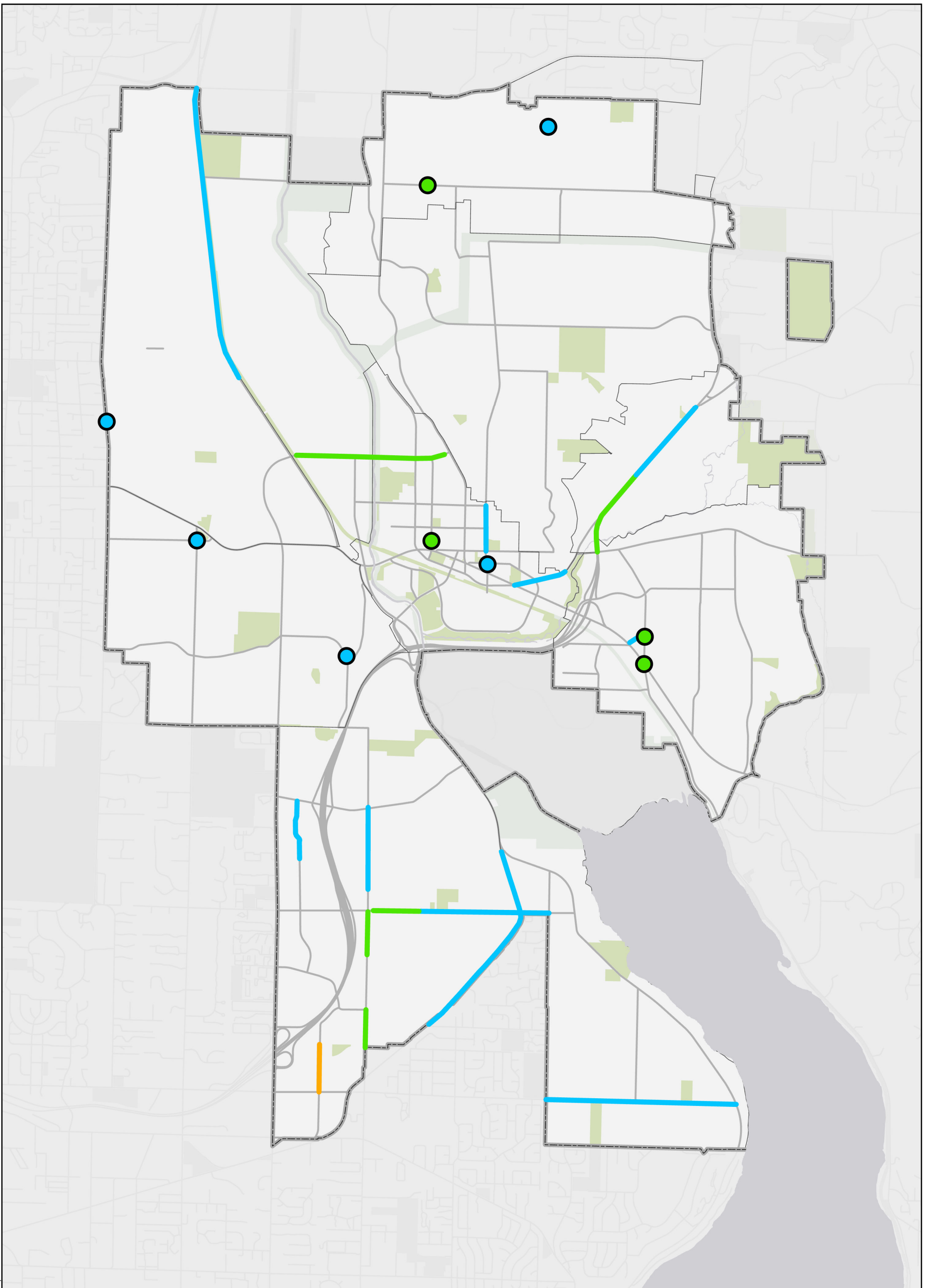
Questions?

Michael Hintze, mhintze@redmond.gov

Transportation Planning Manager

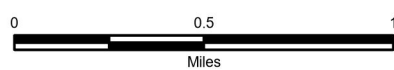





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Current Safety Projects

City of Redmond, Washington



-  Complete
-  Construction
-  Funded/In Design

Disclaimer: This map is created and maintained by GIS Services Group, Technology and Information Services, City of Redmond, Washington, for reference purposes only.

The City makes no guarantee as to the accuracy of the features shown on this map.

Recently Completed Projects

- Redmond Way/ELSP Intersection Improvements
 - Re-aligned crosswalks and added bike lanes/signals/stripping
- 40th Street Shared Use Path
 - Shared Use Path from 156th Ave to 163rd Ave in front of Microsoft campus
- Rectangular Rapid Flashing Beacons Project
 - (TOSE) Added RRFB's at 3 locations, 180th Ave/70th Street, 161st Ave/81st St, and 116th St/ 179th Ave
- 90th Street Preservation (incorporated bike safety improvements in overlay project)
 - Added bike signals and striping as part of overlay project
- 156th Cycle Track
 - Constructed cycle track and sidewalk from 28th-31st and 36th-40th, connecting to the Microsoft Campus Refresh Project frontage improvements

Projects in Construction

- 152nd Ave Main Street
 - Redevelopment of the street to include enhanced pedestrian zones and cycle tracks

Projects in Design

- Bel-Red Buffered Bike Lanes
 - Repurposes southbound auxiliary lane to create buffered bike lanes by re-channelizing the road from WLSP to 30th Street (connects to City of Bellevue improvements at City Limit)
- 70th Street Extension
 - New road segment with cycle tracks and sidewalks, adds crosswalk across Redmond Way on the north leg of the intersection
- 40th Street Sidewalk Repair
 - Removal and replacement of sidewalk damaged due to tree uplift
- 166th Ave and Avondale Way Sidewalk Repair
 - Removal and replacement of sidewalk damaged due to tree uplift
- Redmond Central Connector Phase 3
 - Continues regional trail to the northern city limit, provides high comfort facility for non-motorized users adjacent to Willows Road
- Downtown Adaptive Signals
 - This project will include technology which will be able to prioritize pedestrians, as well as things like holding traffic if a pedestrian needs additional time to cross the street before the next signal phase

Upcoming/Funded projects

- 156th Ave Shared Use Path (4300 Block to 51st)
 - Replacing existing sidewalk with SUP to provide missing bicycle connection
- 40th St Shared Use Path (163rd to 172nd)
 - Continuation of the previously completed SUP which will provide protected bicycle facilities for users on 40th Street (CFD contribution)
- Overlake Accessibility Improvements

- Upgrade ADA ramps and pedestrian push buttons at selected locations in the Overlak area (Full CFD Funding)
- 150th Ave Improvements (4500 Block to 51st St)
 - Completes missing bike connection (Full CFD Funding)

Traffic Operations and Safety Engineering (TOSE) Projects

- Traffic and Pedestrian Safety Enhancements
- ADA Curb and Ramp Projects
 - Multiple locations
- Pedestrian and Bicycle Safety Improvements
 - Bike Lane Markings
 - 187th Ave NE at NE 55th St
 - Union Hill Rd, east from Avondale Rd through 178th PI NE
 - Avondale Rd at the free right turn to Novelty Hill Rd
 - 180th Ave NE at NE 68th St
 - 166th Ave NE at NE 79th St
 - 154th Ave NE, NE 60th St to Old Redmond Rd
 - Avondale Way bike merge area
 - Crosswalk Upgrades
 - 178th PI NE at Union Hill Road
 - 140th Ave NE at NE 80th Street
 - NE 68th St at 180th Ave
 - Addition of pavement markings to separate vehicles turning in/out of Einstein Elementary, and 'Stop Here for Pedestrians' signs added to the NE 116th St school crosswalk for Einstein Elementary
- Pedestrian Safety Improvements at Slip Lanes
 - EB Redmond Way & SB 140th Ave NE
- Accessible Pedestrian System (APS) Push Button Upgrades
 - Up to 10 locations, to be determined
- Pedestrian Safety Signs for Signals
 - NE 40th St and 156th Ave NE
 - Avondale Way and 170th Ave NE
 - Union Hill Road and 178th Ave NE
 - NE 24th St and 151st PI NE



Memorandum

Date: 8/13/2024
Meeting of: City Council Study Session

File No. SS 24-048
Type: Study Session

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

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

Public Works	Vangie Garcia	Deputy Director
Public Works	Steve Gibbs	Capital Division Manager

TITLE:
Maintenance and Operations Center Master Plan Update

OVERVIEW STATEMENT:

Public Works is nearing completion on the master plan for the redevelopment of Redmond’s Maintenance and Operations Center (MOC) campus. A space needs assessment was completed in conjunction with Redmond’s 2050 Plan and the recently completed Fleet Study to develop a preferred site concept.

Public Works will use progressive design build as the alternative project delivery method. This requires the City to seek approval from the Capital Projects Advisory Review Board (CPARB) and to select and hire a project representative skilled in the progressive design build delivery method.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

Receive Information **Provide Direction** **Approve**

REQUEST RATIONALE:

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

OUTCOMES:

Proposed improvements will address current site inefficiencies and deteriorated building conditions. The preferred site layout optimizes Redmond’s maintenance and operations capabilities and resources within a constrained footprint.

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:
\$215,000,000 to \$245,000,000

Approved in current biennial budget: Yes No N/A

Budget Offer Number:
CIP

Budget Priority:
Vibrant and Connected

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

If yes, explain:
Current CIP has a budget of \$157,342,447 for this project.

Funding source(s):
General Fund
Stormwater CIP
Water CIP
Wastewater CIP
Novelty Hill Water CIP
Novelty Hill Wastewater CIP

Budget/Funding Constraints:
N/A

Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

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

Proposed Upcoming Contact(s)

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

Time Constraints:

October 21, 2024- Deadline for submitting information to CPARB

ANTICIPATED RESULT IF NOT APPROVED:

If the delivery method is not approved, CPARB application and presentation will be delayed.

ATTACHMENTS:

Attachment A - MOC Master Plan Study Session



Redmond Maintenance & Operations Center: *A New Beginning*

August 13, 2024

Public Works

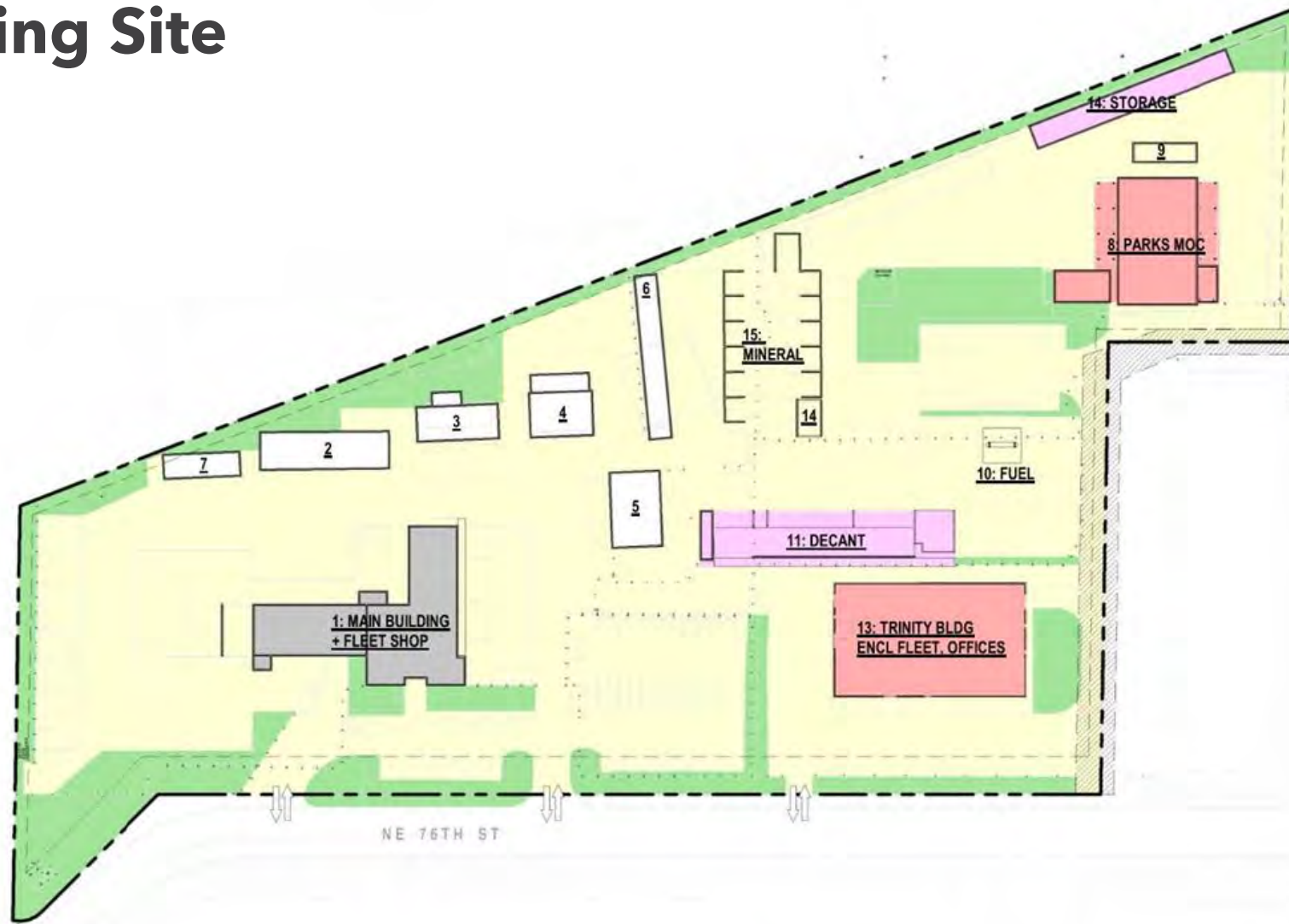


Project Goals

- Plan for the future in the spirit of the Redmond 2050
- A legacy project - multi-generational facility for future generations of Redmond staff
- Sustainable, functional, flexible
- Efficiency is important - collaboration and connection with the work and one another
- Establish a ROM budget for desired scope



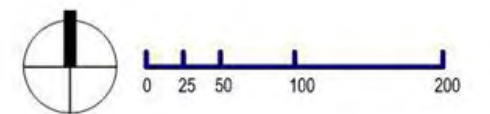
Existing Site



Existing Program
329,500 SF

Existing Site
380,525 SF (8.7 ACRES)

- 1 MAIN BUILDING & FLEET SHOP
- 2 STORAGE SHED
- 3 STREETS MODULAR
- 4 WATER & STORM STORAGE
- 5 CENTRAL STORAGE WAREHOUSE
- 6 PUBLIC WORKS STORAGE
- 7 EQUIPMENT SHED
- 8 PARKS MOC
- 9
- 10 FUEL ISLAND
- 11 DECANT
- 13 TRINITY BUILDING
- 14 SALT SHED
- 15 MINERAL BIN

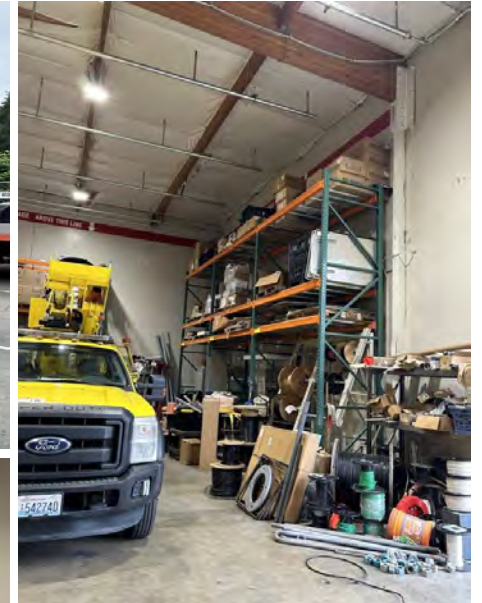


Workgroups and Divisions

- Fire Fleet
- Fleet Maintenance
- Parks Admin & Operations
- Public Works Utilities Maintenance
- Traffic Operations
- Streets Maintenance

151 Employees

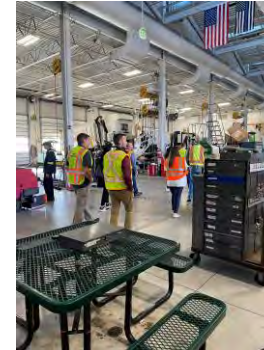
Existing Site Conditions



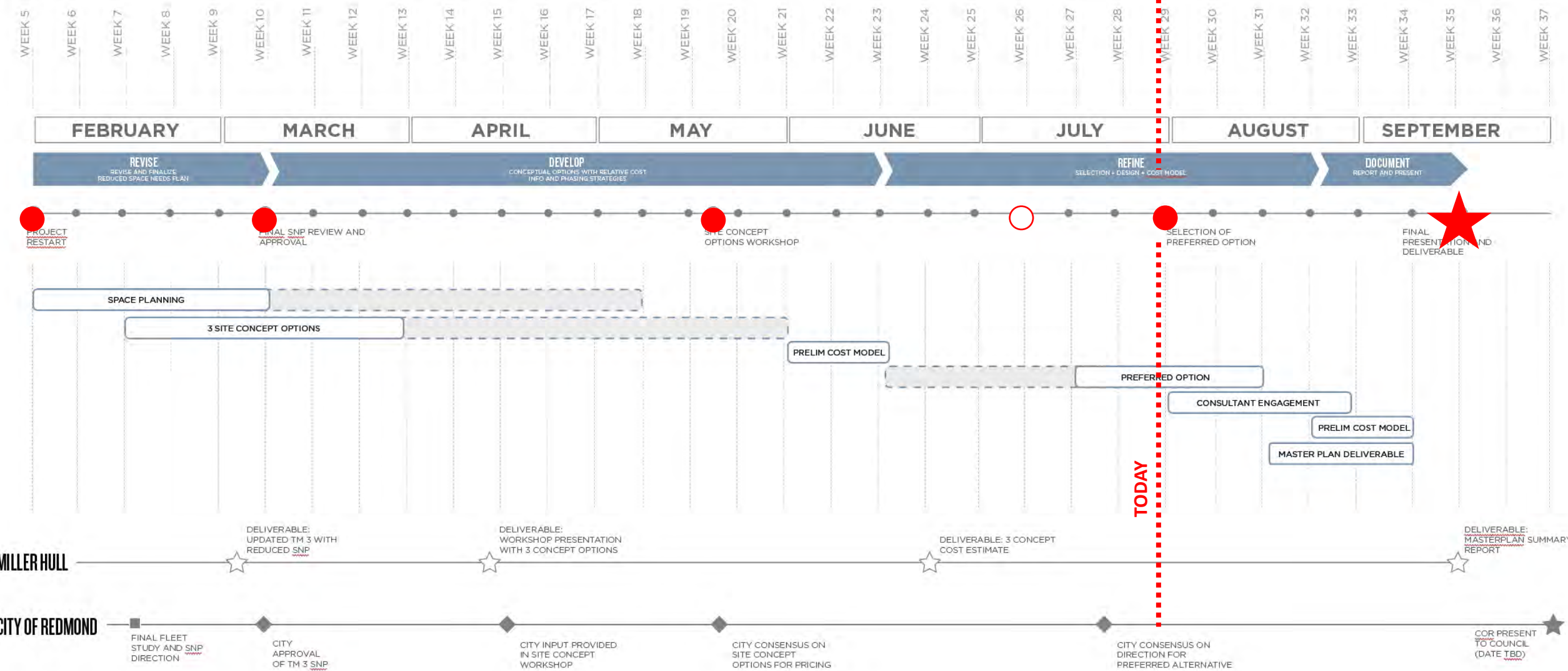
Project Lifetime

Masterplan
Design
Construction

MOC Lifetime Operation (100 years)



SCHEDULE






KEY:

- WORK SESSION
- ☆ DELIVERABLE
- CITY PROVIDED INFORMATION
- ◆ CITY REVIEW & APPROVAL REQUIRED TO PROCEED
- CORE TEAM WEEKLY MEETING

REVISED 07/10/2024

Site Concepts

Site Concept	Site Plan	Circulation / Access	Operational Differentiators	Leveraging Existing Assets and Future Flexibility
1		<ul style="list-style-type: none"> • Primary Fleet East-West entry and circulation • Employee Parking Garage Entry off 76th • Fleet Maintenance Bay Access shared with main site circulation route 	<ul style="list-style-type: none"> • Parking garage access from NE 76th Street may need to be entry or exit only depending on traffic • Limited 1st Floor access to circulation aisle for shops, labs, parts, etc. • Exterior covered storage may have limited access 	<ul style="list-style-type: none"> • 8 - Parks Building • 11 - Decant • 13 - Trinity Building • 14 - Storage Building • Possible expansion of building program between MOC 2 and parking garage
2		<ul style="list-style-type: none"> • Primary Fleet East-West entry and circulation • No direct access off of 76th • Fleet Maintenance Bay Access separate from main site circulation route 	<ul style="list-style-type: none"> • Offsite parking may be required for fleet and employee parking • Access to east side of Traffic Ops will be limited to small and medium vehicles • Limited exterior covered storage areas 	<ul style="list-style-type: none"> • 8 - Parks Building • 11 - Decant • 14 - Storage Building • Underground Stormwater Vaults • Possible expansion of building program between MOC 2 and parking garage • Possible expansion in SW corner of site
3		<ul style="list-style-type: none"> • Primary Fleet East-West entry and circulation • Employee Parking Garage or Surface Lot Entry off 76th • Fleet Maintenance Bay Access shared with main site circulation route 	<ul style="list-style-type: none"> • Configuration of Salt, Wash, and Fuel may limit circulation of NE corner • Maintenance operations are shared with central site circulation 	<ul style="list-style-type: none"> • 11 - Decant • 14 - Storage Building • Underground Stormwater Vaults • Possible expansion of building program between MOC 2 and parking garage • Possible expansion in SE corner of site

Preliminary Cost Model - Hard Costs

Site Concept
Base Hard Cost

Parking Structure
Add Cost

Existing Building
Replacement Add Cost



\$126M
Option 1

\$25M
3 Levels

\$9.7M
Parks Demo and
New MOC 2 Area

\$7.1M
Trinity Demo
New Fleet Storage

\$168M



\$133M
Option 2

\$25M
3 Levels

\$9.7M
Parks Demo and
New MOC 2 Area

\$169M






\$144M
Option 3

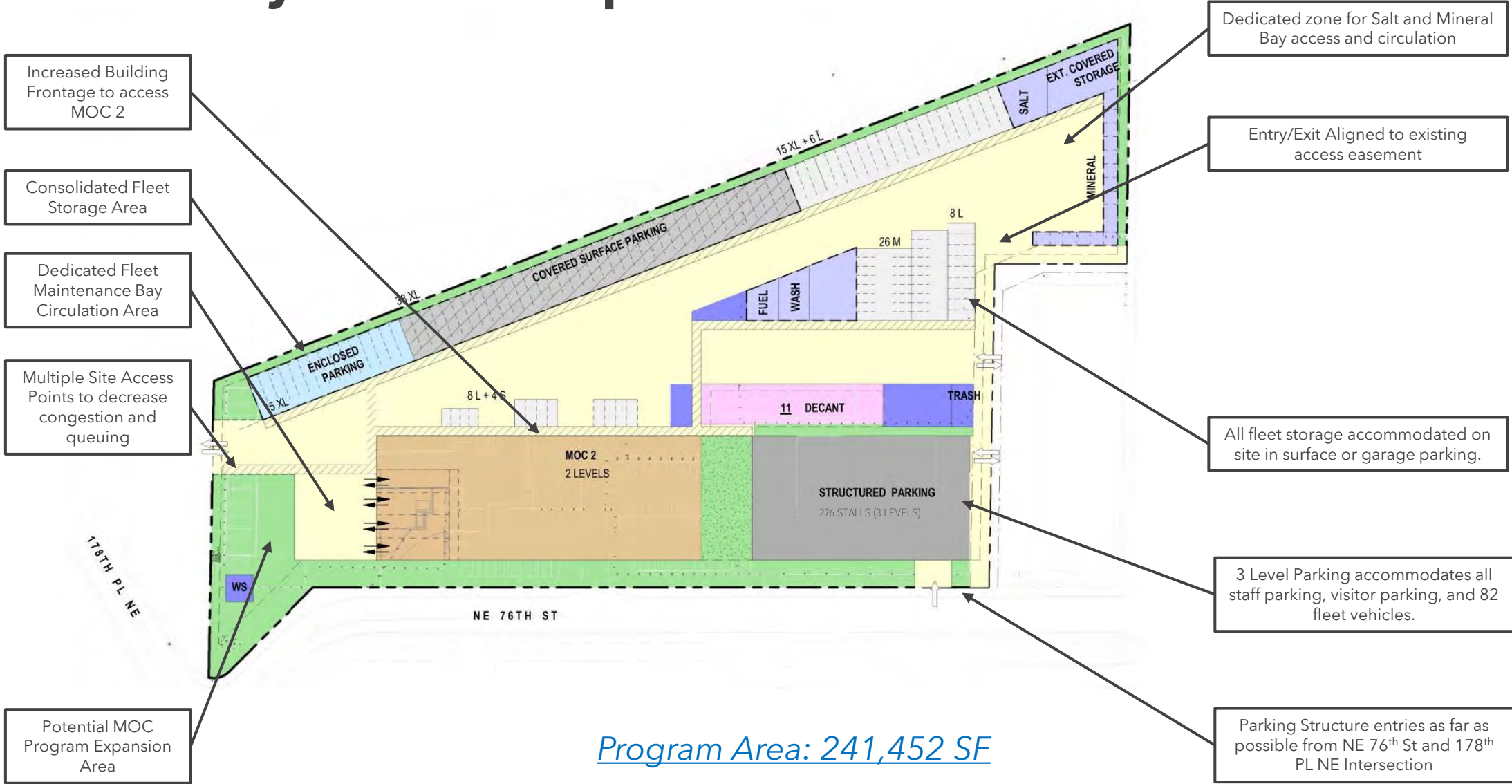
\$25M
3 Levels

\$169M

Site Concept Pros and Cons - City Core Team Observations

Site Concept	Site Plan	Pros	Cons
1		<ul style="list-style-type: none"> • Lowest initial base cost, smallest MOC 2 building 	<ul style="list-style-type: none"> • Staff in 2 buildings • Fleet/yard/circulation conflicts • Constrained ops on west end and NE corner • Limited access to Trinity • MOC 2 first floor and circulation conflicts • One driveway access point to NE 76th
2		<ul style="list-style-type: none"> • Garage entrance furthest from intersection 	<ul style="list-style-type: none"> • Staff in 2 buildings • Constrained ops west end and NE corner of site
3		<ul style="list-style-type: none"> • Staff in one building • Garage entrance furthest from intersection • Max roll up door access for first floor programs • Secure building frontage on NE 76th 	<ul style="list-style-type: none"> • Fleet/yard/circulation conflicts • Constrained west end • One driveway access point to NE 76th

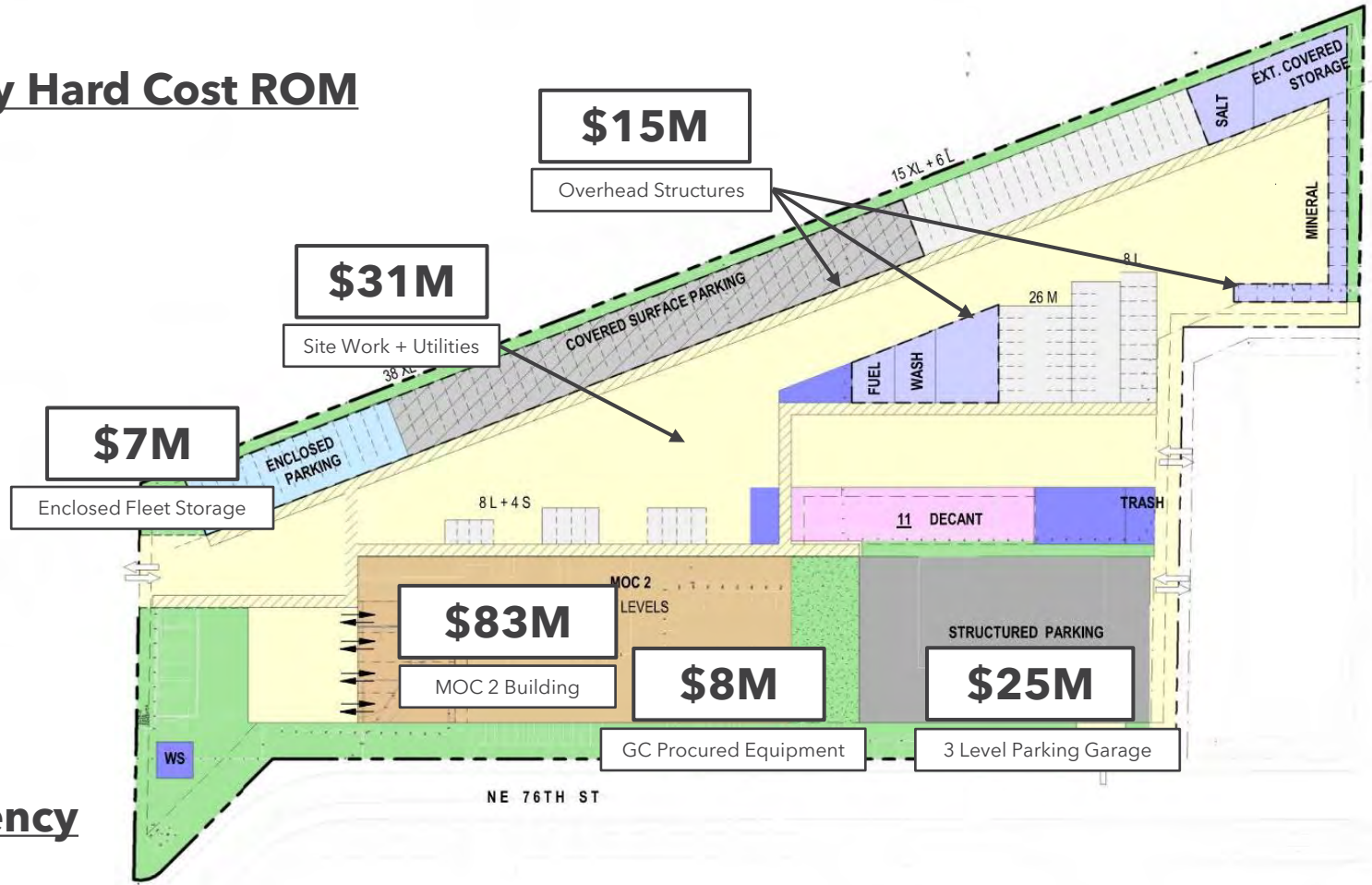
Preliminary Preferred Option



Program Area: 241,452 SF

Preliminary Preferred Option ROM Costs

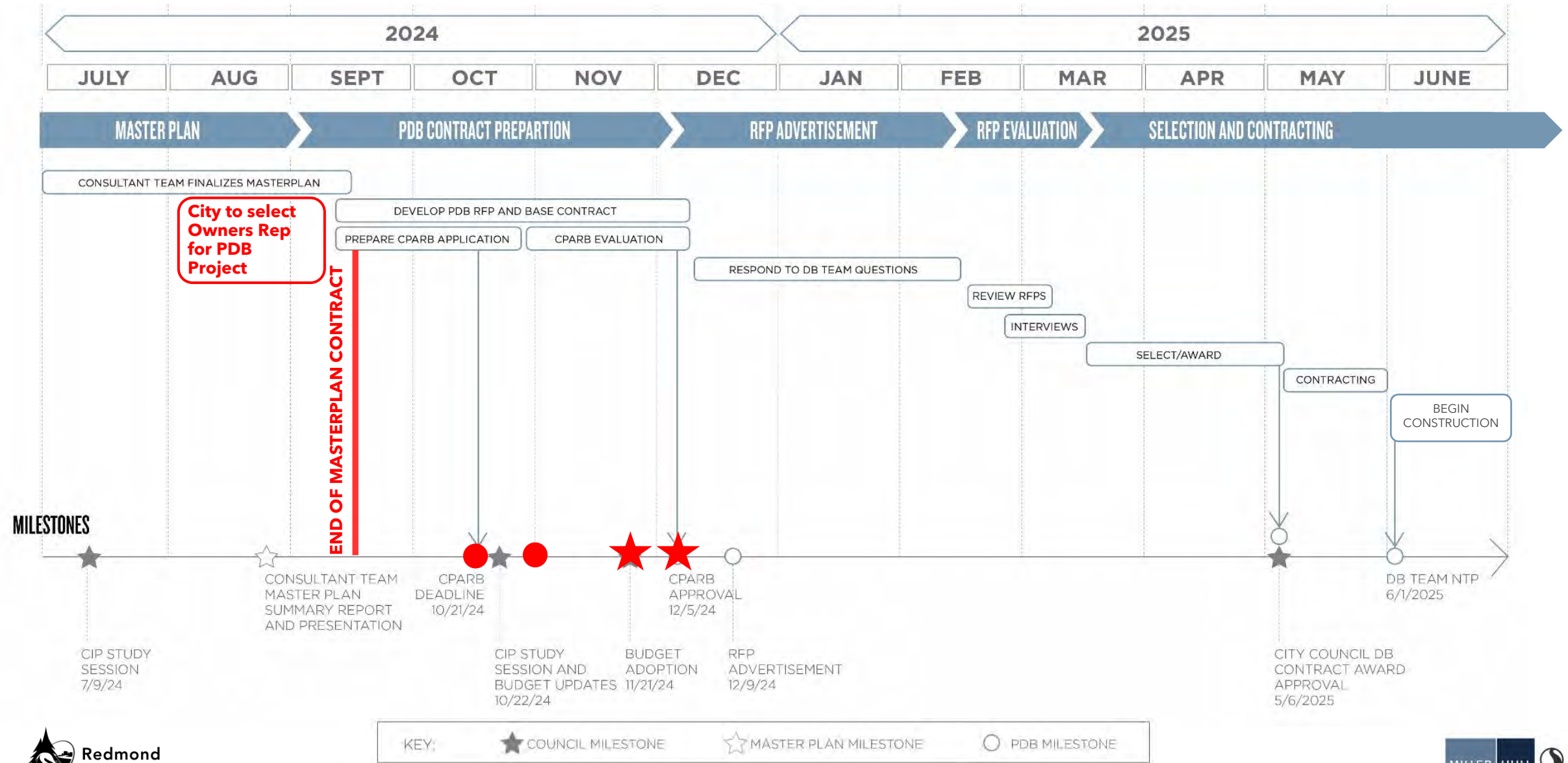
SCOPE	Preliminary Hard Cost ROM
MOC 2	\$83M
3 Level Parking Garage	\$25M
Site Work	\$17M
Utilities	\$14M
Enclosed Fleet Storage	\$7M
Overhead Structures	\$15M
GC Procured Equipment	\$8M
Total Hard Costs	\$169M



Estimated Total Costs Incl. Contingency
 \$215-245M

*Dollar Amounts Escalated to the anticipated midpoint of construction, Q1 2029

Proposed Schedule



Next Steps

Project Delivery Method

- Progressive Design Build

Schedule

- Begin selection process for an Owner's Representative to support Redmond with the alt project delivery contract in September
- In parallel, develop RFQ/RFP process for implementation



Thank You



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 8/13/2024

Meeting of: City Council Study Session

File No. SS 24-049

Type: Study Session

Council Talk Time



Council Policy Proposal

Return this form to Diedra Maher at dmaher@redmond.gov by Wednesday at 5 p.m. the week prior to the Council Study Session. Council Leadership will be alerted there is an item to schedule for consideration at a future Council Talk Time. Attached documentation will be provided to the Clerk for addition to the agenda for all Council Members and the public to review.

Tracking Number Click or tap here to enter text. Date of Request 8/8/2024 Requester Osman Salahuddin

Problem Statement

A clear and concise description of the issue(s) that need(s) to be addressed.

In October of 2022, Kroger and Albertson's – two major national corporations – announced their intent to merge. This would lead to store closures, job losses, and higher prices, both in Redmond and across our state. The proposed merger would also impact producers, food processors and farmers here in Washington state and around the nation. Finally, the proposed merger would impact the ability of union grocery store workers to be able to negotiate for better wages and benefits because if the two largest traditional grocery store chains were to become one, then the leverage in negotiations would largely disappear.

Local union UFCW 3000 has helped create a national coalition of other unions and other organizations that has resulted in hundreds of TV, radio and newspaper stories, acted at stores across the country, met with state and federal regulators, and ultimately helped bring about the lawsuits filed by the Federal Trade Commission (FTC) and states attorneys general to oppose the proposed merger. These lawsuits are going to trial soon – the FTC case starts in federal court in Oregon in late August and the Washington State AG case begins here in our state in mid-September.

Proposal

What is being proposed to assist in addressing the issue described in the problem statement?

The Redmond City Council adopts a resolution to express its official position in opposition of the Kroger-Albertson's merger and sends a copy of this resolution to the Federal Trade Commission, asking them to oppose the merger.

Relationship to City Business or Proposed City Business/Services

Describe how this will enhance what is already offered and/or what it will provide that is not currently available. Why is this the City's issue to address? How will this create a more adaptive and resilient organization?

Earlier this month, Kroger and Albertson's released a list of grocery store locations which they intend to sell as part of the merger, and Washington has more grocery stores to be sold than any other state — 124 in total. This includes four in Redmond (the three (3) QFC's and the Safeway in Redmond):

- QFC — 15800 Redmond Way, Redmond
- QFC — 8867 161st Ave NE, Redmond
- QFC — 23475 NE Novelty Hill Rd, Redmond
- Safeway — 15000 NE 24th, Redmond

Passing a resolution opposing the merger will show solidarity with the many grocery store workers in Redmond and demonstrate our commitment to creating a more inclusive Redmond for all workers and residents.

Connection to Strategic Plan and/or Budget Priorities

Choose all that apply or enter plan name

- Diversity, Equity, and Inclusion
- Environmental Sustainability
- Housing Choices
- Infrastructure
- Public Safety
- Healthy and Sustainable
- Safe and Resilient
- Vibrant and Connected
- Strategic and Responsive
- Capital Investment Program

Timing

Is this issue time sensitive, are there other timing factors to consider?

In coordination with UFCW 3000, they shared that it's their hope that we could pass a resolution opposing the proposed mega merger **in advance of the September 16th** trial in Washington.

Supporting Documentation

Are there documents that support your request or that should be considered?

See attached draft resolution (in coordination with UFCW 3000).

Cannot be a quorum unless discussed at an open public meeting.

When you submit/email this form to Staff also CC listed co-sponsors for affirmation of their support.

Councilmember Osman Salahuddin

Sponsoring Councilmember

1. _____
Councilmember

2. _____
Councilmember

Post Action (to be completed by Council Leadership)

Referral To Study Session

Committee of the Whole

Staff Review

Add to Priorities List / Ranking _____

No Action

Legal Review

DRAFT
RESOLUTION

WHEREAS, Kroger and Albertson's, two large grocery store corporations, have announced an intent to merge; and

WHEREAS, Safeway is a grocery market chain, and a subsidiary owned by Albertsons, which could be negatively impacted by the merger; and

WHEREAS, QFC is a grocery market chain, and a subsidiary owned by Kroger which could be negatively impacted the merger; and

WHEREAS, Redmond's grocery stores are a cornerstone of the local community, and one of the city's largest employers, particularly union jobs; and

WHEREAS, earlier this month, Kroger and Albertson's released a list of grocery store locations which they intend to sell as part of the merger; and

WHEREAS, Washington has more grocery stores to be sold than any other state — 124 in total, including the three (3) QFC's and the Safeway in Redmond; and

WHEREAS, ensuring a thriving local economy, job opportunities, and convenient shopping options for the community are priorities for the City of Redmond; and

WHEREAS, approval of this merger would almost certainly lead to store closures, could undermine thousands of unionized grocery jobs, would likely increase prices for consumers, and worsen food deserts.

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

Section 1. The Redmond City Council adopts this resolution to express its official position in opposition of the Kroger-Albertson's merger.

Section 2. The Redmond City Council sends a copy of this resolution to the Federal Trade Commission, asking them to oppose the merger.