City of Redmond

Redmond
WASHINGTON

Agenda

Business Meeting

Tuesday, October 21, 2025

7:00 PM

City Hall: 15670 NE 85th St; Remote: Comcast Ch. 21/321, Ziply 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

REDMOND CITY COUNCIL
AGENDA SECTION TITLE REFERENCE GUIDE

Items From The Audience provides an opportunity for community members to address the Council regarding any issue. Speakers must sign their intention to speak on a sheet located at the entrance of the Council Chamber, and limit comments to **three minutes**.

The **Consent Agenda** consists of routine items for which a staff recommendation has been prepared, and which do not require further Council discussion. A council member may ask questions about an item before the vote is taken, or request that an item be removed from the Consent Agenda and placed on the regular agenda for more detailed discussion. A single vote is taken to approve all items remaining on the Consent Agenda.

Public Hearings are held to receive public comment on important issues and/or issues requiring a public hearing by state statute. Community members wishing to comment will follow the same procedure as for 'Items from the Audience', and may speak after being recognized by the Mayor. After all persons have spoken, the hearing is closed to public comment. The Council then proceeds with its deliberation and decision making.

Staff Reports are presented to the Council by city staff on issues of interest to the Council which do not require Council action.

The **Ombudsperson Report** is made by the Councilmember who is serving as ombudsperson. The ombudsperson designation rotates among Council members on a monthly basis. She/he is charged with assisting community members in resolving issues with city services. The current ombudsperson is listed on the City Council webpage at www.redmond.gov/189/city-council.

The **Council Committees** are created to advise the Council as a whole. They consider, review, and make recommendations to the Council on policy matters in their work programs, as well as issues referred to them by the Council.

Unfinished Business consists of business or subjects returning to the Council for additional discussion or resolution.

New Business consists of subjects which have not previously been considered by Council and which may require discussion and action.

Ordinances are legislative acts or local laws. They are the most permanent and binding form of Council action and may be changed or repealed only by a subsequent ordinance. Ordinances normally become effective five days after they are published in the City's official newspaper.

Resolutions are adopted to express Council policy or to direct certain types of administrative action. A resolution may be changed by adoption of a subsequent resolution.

Quasi-Judicial proceedings are either closed record hearings (each side receiving ten minutes maximum to speak) or public hearings (each speaker allotted three minutes each to speak). Proceedings are those in which the City Council determines the rights or privileges of specific parties (Council Rules of Procedure, Section IV., J).

Executive Sessions - all regular and special meetings of the City Council are open to the public except for executive sessions at which subjects such as national security, property acquisition, contract bid negotiations, personnel issues and litigation are discussed.

Redmond City Council Agendas, Meeting Videos, and Minutes are available on the City's Web Site:
https://redmond.legistar.com/

FOR ASSISTANCE AT COUNCIL MEETINGS FOR THE HEARING OR VISUALLY IMPAIRED:
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/rctvlive), Comcast Channel 21/321, Ziply Channel 34, Facebook/YouTube (@CityofRedmond), or listen live at 510-335-7371

AGENDA

ROLL CALL

I. SPECIAL ORDERS OF THE DAY

II. ITEMS FROM THE AUDIENCE

Members of the public may address the City Council for a maximum of three minutes per person. Please use the speaker sign-up sheet located at the entry of the City Hall Council Chambers available from 6:30 - 7 p.m. on the day of the meeting.

In the event of difficulty attending a meeting in person, please contact the City Clerk (cityclerk@redmond.gov) by 2 p.m. on the day of the meeting to provide written public comment (400-word limit - please label your comment as "Items from the Audience") or for the remote comment registration form.

III. CONSENT AGENDA

A. Consent Agenda

1. Approval of the Minutes: October 7, 2025, Regular Meeting and October 14, 2025, Special Meeting (recordings are available at Redmond.gov/rctv)

Regular Meeting Minutes for October 7, 2025
Special Meeting Minutes for October 14, 2025

2. Approval of Payroll/Direct Deposit and Claims Checks

Payroll Check Approval Register, October 10, 2025
Check Approval Registers, October 21, 2025

3. **AM No. 25-150** Approval of the 2026 Tourism Grant Funding - Lodging Tax Advisory Committee (LTAC) Recommendations

Department: Planning and Community Development

Attachment A: 2026 List of Grant Applicants
Attachment B: Simplified Scoring-2026 Tourism Grants
Attachment C: 2026 Grant Application Full Scoring Matrix
Attachment D: August 26, 2025 LTAC Meeting-Draft Minutes
Attachment E: General Tourism and LTAC FAQ and Overview-2025
Attachment F: Applications

Legislative History

10/7/25 Committee of the Whole - Planning and Public Works referred to the City Council

4. **AM No. 25-151** Approval of the WSDOT Regional Mobility Grant Microtransit Shuttle Consultant Agreement

Department: Planning and Community Development

Attachment A: RFP for Microtransit Shuttle
Attachment B: Microtransit Shuttle Contract

Legislative History

10/7/25 Committee of the Whole - Planning and Public Works referred to the City Council

5. **AM No. 25-152** Approval of a Consultant Agreement with David Evans & Associates for Engineering Services for the NE 40th Street Shared Use Path Project, in an Amount Not to Exceed $1,115,400

Department: Planning and Community Development

Attachment A: Project Information Sheet
Attachment B: Professional Services Consultant Agreement

Legislative History

10/7/25 Committee of the Whole - Planning and Public Works referred to the City Council

6. **AM No. 25-153** Approval of the Jaymarc AV Contract in Support of the Fire Station Tones Update for Station 11, in the Amount of $135,442

Department: Technology and Information Services

Attachment A: FAST Alerting Station 11

Legislative History

10/7/25	Committee of the Whole - Planning and Public Works	referred to the City Council

7. **AM No. 25-154** Confirmation of Appointment of New Human Services Commission and Parks, Trails, and Recreation Commission Members

Department: Executive

Legislative History

10/14/25	City Council	referred to the City Council

8. **AM No. 25-155** Approval of the City of Redmond 2026 State Legislative Agenda

Department: Executive

Attachment A: Redmond 2026 State Legislative Agenda

Legislative History

9/9/25	Committee of the Whole - Finance, Administration, and Communications	referred to the City Council Study Session
10/14/25	City Council	referred to the City Council

B. Items Removed from the Consent Agenda

IV. HEARINGS AND REPORTS

A. Public Hearings

1. **AM No. 25-156** Annual Update of 2026-2031 Six-Year Transportation Improvement Program (TIP)

a. Resolution No. 1611: A Resolution of the City Council of the City of Redmond, Washington, Adopting a Six-Year Transportation Improvement Program for the Years 2026-2031 and Directing the Same to be Filed with the State Secretary of Transportation and the Transportation Improvement Board

Department: Planning and Community Development

Attachment A: 2026-2031 Transportation Improvement Program Project List
Attachment B: Summary of Updates
Attachment C: TIP Map TIP Projects
Attachment D: Resolution adopting the 2026-2031 Transportation Improvement Plan

Legislative History

10/7/25	Committee of the Whole - Planning and Public Works	referred to the City Council

2. **AM No. 25-157** Redmond Town Center Master Planned Development and Development Agreement - Quasi Judicial

a. Ordinance No. 3230: An Ordinance of the City of Redmond, Washington, Adopting the Technical Committee's Recommendation to Approve the Redmond Town Center Master Planned Development and Development Agreement (LAND-2023-00296 & LAND-2023-00297), and Establishing an Effective Date

b. Resolution No. 1612: A Resolution of the City Council of the City of Redmond, Washington, Approving a Development Agreement for a Site Owned by Fairbourne Properties, LLC Located at Parcels No. 7202410030, 7202410010, 7202410050, and 7202410020

Department: Planning and Community Development

Agenda Memo
Attachment A: Technical Committee Report and Recommendation
Attachment B: Draft Development Agreement and Exhibits
Attachment C: Issues Matrix
Attachment D: Public Hearing Comments
Attachment E: Draft Ordinance Approving Master Plan and Development Agreement
Attachment F: Resolution Authorizing Development Agreement Execution
Redmond Town Center MPD & DA Study Session Presentation

Legislative History

8/4/25	Committee of the Whole - Planning and Public Works	referred to the City Council Study Session
9/23/25	City Council	referred to the City Council

B. Reports

1. Staff Reports

a. **AM No. 25-158** Progress of the Waste Hauler Contract Transition for Garbage, Recycling, and Compostables from Waste Management to Recology

Department: Public Works

Attachment A: Presentation
Attachment B: Recology Contract

b. **AM No. 25-159** Redmond Municipal Code Update - Proposed Changes to Water and Sewers, Buildings and Construction Code

Department: Public Works

Attachment A: Title 13 Proposed Changes
Attachment B: Table of Changes with Rationale to Title 13
Attachment C: Title 15 Proposed Changes
Attachment D: Table of Changes with Rationale to Title 15
Attachment E: PowerPoint

Legislative History

10/7/25	Committee of the Whole - Planning and Public Works	referred to the City Council

2. Ombudsperson Report

September: Councilmember Anderson
October: Councilmember Nuevacamina

3. Committee Reports

V. UNFINISHED BUSINESS

VI. NEW BUSINESS

VII. EXECUTIVE SESSION

A. Labor Negotiations [RCW 42.30.140(4)(b)] - 45 minutes

VIII. 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: 10/21/2025
Meeting of: City Council

File No. SPC 25-085
Type: Minutes

Approval of the Minutes: October 7, 2025, Regular Meeting and October 14, 2025, Special Meeting (recordings are available at Redmond.gov/rctv)

CALL TO ORDER

A Regular Meeting of the Redmond City Council was called to order by Mayor Angela Birney at 7 p.m. The meeting was held in the Redmond City Hall Council Chambers.

ROLL CALL AND ESTABLISHMENT OF A QUORUM

Present: Councilmembers Anderson, Fields, Forsythe, Kritzer, Nuevacamina, Salahuddin and Stuart

Absent: None

SPECIAL ORDERS OF THE DAY: NONE

ITEMS FROM THE AUDIENCE

Mayor Birney opened Items from the Audience at this time. The following persons spoke:

- Erin Hamilton – proactive and proper building maintenance, cost and safety;
- Sasha Glenn – city government, the teen center subcommittee and stakeholder group process;
- Nat Lobbe - closing of the teen center;
- Chester Anderson – teen center subcommittee and stakeholder group process and composition;
- Ellie Furdell – reopening the Old Firehouse Teen Center;
- Wolfe Adri – teen services and the Redmond Community Center at Marymoor Village;
- Faith2386 – teen center and stakeholder group process;
- Sally Adriatico – decision making process for the teen center;
- David Morton – Environmental Sustainability Action Plan and the Capital Facilities Plan and the need for enforceable requirements;
- Noah Radford – public comment process; and
- Max Ruhlman – process for closing the Old Firehouse Teen Center.

CONSENT AGENDA

MOTION: Councilmember Nuevacamina moved to approve the Consent Agenda. The motion was seconded by Councilmember Kritzer.

VOTE: The motion to approve the Consent Agenda passed without objection (7-0).

1. Approval of the Minutes: September 16, 2025, Regular Meeting and September 23 and 25, 2025, Special Meetings

2. Approval of Payroll/Direct Deposit and Claims Checks

#188782 through #188792
#191383 through #192167
#1882 through #1886

$4,665,882.42

#188795 through #188804
#192172 through #192951
#1887 through #1893

$4,720,798.81

#188805 through #188805
#192952 through #192958
#1894 through #1894

$17,873.67

#13951 through #14331

$1,110,039.39

3. AM No. 25-144: Approval to Partner with King County Regional Homelessness Authority to Pool and Administer Severe Weather Shelter Funding

4. AM No. 25-145: Approval of Agreements for Tablet Command Integration, Maintenance, and Shared Services with the Northeast King County Regional Public Safety Communications Agency (NORCOM) and Puget Sound Regional Fire Authority (PSRFA)

5. AM No. 25-146: Approval of the Sixth Amendment to Interlocal Cooperation Agreement Between King County and the City of Redmond for Maintenance of Redmond Watershed Trails

DRAFT

6. AM No. 25-147[1]: Approval of Authorization for Acquisition of the Redmond Community Center at Marymoor Village and Adoption of an Ordinance to Recognize the Revenue and Expenditure Transfers Needed to Fund the Acquisition

    a. Ordinance No. 3229: An Ordinance of the City Council of the City of Redmond, Washington, Amending Ordinance No. 3196, 3215, & 3224, by Making Adjustments to the City's 2025-2026 Biennial Budget, In Exhibit 1

ITEMS REMOVED FROM THE CONSENT AGENDA:

6. AM No. 25-147: Approval of Authorization for Acquisition of the Redmond Community Center at Marymoor Village and Adoption of an Ordinance to Recognize the Revenue and Expenditure Transfers Needed to Fund the Acquisition

    a. Ordinance No. 3229: An Ordinance of the City Council of the City of Redmond, Washington, Amending Ordinance No. 3196, 3215, & 3224, by Making Adjustments to the City's 2025-2026 Biennial Budget, In Exhibit 1

MOTION: Councilmember Kritzer moved to approve AM No. 25-147/Ordinance No. 3229. The motion was seconded by Councilmember Nuevacamina.

Kelley Cochran, Finance Director, spoke regarding this item and responded to Councilmember inquiries.

Mayor Birney read the ordinance title into the record.

VOTE: The motion passed (6-1), with Councilmembers Fields, Forsythe, Kritzer, Nuevacamina, Salahuddin and Stuart in support and Councilmember Anderson in opposition.

HEARINGS AND REPORTS

Staff Reports

a. AM No. 25-148: Economic Development and Tourism Progress Report

b. AM No. 25-149: World Cup Planning Update

[1] This item was removed from the Consent Agenda and addressed separately.

Carol Helland, Director of Planning and Community Development, introduced the two staff reports, and staff reported to the Council and responded to Councilmember inquires.

Ombudsperson Reports:

Councilmember Anderson reported receiving resident contacts regarding: building signage removal; directed energy/acoustic weapons; Environmental Sustainability Action Plan refresh; World Cup security; illegal tree removal; King County District court ruling; Councilmember Balducci's plan for Sound Transit; proposed parking plan near Anderson Park; funding for energy-intensive AI; safety and security; enjoyment of rights; Teen Center delay; issues with gas powered leaf blowers; theft security for QFC; Council's effect on the public; proposed changes to Interlake Sporting Association operating hours; issues with Silver Cloud Inn; labor charge filing; and closure and safety of the Old Firehouse Teen Center.

Councilmember Nuevacamina reported receiving resident contacts regarding: Fred Meyer closure; Plymouth Housing groundbreaking ceremony; affordable housing fees; federal government shutdown; teen services; week without driving; and planting event.

Councilmember Forsythe reported receiving resident contacts regarding: crosswalk and school safety; rail/trail event; Redmond High School band uniforms; automatic license plate reader; airport tour; leaving leaves on the ground; and week without driving.

Councilmember Stuart reported receiving resident contacts regarding: environmental issues; volunteerism; Esterra Park; sustainability; Bellwether and Plymouth Housing; Association of Washington Cities; MoveRedmond; business ribbon cutting; and Downtown Redmond Art Walk.

Councilmember Kritzer reported receiving resident contacts regarding: Esterra Park; organizations that support immigrant services; Girl Scout Troop; public art; Old Firehouse Teen Center; Redmond High School band uniforms; coffee shop; Feed the Need food drive; affordable housing; MoveRedmond; and teen center stakeholder group.

DRAFT

Councilmember Fields reported receiving resident contacts regarding: Old Firehouse Teen Center stakeholder process.

Mayor Birney spoke regarding the Feed the Need event.

Committee Reports:

Councilmember Stuart provided committee reports:

- OneRedmond Government Affairs;
- King County Growth Management Planning Council;
- Puget Sound Regional Council Growth Management Planning Board.

Councilmember Kritzer provided committee reports:

- Puget Sound Regional Council;
- Eastside Transportation Partnership;
- Sound Cities Association;
- OneRedmond Board; and
- WRIA 8 Salmon Recovery Council.

Councilmember Nuevacamina provided a committee report:

- Disability Board.

Mayor Birney provided committee reports:

- Association of Washington Cities; and
- US Conference of Mayors.

UNFINISHED BUSINESS: NONE

NEW BUSINESS: NONE

EXECUTIVE SESSION: NONE

ADJOURNMENT

There being no further business to come before the Council the regular meeting adjourned at 9:27 p.m.

_____ _____

ANGELA BIRNEY, MAYOR CITY CLERK

Minutes Approved: October 21, 2025

DRAFT

CALL TO ORDER

A Special Meeting of the Redmond City Council was called to order by Council Vice President Forsythe at 6:40 p.m. The meeting was held in the Redmond City Hall Council Chambers.

ROLL CALL AND ESTABLISHMENT OF A QUORUM

Present: Councilmembers Anderson, Forsythe, Kritzer, Nuevacamina, Salahuddin, and Stuart

Absent: Councilmember Fields

CANDIDATE INTERVIEW - HUMAN SERVICES COMMISSION

The purpose of the special meeting was to interview candidates for the Human Services Commission and the Parks, Trails and Recreation Commission.

Brooke Buckingham, Human Services Manager, introduced the Human Services candidate: Shravani Salgaonkar.

The candidate spoke regarding background, work experience and interest in the work of the commission and the community.

Discussion ensued regarding: choosing the Human Services Commission; changes to the City; and City funding.

CANDIDATE INTERVIEW - PARKS, TRAILS AND RECREATION COMMISSION

Lindsey Falkenburg, Parks Planning Manager, introduced the Parks, Trails, and Recreation Commission candidate: Kimberly Marcelino.

The candidate spoke regarding background.

Discussion ensued regarding: changes to the City; new perspective; and playground improvements.

ADJOURNMENT

There being no further business to come before the Council the special meeting adjourned at 6:55 p.m.

_____ _____

ANGELA BIRNEY, MAYOR CITY CLERK

Minutes Approved: October 21, 2025

DRAFT

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. SPC 25-086
Type: Check Register

Approval of Payroll/Direct Deposit and Claims Checks

Docusign Envelope ID: EBC739A0-F7A0-40F7-B8DE-C3D24F3D6BC4

City of Redmond
Payroll Check Approval Register
Pay period: 9/16 - 9/30/2025
Check Date: 10/10/2025

Check Total:	$	30,725.02
Direct Deposit Total:	$	2,854,451.11
Wires & Electronic Funds Transfers:	$	1,662,143.83
Grand Total:	$	4,547,319.96

We, the undersigned Council members, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Redmond, and that we are authorized to authenticate and certify to said claim.

All Checks numbered **188806** through **188814** ,
Direct deposits numbered **192959** through **193735** , and
Electronic Fund transfers **1895** through **1899**
are approved for payment in the amount of **$4,547,319.96**
on this **10th day of October 2025.**

Note:

City of Redmond
Payroll Final Check List
Pay period: 9/16 - 9/30/2025
Check Date: 10/10/2025

Total Checks and Direct deposit:	$	4,064,584.70
Wire Wilmington Trust RICS (MEBT):	$	482,735.26
Grand Total:	$	4,547,319.96

I, the Human Resources Director, do hereby certify to the City Council, that the checks and direct deposits presented are true and correct to the best of my knowledge.

Signed by:
Cathryn Laird
7C0092BCC9C549B...

Human Resources Director, City of Redmond
Redmond, Washington

Docusign Envelope ID: 6D7C3EB8-B6C1-4C78-8091-6547E8D8CE66

I, Finance Director, do hereby certify to the City Council, that the checks for the month of October are true and correct to the best of my knowledge.

Signed by:
KELLEY COCHRAN
706AE71EFDB1430...

Kelley Cochran, Finance Director
City of Redmond
Redmond, Washington

We, the undersigned Councilmembers, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Redmond, and that we are authorized to authenticate and certify to said claim. All checks numbered 14332 through 14636, and WIRE and ACH Transfers are approved for payment in the amount of $2,509,461.80 this 21st day of October 2025.

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-150
Type: Consent Item

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

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Planning Deputy Director
Planning and Community Development	Philly Marsh	Economic Development Manager
Planning and Community Development	Jackie Lalor	Economic Development and Tourism Program Administrator

TITLE:
Approval of the 2026 Tourism Grant Funding - Lodging Tax Advisory Committee (LTAC) Recommendations

OVERVIEW STATEMENT:
Per RCW 67.28.1816, the Lodging Tax Advisory Committee (LTAC) unanimously recommends the 2026 Tourism matching grants of $175,000 and City Community Events and Cultural Arts Program allocations of $150,000, for a total of $325,000. Funding for the tourism matching grants comes from 1% lodging tax on Redmond hotels and motels through the Lodging Tax Tourism Fund.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  Redmond 2050 Comprehensive Plan:
  - EV-22 Support Redmond's growth as a tourism destination and foster tourism-related initiatives that bring investment and economic benefit.

  Adopted 2024 Tourism Strategic Plan:
  - Goal 1.1: Position and promote Redmond as an intercultural destination showcasing various cultures through arts, events, and dining options.
  - Goal 1.18: Promote parks in Redmond's urban centers as a destination, fostering a diverse range of programming to maintain its vibrancy and activate the surrounding area.

- Goal 2.2: Promote recreational fields, trails, and water for tournaments, competitions, and events to recreational and athletic organizations.
- Goal 3.1: Work with the LTAC to prioritize support for events and festivals that include an overnight component.

Adopted 2024 Economic Development Strategic Plan:

- Action 3G.1. Continue efforts to develop and offer diverse and inclusive arts, recreational, and cultural programming that draws visitors to Redmond.
- Action 3G.2. Support Redmond's Tourism Program and the Tourism Strategic Plan to align the City's tourism efforts for economic impact.

- **Required:**
  (RCW) 67.28.1816: <https://app.leg.wa.gov/RCW/default.aspx?cite=67.28.1816>
- **Council Request:**
  N/A
- **Other Key Facts:**
- As authorized by the Revised Code of Washington (RCW) 67.28.180 < https://app.leg.wa.gov/rcw/default.aspx?cite=67.28.180>, a 1% lodging tax is collected from overnight stays at hotels within Redmond. This revenue is allocated to a special revenue Lodging Tax Fund, also known as the Tourism Fund.
- (RCW) 67.28.1816 <https://app.leg.wa.gov/RCW/default.aspx?cite=67.28.1816> authorizes the use of lodging tax funds for tourism marketing and the marketing and operations of special events and festivals designed to attract tourists.
- (RCW) 67.28.1816 <https://app.leg.wa.gov/RCW/default.aspx?cite=67.28.1816> states that the "local lodging tax advisory committee must select the candidates from among the applicants applying for use of revenues in this chapter and provide a list of such candidates and recommended amounts of funding to the municipality for final determination."
- The purpose of the Lodging Tax Fund is to increase tourism in Redmond by attracting visitors from more than 50 miles away, particularly overnight visitors who stay in Redmond hotels.
- The LTAC consists of 7 members, including an equal number of hoteliers and members representing interests that might be funded by the tax. A Councilmember, currently Councilmember Steve Fields, serves as the committee chair.

Applicant Scoring: Per Council's feedback from January 2020 and additional feedback from November 2021, the grant application criteria were detailed out, and application components supporting these criteria were assigned points. Each application received a weighted ranking.

Lodging Tax Fund Performance and Budget:

- The lodging tax fund closed 2024 with revenues of $716,186. The end fund reserve is approximately $1.2 million.
- The 2025 budget proposes $150,000 for tourism grants, with a one-time $25,000 opportunity funding increase from the end fund reserve for new events and tourist promotion opportunities. The total budget for tourism grants is $175,000.
- City Community Events and Cultural Arts Programming were recommended at the same historical and budgeted amount of $150,000.

Conflicts of Interest in Recommending Applicants:

- Conflicts of interest are common on this committee due to the state requirement that members must either be an entity for which the tax is charged or an entity that might receive grant dollars. These conflicts of interest are noted in the full scoring spreadsheet. Members were not asked to recuse themselves from the recommendation vote or discussion, per MRSC guidance. However, staff requested recusal of specific application conversations if a

direct personal financial interest was involved related to the application.

OUTCOMES:

Applications Received:

The City received 23 external grant applications by the August 11 deadline and one additional application submitted one day late (24 total external applications). In addition, the LTAC received three funding requests from City Community Events: one each for Redmond Lights, Derby Days, and Cultural Arts programming.

The 2026 grant cycle represents the highest number of applications the City has received, with four new applicants directly connected to World Cup planning efforts.

The LTAC recommends funding 22 of the 24 external applications that demonstrated alignment with the grant criteria and tourism goals, totaling $175,000. The LTAC also recommends fully funding City Community Events and Cultural Arts programming at the budgeted amount of $150,000.

LTAC 2026 Tourism Grant Recommendations: Please see attached document "Attachment B: Simplified Scoring-2026 Tourism Grants" for recommendations and discussion notes.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  Application window was July 21 - August 11
- **Outreach Methods and Results:**
  - Application notification via e-mail to past participants
  - Application window notification via eNews and press release
  - Application messaging through local partners
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:

Total Cost: A total of $175,000 for matching grants and $150,000 for City Community Events and Cultural Arts Programming is recommended by the Lodging Tax Advisory Committee by unanimous vote for City Council's approval.

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

Budget Offer Number:

0000304 - Community and Economic Development

Budget Priority:

Vibrant and Connected

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

If yes, explain:
N/A

Funding source(s):
Lodging Tax

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

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

Proposed Upcoming Contact(s)

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

Time Constraints:
To allow adequate time for applicants to plan appropriately with their available funding, we would like to complete the grant approval process no later than November 25, 2025.

ANTICIPATED RESULT IF NOT APPROVED:
If the LTAC recommendation is not approved, proposed events may not receive matching grant funds from the City and may not be able to proceed as planned.

ATTACHMENTS:
A. Attachment A_2026 List of Grant Applicants
B. Attachment B_Simplified Scoring_2026 Tourism Grants
C. Attachment C_2026 Grant Application Full Scoring Matrix_FINAL LTAC Recommended
D. Attachment D_August 26, 2025 LTAC Meeting_DRAFT MINUTES
E. Attachment E_General Tourism and LTAC FAQ and Overview_2025
F Attachment F Applications

2026 Applicants (arranged in alphabetical order)

Recommended for Funding:

Ananda Mela: Joyful festival of India including traditional aspects of Indian culture. Location: Municipal Campus; *Non-profit*

Bigfoot Kids Book Festival - Brick and Mortar Books: a free event in Redmond Town Center. Readers can meet authors, have books signed, watch author talks, and listen to author panels. Location: Brick and Mortar Books in Redmond Town Center; *For-profit*

Cinco de Mayo - Centro Cultural Mexicano: Bilingual festival celebrating Mexican culture and inclusive of food trucks, cultural music, arts and craft vendors, a beer garden, and more. Location: Downtown Park; *Non-profit*

Criterium Bike Race - Washington State Bicycle Association (NEW): External producer looking to bring back the bicycle race for Redmond Derby Days. They hope to make this race part of a larger regional event to attract more racers and spectators. Location: Derby Days Parade Route; *Non-profit*

Crossfire Select Cup: Large three-day youth soccer tournament, an affiliate of Lake Washington Youth Soccer Association (separate event from Crossfire Challenge tournament). Location: 60-Acres; *Non-profit*

ECNL Girls Youth Soccer Playoffs: Large, week-long soccer tournament to proceed to the ECNL National

Festival of Color – Northwest Share: An event to celebrate the traditional Indian arrival of Spring - festival of Holi. Location: Marymoor Park; *Non-profit*

FIFA Watch Party – Africans on the Eastside (NEW/WC): A cultural World Cup watch party featuring African food and activities, with potential for additional activations depending on space. Location: TBD but would like Together Center or local park; *Non-profit*

Intercultural Festival & World Market - Friends of the Village Collective – FVC (NEW): A large-scale community event featuring cultural performances, multi-ethnic foods, arts, and small businesses all representing the rich diversity of Redmond. Taking place as part of National Welcoming Week. Location: Marymoor Light Rail Station; *Non-profit*

Multicultural Celebration Soccer Expo – BizDiversity (NEW/WC): A small multicultural event focused initially on supporting visitors during the world cup. Location: TBD but would like Downtown Park; *For-profit*; *Non-profit*

Pup Crawl – OneRedmond Foundation: The event would include different activations at each participating Redmond Hotel such as: Pet Psychologist, Pet Nutritionist, Pet Massage, Sketch Artist for Dog/Puppy Portraits, Dog Costume Contest etc. Location: Redmond hotels; *Non-profit*

Redmond Arts Festival – VALA: Multiday event connecting the community to local artists. Location: Redmond Town Center; *Non-profit*

Redmond Town Center – World Cup Activation Events (NEW/WC): Throughout the thirty-nine days of the 2026 FIFA World Cup, Redmond Town Center will activate a variety of family friendly interactive and

viewing experiences specifically designed to promote tourism for the City of Redmond. Location: Redmond Town Center; *For-profit*

Redmond Wine Walk – OneRedmond Foundation: Wine Walk weekend in August to coincide with the Washington State Wine Commission's August month-long wine activities. Location: Redmond Town Center; *Non-profit*

Rumble in Redmond Robot Combat – OneRedmond Foundation: A one-day robot competition a part of the "Robot Combat League." This event will be a part of the scoring point system which will be a point qualifier for the National Championships. Location: Redmond school; *Non-profit*

Surf Cup (formerly Crossfire Challenge): One of the state's largest reoccurring youth soccer tournaments hosted by Crossfire Premier Soccer Club, an affiliate of Lake Washington Youth Soccer Association. Location: 60-Acres; *Non-profit*

USA Gymnastics - Emerald City Gymnastics (ECGA): A gymnastics training event for athletes and an education event for 70 Washington State Gymnastics club parents and coaches. Location: Emerald City Gymnastics Academy 17695 NE 65th St.; *Non-profit*

Vegan Festival (VegFest) – Northwest Share: Community event that includes talks by eminent speakers on diet and health, food vendors, and multicultural entertainment. Location: Downtown Park; *Non-profit*

Velodrome - Junior Take Over: Started in 2022, junior track cycling clinics and racing event. Location: Marymoor Park; *Non-profit*

Velodrome - Junior Track Nationals: The organization finalized a multi-year contract for this event beginning in 2024. This is a national championship event and may include future Olympians. Location: Marymoor Park; *Non-profit*

Velodrome - Vision Grand Prix: National track calendar cycling championships comprised of the largest weekend track bike cycling racing event in North America drawing racers from across North America, New Zealand, Australia, Great Britain, and beyond. Location: Marymoor; *Non-profit*

Young Professionals Program – Theatre for Young Audiences (NEW): Theatre for young audiences as well as musicals for all ages. Some performances incorporate dinner theatre aspects with food provided by partnerships with local restaurants in Redmond, Washington. Location: Redmond Academy of Theatre Arts; *Non-profit*

WC = World Cup related

Not Recommended for funding:

Cultural World Cup Mini Night Market - Big Hug (NEW/WC): A vibrant pre-celebration festival for the 2026 FIFA World Cup combining K-pop concerts, multicultural food from participating nations, and cultural experiences. Location: TBD but would like Downtown Park or Redmond Central Connector; *Non-profit*

Reasoning:

- The application lacked clarity regarding event dates and scope, presenting more of a concept than a developed plan.
- Big Hug also confirmed participation in the Friends of the Village Collective application and prioritized funding for that proposal.
- Staff will continue working with the applicant to identify potential funding opportunitie**s** as the event plan becomes more defined.

Explore Redmond LIVE – Muslim CNA (NEW): Explore Redmond LIVE is a proposal for an immersive, web-based and mobile-friendly virtual tour platform showcasing Redmond's BIPOC-owned businesses, restaurants, and attractions alongside city-owned parks and trails.

Reasoning:

- The application lacked clarity and showed limited alignment with the tourism grant criteria.
- Economic Development staff will engage with the applicant to better understand the proposed software solution and explore alternative funding opportunities if appropriate.

Blue	Sports: These projects have a proven ability to draw targeted interest and attendance from out-of-town guests who stay in the hotels. Registration and hotel room block data can be provided. Staff works with these organizers to maximize City economic impact. Staff encourage organizers to promote pre and post stays and itineraries in Redmond to expand multiplier of economic impact.
Green	Arts and Culture: These projects help showcase Redmond's as a vibrant, welcoming, and rich multicultural destination. Many of these events have a large regional draw and staff will continue to work with organizers to partner with hotels and promote overnight stays and multi-day itineraries in Redmond.
Orange	Incubation: These are new projects existing 3 or less years and may not have a clear demonstratable tourism benefit. These projects might be only one day events or promotions more geared to the community within 50 miles. The project will be monitored to show progress toward growing and demonstrating tourism benefits. Funding is not considered sustained and will only be provided in future years if event can demonstrate tourism benefit growth.
Purple	Other: These are all other projects such as general festivals, smaller events, education, STEM, niche' market events etc. These projects may also have a small interest group.
Yellow	City funded events currently given funding from dedicated percentages set in 2005. All funding must adhere to RCW 67.28 requirements.
Red	Did not meet Criteria: These applicants are not recommended for funding because they lack proof of concept, their application was not complete, or they did not successfully meet criteria for tourism funding. Staff and Experience Redmond consultant will work with the applicant to further develop the concept and position event to meet tourism benefit and funding criteria where possible.

[See page two for summary of LTAC recommendations]

Applicant	Score	Estimated Attendance	Estimated Lodging Nights	LTAC Recommended Funding	Notes/LTAC Discussion
ECNL Girl's Playoffs	46	80,000	12,000	$ 23,000	
Surf Cup (formerly Crossfire Challenge) - Crossfire Foundation - LWYSA (LATE APPLICATION)	41	220,500	11,550	$ 17,000	Robust discussion regarding this event and the one-day-late application. LTAC expressed strong support for the thousands of guaranteed stays. The LTAC voted and approved this application for funding consideration with a 4–2 vote. The LTAC recommended 50% reduction from previous funding levels due to the late submission.
Crossfire Select Cup - LWYSA	37	45,000	2,072	$ 16,000	
Velodrome - Junior Nationals	36	8,400	2,000	$ 9,000	
City of Redmond - Cultural Arts Programming	33	16,000	65	$ 50,000	Programming is often times new and unique. LTAC discussion: Several members noted that the City's current level of contribution to City events and Cultural Arts programming is high. They requested that the City continue exploring alternative funding sources outside of the lodging tax fund to better align event support with funding levels for similar programming.
Criterium Bike Race - Washington State Bicycle Association ****NEW****	32	1,000	100	$ 10,000	External event producer and budget separate from City Parks and Recreation Events Team. Goal: Bringing back the bicycle race to Redmond Derby Days, while making the race part of a larger regional event to attract even more racers and spectators.
Bigfoot Kids Book Festival - Brick and Mortar Books	32	4,000	250	$ 5,500	
City of Redmond - Redmond Lights	29	10,000	65	$ 50,000	Large cultural arts element of Redmond Lights. Plan to expand the current footprint into Esterra Park in a different part of the city. LTAC discussion: Several members noted that the City's current level of contribution to City events and Cultural Arts programming is high. They requested that the City continue exploring alternative funding sources outside of the lodging tax fund to better align event support with funding levels for similar programming.
USA Gymnastics WA Conference	28	800	175	$ 7,000	
Cinco de Mayo - Centro Cultural Mexicano	27	17,500	150	$ 10,000	LTAC discussion: The LTAC increased this amount by $2,000 from the staff recommendation. They discussed the rising costs of City of Redmond Park permits/fees and chose to give slightly more with excess funding available.
Pup Crawl - OneRedmond Foundation	27	1,000	50	$ 4,000	The concept includes different pet-friendly activations at each participating Redmond Hotel/location.
Intercultural Festival & World Market - Friends of the Village Collective (FVC) ****NEW****	26	8,000	150	$ 10,000	The Intercultural Festival & World Market will be a large-scale community event featuring cultural performances, multi-ethnic foods, arts, and small businesses all representing the rich diversity of Redmond. The event will take part during the National Welcoming Week.
Ananda Mela - Vedic Cultural Center	25	20,000	50	$ 11,000	LTAC discussion: The LTAC increased this amount by $1,000 from the staff recommendation. They discussed the rising costs of City of Redmond Park permits/fees and chose to give slightly more with excess funding available.

World Cup Programming & Activation - Redmond Town Center (RTC) **(World Cup Related)** ****NEW****	25	2,000	40	$ 8,000	Event would include a variety of programming related to World Cup visitation. The event producer is already discussing programming with hotels. The event producer had a watch party trial in June 2025 for the Club World Cup. More details will be worked out for once the World Cup schedule is released. Staff will also advise them to apply for city and regional World Cup grants if qualified.
Rumble in Redmond - OneRedmond Foundation	25	1,000	40	$ 4,000	This is the 4th Annual one-day robot competition, held during the tourism low season. It's part of the Robot Combat League's Ant and Beetle weight categories. (No longer fits in the incubation category since going on more than 3 years)
Velodrome - Marymoor Grand Prix	25	3,600	200	$ 6,500	
Festival of Color - Northwest Share	22	12,000	150	$ 7,500	
Velodrome - Junior Takeover	22	2,500	200	$ 3,000	
City of Redmond - Derby Days	22	35,000	200	$ 50,000	2026 Dates are TBD due to World Cup LTAC discussion: Several members noted that the City's current level of contribution to City events and Cultural Arts programming is high. They requested that the City continue exploring alternative funding sources outside of the lodging tax fund to better align event support with funding levels for similar programming.
VegFest - Northwest Share	20	8,000	60	$ 8,500	LTAC discussion: The LTAC increased this amount by $1,000 from the staff recommendation. They discussed the rising costs of City of Redmond Park permits/fees and chose to give slightly more with excess funding available.
Redmond Arts Festival - VALA	20	15,000	200	$ 6,500	
Young Professionals Program -2026 Theatre for Young Audiences ****NEW****	20	5000	40	$ 5,000	LTAC discussion: The LTAC increased funding by $4,000 above staff recommendations, expressing interest in supporting young professional programs. As this is a new request, the LTAC plans to evaluate the program's tourism outcomes in 2026.
Cultural World Cup Mini Night Market - Big Hug **(World Cup Related)** ****NEW**** (Also, part of FVC application for market)	20	9,000	624	Not recommended for funding	Unclear on scope and dates. This is an application for an event concept. Date was originally for 2025. UPDATE 8/19: Big Hug confirmed they are part of the Friends of the Village Collective (FVC) and gives priority in funding to the Friends of the Village application. LTAC and staff discussion: The project lacks clearly defined details and is part of another application with a more detailed event plan. Staff will work with the event producer to clarify the project scope and explore whether the World Cup grants may be more appropriate.
Wine Walk - OneRedmond Foundation	17	550	40	$ 1,500	
FIFA Watch Party - Africans on the Eastside **(World Cup Related)** ****NEW****	15	200	5	$ 1,000	Staff will also advise them to apply for city and regional World Cup grants if qualified.

Explore Redmond LIVE - Muslim CNA ****NEW****	13	2,000	50	Not recommended for funding	This application is for "an immersive, web-based and mobile-friendly virtual tour platform showcasing Redmond's BIPOC-owned businesses, restaurants, and attractions alongside city-owned parks and trails—driving new customers through immersive virtual previews and tourism marketing." LTAC and staff discussion: The project lacks clearly defined details and measurable tourism impacts, particularly regarding overnight stays. Staff will work with the event producer to clarify the project scope and explore whether alternative funding sources may be more appropriate.
Multicultural Celebration Soccer Expo - BizDiversity (World Cup Related) **NEW**	12	400	10	$ 1,000	Will focus initially on supporting visitors during the world cup. "This event goal is to attract everyone by providing economic opportunities, resources, education, collaboration and promotion for all cultures to share their experience. The day of the event we plan to be 6 to 8 hours on June 13th and the activities are for everyone to enjoy and share the excitement of the World cup as well as get souvenirs and create experiences among all cultures, ranging from learning, participating in workshops and understanding of the games played." Will advise them to apply for city and regional World Cup grants if qualified.

Criteria	Weighted Evaluation	Scoring Method	ECML Girl's Playoffs	Surf Cup (formerly Crossfire Challenge) - Crossfire Foundation - LWYSA (LATE APPLICATION)	Crossfire Select Cup - LWYSA	Velodrome - Junior Nationals	City of Redmond - Cultural Arts Programming	Criterium Elite Race - Washington Bicycle Racing Association **NEW**	Highest Kids Bike Festival - Bike Rides Mental Books	City of Redmond - Redmond Lights	USA Gymnastics WA Conference	Cinco de Mayo - Centro Cultural Mexicano	Pup Crawl - OneRedmond Foundation	Intercultural Festival & World Market - Friends of the Redmond Collective (FRC) **NEW**	Aranda Vera - Vadic Cultural Center
TOTAL SCORE			41	27	26	26	31	31	27	29	28	27	27	27	25
Does applicant meet minimum criteria?			Yes	YES: ONE-DATE LATE SUBMISSION - RESOLVED FUNDING	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Location			00 - Acres Park	60 Acres Park	60 - Acres Park	Marymoor Velodrome	All Over Redmond	Derby Days Parade Route	Redmond Town Center, hotel , RSCC	Downtown Park & Esterra Park	Emerald City Gymnastics	Redmond Downtown Park	Redmond Hotels & RTC	Marymoor Village Light Rail Station	Redmond Municipal Campus
Estimated Attendance			80,000	220,500	45,000	8,400	16,000	1,000	4,000	10,000	800	17,500	1,000	8,000	20,000
Estimated project lodging nights on application			12,000	13,550	2,072	2,000	65	100	250	65	175	150	50	150	50
Additional event revenue? Amount of additional funding event will have. This is the amount they are demonstrating they can meet the match with			$ 300,000	$ 450,000	$ 304,000	$ 42,000	$ 83,000	$ 10,000	$ 20,000	$ 62,000	$ 40,000	$ 36,000	$ 13,500	$ 60,000	$ 225,000
Amount applicant requested for grant?			$ 10,000	$ 75,000	$ 15,000	$ 15,000	$ 50,000	$ 20,000	$ 8,000	$ 50,000	$ 10,000	$ 30,000	$ 7,500	$ 40,000	$ 25,000
Grant dollars per projected lodging night requested?			$ 4.17	$ 6.46	$ 12.07	$ 7.50	$ 769.23	$ 200.00	$ 32.00	$ 769.23	$ 57.14	$ 200.00	$ 150.00	$ 400.00	$ 500.00
Grant Amount Recommended in Past by LTAC?			25K (2022, 2024)	35K (24/25); 30K(2023); 15K(2022), 30K(2019); 45K(2020-Not Used)	$7.5 (2020); 7.75 (2024); 15K(2023); 17K(2021); 10K(2021); 18K(2019)	10K (24/25)	50K (24/25), 40K(2023); 50K(2022); 25K(2021)	***NEW***	6K (2021)	50K (2022-2025); 25K (2021)	8K (2022-2025)	7.5K (2021 LATE SUBMISSION) 30K (2022); 17K(2021); 10K(2021); 18K(2019)	6K (2021)	***NEW***	50K (25/26/2025); 13K(2023); 15K(2022); 12.5(2019); 10K(2018)
Final Recommendations from the LTAC			$ 23,000	$ 17,000	$ 16,000	$ 9,000	$ 50,000	$ 10,000	$ 5,500	$ 50,000	$ 7,000	$ 10,000	$ 4,000	$ 10,000	$ 12,000
Recommended grant dollars per projected lodging night requested?			$ 1.92	$ 1.47	$ 7.72	$ 4.50	$ 769.23	$ 100.00	$ 22.00	$ 769.23	$ 40.00	$ 66.67	$ 80.00	$ 66.67	$ 220.00
Notes about scoring				Robust discussion regarding this event and the non-flex/on application. LTAC expressed strong support for the organization and the event. The LTAC voted and approved this application for funding consideration with a 4-2 vote. Staff recommend no reduction from previous funding levels due to the late submission.			Programming is often times new and unique. LTAC discussion: Several members noted that the City's investment in this event could leverage more funding sources outside of the lodging tax fund. They also noted strong support with funding levels for similar programming.	External event producer and Redmond Parks and Recreation Events Team Cost: Bringing back the bicycle fair to Redmond Derby Days. Redmond Derby Days are just part of a larger regional event with professional racers and specialists.	Large cultural arts element of Redmond Lights. Plan to expand the event to Esterra Park which is a different part of the city. LTAC discussion: Several members noted that the City's investment in this event could leverage more funding sources outside of the lodging tax fund. They also noted strong support with funding levels for similar programming.		Unit discussion: The LTAC reviewed this amount by $2,000 from the staff recommendation. They discussed that rising costs of Cinco de Mayo festivities would have to grow slightly more with excess funding available.	The concept includes different pet-friendly establishments participating, Redmond Homification.	The Intercultural Festival & World Market will be a large-scale community event featuring cultural performances, artisan booths, arts, and small businesses all showcasing the rich diversity of Redmond. The event will take place during the National Welcoming Week.	LTAC discussion: The LTAC increased this amount by $1,000 from the staff recommendation. They discussed the rising costs of Cinco de Mayo festivities would have to grow slightly more with excess funding available.
Noted Conflicts							Valley volunteers on the slot held for the City of Redmond Arts and Culture Commission		George Affiliated with the owner/dept and management of WSC				Valley volunteers on the board of OneRedmond Foundation		Valley volunteers on the board of Vadic Cultural Center

Note: no award of funds can exceed 50% of the cost of the project

Blue	Sports: These projects have a proven ability to draw targeted out of area visitors from out of town guests who stay in the hotels. Staff recommend these projects receive the highest level of consideration for funding and staff support/input. Staff encourage organizers to promote pre and post stays and itineraries in Redmond to expand multiplier of economic impact.
Green	Arts and Culture: These projects help showcase Redmond's as a vibrant, welcoming, and rich multicultural destination. Many of these events have a large regional draw and staff will continue to work with organizers to partner with hotels and promote overnight stays and multi-day itineraries in Redmond.
Orange	Tourism: These are new projects existing 3 or less years and may not have a clear demonstrable tourism benefit. These projects may also have a small interest group. Staff recommend funding at a reduced level. Staff will work with these events monitored to show progress toward growing and demonstrating tourism benefits. Funding is not considered sustained and will only be provided in future years if event can demonstrate tourism benefit growth.
Purple	Other: These are all other projects such as general festivals, smaller events, education, STEM, niche' market events etc. These projects may also have a small interest group.
Yellow	City funded events currently given funding from dedicated percentages set in 2005. All funding must adhere to RCW 67.28 requirements.
Red	Did not meet Criteria: These applicants are not recommended for funding because they lack proof of concept, their application was not complete, or they did not successfully meet criteria for tourism funding. Staff and Experience Redmond consultant will work with the applicant to further develop the concept and position event to meet tourism benefit and funding criteria where possible.

World Cup Programming & Activation - Redmond Town Center (RTC) (World Cup Related) **NEW**	Rumble in Redmond - OneRedmond Foundation	Velodrome - Marymoor Grand Prix	Festival of Color - Marymoor Area Share	Velodrome - Junior Takeover	City of Redmond - Derby Days	VegFest - Northwest Share	Redmond Arts Festival - VALA	Young Professionals Program: 2026 Theatre for Young Audiences **NEW**	Cultural World Cup Mini Night Market - Big Rig (World Cup Related) **NEW** (Main part of PAC application for market)	Wine Walk - OneRedmond Foundation	FIFA Watch Party - Africans on the Eastside (World Cup Related) **NEW**	Explore Redmond LIVE - Bonfire Chats **NEW**	Multicultural Celebration Soccer Expo - Biddenverty (World Cup Related) **NEW**
25	21	21	17	22	17	22	22	25	25	17	11	13	12
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Various	Yes	Yes	Unclear	Yes
Redmond Town Center	LWSD School	Marymoor Velodrome	Marymoor Park	Marymoor Velodrome	Municipal Campus	Downtown Park	Redmond Town Center	Redmond Academy of Theater Arts	Redmond Downtown Park and RCC	Redmond Town Center	TBD - possibly Together Center	Various	Downtown Redmond Park
2,000	1,000	3,600	12,000	2,500	35,000	8,000	15,000	5000	5,000	550	200	2,500	400
40	40	200	150	200	200	60	200	40	624	40	5	50	50
$ 22,500	$ 10,500	$ 20,000	$ 50,000	$ 6,500	$ 160,000	$ 83,000	$ 19,500	$ 30,000	$ 50,000	$ 30,000	$ 8,500	$ 50,000	$ 10,000
$ 22,500	$ 5,000	$ 7,500	$ 25,000	$ 4,000	$ 50,000	$ 20,000	$ 10,000	$ 15,000	$ 10,000	$ 10,000	$ 7,500	$ 50,000	$ 10,000
$ 562.50	$ 125.00	$ 37.50	$ 166.67	$ 20.00	$ 250.00	$ 133.33	$ 50.00	$ 375.00	$ 94.11	$ 250.00	$ 1,500.00	$ 1,000.00	$ 1,000.00
NEW	04 (24/25)	TX (15/16/25); 3M (2019); 4K (2019); 5K (2018)	BR (20/19/25); 10K (2022)	3K (2025); 2.5K (2024); 5.5K (2021)	10K (2021-2025)	8K (2023-2025); 10K (2022)	3K (2025); 8K(2024); 7K(2018); 5K(2017)	**NEW**	***NEW*** This organization is part of the FIFA application as well	**NEW**	$2K (2023-2025); 1,500 (2022)	***NEW***	***NEW***	***NEW***
$ 8,000	$ 4,000	$ 6,500	$ 7,500	$ 3,000	$ 50,000	$ 8,500	$ 6,500	$ 5,000	$ -	$ -	$ 1,500	$ 1,000	$ 1,000	TOTAL: $ 175,000
$ 200.00	$ 100.00	$ 32.50	$ 50.00	$ 15.00	$ 250.00	$ 141.67	$ 32.50	$ 125.00	Not recommended for funding	$ 87.50	$ 250.00	Not Recommended for Funding	$ 100.00
Event would include a variety of programming related to World Cup celebration. The event producer is already working on a similar event in Seattle. The event produced had a watch party trial in June 2025 for the Club World Cup. Would be interested in doing one once the World Cup schedule is released. Staff will also advise them to apply for city and regional World Cup grants if qualified.	This is the 4th Annual one-time, silent competition. Rumble in Redmond is part of the Rotary Club of Redmond-Sunset and Bastis tonight category, which is the foundation category since going on name over 2 years				$50k Dates are TBD due to World Cup CTAC discussion: Several members noted that the organization's ask is too low for its scale and Cultural Arts programming is high. They requested that the City explore additional alternative funding sources outside of the lodging tax to provide more robust support with funding levels for similar programming.	CTAC discussion: the CTAC increased this amount by $4,000 to align with staff recommendation, considering the long-term goals of City of Redmond Park. Encouraged the event team to plan slightly more with excess funding available.	CTAC discussion: The CTAC increased funding by $4,500 to align with staff recommendations, expressing interest in supporting local professional programs. As this is a new request, the CTAC requested to see a report of how the available funds were utilized.	CTAC discussion: The CTAC increased funding by $4,500 to align with staff recommendations, expressing interest in supporting local professional programs. As this is a new request, the CTAC requested to see a report of how the available funds were utilized.	Unclear on scope and dates. This is an application for an event concept. Date was originally for 2025. UPDATE 8/19: Big Rig confirmed they are NOT the founder of the Village Galleria night market and that they are only a vendor of the Village application. The Cost and Structure: The event could be held without using a park or another application and is more detailed event plan. Staff does not recommend approval for this application but encourages the applicant for World Cup grants may be more appropriate.	Letter to event organizer: This is an application for an event concept. Date was originally for 2025. UPDATE 8/19: Big Rig confirmed they are NOT the founder of the Village Galleria night market and that they are only a vendor of the Village application. The Cost and Structure: The event could be held without using a park or another application and is more detailed event plan. Staff does not recommend approval for this application but encourages the applicant for World Cup grants may be more appropriate.	Staff will also advise them to apply for city and regional World Cup grants if qualified.	This application has the potential to be a family-oriented event in the Redmond Historic District, particularly regarding the Redmond Town Hall lawn and the Redmond Library. Staff will work with the applicant to discuss the proposed event and explore whether alternative locations may be more appropriate.	Will focus initially on supporting visitors during the world cup. "This event goal is to bring the community together to share opportunities, resources, education, collaboration and promotion for all businesses and organizations in the city of Redmond and the surrounding areas" June 12th and the activities are for everyone to enjoy and share the excitement of the World cup as well as get to know the community and businesses all cultures, ranging from learning, participating in workshops and entertainment. Staff will also advise them to apply for city and regional World Cup grants if qualified.
George affiliated with the Leadership Redmond class of 2025. Also, George said he wasn't much himself from any conversation related to this application. Staff is not aware of any issues related to this application.	Lathe volunteers on the Board of OneRedmond Foundation		Lathe Volunteers is a board member & submitted the application.			Lathe Volunteers as a board member & submitted the application.	Lathe Volunteers as a board member, George affiliated with the ownership and management of RTC			Lathe volunteers on the OneRedmond Foundation, George affiliated with the ownership and management of RTC.			

Applicant	Score	Estimated Attendance	Estimated Lodging Nights	LTAC Recommended Funding
ECNL Girl's Playoffs	46	80,000	12,000	$ 23,000
Surf Cup (formerly Crossfire Challenge) - Crossfire Foundation - LWYSA (LATE APPLICATION)	41	220,500	11,550	$ 17,000
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Velodrome - Junior Nationals	36	8,400	2,000	$ 9,000
City of Redmond - Cultural Arts Programming	33	16,000	65	$ 50,000
Criterium Bike Race - Washington State Bicycle Association **NEW**	32	1,000	100	$ 10,000
Bigfoot Kids Book Festival - Brick and Mortar Books	32	4,000	250	$ 5,500
City of Redmond - Redmond Lights	29	10,000	65	$ 50,000
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Cinco de Mayo - Centro Cultural Mexicano	27	17,500	150	$ 10,000
Pup Crawl - OneRedmond Foundation	27	1,000	50	$ 4,000

Intercultural Festival & World Market - Friends of the Village Collective (FVC) **NEW**	26	8,000	150	$ 10,000
Ananda Mela - Vedic Cultural Center	25	20,000	50	$ 11,000
World Cup Programming & Activation - Redmond Town Center (RTC) (World Cup Related) **NEW**	25	2,000	40	$ 8,000
Rumble in Redmond - OneRedmond Foundation	25	1,000	40	$ 4,000
Velodrome - Marymoor Grand Prix	25	3,600	200	$ 6,500
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Velodrome - Junior Takeover	22	2,500	200	$ 3,000
City of Redmond - Derby Days	22	35,000	200	$ 50,000
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Redmond Arts Festival - VALA	20	15,000	200	$ 6,500
Young Professionals Program -2026 Theatre for Young Audiences **NEW**	20	5000	40	$ 5,000

Cultural World Cup Mini Night Market - Big Hug (World Cup Related) **NEW** (Also part of FVC application for market)	20	9,000	624	$0 - Not recommended for funding
Wine Walk - OneRedmond Foundation	17	550	40	$ 1,500
FIFA Watch Party - Africans on the Eastside (World Cup Related) **NEW**	15	200	5	$ 1,000
Explore Redmond LIVE - Muslim CNA **NEW**	13	2,000	50	$0 - Not recommended for funding
Multicultural Celebration Soccer Expo - BizDiversity (World Cup Related) **NEW**	12	400	10	$ 1,000

Notes/LTAC Discussion
Robust discussion regarding this event and the one-day-late application. LTAC expressed strong support for the thousands of guaranteed stays. The LTAC voted and approved this application for funding consideration with a 4–2 vote. The LTAC recommended 50% reduction from previous funding levels due to the late submission.
Programming is often times new and unique. LTAC discussion: Several members noted that the City's current level of contribution to City events and Cultural Arts programming is high. They requested that the City continue exploring alternative funding sources outside of the lodging tax fund to better align event support with funding levels for similar programming.
External event producer and budget separate from City Parks and Recreation Events Team. Goal: Bringing back the bicycle race to Redmond Derby Days, while making the race part of a larger regional event to attract even more racers and spectators.
Large cultural arts element of Redmond Lights. Plan to expand the current footprint into Esterra Park in a different part of the city. LTAC discussion: Several members noted that the City's current level of contribution to City events and Cultural Arts programming is high. They requested that the City continue exploring alternative funding sources outside of the lodging tax fund to better align event support with funding levels for similar programming.
LTAC discussion: The LTAC increased this amount by $2,000 from the staff recommendation. They discussed the rising costs of City of Redmond Park permits/fees and chose to give slightly more with excess funding available.
The concept includes different pet-friendly activations at each participating Redmond Hotel/location.

The Intercultural Festival & World Market will be a large-scale community event featuring cultural performances, multi-ethnic foods, arts, and small businesses all representing the rich diversity of Redmond. The event will take part during the National Welcoming Week.
LTAC discussion: The LTAC increased this amount by $1,000 from the staff recommendation. They discussed the rising costs of City of Redmond Park permits/fees and chose to give slightly more with excess funding available.
Event would include a variety of programming related to World Cup visitation. The event producer is already discussing programming with hotels. The event producer had a watch party trial in June 2025 for the Club World Cup. More details will be worked out for once the World Cup schedule is released. Staff will also advise them to apply for city and regional World Cup grants if qualified.
This is the 4th Annual one-day robot competition, held during the tourism low season. It's part of the Robot Combat League's Ant and Beetle weight categories. (No longer fits in the incubation category since going on more than 3 years)
2026 Dates are TBD due to World Cup LTAC discussion: Several members noted that the City's current level of contribution to City events and Cultural Arts programming is high. They requested that the City continue exploring alternative funding sources outside of the lodging tax fund to better align event support with funding levels for similar programming.
LTAC discussion: The LTAC increased this amount by $1,000 from the staff recommendation. They discussed the rising costs of City of Redmond Park permits/fees and chose to give slightly more with excess funding available.
LTAC discussion: The LTAC increased funding by $4,000 above staff recommendations, expressing interest in supporting young professional programs. As this is a new request, the LTAC plans to evaluate the program's tourism outcomes in 2026.

Unclear on scope and dates. This is an application for an event concept. Date was originally for 2025.

UPDATE 8/19: Big Hug confirmed they are part of the Friends of the Village Collective (FVC) and gives priority in funding to the Friends of the Village application.

LTAC and staff discussion: The project lacks clearly defined details and is part of another application with a more detailed event plan. Staff will work with the event producer to clarify the project scope and explore whether the World Cup grants may be more appropriate.

Staff will also advise them to apply for city and regional World Cup grants if qualified.

This application is for "an immersive, web-based and mobile-friendly virtual tour platform showcasing Redmond's BIPOC-owned businesses, restaurants, and attractions alongside city-owned parks and trails—driving new customers through immersive virtual previews and tourism marketing."

LTAC and staff discussion: The project lacks clearly defined details and measurable tourism impacts, particularly regarding overnight stays. Staff will work with the event producer to clarify the project scope and explore whether alternative funding sources may be more appropriate.

Will focus initially on supporting visitors during the world cup. "This event goal is to attract everyone by providing economic opportunities, resources, education, collaboration and promotion for all cultures to share their experience. The day of the event we plan to be 6 to 8 hours on June 13th and the activities are for everyone to enjoy and share the excitement of the World cup as well as get souvenirs and create experiences among all cultures, ranging from learning, participating in workshops and understanding of the games played."
Will advise them to apply for city and regional World Cup grants if qualified.

This meeting will be held at the Redmond City Hall. Interested members of the public are welcome to listen to this meeting by phone at: 206-800-4590; Phone Conference ID: 289 610 602#. 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 MEETING MINUTES

Tuesday | August 26, 2025
1:00 – 3:00 p.m.

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

LTAC Members:

- Steve Fields, Council Chair
- Nancy Heard
- Rashed Kanaan
- George Manojlovic
- Latha Sambamurti
- ~~Kim Saunderson~~
- Nate Moore

City of Redmond Staff:

- Jackie Lalor & Philly Marsh – Economic Development and Tourism

Agenda:

1. Meeting opening and July 9 meeting minutes approval (Committee Chair, Councilmember Fields)
    a. *Meeting called to order: 1:00 p.m.*

    LTAC Action: Unanimously Approved Meeting Minutes (6 yes; 0 no votes)

2. 2026 Tourism Grants - LTAC Funding Recommendations
    a. Conflicts of Interest and Recusals
        i. LTAC discussed potential conflicts of interest. Members were asked to recuse themselves from conversations where a direct financial interest existed. (No such conversations took place that required a recusal during the meeting.)
        ii. All declared conflicts are noted in the recommendation spreadsheet.
    b. Overview of 2026 Applications
        i. Staff reported a record number of applications for 2026. As a result, most events received slightly lower funding recommendations compared to previous years to better meet overall demand.
    c. Late Submissions
        i. Surf Cup Application
            1. Staff did not make a funding recommendation for Surf Cup's application, which was submitted one day late, leaving the decision to LTAC.

LTAC Action: Motion to discuss acceptance of the late Surf Cup application.
Motioned by Rashed Kanaan; Seconded by Councilmember Steve Fields
Approved: 6 yes, 0 no votes

ii. LTAC Discussion
1. Members discussed Surf Cup's significant impact on tourism, noting the thousands of overnight stays it generates and the strength of its application in meeting the program criteria.
2. Some members expressed concern over allowing exceptions to clearly communicated deadlines and emphasized the need to enforce deadlines consistently in future cycles.

LTAC Action: Roll-call vote to include the Surf Cup application in funding considerations.
Passed: 4 yes, 2 no
Yes votes: Nate Moore, Rashed Kanaan, George Manojlovic*, Councilmember* Steve Fields
No vote: Latha Sambamurti, Nancy Heard

d. Applicants Not Recommended for Funding
i. Staff summarized the two applications not recommended for funding.
ii. While a motion was invited to revisit these decisions, none was made, leaving both applications not recommended for lodging tax funding.

e. Additional Budget Availability
i. The LTAC was informed that an additional $25,000 is available beyond staff recommendations for this funding cycle and that final funding decisions are at the full discretion of the LTAC.

f. Adjustments to Staff Recommendations
i. Young Professionals Theater: Funding increased from $1,000 (staff recommendation) to $5,000.
ii. Surf Cup: The LTAC discusses and agreed to $17,000, reflecting approximately a 50% reduction from previous funding levels due to the late submission.
iii. Additional Event Support
1. LTAC discussed challenges nonprofits face with rising costs, particularly related to City permitting fees, and agreed to slightly increase funding for certain cultural events held in Redmond parks based on overnight stay impacts and application details:
- Cinco de Mayo – Centro Cultural Mexicano: +$2,000
- Ananda Mela – Vedic Cultural Center: +$1,000
- VegFest – Northwest Share: +$1,000

***LTAC Action: Motion to approve LTAC's 2026 tourism grant funding recommendations totaling* $175,000 for City Council consideration and approval.**
Motioned by Nancy Heard; Seconded by Latha Sambamurti
Approved: 6 yes, 0 no votes

g. Funding for City Events and Cultural Arts Programming
i. LTAC discussed the relatively high level of lodging tax funding allocated to City events and cultural arts programming compared to similar programs.

ii. The committee requested that the City continue exploring alternative funding sources to better align lodging tax support with comparable programming levels.

LTAC and Tourism Overview FAQ's

How did the Lodging Tax Advisory Committee begin?

An advisory committee was assembled in accordance with the State regulations to weigh-in on the creation of a hotel/motel tax.

When was Committee and Tax implemented?

- 1998 LTAC was formed
- 1999 the Lodging tax was implemented
- Funding for this program is made possible through revenues Redmond collects from a one percent (1%) lodging tax on the rental of hotel and lodging rooms including short-term rentals in Redmond.

Where does the funding come from?

The Revised Code of Washington (RCW) 67.28.180 provides authority for cities to adopt a lodging tax. A 1% tax is charged on each overnight stay at Redmond hotels, motels, and short-term rentals.

What are the allowed uses of the lodging tax dollars?
Specific RCW language is as follows:

"(a) Tourism marketing;

(b) The marketing and operations of special events and festivals designed to attract tourists;

(c) Supporting the operations and capital expenditures of tourism-related facilities owned or operated by a municipality or a public facilities district created under chapters 35.57 and 36.100 RCW; or

(d) Supporting the operations of tourism-related facilities owned or operated by nonprofit organizations described under 26 U.S.C. Sec. 501(c)(3) and 26 U.S.C. Sec. 501(c)(6) of the internal revenue code of 1986, as amended."

What are the goals and limitations of the revenue?

These funds must be used to attract visitors external to the city. Due to the funding being generated by Redmond hotels/motels, grants and uses of the tax revenue prioritizes efforts that will support hotels night stays and attraction of external visitors (more than 50 miles away).

Specific RCW 67.28.1816 language can be viewed here.

What is LTAC's role per current RMC 4.37 and RCW 68.28?

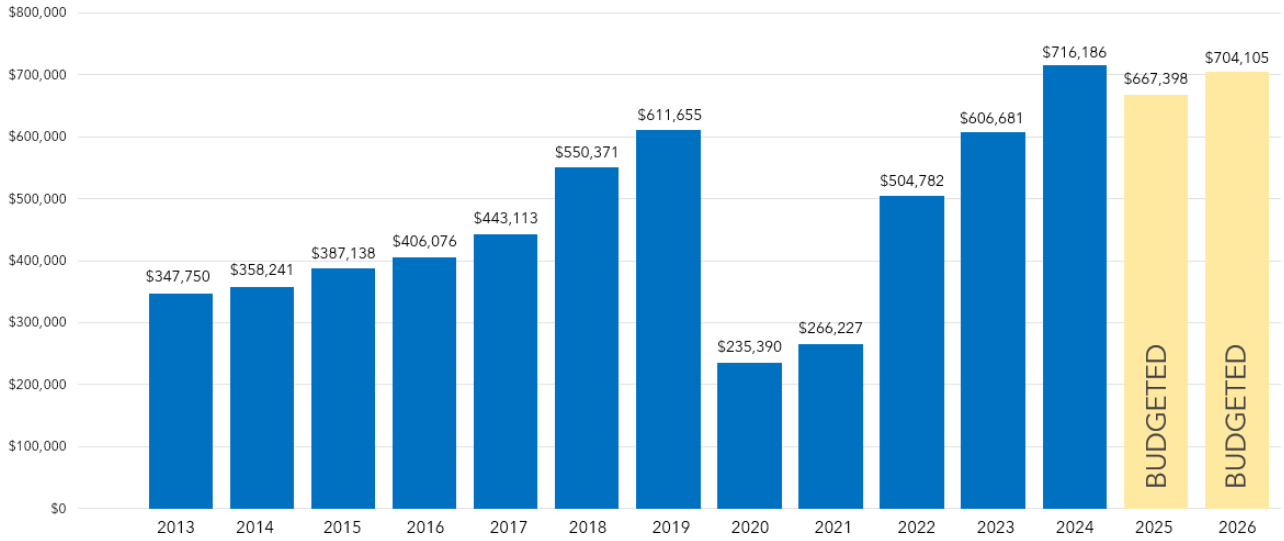
- LTAC can advise on the creation of a Lodging Tax;
- The increase or reduction of a Lodging Tax; or
- The Repeal of a lodging tax
- Review fund applicants and make funding recommendations to the legislative body

How is the lodging tax fund performing?

The lodging tax fund currently holds approximately $1.2 million in its contingency/reserve fund. While COVID-19 significantly impacted the hotel industry, resulting in a drastic decline in revenue for several years, revenues have now surpassed pre-pandemic levels.

City staff, the LTAC, and tourism partners have collaborated to propose a budget that outlines how to strategically utilize these reserve funds to achieve the priority tourism initiatives outlined in the newly adopted Tourism Strategic Plan.

Historical annual revenue amounts from lodging tax is as follows:



What is the Marketing contract funded by the lodging tax revenues:

The city has a contract with Bullseye Creative for $175,000 a year to manage and staff the Experience Redmond brand needs. The most current contract is for 3-years and started in January 2025 through a Request for Proposal (RFP) process. Bullseye provides reports throughout the year on the return on investment the city receives in response to their contracted work.

How does the LTAC handle conflict of interest when reviewing tourism grant applicants?

Conflicts of interest with applicants are common on this committee due to the requirement that members must either be an entity for which the tax is charged or an entity that might receive grant dollars. Conflicts of interest are noted in the full grant scoring spreadsheet. Members are not asked to recuse themselves from the tourism grant recommendation vote or discussion per the MRSC guidance. However, staff did request that if a direct personal financial interest was involved, that a recusal would be requested.

Can the Council change any of the LTAC funded amounts?

Yes, the City Council can modify LTAC-recommended funding amounts unless the applicant was not funded. However, any changes require a 45-day waiting period and must be sent back to LTAC for review before the Council can approve the revised amounts.

Additionally, it's important to consider how these changes affect the overall budget. Per RCW, the Council cannot add new applicants to the final funding approvals.

Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	80,000 ~~10,000~~
Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
12 Groups of 4 Teams
12 Group Winners + 4 Best 2nd Place Teams
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

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We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
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STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
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Have you previously received a City of Redmond Tourism Grant for this specific project?
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Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

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Hotel name(s): _____ Hotel contact(s): _____

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World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
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Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

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Briefly explain each day of programming.

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How will you evaluate the success of the project?

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I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

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MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

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MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
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PROJECT EVALUATION CRITERIA

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  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
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DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

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In two sentences, please explain your project (no more than 75 words).

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World Cup 2026 Inquiry

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Redmond
WASHINGTON

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
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Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

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What method was used for collecting and calculating past attendance and overnight stay data?

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How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

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Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

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Is there a targeted market or specific audience for this project and if so, please specify?

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3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

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Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

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MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

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Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

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In two sentences, please explain your project (no more than 75 words).

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☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

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World Cup 2026 Inquiry

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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
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Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

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- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
12 Groups of 4 Teams
12 Group Winners + 4 Best 2nd Place Teams
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Padrue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
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Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: 2026 Redmond Lights

Event Start Date: 12/5/2026 Event End Date: 1/6/2026

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 1 event kick-off, 1 month of lights and art

Type of Project: *(i.e. Youth soccer tournament)* Winter Celebration of Art and Light

Project Location(s) (please list all locations): Redmond Downtown Park and Esterra Park

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Lindsey Tusing

Contact E-mail: lltusing@redmond.gov

Company/Organization: City of Redmond Phone: 425-556-2363

Address: PO Box 97010

City: Redmond State: WA Zip: 98073

Authorized Signer: Brittany Pratt

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

This event illuminates Downtown Park with local art and festive lighting for a full month and kicks off with a lively event featuring performances, a luminary trail, community booths, a children's light promenade and fashion show, and more. In 2025, the Redmond Lights festivity will expand to an additional park space, for the first time, to Esterra Park in Redmond. This expansion to two park location on opposite ends of the City will increase equity for the community's access to the festivities. It is expected this will continue in 2026, as well.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☐ Non-Profit 501-C* ☑ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): Experience Redmond Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 15,000.00
Your organization funding given to this project:	$	Operations:	$ 90,000.00
Sponsorships:	$ 55,000.00	Staff:	$ 7,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 7,000.00	Other:	$
Total project revenue:	$ 112,000.00	Total project expenses:	$ 112,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10000
Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.)***	500
Of the people who travel more than 50 miles, how many traveled from another state or country.	50
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	65
Of the overnight attendees, how many will **NOT PAY** for accommodations?	60

Total number of projected paid lodging nights: 65

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

We base this off of giveaway totals, attendee counting throughout the event, and customer experience surveys.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

We verify the data collection above in a number of ways:

1) Multiple staff and volunteers' tasks dedicated to counting attendees

2) Customer experience surveys completed at and after the event that ask attendees for hotel information

3) Sales from food vendors and other merchants

4) Tracking the amount of items given away at City Information Booths

If this project took place in the past:

Where did it take place? Redmond Downtown Park

How many years has this project taken place? 27

How many estimated attendees did the project have in the most recent years?

Year: 2024 Attendance: 10000 Paid Overnight Stays Generated: 60

Year: 2023 Attendance: 10000 Paid Overnight Stays Generated: 190

Year: 2022 Attendance: 8000 Paid Overnight Stays Generated: 60

What method was used for collecting and calculating past attendance and overnight stay data?

Survey responses, records from attendee counting at previous events

How many days of programming is this event or project? 31

Briefly explain each day of programming.

During the Kick-Off Event, there are local performers, "snow," art installations, free activities, and seasonal lighting. There is also a Family Light Preomenade and the Children's Fashion Light Show. Throughout the month, the lights and art stay up at Downtown Park for people to visit at their leisure.

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

This is a popular event that invites people from all over to celebrate art and light for free. Utilizing print and digital marketing channels, we are able to attract people from 50+ miles away who have an interest in art, seasonal lights, music, and/or free entertainment that is family friendly.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

We utilize multiple channels to market Redmond Lights:
-Posters
-Social media advertising
-Parent Map ads
-Partnerships with Experience Redmond

Is there a targeted market or specific audience for this project and if so, please specify?

This event aims to attract a diverse range of demographics, encouraging people to celebrate winter, art and light together. The event does not focus on any particular holiday or religious specification- rather it celebrates light, art, and togetherness.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Redmond Lights 2024 saw our first "snow fall" utilizing environmentally safe bubbles that act as fake snow fall. It was a magical addition that we plan to continue in 2025 and 2026. Redmond Lights 2025 will also see expansion to Esterra Park, for the first time. We expect to continue this into Redmond Lights 2026.
Esterra Park is located in the south end of Redmond and has historically not been fully explored for art installation capabilities. This will be a rewarding challenge for our Arts and Events team that we are already diving into for 2025 Redmond Lights program planning. This LTAC grant will help ensure that we can provide exciting program elements in both Downtown Park and Esterra Park.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Redmond Lights invites over 70 local businesses, artists, and performers to participate. 88% of vendors reported a postive ROI, and 75% reported engaging with 100 or more prospects at the Kick-Off Event. 74% of attendees reported purchasing from vendors while at the event, spending an average of $39. Businesses that are nearby but not onsite at the event also benefit, with 35% of attendees purchasing from local establishing and spending an average of $48.41.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Redmond Lights is inclusive and accessible, providing free art and entertainment that is not exclusive to one religion or cultural tradition. We are able to create a welcoming place for all demographics to celebrate winter, art, and light together.

How will you evaluate the success of the project?

Feedback surveys, number of attendees, social media engagement.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

_LT__ Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

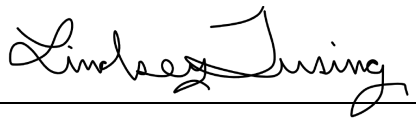
_LT__ If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

_LT___ If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

_LT__ The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

_LT__ I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

_LT__ I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: 

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: USA Gymnastics Region 2 Congress

Event Start Date: July 9, 2026 Event End Date: July 12, 2026

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 4

Type of Project: *(i.e. Youth soccer tournament)* Athlete training + Coach Education

Project Location(s) (please list all locations): Emerald City Gymnastics

Is this a new or reoccurring event/program? ☐ New ☒ Reoccurring

Contact Person: Sandy Flores

Contact E-mail: ECGAOWNER@GMAIL.COM

Company/Organization: USA Gymnastics Phone: 206-919-5672

Address: 17965 NE 165th Street

City: Redmond State: WA Zip: 98052

Authorized Signer:

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

USA Gymnastics, Region 2 (Washington, Oregon, Idaho, Montana, Alaska & Hawaii Clubs) Semi-annual meeting & Educational Congress

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☒ Yes

Organization is: ☐ Profit-Making ☒ Non-Profit 501-C* ☐ Public Agency

***Please include verification of non-profit with application.**

Which type of category does your project falls under per RCW 67.28.1816?

☒ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?

☐ No
☒ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☒ Yes

Hotel name(s): Marriott Hotel contact(s): Leshel Klimczyk

Contact(s) phone: _____ Contact(s) email: leshel.klimczyk@marriott.com

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☐ No, we do not plan to host any World Cup-related activities.
☒ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$10,000.00	Marketing:	$1,000.
Your organization funding given to this project:	$20,000.	Operations:	$5,000.
Sponsorships:	$	Staff:	$30,000.
Other Grants:	$	Other:	$15,000.
**Other revenue sources:	$20,000.	Other:	$ [illegible]
Total project revenue:	$50,000 0.00	Total project expenses:	$51,000. 0.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

How will your organization verify the attendance and hotel stay information for your project? (i.e. [illegible] hotel room data, etc.).

2. Tourism Promotion:

Please read the below carefully and provide estimates	**Estimates**
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	800
Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.***)	500
Of the people who travel more than 50 miles, how many traveled from another state or country.	50
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	350
Of the overnight attendees, how many will **NOT PAY** for accommodations?	300

Total number of projected paid lodging nights: 175
(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

We book and Pat all staff and hotel will accomodate room blocks.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

We have atendee check in and Marriott room block tracking

If this project took place in the past:

Where did it take place? Emerald City Gymnastics

How many years has this project taken place? 6 Years

How many estimated attendees did the project have in the most recent years?

Year: 2022 Attendance: 650 Paid Overnight Stays Generated: 40

Year: 2023 Attendance: 695 Paid Overnight Stays Generated: 40

Year: 2024 Attendance: 725 Paid Overnight Stays Generated: 175

What method was used for collecting and calculating past attendance and overnight stay data?

Confirmed check in at hotel

How many days of programming is this event or project? 4

Briefly explain each day of programming.

3 days of staff education
1 full day of athlete training

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

USATWA will be offering paid registration to all Washington Clubs (72 in total)

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

Social media and distribution lists

Is there a targeted market or specific audience for this project and if so, please specify?

Clubs in Region 2

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Every other year it is just targeted to Washington clubs. 2026 will be open to entire US and Canada

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes, hotels and restaraunts

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes, we supply a list of Places to stay and eat.

How will you evaluate the success of the project?

Number of attendees!

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

SH Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

SH If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

SH If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature:

Redmond
WASHINGTON

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Tourism Program Grant Application

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- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

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The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
12 Groups of 4 Teams
12 Group Winners + 4 Best 2nd Place Teams
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

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Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
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PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

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- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

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Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

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What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
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How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

- Kristina Hudson

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
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The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

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☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
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Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
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Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

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Hotel name(s): _____ Hotel contact(s): _____

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World Cup 2026 Inquiry

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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
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**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

** vendor booth fees

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
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(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

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Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

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If this project took place in the past: N/A

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

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What method was used for collecting and calculating past attendance and overnight stay data?

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How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

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Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
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Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
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☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

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What method was used for collecting and calculating past attendance and overnight stay data?

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How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

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How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

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Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
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Redmond
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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
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Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

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Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue Brian R. O'Rourke

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
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Hotel name(s): _____ Hotel contact(s): _____

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World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
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**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

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(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

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Signature: Meredith Pardue Brian R. O'Rourke

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
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  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
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- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
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- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
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  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 10/17 or 18 or 24, or 25/2026 Event End Date: Oct 17 or 18 or 24 or 25, 2026 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☐ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☐ No, we do not plan to host any World Cup-related activities.
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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
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Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

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Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
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12 Groups of 4 Teams
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How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

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Kristina Hudson

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Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

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☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

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Hotel name(s): _____ Hotel contact(s): _____

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World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

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Please read the below carefully and provide estimates	Estimates
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Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
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Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

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Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
12 Groups of 4 Teams
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Signature: Meredith Pardue

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PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

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Redmond
WASHINGTON

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

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Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

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Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

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Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
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Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

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Hotel name(s): _____ Hotel contact(s): _____

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The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

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2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
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Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
12 Groups of 4 Teams
12 Group Winners + 4 Best 2nd Place Teams
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
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How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

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Note: These are the date(s) of the event space being utilized for programming.

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Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

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1. Funding:

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(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
12 Groups of 4 Teams
12 Group Winners + 4 Best 2nd Place Teams
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: 2026 City of Redmond Derby Days

Event Start Date: _____ Event End Date: _____

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 2

Type of Project: *(i.e. Youth soccer tournament)* Annual summer festival

Project Location(s) (please list all locations): Redmond City Hall Municipal Campus/Jerry Baker Velodrome

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Lindsey Tusing

Contact E-mail: lltusing@redmond.gov

Company/Organization: City of Redmond Phone: 425-556-2363

Address: PO Box 97010

City: Redmond State: WA Zip: 98073

Authorized Signer: Brittany Pratt

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

Derby Days is an annual sumer festival that has been celebrated in Redmond since 1939. It features bike races, live performances, free activities, a carnival, parades, a drone show, food and more.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☐ Non-Profit 501-C* ☑ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☑ No
☐ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☐ No, we do not plan to host any World Cup-related activities.
☑ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 17,500.00
Your organization funding given to this project:	$	Operations:	$ 170,650.00
Sponsorships:	$ 95,000.00	Staff:	$ 21,850.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 65,000.00	Other:	$
Total project revenue:	$ 210,000.00	Total project expenses:	$ 210,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	35000
Of the total attendance, how many are predicted to travel more than 50 miles? (***This number must be at least 5% of your total attendance to qualify for this grant.)***	1750
Of the people who travel more than 50 miles, how many traveled from another state or country.	350
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	200
Of the overnight attendees, how many will **NOT PAY** for accommodations?	150

Total number of projected paid lodging nights: 200

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

We base this off of sales, attendee counting throughout the event, and customer experience surveys.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

We verify the data collection above in a number of ways:

1) Monitoring all areas of the festival:

We share our data with police and our contractors in wrap-up meetings and ask for their data and/or insight on our reports

2) Customer experience surveys completed at and after the event

-We ask for party size in order to get a better sense of the percentages represented by the survey group.

-We also included a question asking how many nights folks were staying at hotels

3) Sales for carnival rides, foods, beer and wine garden, and other merchants.

We request sales reports as part of our event reconciliation.

If this project took place in the past:

Where did it take place? Redmond City Hall Municipal Campus

How many years has this project taken place? 86

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 45000 Paid Overnight Stays Generated: 200

Year: 2024 Attendance: 35000 Paid Overnight Stays Generated: 190

Year: 2023 Attendance: 35000 Paid Overnight Stays Generated: 190

What method was used for collecting and calculating past attendance and overnight stay data?

We've been using the same methods for data collection since 2021 and introducing modifications and improvements from year to year to increase accuracy. In coordination with other departments, we have also been actively searching for software or a program to assist with attendance and overnight stay data, given that there are technologies that can support that information for future use.

Although we currently have technology that can count attendance, it has limitations that don't allow us to get counts on muncipal campus because it is a sensitive area. In 2026, we hope to instead utilize this technology to get more accurate attendance counts for the parade and criterium, which take place further from the Courthouse and Public Safety Building.

We currently utlize in person counting and survey results to estimate attendance numbers.

How many days of programming is this event or project? 2

Briefly explain each day of programming.

Day 1 includes a Neighborhood Fair at Hopelink's Redmond Service Center and an Art Fair at Redmond Town Center (both are event partners). At municipal campus, it includes a foam party, free activity booths, beer and wine garden, food vendors, a carnival, main stage performances, corn hole tournament, and Friday Night Track Racing at Jerry Baker Memorial Velodrome.

Day 2 includes the pancake breakfast at Fire Station 11, Kids Bike Parade, Craft Market, free activity booths, food vendors, the Grand Parade, a cooling center at the RSCC, Beer and Wine Garden, Carnival, Bubble Party, Redmond Arts Festival, free performances, and the drone light show. We are also actively pursuing a return of the long-awaited Criterium Cycling Race for Derby Days 2026.

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

Derby Days showcases Redmond as a vibrant destination through dynamic programming that features regional performing artists, live music, competitive bike races at one of the West Coast ' s only velodromes, a full-scale carnival, and a variety of arts and craft vendors from across the state.

A beloved tradition for over 80 years, Derby Days draws former residents back each summer to relive and share the experience with their own families. Many return specifically so their children can enjoy the same memorable traditions they grew up with.

As the event has evolved, it has elevated Redmond ' s regional profile—introducing the area's first drone show and setting a high standard for sustainable event practices. Derby Days has become a model for innovation and scale, attracting interest from event organizers looking to replicate its success and bring their own events to Redmond.

Hosting Derby Days on the Municipal Campus further strengthens Redmond ' s downtown core by encouraging attendees to shop, dine, and stay locally—amplifying support for local businesses and increasing community engagement.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

We advertise through various channels. We distribute printed collateral such as flyers, posters, and banners throughout the greater region, with a heavier concentration in Redmond.

We also purchased ad space in regional publications such as Parent Map, 425 magazine, Public Display Art, and local and regional news calendars.

Our events are also heavily advertised through Parks and Recreation channels with our social media accounts touting over 14K followers and a high engagement rate and our weekly email newsletters having over 36K subscribers.

Additionally the City of Redmond collaborates to advertise these events on their social media channels, email newsletter, and the Redmond Focus, which is delivered to every Redmond residence.

Derby Days is also advertised in partnership with the Experience Redmond brand which advertises events to out-of-town visitors and tourists.

Is there a targeted market or specific audience for this project and if so, please specify?

This event is family friendly and seeks to celebrate and welcome the diversity of the Redmond community and surrounding areas.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

We are currently doing research on how we can bring more free elements to the event that will appeal to new demographics such as seniors and adults without children.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Local businessess play a large role in Derby Days. 48+ local businesses host activity booths, which allow them to build lasting connections with community members. 14 local food establishments sell their food at Derby Days, providing them with a unique opportunity to reach thousands of new customers in just 2 days. Local musicians are offered the opportunity to apply for a paid performance spot on the main stage. 20+ sponsors toute increased brand recognition. Our local partners (the Redmond LIbrary, Redmond Town Center, Hopelink Service Center, and others, also benefit from increased awareness and visits during the event.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes. We carefully select organizations, food vendors, performers, and marketing materials to accurately reflect the diverse community that makes up Redmond. Not only do we aim to provide cultural representation, but also LGBTQ+, those with disabilities, seniors, and other groups that are often underrepresented.

How will you evaluate the success of the project?

Success is evaluated through feedback from stakeholders and attendees, sales reports, and related social media engagement.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

__LT_ Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

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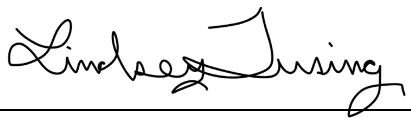
Signature: 

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
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PROJECT EVALUATION CRITERIA

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  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

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Redmond
WASHINGTON

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
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Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

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What method was used for collecting and calculating past attendance and overnight stay data?

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How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

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Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
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  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
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  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
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Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
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World Cup 2026 Inquiry

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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
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State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Young Professionals Program (performers ages 18+): 2025-2026 Season Support

Event Start Date: 9/30/2025 Event End Date: 9/29/2026

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 40

Type of Project: *(i.e. Youth soccer tournament)* Theatre for Young Audiences/Musicals for All Ages - 4 Annual Shows

Project Location(s) (please list all locations): The Redmond Academy of Theatre Arts

Is this a new or reoccurring event/program? ☑ New ☑ Reoccurring

Contact Person: Bethanie Willis

Contact E-mail: redmondacademy@gmail.com

Company/Organization: The Redmond Academy of Theatre Arts Phone: (425)881-2773

Address: 18001 NE 76th St., Ste #100

City: Redmond State: Washington Zip: 98052

Authorized Signer: Bethanie Willis

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

Support for "Young Professionals" (performers ages 18+) productions. These performances would include "Theatre for Young Audiences" as well as musicals for all ages to enjoy. Some performances would incorporate dinner theatre aspects with food provided by partnerships with local restaurants in Redmond, Washington. Our "Young Professionals" performances with actors ages 18+ would attempt to bring audiences from various surrounding counties and states to enjoy our shows.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☑ No
☐ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☑ No
☐ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☐ No, we do not plan to host any World Cup-related activities.
☑ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 15,000.00	Marketing:	$ 1,000.00
Your organization funding given to this project:	$ 20,000.00	Operations:	$ 18,000.00
Sponsorships:	$ 2,000.00	Staff:	$ 25,000.00
Other Grants:	$ 3,000.00	Other:	$ 1,000.00
**Other revenue sources:	$ 5,000.00	Other:	$
Total project revenue:	$ 45,000.00	Total project expenses:	$ 45,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	5000
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	1750
Of the people who travel more than 50 miles, how many traveled from another state or country.	500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	0

Total number of projected paid lodging nights: 40

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

The attendance overnight data will be collected by contacting schools who are using buses to bring students to see our shows and ask them to report how many days they will be staying in Redmond, WA at local hotels to see our productions. This will occur during the initial emails sent to schools and theatre groups, inviting them to see our productions for field trips or senior community outings. We will offer discounted tickets to large groups who attend our "Young Professionals" productions and report their overnight data to us via email. The estimated accuracy when calculating these numbers is rather accurate, as we believe schools and theatre groups would provide us with their complete overnight data.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

The attendance overnight data will be verified by contacting schools and senior facilities that are using buses to bring individuals to see our shows and ask them to report how many days they will be staying in Redmond, WA at local hotels to see our productions. This will occur during the initial emails sent to schools, assisted living facilities, and theatre groups, inviting them to see our productions for special trips. We will offer discounted tickets to large groups who attend our "Young Professionals" productions and report their overnight data to us via email. The verified data will be gathered by actual ticket numbers from each given theatre group or school that attends our productions from 50 miles or more away from "The Redmond Academy of Theatre Arts."

If this project took place in the past:

Where did it take place? The Redmond Academy of Theatre Arts

How many years has this project taken place? 2

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 2043 Paid Overnight Stays Generated: 0

Year: 2024 Attendance: 1511 Paid Overnight Stays Generated: 0

Year: 2023 Attendance: 1056 Paid Overnight Stays Generated: 1

What method was used for collecting and calculating past attendance and overnight stay data?

The above data is collected from ticket sales from shows that incorporated our "Young Professional" performers ages 18+ throughout the last 2 years. We have previously done about 1-2 shows per year with "Young Professional" performers. However, this data only incorporates the musical theatre data. This project attempts to incorporate a new "Theatre for Young Audiences" program, which will hopefully be able to bring more buses of students from outside schools, counties, and states. We were able to bring a bus of students to our production of "Sweeney Todd" from Enumclaw High School, which was 50 miles away from us in 2023, that resulted in an overnight stay for that group of 55 students and teachers. We also were able to successfully facilitate a group of 30 seniors from "Emerald Heights" who saw our production of "A Chorus Line" in 2023. We intend to reach out to multiple schools, elderly facilities, and theatre groups from 50 miles away or more to bus to our facility and see our shows intended for all ages of audience members.

How many days of programming is this event or project? 40

Briefly explain each day of programming.

The programming within these 40 days incorporates multiple show dates for our 4 annual productions that are intended to incorporate Young Professional performers. Each production will have 10 days of performances.

Madagascar (Theatre For Young Audiences): Performances September 30-October 5, 2025. Rights & Royalties for this production have already been purchased; auditions are planned for August 9-10, 2025. Production team payment (Director, Musical Director, Choreographer, and Stage Manager) have not occurred yet.

Company: Performances over 10 days planned for May, 2026. Show Rights & Royalties have not been purchased yet, so specific show dates can not be verified currently. Upon receipt of funding for our project from the "Tourism Promotion Grant Program," we will buy the rights for this production.

Godspell: Performances over 10 days planned for July, 2026. Show Rights & Royalties have not been purchased yet, so specific show dates can not be verified currently. Upon receipt of funding for our project from the "Tourism Promotion Grant Program,' we will buy the rights for this production.

Rent: Performances over 10 days planned for August, 2026. Show Rights & Royalties have not been purchased yet, so specific show dates can not be verified currently. Upon receipt of funding for our project from the "Tourism Promotion Grant Program,' we will buy the rights for

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We will use the funding from this grant to support our staffing to reach out to schools that are 50 miles or more away from "The Redmond Academy of Theatre Arts." We do believe our 2025-2026 season of shows with theatre for young audiences as well as more professional productions of musicals is a draw for people to visit us. We believe there is a need for theatre for young audiences in our Redmond community that we can use to draw individuals from other areas to visit our community for a show via bus and stay overnight before driving back. We will also use our funds to partner with local restaurants for some of our "Young Professionals" productions to create a unique " Dinner Theatre" experience that might also draw more individuals to our productions and promote more attendance at local restaurants that have been selected to cater some of our selected shows.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

We intend to send emails to specifically identified schools and theatre groups that are 50 miles or more away from Redmond Academy. These emails will invite these groups to see our productions at a discounted rate to entice them to visit us. We will also publicize our shows via social media and our website to reach outside audiences. Furthermore, advertisements with our selected partner restaurants will also occur to get larger audiences for our shows and provide more publicity to all involved.

Is there a targeted market or specific audience for this project and if so, please specify?

Yes, there are a few target audiences for this "Young Professionals" program. The first one is Theatre for Young Audiences, specifically, shows geared towards young families and audience members from newborns to adults who may be introducing their children or students within their schools to theatre via a short, fun show performed by 18+ "Young Professionals" via our new program. The second target audience is individuals from middle school and high school all the way up to senior citizens. Both of these target audiences have opportunities for buses of students and seniors to attend our shows and stay overnight.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Our "Young Professionals" program has performed musicals since 2023. Currently, we are trying to take a unique change within this program to incorporate "Theatre for Young Audiences" performances as well as 4, as opposed to 2 annual "Young Professionals" shows per year; one every season: Fall, Winter, Spring, and Summer. This will allow for constant community outreach throughout the year from various schools, retirement homes, and theatre groups for our shows.

There would also be an additional community and state economic benefit via this "Tourism Promotion Grant Program": the support of a dinner theatre within the city of Redmond, WA. We believe that this "Young Professionals" program can add a new fun theatrical outing aspect for our audience members and generate more revenue for our studio via the introduction of quality food/drink options being provided at our business from selected partner restaurants. A "Dinner and a show" is something that Redmond, Washington is lacking, and we are looking to fill that void with our dinner theatre performances via the "Young Professionals" program.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

With the addition of a "Dinner Theatre" aspect to our shows, this will promote spending and partnerships at other food establishments in the Redmond, WA area, because the current plan while we start the "Dinner Theatre" aspect is to have our own serving plates, utensils, and servers, but we would get all the food options catered for whatever show we are presenting so the menu options would always change. For example, if we do "Waitress" we could get food from a local diner or bakery, if we do "The Wedding Singer", we could get food from a local Italian or French restaurant. These partnerships would drive revenue to our local Redmond businesses as well as drive more people to visit Redmond, WA for a "Dinner Theatre" experience.

Currently, we have provided free and reduced-price space rental of our "Black Box Theatre for Diversity and Inclusion" to multiple minority-owned organizations in need, including "Aakriti Dance Academy", "Mohini Dance School", "Bollywood Dance School", and " Non-Stop Seattle Band." This "Tourism" grant allows us to continue to provide free and reduced-priced/pay what you can tickets for our audience members on select performances of each of our full-length shows, as well as anyone who donates food, clothing, or gifts to " Hopelink", a center that provides necessary items for low-income and homeless families within the Redmond community. We have also started offering free concession items to those who donate to "Hopelink" at all of our shows.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes, our program promotes Redmond as an inclusive community because it showcases theatre that is geared towards families and young audience members who are often not able to see theatre due to age restrictions at other theatres. In our "Theatre for Young Audiences" portion of our "Young Professionals" program, we will not have any minimum age for audience members, so our Redmond families can have access to shows they would have otherwise been excluded from. We also are being inclusive of other schools (example: Enumclaw High School, which visited our "Sweeney Todd" production in 2023) and retirement homes (example: Emerald Heights, which visited our "A Chorus Line" production in 2023). We have provided free and reduced-price ticketing to our shows to support those who may need financial assistance, but would also like to enjoy theatre. We are attempting to bring groups of people from all different backgrounds to see our shows.

How will you evaluate the success of the project?

Evaluation of the success of the project will be completed via ticket sale numbers as well as the number of tickets sold to our touring groups we invite to our shows who are from 50 miles away or more. We will also evaluate the success of this "Young Professionals" performance program by the number of hotel night stays reported to us via our emailed correspondence with our touring groups who arrive via buses for school field trips and outings related to Retirement communities.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

BW Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

BW If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

BW If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

BW The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

BW I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

BW I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Bethanie Willis

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

8/19/25 UPDATE: Big Hug confirmed they are part of the Friends of the Village Collective and gives priority in funding to the Friends of the Village application.

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 2026 Event End Date: 7/18/26 2026

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?

☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?

☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
12 Groups of 4 Teams
12 Group Winners + 4 Best 2nd Place Teams
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Redmond Wine Walk 2026

Event Start Date: August 2026 Event End Date: August 2026

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 1

Type of Project: *(i.e. Youth soccer tournament)* Wine Walk

Project Location(s) (please list all locations): Redmond Town Center

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Kristina Hudson

Contact E-mail: kristinah@oneredmond.org

Company/Organization: OneRedmond Foundation Phone: (425) 885-4014

Address: 8383 158th Avenue NE, Suite 225

City: Redmond State: WA Zip: 98052

Authorized Signer: Kristina Hudson, CEO

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The 5th Annual Redmond Wine Walk will showcase 18+ wineries from across Washington in a walkable tasting event at Redmond Town Center. Guests will "sip, stroll, and shop" while completing the new Washington Wine Regions Passport, highlighting wines from diverse AVAs With strong Redmond Town Center and Redmond hotel partnerships, Alaska Airlines and their ' "Wine Flies Free," program, and Woodinville Wine Country tasting pass discounts, the 2026 event aims for 550 attendees and at least 40 overnight stays in Redmond.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): Archer | HGI | Marriott | Hilton Hotel contact(s): Cassandra L, Crystal P, Lauren G, etc.

Contact(s) phone: various Contact(s) email: various

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☐ No, we do not plan to host any World Cup-related activities.
☑ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 10,000.00	Marketing:	$ 15,000.00
Your organization funding given to this project:	$ 7,500.00	Operations:	$ 5,000.00
Sponsorships:	$ 7,500.00	Staff:	$ 7,500.00
Other Grants:	$	Other:	$ 12,500.00
**Other revenue sources:	$ 15,000.00	Other:	$
Total project revenue:	$ 40,000.00	Total project expenses:	$ 40,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	550
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	65
Of the people who travel more than 50 miles, how many traveled from another state or country.	20
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	35
Of the overnight attendees, how many will **NOT PAY** for accommodations?	10

Total number of projected paid lodging nights: 40

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

We track using our event registration system, and will work with our travel partners (airline, hotel, wine pass) to track hotel room stays. We will also be utilizing data from the Redmond TPA's Booking widget in 2026, that we plan to embed on the event web pages on our OneRedmond website, as well as Experience Redmond and Redmond Town Center. We are confident that our numbers are 99% accurate.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

There will be multiple ways to track attendance and overnight data. Attendee registration, hotel room data, wine tour reservations, TPA Booking widget. We will work work on a plan for collecting data onsite at the event along with a follow up electronic survey to attendees.

If this project took place in the past:

Where did it take place? Redmond Town Center

How many years has this project taken place? Four (2025 event taking place on August 22)

How many estimated attendees did the project have in the most recent years?

Year: 2024 Attendance: 546 Paid Overnight Stays Generated: 37

Year: 2023 Attendance: 674 Paid Overnight Stays Generated: 52

Year: 2022 Attendance: 450 Paid Overnight Stays Generated: 2

What method was used for collecting and calculating past attendance and overnight stay data?

Historically, ticket sales and location data from Eventbrite, combined with direct hotel partner feedback, has allowed us to determine overnight stays attributable to the event.

How many days of programming is this event or project? 1

Briefly explain each day of programming.

The 5th Annual Redmond Wine Walk, hosted by the OneRedmond Foundation, is a signature, one-day event that transforms Redmond Town Center into a walkable tasting tour of Washington's world-class wine regions. Guests will "sip, stroll, and shop" as they explore 18+ wineries pouring in local shops, restaurants, and businesses—each representing a distinct Washington AVA.

For this milestone year, we are exploring a special spotlight on women-led wineries in partnership with the Alliance of Women in Washington Wine and alignment with the Washington Wine Commission's WAugust campaign. The newly introduced Washington Wine Regions Passport will guide guests through tastings from multiple AVAs, encouraging exploration and engagement.

To encourage overnight stays, we'll coordinate with local hotels, Alaska Airlines' Wine Flies Free program, and 20% off Woodinville Wine Country tasting passes, giving guests added value to extend their trip. We'll also highlight regional attractions such as Saturday concerts at Marymoor Park, Remlinger Farms, and Chateau Ste. Michelle—promoting a "Make a Weekend of It" experience that blends wine, music, and travel.

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

The 5th Annual Redmond Wine Walk will leverage its milestone year to expand beyond a beloved local tradition into a regional draw for wine lovers across the Pacific Northwest. We will partner with the Washington Wine Commission to align our Washington Wine Regions Passport with the statewide WAugust celebration, tapping into an existing month-long marketing campaign that already engages wine enthusiasts from Eastern Washington, Oregon, and British Columbia.

Our partnerships will extend to the Alliance of Women in Washington Wine to feature select women-led wineries, adding a unique, equity-focused storytelling angle that resonates with visitors seeking fresh experiences and meaningful connections. These participating wineries, many located in AVAs far outside of Redmond, will be invited to promote the Wine Walk to their own customer bases, using their mailing lists, tasting rooms, and social channels

To convert regional visitors into overnight guests, we will package the event with special Redmond hotel offers; Alaska Airlines offerings and "Wine Flies Free" program, and Woodinville Wine Country discounted tasting pass. Our marketing will emphasize the "Make a Weekend of It" theme, tying in Saturday entertainment options such as concerts at Marymoor Park, Remlinger Farm, and Chateau Ste Michelle. This combined approach of themed programming, high-value travel perks, and cross-promotion through winery and tourism partners is designed

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

To expand our reach beyond Redmond and drive overnight stays, we'll invest in geo-targeted digital ads (social + Google) aimed at wine lovers across Washington, Oregon, and British Columbia. We'll collaborate with participating wineries to promote to their customer bases statewide, amplifying the Washington Wine Regions Passport and WAugust tie-in with special promo codes. Paid placements in SIP Northwest, Local Wine Events, and wine-specific blogs, plus influencer partnerships, will extend visibility. We'll also submit to WAugust, 425 Magazine, and key regional event calendars, and pitch stories highlighting women winemakers to secure media coverage. Travel incentives—Alaska Airlines "Wine Flies Free," Woodinville Wine Country tasting pass discounts, and Redmond hotel packages—will be central to all outreach, along with concert weekend tie-ins to create a compelling "Make it a Weekend" message.

Is there a targeted market or specific audience for this project and if so, please specify?

Our primary target is wine enthusiasts ages 30–65 from outside Redmond, particularly in Washington, Oregon, and British Columbia, who are motivated by unique tasting experiences and travel perks. Secondary audiences include regional wine clubs, food and wine media, and lifestyle influencers. We will also target members and followers of the Alliance of Women in Washington Wine to highlight our women-led winery feature, appealing to visitors interested in supporting women in business. Geo-targeted campaigns will focus on areas within a 3–5 hour drive or short flight, leveraging Alaska Airlines "Wine Flies Free" and nearby concerts to encourage overnight stays.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

The Redmond Wine Walk has been hosted annually since 2022; however, our 5th anniversary in 2026 will introduce significant new elements to differentiate from prior years and similar events in the region. This milestone edition will launch the Washington Wine Regions Passport—aligned with the Washington State Wine Commission's WAugust campaign—encouraging guests to taste wines from multiple AVAs statewide.

We are also exploring a partnership with the Alliance of Women in Washington Wine to highlight women-led wineries, pairing this with special Redmond hotel offerings to highlight these individuals. Enhanced travel incentives, Alaska Airlines' "Wine Flies Free" program, and nearby concert tie-ins will transform the event from a single-evening tasting into a full weekend experience, directly supporting Redmond's tourism goals.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

The Redmond Wine Walk drives hundreds of attendees into Redmond Town Center's shops, restaurants, and service businesses, generating direct sales and introducing new customers who often return after the event. Participating wineries, retailers, and food businesses benefit from increased exposure and tax-free wine sales. The event also draws overnight visitors who support Redmond hotels, dining, and entertainment venues.

For 2026, the addition of the Washington Wine Regions Passport, regional travel promotions, and partnerships with local hotels will further amplify economic benefits. The expansion of Sound Transit's 2-Line into downtown Redmond provides an opportunity to draw more visitors from across the Puget Sound region while encouraging exploration of Overlake, Marymoor Village, and surrounding neighborhoods—spreading the economic impact beyond the Town Center.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

The Redmond Wine Walk creates a vibrant, walkable celebration in the heart of the city, open to all adults 21+ regardless of wine knowledge or background. The new Washington Wine Regions Passport invites attendees to experience wines from across the state in fun, approachable, and inclusive format, making it easy for first-time tasters and seasoned enthusiasts alike to explore diverse flavors and regions.

By featuring a mix of women-led wineries and producers from multiple AVAs, we highlight a broad spectrum of Washington's wine community and showcase underrepresented voices in the industry. The event also fosters connections with local businesses, live music, and accessible transportation options (including Sound Transit's 2-Line), ensuring all guests feel welcome and included.

How will you evaluate the success of the project?

We will evaluate success using both quantitative and qualitative measures:

- Attendance Tracking: Measure total ticket sales, targeting 500 attendees in 2026, and track participation in the Washington Wine Regions Passport.
- Overnight Stays: Partner hotels will provide post-event reports on room nights booked using our promotional rates.
- Visitor Origin Data: Collect ZIP codes during ticket purchase to determine how many attendees traveled from more than 50 miles away.
- Economic Impact: Survey participating wineries and Redmond Town Center businesses to assess sales generated during the event.
- Marketing Metrics: Monitor engagement and conversion rates from paid digital ads, social media campaigns, and wine-specific publications.
- Participant Feedback: Distribute post-event surveys to gather attendee satisfaction, suggestions, and perception of Redmond as a wine destination.
- Year-over-Year Analysis: Compare results with prior years to assess growth in attendance, overnight stays, and regional reach, using data to refine marketing and programming.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

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Signature:

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
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  Does the project or event have data to show proven positive impact on tourism in Redmond?
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- **Benefit and Impact to the community:**
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  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
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  Does it move an existing program in a new direction?
- **Funding:**
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PROJECT EVALUATION CRITERIA

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PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
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Redmond
WASHINGTON

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000 5

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

U13 = 48 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
12 Groups of 4 Teams
12 Group Winners + 4 Best 2nd Place Teams
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners
8 Round of 16 Winners advance to ECNL Finals

U14-U17 = 64 teams Champions League
ECNL National Playoffs - Group Play = 3 games + Round of 16 = 4 Games Total
16 Groups of 4 Teams
16 Group Winners

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

All event details will be heavily promoted digitally to all member clubs through ECNL Web, Social, and Email. All ECNL national events are mandatory for all qualifying the ECNL Girls Clubs/Teams.

Is there a targeted market or specific audience for this project and if so, please specify?

There are 330 of the best your soccer teams attending from all over the country with 95% coming from out of state. 900+ college coaches are expected to attend the 2024 event based on prior event experience.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

Yes. Nothing rivals the experience and onsite atmosphere of an ECNL Event. We do things differently and continue to evaluate and evolve branding, activations, vendor setup, etc. for the athlete and all involved. We bring in tents, ATC equipment, TVs, Vendor village, Retail setup is a trendsetter for Nike, etc.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes - the city will see a huge economic impact from this event including hotels, restauarants, tourism, etc. The hotel impact alone from 2024 was $4m. Tthere will be Local universities and youth soccer programs will benefit from the presence of the best youth soccer platform in the country being in town. There are many things that make the ECNL unique, but perhaps the biggest is the breadth and scope of the league programs. Our league includes a club pathway, a player pathway and a coaching pathway. Each of those three pathways is integral for a league to serve the needs of players, and a league without any one of them can't be complete. Beyond this, we institute a holistic approach to player development, and allow clubs to make decisions about what is best for their players based on their unique philosophy, style, and vision. Finally, our league is led, managed, and governed by Directors of Coaching who work with players every day, representing every type of club. We can promote City amenities, history, facilities, and natural environment can be promoted through ECNL Digital assets. 60 Acres Soccer Complex in Redmond is prominently promoted as the elite facility in the beautiful City of Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

MP Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

MP If awarded, my organization/agency intends to enter into a Memo of Understanding (MOU) contract with the City of Redmond, provide proof of appropriate insurance required for the duration of the project naming the City of Redmond as an additional insured in an amount determined by the City (detailed in the MOU), and file for a permit, if applicable.

MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

- Priority is given to Redmond-based activities and projects.
- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Explore Redmond LIVE: Event-Driven Tourism & BIPOC Business Discovery

Event Start Date: Jan 2, 2026 Event End Date: Dec 1, 2026

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? Many

Type of Project: *(i.e. Youth soccer tournament)*

Project Location(s) (please list all locations): Online and in person

Is this a new or reoccurring event/program? ☑ New ☐ Reoccurring

Contact Person: Ahmed Abdi

Contact E-mail: accounting@muslimcna.org

Company/Organization: MCNA Phone: 4259988606

Address: 15600 NE 8th ST, B1-401

City: Bellevue State: WA Zip: 98008

Authorized Signer: Ahmed Abdi

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

Explore Redmond LIVE will be an immersive, web-based and mobile-friendly virtual tour platform showcasing Redmond's BIPOC-owned businesses, restaurants, and attractions alongside city-owned parks and trails. Residents and visitors will be able to "walk through" spaces in 360°—from Downtown Park during Derby Days to Perrigo Park's playground—before visiting in person. The platform will also highlight annual city events and seasonal attractions, offering a preview that inspires attendance and tourism. This will be a community-driven project, with local photographers, consultants, and immigrant community members involved in design and outreach.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☑ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☑ No
☐ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☑ No
☐ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☐ No, we do not plan to host any World Cup-related activities.
☑ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☑ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50000	Marketing:	$ 10000
Your organization funding given to this project:	$ 10000	Operations:	$ 20000
Sponsorships:	$ 20000	Staff:	$ 30000
Other Grants:	$	Other:	$ 40000
**Other revenue sources:	$ 20,000	Other:	$
Total project revenue:	$ 100000,	Total project expenses:	$ 100,000

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	~~1000s~~ 2000 in-person
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	~~50~~ 200-250
Of the people who travel more than 50 miles, how many traveled from another state or country.	
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	50
Of the overnight attendees, how many will **NOT PAY** for accommodations?	

Total number of projected paid lodging nights: 50

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Attendance for featured events will be tracked in partnership with the City of Redmond's event teams, using their ticket counts, onsite clicker counts, and volunteer head counts at non-ticketed events. For parks and trails, we will rely on Parks Department visitor counters and observational counts during peak use tied to featured promotions. Online analytics from Explore Redmond LIVE (unique visitors, click-throughs to event pages, and "plan your visit" actions) will be cross-referenced with city data to measure influence.
Overnight stays will be estimated through Visit Redmond and hotel partner reports, focusing on high-tourism events such as the Old Car Show, Redmond Lights, and the 2026 FIFA World Cup. We will also include post-event visitor surveys asking where attendees traveled from and whether they stayed overnight.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

MCNA will use a multi-source verification approach:

- Event Attendance – For ticketed events, we will use ticket sales and registration records provided by the City of Redmond and event partners. For free public events and park-based activities, trained volunteers will conduct entry counts using handheld clickers and digital counters, supplemented by photographic sampling for verification.
- Hotel Stays – We will partner with Visit Redmond and local hotels to collect anonymized occupancy data for the relevant dates. In addition, online visitor surveys on the Explore Redmond LIVE platform and at in-person events will ask attendees if they stayed overnight in Redmond, and where.
- Cross-Verification – We will compare hotel occupancy patterns with the timing of our featured. events and spikes in Explore Redmond LIVE engagement metrics to confirm correlations between project activities and visitor stays.

This layered verification will ensure accurate, grant-compliant reporting while maintaining visitor privacy.

If this project took place in the past:

Where did it take place? _____

How many years has this project taken place? _____

How many estimated attendees did the project have in the most recent years?

Year: _____ Attendance: _____ Paid Overnight Stays Generated: _____

Year: _____ Attendance: _____ Paid Overnight Stays Generated: _____

Year: _____ Attendance: _____ Paid Overnight Stays Generated: _____

What method was used for collecting and calculating past attendance and overnight stay data?

How many days of programming is this event or project? 30-60 days

Briefly explain each day of programming.

How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

Note: This funding is awarded with the intention of driving visitors from more than 50 miles away and to generate paid overnight stays in Redmond.

Explore Redmond LIVE will showcase BIPOC-owned businesses, parks, and events through immersive 360° tours promoted via Visit Redmond, tourism networks, and targeted ads to audiences 50+ miles away. Highlighting signature events like Redmond Lights, Derby Days, and the Old Car Show—plus unique dining and family attractions—will inspire visits. With the 2026 FIFA World Cup bringing global visitors to the region, the platform will position Redmond as a must-see stop, encouraging overnight stays through hotel and event partnerships.

Describe how you will advertise, publicize, or otherwise distribute information regarding your project to market and attract an audience from more than 50 miles away.

We will promote Explore Redmond LIVE through Visit Redmond's channels, targeted social media ads, regional tourism sites, and outreach to media outlets in Seattle, Tacoma, Portland, and Vancouver (BC). We will partner with hotels, event organizers, and BIPOC business networks to share the platform and feature Redmond's events, attractions, and dining. Pre–FIFA World Cup campaigns will highlight Redmond as a must-visit destination.

Is there a targeted market or specific audience for this project and if so, please specify?

Visitors from more than 50 miles away, including families, cultural travelers, event-goers, and FIFA World Cup attendees. Special focus on those seeking BIPOC-owned dining and shopping, cultural experiences, outdoor recreation, and unique Redmond events.

3. Innovation

Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

While virtual tours exist, no platform has combined 360° experiences of BIPOC-owned businesses, city parks, and signature Redmond events in one hub. Explore Redmond LIVE offers a first-of-its-kind, inclusive directory that pairs immersive previews with tourism promotion, timed to leverage the 2026 FIFA World Cup audience.

4. Benefit and Impact to the Community

Does your event benefit many of Redmond's businesses? If so, how?

Yes. Explore Redmond LIVE will spotlight 100+ local businesses—especially BIPOC-owned restaurants, shops, and services—driving new customers through immersive virtual previews and tourism marketing. The project will also feature parks, trails, and events, encouraging visitors to spend more time and money in Redmond.

Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes. Explore Redmond LIVE celebrates the city's cultural diversity by highlighting BIPOC-owned businesses, inclusive community events, and accessible parks. Multilingual features and culturally representative imagery will ensure all visitors feel welcomed and valued.

How will you evaluate the success of the project?

We will track website analytics, 360° tour views, and business referral clicks, along with partner surveys and visitor feedback. Success will be measured by increased traffic to featured businesses, park visits, and event attendance—especially from visitors traveling over 50 miles.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

AA _____ Washington limits how hotel/motel taxes may be used. I am proposing a tourism-related service for fiscal year 2026. If awarded, requested funds will be used only for the purposes described and established by state law. I understand the use of these funds are subject to audit by the Washington State Auditor.

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Signature: Ahmed Abdi

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

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- The project or activity:
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  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

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PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
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Redmond
WASHINGTON

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Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
☐ Possibly or undecided at this time.
☐ Yes, but the activities are separate from the event covered in this application.
☐ Yes, we plan to incorporate World Cup 2026 activities into the event covered in this application.

FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ ~~50,000.00~~ $10,000	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ ~~350,000.00~~ $20,000	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

**List all revenue sources expected/committed for this event. Include your own organization funding, other grant requests, sponsorships, ticket sales, etc.

2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
What is the total expected attendance for this project (Please provide the combined attendance across all days of the project- you may count repeat guests that come on each day of the event as a new attendee each day)	10,000
Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
Of the overnight attendees, how many will **NOT PAY** for accommodations?	1000

Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

Based on past events.

How will your organization verify the attendance and hotel stay information for your project? (i.e. attendee questionnaires, registration information, ticketed sales information, hotel room data, etc.).

Athlete Travel will provide hotel pickup data for the event.
College Coach attendance records
Team lists for teams participating in the event

If this project took place in the past:

Where did it take place? 2025 San Diego, 2024 Seattle, 2023 San Diego

How many years has this project taken place? 11 years

How many estimated attendees did the project have in the most recent years?

Year: 2025 Attendance: 14000 Paid Overnight Stays Generated: 14,586

Year: 2024 Attendance: 13000 Paid Overnight Stays Generated: 13,728

Year: 2023 Attendance: 12000 Paid Overnight Stays Generated: 10,811

What method was used for collecting and calculating past attendance and overnight stay data?

Actualized hotel room block pickup reports provided by the participating hotels. We have registration data to support the team participating team numbers.

How many days of programming is this event or project? 8 days

Briefly explain each day of programming.

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How will your project use these funds to attract an audience from outside of Redmond? Is there an appeal for visitors from more than 50 miles away to come to your event or project?

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We are a nation wide youth sports league with the top clubs/teams in participating. We currently have 5 clubs in the Seattle Area out of 127. Everyone else is outside of the state of WA. Teams, parents, referees, scouts, staff and vendors come from all over the country to put on the event, and to provide a top notch experience for the playoffs. We are nonprofit and provide activations to assist the athlete and other stakeholders. (Example: The Zone - ATC/PT tent specific for the athletes needs, Player Lounge and Pre/Post Event Sessions with instructors onsite to educate athletes about preparing their bodies for play that day or the next). Vendors/Partners provide opportunities to learn and enhance exposure to college scouts with tips, tricks and tools. We provide an inside look and brand the complex for an elite level feel with temp fencing, branding, etc. We want to offset the facility/ops costs to pour back into the experience and programming.

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Has a project like this been done before and if so, has your project taken a unique direction from past years or similar events? Please explain.

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Does your project promote Redmond as an inclusive and welcoming community? If so, how?

Yes - we will work closely with Redmond CVB to ensure we are promoting the community across all digital assets. Our travelling teams, staff, coaches, college recruiters, refs represent ranging demographics that will feel welcomed in Redmond as we have experience with this already from our ECNL Girls playofs.

How will you evaluate the success of the project?

Operations and logistics are seemless, surveys from college scouts and teams are positive, fields are in great playing condition are to our standards, vendors are pleased with turnout, hotel blocks are filled, and more. Overall the event is positive from hotel stay, field conditions, staffing and competition.

I am an authorized agent of the organization/agency applying for funding. By initialing each statement, then signing below, I certify that I have the authority of the organization/agency represented in this application to submit this request for funding on its behalf. I further certify that the foregoing is true and correct to the best of my knowledge:

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MP If my event or project is awarded tourism funds but unable to receive special event permitting approval, I understand the tourism funding will be subject to termination. Furthermore, if my organization is placed on permitting probation for any reason, I understand I will be unable to apply for these tourism funds during the probation year.

MP The City of Redmond will only reimburse those costs actually incurred by my organization/agency and only after the service is rendered, paid for if provided by a third party, and showing proof of payment and services provided. I will submit supporting documents to the City of Redmond as requested, including copies of payment documentation.

MP I understand that my organization/agency will be required to submit a report documenting the economic impact results of my funded activity in the form of a project summary, to include the number of tourists the event reached and the methods by which my organization/agency surveyed the attendance. Failure to provide this information or any other requested documentation within the timeframe requested may affect my organization's/agency's ability to receive expense reimbursements and affect our future funding eligibility.

MP I understand I will need to promote the Experience Redmond logo and any associated tourism branding on our website and other marketing materials. There may be an additional logo to promote based on the most current City tourism programs.

Signature: Meredith Pardue

TOURISM PROMOTION FUND CRITERIA:

- **Tourism promotion:**
  Does the project/event:
  Meet the basic state requirements for tourism promotion?
  Promote the City as a destination place?
  Attract visitors from more than 50 miles away, build new audiences, and encourage tourist expansion?
  Support regional tourism planning?
  Does the project or event have data to show proven positive impact on tourism in Redmond?
  Is the project of a scale suitable for this funding program? (i.e. scale should be of a size to have an impact on increasing overnight stays and/or generate local business revenue)
- **Benefit and Impact to the community:**
  Does the project promote a positive image for the City?
  Does the project promote Redmond as an inclusive and welcoming community?
- **Innovation:**
  Is this project/event unusual or unique?
  Does it move an existing program in a new direction?
- **Funding:**
  Are there additional revenue sources used to support this project/event?
  Is this funding request for a new project/event or to continue or expand on-going project/event?

PROJECT EVALUATION CRITERIA

Awards are based on the extent to which the applicant project or activity meets the following criteria:

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- Priority is given to programs requesting seed money versus ongoing funding.
- The project or activity:
  - Promotes tourism which benefits the overall community, rather than a specific segment or interest
  - Supports regional tourism planning/promotion
  - Promotes the unique attributes of Redmond for tourists and the community
  - Promotes the city as a destination place
  - Encourages partnerships (public/private)
  - Supports long-lasting assets, capital facilities/amenities
  - Supports businesses or programs that advance City of Redmond equity and inclusion goals

The City reserves the right, in its sole discretion, to fund or not fund any particular project or program for which an application is submitted. The determination of whether to fund a particular project or program will be based upon a number of factors, including but not limited to: the ability of the program or project to promote tourism in the city, the relative merits of the project or program compared to the applications and the overall availability of funding. The City is the sole judge of its obligation to fund any particular project or program regardless of its merits under these factors.

PLEASE SUBMIT APPLICATION

to the Lodging Tax Advisory Committee (LTAC) by **5:00 p.m. on August 11** via one of the following:

- Email application: Jackie Lalor at jlalor@redmond.gov
- Mail application: City of Redmond; Attn: Jackie; MS: 4SPL, PO Box 97010, Redmond, WA 98073-9710
- Hand deliver application C/O Jackie Lalor: Redmond City Hall, 15670 NE 85th Street, Redmond 98052. Drop at the Customer Service Center on the first floor.

Redmond
WASHINGTON

DUE DATE: All 2026 Tourism Grant applications must be submitted to jlalor@redmond.gov by **5:00 p.m. on Monday, August 11.**

Late submissions will not be accepted—no exceptions.

We strongly encourage you to submit your application early to avoid any issues that could result in disqualification.

Tourism Program Grant Application

TO BE CONSIDERED FOR FUNDING, REQUESTS MUST BE USED FOR ONE OF THE FOLLOWING PURPOSES (RCW 67.28.1816):

- Tourism marketing
- Marketing and operations of special events and festivals designed to attract tourists
- Operations of tourism-related facilities owned or operated by nonprofit organizations as defined by the IRC 501(c)(3) or 501(c)(6). Proof of nonprofit status will be required.

Note: Capital purchases or improvements are not an allowable use except for City owned and/or Public Facilities District owned tourism-related facilities.

STATE LAW DEFINING THE USE OF SPECIAL LODGING TAX

State law defines promoting tourism as: "activities, operations, and expenditures designed to increase tourism, including but not limited to advertising, publicizing, or otherwise distributing information for the purpose of attracting and welcoming tourists; developing strategies to expand tourism; operating tourism promotion agencies; and funding the marketing of or the operation of special events and festivals designed to attract tourists."

STATE LAW REQUIRES THAT:

Applicants applying for use of revenues in this chapter must provide the municipality to which they are applying estimates of how any moneys received will result in increases in the number of people traveling for business or pleasure on a trip: (1) away from their place of residence or business for the day or staying overnight in paid accommodations; (2) to a place fifty miles or more one way from their place of residence or business for the day or staying overnight; or (3) from another country or state outside of their place of residence or their business.

The City of Redmond is required to report the effectiveness of the dollars granted to increase overnight stays and generate local business revenue. This application and the project summary completed after the project, will help the City in determining the effectiveness of the dollars granted.

Project Title: Elite Clubs National League, Inc - Girls National Playoffs and Finals

Event Start Date: 7/11/26 Event End Date: 7/18/26

Note: These are the date(s) of the event space being utilized for programming.

How many total days of event programming will you have? 8

Type of Project: *(i.e. Youth soccer tournament)* Youth soccer tournament

Project Location(s) (please list all locations): 60 Acres Park, 15200 NE 116th Redmond, WA 98052

Is this a new or reoccurring event/program? ☐ New ☑ Reoccurring

Contact Person: Meredith Pardue

Contact E-mail: meredithp36@gmail.com

Company/Organization: Elite Clubs National League Phone: 804-845-0454

Address: 9820 Mayland Drive, Suite J

City: Henrico State: VA Zip: 23233

Authorized Signer: Meredith Pardue

(Person representing agency or organization authorized to sign Memorandum of Understanding with the City)

In two sentences, please explain your project (no more than 75 words).

The ECNL Girls National Playoffs & Finals are a premier event where the top 330 teams across our 127 clubs nationwide compete to determine who advances to the ECNL National Championships which will also be held in Seattle this year in combination with our playoffs. This is a post season event where the teams are not charged an event fee to participate in the event.

Will your project take place in the 2026 year, and can you provide all documentation such as the project summary with proof of expense payments within **30-days of your event/project completion?** *Note: Events taking place in November and December will be subject to an early December deadline.*

☐ No
☑ Yes

Organization is: ☐ Profit-Making ☑ Non-Profit 501-C* ☐ Public Agency

*Please include verification of non-profit with application.

Which type of category does your project falls under per RCW 67.28.1816?
☑ Special event or festival (i.e., sporting event, Festival of Color)
☐ Tourism marketing/development

Have you previously received a City of Redmond Tourism Grant for this specific project?
☐ No
☑ Yes

Are you already working in partnership with a Redmond hotel on marketing overnight stays for this project or event?

☐ No
☑ Yes

Hotel name(s): _____ Hotel contact(s): _____

Contact(s) phone: _____ Contact(s) email: _____

World Cup 2026 Inquiry

The 2026 FIFA World Cup will take place from June 11 to July 19, 2026, with six matches scheduled in Seattle during that time. Do you plan to host any activities or viewing opportunities at your event related to the 2026 tournament?

Please select one:

☑ No, we do not plan to host any World Cup-related activities.
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FUND CRITERIA

1. Funding:

ESTIMATED BUDGETED REVENUE		ESTIMATED BUDGETED EXPENSES	
*Grant amount requested:	$ 50,000.00	Marketing:	$ 20,000.00
Your organization funding given to this project:	$	Operations:	$ 500,000.00
Sponsorships:	$	Staff:	$ 10,000.00
Other Grants:	$	Other:	$
**Other revenue sources:	$ 300,000.00	Other:	$
Total project revenue:	$ 350,000.00	Total project expenses:	$ 530,000.00

***The grant amount awarded cannot exceed more than 50% of the cost of the project.**

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2. Tourism Promotion:

Please read the below carefully and provide estimates	Estimates
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Of the total attendance, how many are predicted to travel more than 50 miles? ***(This number must be at least 5% of your total attendance to qualify for this grant.)***	9,500
Of the people who travel more than 50 miles, how many traveled from another state or country.	9,500
Total number of attendees who will stay overnight	
Of the overnight attendees, how many will stay overnight and **PAY** for accommodations?	8,500
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Total number of projected paid lodging nights: 12000

(Note: one lodging night = one or more persons occupying one room for one night. For example: two people in one room for three nights equals three lodging nights.)

What is your method for collecting attendance and overnight data? What is your estimated accuracy used in calculating these numbers?

Overall Attendance (330 Teams x 18 players) + (330 Teams x 3.5 for parent/fan multiplier) + (330 Teams x 2 for staff) + (Refs = 500) (College Scouts/YNT Scouts = 900) + (staff = 50) + (Vendors = 50)

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Briefly explain each day of programming.

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Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-151
Type: Consent Item

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

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

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

TITLE:
Approval of the WSDOT Regional Mobility Grant Microtransit Shuttle Consultant Agreement

OVERVIEW STATEMENT:
Redmond was awarded the Regional Mobility Grant from the Washington State Department of Transportation for the 2025-2027 biennium to start a shared parking program and microtransit shuttle in Downtown Redmond. The total amount of grant funding being provided to the City of Redmond is $975,000. The City is providing $244,000 of matching funds. The funding will be used to implement a 2-year pilot of a shared parking program as well as an on-demand microtransit shuttle in the Downtown Redmond and Education Hill neighborhoods. A request for proposals (RFP) for the vendor to manage the microtransit shuttle service was posted and five vendors submitted. We are requesting approval of the selected vendor's consultant agreement at the October 21, 2025, Business Meeting.

☐ **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-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, TR-6.7:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
  - **Redmond 2050, TR-15:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
  - **Redmond 2050, FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
  - **2020 Environmental Sustainability Action Plan, T1.4**: Pilots for trip reduction. Continue piloting trip reduction initiatives such as app-based carpooling and scooter/bike share.
  - **2020 Environmental Sustainability Action Plan, T1.8:** Increase new mobility options. Encourage and foster the use of new mobility options, such as bike share, electric bike and scooters, and ride hailing.
  - **Downtown Parking Strategic Implementation Plan, 4:** Facilitate more effective use of private parking facilities
    - 4a. Branding, wayfinding and marketing for the shared parking system that may include a technology focus
    - 4b. City facilitated shared parking program including an initial pilot program
  - **Downtown Parking Strategic Implementation Plan, 5:** Build capacity within the City of Redmond to actively manage parking
    - 4c. Work with community and business partners to collaborate on parking management and mobility

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

OUTCOMES:

We anticipate the on-demand shuttle will decrease vehicle miles traveled in the downtown core and surrounding neighborhoods by increasing Redmond residents' access to the downtown light rail station and transit center as well as other destinations, including shopping and employment. The shared parking component is part of the City's overall parking management strategy, which includes implementing strategies to better utilize existing on- and off-street parking.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  City of Redmond Parking Questionnaire, March-April 2024
- **Outreach Methods and Results:**
  Questionnaires
- **Feedback Summary:**
  - Overall community interest in first/last mile connections to the existing and future transit network
  - Interest and desire for more transit options
  - Interest in commuter and employee parking in the downtown core for people who would like to park all day and go to their jobs (either working in Downtown or commuting via bus or light rail).

BUDGET IMPACT:

Total Cost:
Estimated 2-year total of $866,984 for Microtransit Shuttle consultant services

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

Budget Offer Number:
0000310 - Mobility of People & Goods

Budget Priority:
Vibrant and Connected

Other budget impacts or additional costs: ☒ **Yes** ☐ **No** ☐ **N/A**
If yes, explain:
The City is required to contribute a 20% match of the Regional Mobility Grant funds for the project.

Funding source(s):
Regional Mobility Grant ($975,000) - referred to consent for Council acceptance on Sept 2, 2025
Commute Trip Reduction (CTR) funds ($60,000)
LTAC funds ($136,000)
Commuter Assistance Office (CAO) funds ($48,000)

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/7/2025	Committee of the Whole - Planning and Public Works	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
N/A	No meetings proposed at this time.	N/A

Time Constraints:
With the selected shuttle vendor, the microtransit shuttle project is anticipated to begin planning in Q4 2025 with the program launch in Q1 2026, aligned with the completion of the Sound Transit Cross-lake Connection of the 2 Line in 2026.

ANTICIPATED RESULT IF NOT APPROVED:

If not approved, the consultant project team will not be able to begin work and the microtransit shuttle may not open in a coordinated timeframe with the 2 Line connection.

ATTACHMENTS:

Attachment A - RFP for Microtransit Shuttle
Attachment B - Microtransit Shuttle Contract

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

RFP 10876-25
Request for Proposals

Redmond On-Demand Microtransit Shuttle

The City of Redmond is soliciting proposals from service vendors for the delivery of the Redmond On-Demand Microtransit Shuttle.

Posting Date: June 30, 2025

Questions Due Date: July 14, 2025

Proposals Due: July 21, 2025 at 2:00PM (PST)

The City of Redmond, Washington (the "City") requests interested parties to submit proposals for the above referenced Request for Proposals (RFP).

Background

The City of Redmond, WA is a suburb of Seattle and hub for residential and employment growth due to its strong technology business sector. The City encompasses an area of over 17 square miles and is located less than 20 miles east of downtown Seattle. The City has three urban growth centers in Downtown, Overlake, and Marymoor, which are expected to grow significantly in the next 25 years. Today, the City has about 77,000 residents and 99,000 jobs and by 2050, it is expected to have 152,000 residents and 131,000 jobs.

Scope of Work

With the opening of light rail service in Downtown Redmond, The City is seeking to connect transit riders with first/last mile solutions to increase accessibility to transit. This program will provide a free shuttle service to individuals in Downtown Redmond and surrounding neighborhoods to help with accessing a variety of transit facilities in Downtown, including the recently opened 2 Line Downtown Redmond Station. The shuttle service will also complement a shared parking program the City desires to implement with property managers in the Downtown area. This shuttle service is anticipated to start January 2026.

The complete Scope of Work for this project is included as **Attachment A.**

Engineer's Estimate

Based on the outlined Scope of Work (**Attachment A**), the City estimates that total costs for this project, including prevailing wage, taxes, and fees, does not exceed $864,000.00 for the two-year time frame of the shuttle program.

Project Funding

This project is funded through Washington State Department of Transportation Regional Mobility Grant Funding in addition to City of Redmond funds.

Subconsultants:

The City will not allow subcontracting of any kind to be performed on this work.

Licenses and permits:

The awarded firm is responsible for obtaining licenses/permits for this work.

Term

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

Should the City exercise a renewal option, the City and Consultant may discuss any necessary changes to services and will confirm price/rates prior to each renewal. Consultant shall notify the City in writing at least thirty (30) days prior to any proposed price adjustment. Acceptance of such a request will be at the sole discretion of the City.

Proposed Timeline

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

Item	Date
RFP Announced	June 30, 2025
Questions Due Date	July 14, 2025
Proposals Due	July 21, 2025
Evaluation of Proposals	July 2025
Interviews (optional at City discretion)	July 2025
Consultant Selected	July 2025
Contract Negotiation	August 2025
City Council Approval (if required)	September 2025

Proposal Due Date/Time

2:00PM (local time) on Monday, July 21, 2025. The City must receive proposals no later than said date and time.

Proposal Submittal Procedures

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

The City of Redmond must receive electronically submitted proposals no later than said date and time. Responses received after such time will not be considered. By submitting a proposal, respondents acknowledge their satisfaction as to the size, scope and location of the work to be performed.

Response Requirements & Format

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

Proposals must include all information requested and meet all specifications and requirements outlined in this RFP. The following submittals must be part of your proposal; if any are not included, your proposal may be judged as non-responsive. A committee will evaluate the submitted proposals. During the evaluation process, the City reserves the right to request additional information or clarification from firms responding to this RFP.

A complete response will include:

1) Cover letter stating:
    a. Brief overview of firm
    b. Reason for interest
    c. List of services offered by firm, in accordance with the scope of work
    d. Firm's point-of-contact name, position and contact information

2) Identify firm's current personnel with their respective qualifications and relevant experiences (limit to no more than one page per person). Team member qualifications and roles, particularly Lead Consultant qualifications, are important. Please include Professional Registration or Licensure in the State of Washington, where appropriate.

3) Organizational chart of firm.

4) List of firm's recent tasks, projects, and current on-call commitments. Include Lead Consultants' contact information for each listing.

5) Business name – proposals must be made in the official name of the firm or individual under which business is conducted (showing official business address) and **must be signed** by a person duly authorized to legally bind the person, partnership, company, or corporation submitting the proposal. A corporation must indicate place and date of incorporation.

6) Business license – provide a statement to the effect that you understand and agree to obtain a City of Redmond business license as a requirement for performing these services. If your place of business is not located within the city limits, but you or your agents will be physically coming into the city to conduct business, call on clients, or provide services, you will need a Redmond business license. A city business license application can be found at: http://www.redmond.gov/BusinessLicense.

7) Valid time period – provide a statement indicating the number of calendar days the proposal shall be valid (the City's minimum number of days is 60).

Selection and Award

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

Evaluation Criteria	**Weight**
Project Understanding: Demonstrate project understanding including how the team plans to address the challenges unique to program	20
Relevant Project Experience: Demonstrate vendor team experience with relevant programs similar in scope and size, to what Redmond is seeking	15
Team Qualifications: Show a comprehensive organization chart (or similar explanation of team member roles and responsibilities) including summary of each firm on the team (office locations, number of staff and area of expertise) and resumes of key team members. Team member qualifications and roles, particularly Program Manager qualifications, are important. Include the percentage of time availability for the Program Manager and the team for this program in relation to other active projects.	15
Program Approach: Develop an approach tailored to meeting the unique goals of this program and addressing anticipated challenges. Include a proposed program scope of work showing the major tasks correlated to a schedule.	25
Proposed schedule and costs: Please provide a detailed schedule of when program tasks and milestones will be completed, in addition to a corresponding budget that aligns with the schedule timeline.	25
TOTAL	***100 pts***

During evaluation, the City may consider the following:

- References – history of errors and omissions via reference checks
- Quality of previous performance
- Ability to meet contract deadlines
- Staff availability for the project
- Responsiveness to solicitation requirements
- Compliance with statutes and rules relating to contracts or services
- Strength and stability of the firm
- Technical experience and strength and stability of proposed subconsultants

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

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

Terms and Conditions

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

- RFP 10876-25 – Redmond On-Demand Microtransit Shuttle
- Attachment A, Scope of Work
- Attachment B, Consulting Services Agreement (boilerplate)
- Attachment C, City of Redmond RMG Program Service Area
- Attachment D, Option for Renewal

Contracting notice:

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

Performance Criteria

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

Proposed Personnel

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

unreasonably withhold approval of staff changes.

Insurance

(Consider additional requirements depending on risk. Builder's Risk, Pollution, Cyber, etc.) Consultant must maintain insurance as outlined in the Consulting Services Agreement (**Attachment B**). Prior to performing any services, Consultant shall provide the City a standard ACORD Form 25 Certificate of Insurance, naming the City as Additional Insured. Failure of the City to demand such certificate or failure of the City to identify a deficiency in the insurance documentation shall not be construed as a waiver of Consultant's obligation to maintain such insurance.

Invoicing and Payment

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

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

Public Disclosure Notice

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

Cooperative Purchasing

The City has entered into intergovernmental (interlocal) purchasing agreements pursuant to RCW 39.34 with other Washington agencies under which either party may make purchases at the other party's accepted bid price. By submitting an offer, the respondent agrees to make the same bid terms and price, exclusive of freight, available to other Washington governmental agencies. Only those public agencies that have complied with the requirements outlined in RCW 39.34 are eligible to use this contract. Further, the public agency accepts responsibility for compliance with any additional or varying laws and regulations governing purchases by or on behalf of the public agency in question. A purchase by a public agency shall be affected

by a purchase order from the public agency, directed to the Consultant or other party contracting to furnish goods or services to the City. The City of Redmond will not accept responsibility for purchase orders issued by other public agencies.

This offer of cooperative purchasing shall be extended by the Consultant to cover the City's contract duration (for any subsequent purchase orders/contracts resulting from this RFP) or 60 days post award (for one-time purchases).

Non-Collusion

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

Governing Law and Venue

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

Bid Protest

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

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

Americans with Disabilities Act (ADA) Information

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

Title VI Statement

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

Questions/Inquiries

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

RFP Content:

Vivian Nguyen
Sr. Purchasing Agent
Email: vnguyen@redmond.gov
Tel: 425-556-2168

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

RFP 10876-25

Redmond On-Demand Microtransit

Attachment A – Scope of Work

Consultant Scope

- Service plan, including service area, number and type of vehicles, hours of operation
- Implementation plan and schedule
- Reporting of key metrics
- Meeting attendance

Consultant shall provide preliminary and final services and other work including:

Task 0- Project Management

Vendor shall provide the management, coordination, and direction to the Project Team that includes the Vendor team and Agency staff throughout the duration of the Program.

- Prepare regular progress reports and invoices
- Prepare for and participate in team meeting progress calls
- Determine schedule for project (including timing of progress calls) and maintain schedule
- Monitor scope and budget

Task 0 Assumptions:

- Project team progress calls will be via Teams call
- Consultant will schedule and lead the progress calls and provide agenda topics and action items

Task 0 Deliverables:

- Invoices and progress reports
- Attendance at regular virtual meetings with agenda topics and action items
- Schedule for when tasks will be completed and meetings will be held

Task 1- Program Name, Logo, and Branding Support

The Redmond On-Demand Microtransit Shuttle will need to be named and branded in a way that communicates its purpose and role within the Redmond transportation system.

Task 1 Assumptions:

- The City will take the lead on developing program name, tagline, branding, logo and promotional collateral. Logo and branding for the program will be in accordance with but not strictly tied to the City of Redmond branding guidelines, which will be provided.

Task 1 Deliverables:

- Advise on name, tagline, branding, logo based on experience on what has been effective in other communities and what is appropriate for the specific vehicles being put into service.

Task 2 – Program Webpage, App, and Other Electronic Communications

The Program will require multiple electronic interfaces with the community, including possible websites and apps. The vendor is responsible for creation and maintenance of these sites and apps for ease of use for community members. Task 2 deliverables to be reviewed and approved by The City Communications Department.

Task 2 Assumptions:

- Vendor will manage any websites and apps
- Websites and apps will be branded in accordance with designs delivered in Task 1

Task 2 Deliverables:

- Public facing website and/or app for ride sharing

Task 3 – Launch and Maintenance of Shuttle Operations

Shuttles will run within the service area defined and will be managed and operated by the vendor.

Task 3 Assumptions:

- Vendor will hire and manage all shuttle operators
- Vendor will be responsible for the procurement and maintenance of shuttle vehicles
- Shuttles will be electric vehicles (if possible)
- City will provide parking spaces and charging capacity for shuttles
- Vendor will partner with City to develop promotional plan and communications surrounding websites, apps, and program

Task 3 Deliverables:

- Shuttle vehicles operating as agreed upon
- Report key metrics to City of Redmond (including but not limited to: total number of trips, number of trips starting or ending at transit stations and designated shared parking areas, average wait time, seat availability, trips per hour per vehicle, and number of shared trips).

A detailed scope of work and budget for optional services will be negotiated upon selection of the most qualified vendor. A supplement to the consultant services agreement will be issued prior to work commencing on optional services.

City of Redmond Scope

City of Redmond has vehicle parking and charging locations available for shuttle vehicles.

Submittal Content

The following items must be included in the submittal package for it to be considered complete and responsive.

- Describe project understanding
- Describe program approach and project needs
- Proposed vehicle type and specifications, including ADA accessibility
- Describe driver/operator hiring practices/approaches
- Describe similar relevant experience
- Describe experience or plans for working with City communications team to support branding and graphic development
- Describe team qualifications with similar projects
- Proposed schedule, scope and budget.
- Describe budget tracking system
- Describe program management approach
- Describe quality control and quality assurance (QA/QC) measures
- Method for vendor's program reporting
- Describe vendor's approach for project coordination with subconsultants (if any)

Submittal Requirements

1. Submittals must be received by 2:00 p.m. PST, July 21, 2025. Late submittals will not be evaluated. The City is not responsible for delays by any outside party.
2. No faxed copies or emailed proposals will be accepted.
3. Maximum of 20 pages (one page is equivalent to one side of an 8.5x11 sheet of paper). Pages are to be letter size (8.5x11). Font size to be a minimum of 11 pt Arial (or equivalent) and margins are to be a minimum of 0.5" on all sides. Page count does not include cover, table of contents, letter of interest, resumes.

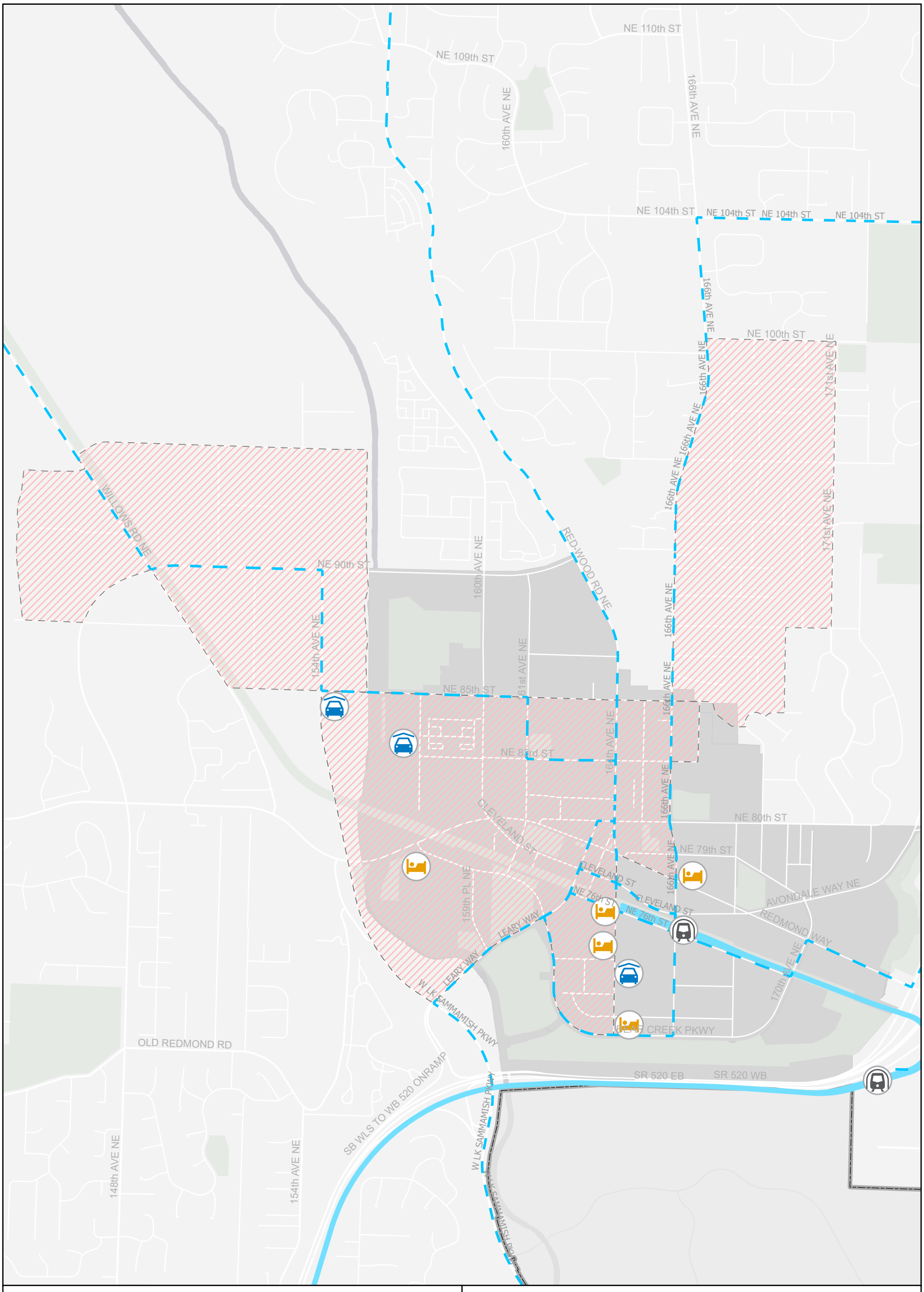
RFP 10876-25

Redmond On-Demand Microtransit Shuttle

Attachment D – Option for Renewal

The City reserves the right to renew this contract for one (1) additional two-year renewal term, for a potential maximum total term of four (4) years, upon serving notice to Consultant within thirty (30) calendar days prior to expiration. If a renewal provision is exercised, all terms and conditions of original contract shall remain in full force and effect. A renewal will be accomplished through a separate contract with reference to the original contract. Acceptance of a renewal offer will be by mutual agreement of both parties. The Mayor or designee is authorized to exercise this renewal option.

Should the City exercise a renewal option, the City and Consultant may discuss any necessary changes to services and will confirm price/rates prior to each renewal. Consultant shall notify the City in writing at least thirty (30) days prior to any proposed price adjustment. Acceptance of such a request will be at the sole discretion of the City.



New Shuttle Service Area

City of Redmond, Washington

Redmond
WASHINGTON

0 0.15 0.3
Miles

N

City Limit
Downtown
Park
On-Demand Shuttle
Hotel/Parking/LRT Station
Proposed Bus Line
Light Rail Line

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.

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

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

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

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

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

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

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

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

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

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

5. Extra Work.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONSULTANT:

By:_____
Title:_____

CITY OF REDMOND:

_____
Angela Birney, Mayor
DATED:_____

ATTEST/AUTHENTICATED:

_____
City Clerk, City of Redmond

APPROVED AS TO FORM:

_____
Office of the City Attorney

RFP 10876-25

Questions and Answers

Redmond On-Demand Microtransit Shuttle

The purpose of this document is to provide questions and answers regarding this RFP. The following Q&As are current as of **07/16/2025**:

Q1: What are the top outcomes the City hopes to achieve with this shuttle program, both in terms of transportation access and community impact?

A1: Create an attractive and viable first-last mile option serving regional transit and achieve a level of ridership that would justify continuation of the service in some form.

Q2: Beyond first/last mile service, are there broader city goals this initiative is intended to support (e.g., equity, sustainability, traffic reduction, or public trust)?

A2: A big goal with this program is reducing drive-alone rates for sustainability purposes and increasing the efficacy of existing transit by creating connections.

Q3: If the pilot exceeds expectations, how would success be defined – both from a ridership perspective and a city planning perspective?

A3: From a ridership perspective, users having short wait times, easy interface with the ride request app to make the process seamless and easy to use, and repeat customers. From the City planning perspective, success would be solving the problem of low-frequency transit service for a portion of the city that has been vocal about wanting better options for getting to the Downtown light rail station and businesses. Providing a flexible travel option for visitors arriving by light rail to get further beyond the Downtown area and to connect with hotels. Productivity that justifies ongoing flexible transit or greater frequency of fixed route transit in neighborhoods currently with infrequent service. The City also wants to couple the shuttle with a shared parking program that would aim to better utilize off-street parking areas in the Downtown area.

Q4: What limitations or challenges has the City experienced with prior mobility programs or pilots (e.g., staffing shortages, vehicle issues, underutilization or tech gaps)?

A4: Several years ago, Redmond did have a fixed route circulator in the Downtown area but it did not serve the needs of the community and was discontinued. Other cities shared that they had challenges hiring shuttle drivers in this area.

Q5: Are there particular zones, time windows, or populations where service demand is anticipated to be higher or more complex to manage?

A5: Peak travel times in the morning and evening for work commuters may create higher demand than other times of the day.

Q6: Is the City facing any budgetary or policy constraints that vendors should be mindful of when proposing scalable solutions?

A6: The budget listed in the RFP is fairly strict with very little flexibility.

Q7: Has this service (or a similar vision) been offered in the past? If so, is there an incumbent provider, and what aspects of that partnership were successful or challenging?

A7: This service has not been offered in the past by the City of Redmond.

Q8: Is the City seeking to build on past models or starting fresh with an entirely new operational design?

A8: The City does not have a previous model, but envisions a program similar to MetroFlex or BellHop (in Bellevue WA).

Q9: Are there elements from previous vendors you hope to retain – and others you're hoping to avoid?

A9: Service will need to be on-demand and not on a fixed-route.

Q10: Are there minimum vehicle specifications or service expectations beyond what's described in the SOW (e.g., vehicle age, zero-emission fleets, onboard tech, or branding)?

A10: Zero-emission is preferable but not required, ability to brand the vehicle in some way to make it clear that the vehicle is part of the program fleet is important. Accessibility is also important.

Q11: Is the City seeking a fully turn-key tech solution (e.g., scheduling app, tracking, analytics) or are there preferred platforms you expect vendors to integrate with?

A11: Full turn-key tech solution, we do not have a preferred platform and would need the vendor to manage the tech aspects of the program.

Q12: Will there be a preferred dispatch or rider engagement platform already in use, or should vendors propose their own?

A12: Vendor can propose their own.

Q13: What are the key demographics expected to use this service (e.g., seniors, commuters, non-English speakers, low-income riders), and how might the City like to see their needs uniquely addressed?

A13: The service should serve all community members. Having technology that allows for translation is preferred, as is having technology that does not require smartphone access (such as a number to call to request a ride vs having to use an app).

Q14: Are there accessibility goals tied to this contract such as ADA-compliant vehicles, multilingual driver support, or caregiver-friendly scheduling?

A14: ADA-compliant vehicles is preferred. Multilingual driver support is not expected.

Q15: How does the City currently define "equitable access" in the microtransit context, and how would you like to see that embedded into operations?

A15: Everybody has access.

Q16: Can you clarify your preferred pricing model (e.g., cost per trip, cost per hour, bundled tiers) and how pricing will be weighed in evaluation?

A16: No preferred pricing model, pricing will be weighed based on services being offered and how the price compares to our budget.

Q17: Would the City consider adaptive pricing options that reflect seasonal ridership trends, peak-hour loads, or expanded service areas?

A17: Demand may vary seasonally so adaptive pricing options could be welcome if it helps to extend service during high demand periods.

Q18: Should vendors include or separate ancillary costs such as tech platforms, rider support services, maintenance, or admin fees?

A18: All costs of the program should be included in the proposal, please break these down by cost type so that we can see the ancillary costs in juxtaposition to operating costs.

Q19: What would an ideal vendor relationship look like, from onboarding and daily communication to long-term partnership and responsiveness?

A19: Clear proactive and responsive communication is an expectation.

Q20: Are there areas where the City would welcome vendors going "above and beyond" for example, community outreach, live multilingual rider support, or integration with other city programs?

A20: The City welcomes all "above and beyond" service proposals, with an emphasis on meeting our budgetary and defined program needs first.

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Consulting Services Agreement
Non-Public Work

PROJECT TITLE Redmond On-Demand Microtransit Shuttle	***EXHIBITS*** ***(List all attached exhibits - Scope of Work, Work Schedule, Payment Schedule, Renewal Options, etc.)*** Exhibit A - Scope of Work Exhibit A-1 - Fee Exhibit B - Advertising Guidelines Exhibit C - Circuit's Response to RFP Requirements Exhibit D - Map
CONTRACTOR Circuit Transit Inc.	***CITY OF REDMOND PROJECT ADMINISTRATOR*** ***(Name, address, phone #)*** City of Redmond Mary L'Heureux mlheureux@redmond.gov (425) 556-2490
CONTRACTOR'S CONTACT INFORMATION ***(Name, address, phone #)*** Daniel Kramer daniel@ridecircuit.com (562) 252-6680	***BUDGET OR FUNDING SOURCE*** Regional Mobility Grant Funds City Matching Funds from Budget Account 100.80900.00410.54313
CONTRACT COMPLETION DATE Q1 2028, 2 years from performance start date to be determined	***MAXIMUM AMOUNT PAYABLE*** $866,984

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Consulting Services Agreement, Non-Public Work
City of Redmond, standard form

THIS AGREEMENT is entered into on _____, 2025 between the City of Redmond, Washington, hereinafter called "the CITY", and the above person, firm or organization, hereinafter called "the CONSULTANT".

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

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

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

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

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

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

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

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

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

5. Extra Work.

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

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

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

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

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

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

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

CONSULTANT:

DocuSigned by:
James Mirras
75EDF23C0BE64BE...

By: James Mirras

Title: COO / Co-Founder

CITY OF REDMOND:

Angela Birney, Mayor
DATED:

ATTEST/AUTHENTICATED:

City Clerk, City of Redmond APPROVED

AS TO FORM:

Office of the City Attorney

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EXHIBIT A – SCOPE OF WORK

Circuit shall provide, operate, and manage a fully turnkey, end-to-end microtransit solution in accordance with the Scope of Work defined herein, furnishing the vehicles, drivers, technology, maintenance, and operational management necessary for the Redmond On-Demand Microtransit Shuttle, and all capabilities outlined below in Circuit's RFP Response (Exhibit C), within a geo-fenced coverage area as shown below in Exhibit D.

On-demand service will be hailed using an app and call center. The coverage area and details of the service are subject to change based on utilization and decisions made by Circuit Transit Inc. and the City. Please note that any changes to Operating Hours may impact the total cost of the program.

The City may elect to scale service up to increase or adjust Service Hours, subject to mutual agreement between the parties. To request the increased service level, the City must provide written notice at least two (2) weeks prior to the start of the upcoming month, and no later than the fifteenth (15th) day of the preceding month, to allow for necessary planning and coordination. Please note that any changes to the Hours of Operation, number of vehicles, and/or Service Hours may impact the total cost of the Services.

Program Purpose & Goals

The primary objectives of the service are to:

- Provide a safe, clean, reliable, and efficient public on demand service throughout the boundaries of the service area(s).
- Provide a safe and pleasing passenger experience with capable, qualified, and courteous drivers that will serve as ambassadors. Allow users to get to their destination within the service area without the need to drive, park or even own a personal vehicle.

Product Overview

For the purpose of this solicitation, the MicroTransit service is characterized by the following:

- Dynamic routing with flexible start and end of route within designated zones.
- Technology-enabled: app-based service request within a geofenced area and real-time vehicle tracking features.
- Fully electric vehicles.
- Shared mobility with pooled rides.
- Local branding and/or advertising to offset operating cost

Consultant Responsibilities

Circuit shall provide accessible, efficient, and environmentally sustainable transportation within the zone described in Exhibit D, utilizing a fleet of all-electric vehicles. Depending on funding, the City may pursue additional service areas to be served as part of this solicitation and resulting contract. Passengers can request a door-to-door service for trips originating and ending within the geofenced service area or first/last mile connection to the closest transit stop within the service area.

Changes and Amendments

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Any requested change in the Scope of Work, additional services or special requests will require fifteen (15) days minimum notice, and ninety (90) days for any indefinite service reduction greater than 10%, and a Change Order to be executed and signed by both parties unless otherwise mutually agreed to in writing.

Holidays
Service will be closed on Thanksgiving, Christmas Day and New Years Day. The day before and after each of the listed Holidays will operate on normal service hours.

Employee Wages
Circuit is not subject to any local wage requirements that vary from State statutory requirements by entering into this Agreement.

Extraordinary Costs
In the event that the costs of providing the services outlined in this Agreement increase by more than 5% due to circumstances beyond the control of Circuit, including but not limited to, changes in applicable laws or regulations, significant market fluctuations, material shortages, or increased insurance and/or labor costs, Circuit Transit Inc. may request an adjustment to the service fees. Circuit Transit Inc. shall provide written notice of the extraordinary cost increase, including supporting documentation, to the City. The parties shall negotiate in good faith to determine an appropriate adjustment to the service fees or other mutually acceptable resolution.

Assignment
Neither Party may assign, transfer, delegate, or subcontract this Agreement without the other Party's prior written consent, such consent not to be unreasonably withheld. Notwithstanding the foregoing, City consents to Contractor/Service Provider's assignment of its rights to receive payments or accounts receivable due under this Agreement to Silicon Valley Bank, a division of First-Citizens Bank & Trust Company ("SVB"), in connection with a revolving line of credit or other financing facility. Any such assignment shall be strictly limited to Contractor/Service Provider's rights to payment and shall not modify any other rights or obligations under this Agreement but shall be subject to assignee assuming all obligations of Contractor/Service Provider under this Agreement related to the rights assigned.

Piggyback Clause
It is understood and agreed by Circuit Transit Inc. and the City that any governmental entity may purchase the services specified herein in accordance with the prices, terms, and conditions of this Agreement. It is also understood and agreed that each local entity will establish its own contract with Circuit, be invoiced therefrom and make its own payments to Circuit Transit Inc. in accordance with the terms of the contract established between the new governmental entity and Circuit. It is also hereby mutually understood and agreed that the City is not a legally bound party to any contractual agreement made between Circuit Transit Inc. and any local entity.

Service Design
Any requested change to the Service Design will require mutual agreement and a subsequent Change Order to be executed by both parties. Changes to the Service Design may result in financial changes to the existing Agreement based on the nature of and impact of the change requested.

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Term

The Performance Period of this Agreement will be for a minimum of two (2) years, from the agreed upon Performance Date until the Performance End Date listed below. This Agreement may be extended by one additional two-year term (the "Option Year Renewal") upon the mutual consent of the Parties in writing within 90 days prior to expiration.

Performance Start Date: Q1 2026, exact date to be determined

Performance End Date: Q1 2028, 2 years from performance start date

Price Escalation – Option Year Renewal

Upon the City's timely exercise of any Option Year Renewal, all recurring Service Fees then in effect under this Exhibit A-1 (including the Monthly Cost for Services and any other recurring charges) shall automatically increase by three percent (3%) effective on the first day of the applicable Option Year and on the first day of each subsequent Option Year exercised.

Vehicles

Circuit shall supply the vehicle types and quantities, while operating according to the operating status designation, as listed in Table 1 below. All vehicles shall be properly licensed and maintained in good working order for the duration of the Performance Period.

Table 1 - Vehicles

Type	Quantity	Status
ADA WAV GEM	One (1)	Active
VW ID. Buzz	Two (2)	Active

Vehicle Repairs & Maintenance

Circuit will adhere to a structured preventative maintenance plan to mitigate the need for any potential further repairs and maintenance. However, Circuit Transit Inc. and the City agree that there will be unexpected repairs and maintenance at times throughout the Performance Period and it shall be Circuit's sole responsibility to work with any necessary licensed technician, both internal and external, to perform such repairs and optimize up time of the vehicles.

When repairs and/or maintenance are not able to be performed outside of the Hours of Operation, Circuit Transit Inc. will use best efforts to minimize the impact to Service Hours and does not imply service will be impacted at all during the time needed for repair. Those efforts could include, but are not limited to, expediting and prioritizing maintenance work, sending the vehicle to an outside repair shop to expedite the work, increasing the scheduled Service Hours on other vehicles in the fleet, procuring temporary, unbranded, rental vehicles or sourcing replacement vehicles from adjacent locations.

Coverage Area

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Service will be provided within the geo-fenced area displayed in Exhibit D, subject to any additional service parameters or zones that would determine vehicle availability, and user demand for rides relative to the total supply of vehicles available.

Hours of Operation

Service will run seven (7) days per week during the Hours of Operation. These services will include a total of eighty-four (84) weekly operating hours, to be allocated during the designated Hours of Operation as outlined in Table 2 below. Hours of Operation is defined as the hours the City wants the service to be available on a weekly basis.

Table 2 - Hours of Operation

Hours of Operation			
Day	**Open**	**Close**	**Hours**
Monday	TBD	TBD	12
Tuesday	TBD	TBD	12
Wednesday	TBD	TBD	12
Thursday	TBD	TBD	12
Friday	TBD	TBD	12
Saturday	TBD	TBD	12
Sunday	TBD	TBD	12
WEEKLY HOURS OF OPERATION			**84**

Service Hours

Service Hours are defined as the total hours of all drivers, measured from when a driver starts their shift to when the driver ends their shift, subtracting any unpaid hours. Circuit Transit Inc. will determine the scheduling, staging, and dispatch of drivers and vehicles in order to optimize efficiency, safety, rider experience, and compliance (including vehicle charging cycles and legally required meal and rest breaks). During the Hours of Operation, Circuit Transit Inc. will target a total of 172 weekly Service Hours.

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Charging & Storage

The City shall, at its sole cost and expense, provide Circuit Transit Inc. with: (i) access to electric vehicle charging infrastructure; (ii) coverage of all ongoing electricity costs necessary for the charging of the vehicles used in service under this Agreement; and (iii) secure vehicle storage, including designated parking for the on-duty driver. These resources shall be made available for Circuit's unrestricted use throughout the Term of this Agreement.

Hiring & Employee Expectations

a. Employment Status

All drivers providing Services under this Agreement shall be employees of Circuit Transit Inc. and not of the City. Circuit Transit Inc. retains sole and exclusive responsibility for the hiring, onboarding, management, training, supervision, compensation, and, where necessary, termination of its employees. At no time shall the City be considered the employer, co-employer, or joint employer of any Circuit Transit Inc. personnel.

b. Licensing and Qualifications

All drivers shall be properly licensed to operate the vehicles assigned to the Service and shall comply with all applicable federal, state, and local laws and regulations related to the operation of passenger vehicles. Circuit Transit Inc. shall ensure that each driver maintains a valid driver's license and meets all regulatory and internal safety, training, and conduct standards.

c. Background Checks and Training

Circuit shall be responsible for conducting pre-employment background checks, drug screenings (where required), and other applicable due diligence for all drivers in accordance with industry practices and applicable laws. All drivers shall undergo comprehensive training covering safe vehicle operation, customer service, ADA compliance, emergency procedures, and any project-specific protocols prior to deployment.

d. Workforce Conduct

Circuit shall require its employees to perform their duties in a professional, courteous, and responsible manner consistent with community standards, the City's expectations, and Circuit's internal policies. Circuit Transit Inc. shall promptly address any substantiated complaints or misconduct involving its personnel.

e. Right to Accept Tips

Circuit's drivers may accept voluntary tips or gratuities from passengers. Circuit Transit Inc. shall have no obligation to track, report, or remit such tips unless otherwise required by applicable law. The City shall not impose any restrictions or conditions on driver gratuities.

f. Compliance with Labor and Employment Laws

Circuit shall comply with all applicable employment-related laws and regulations, including but not limited to wage and hour laws, workers' compensation, unemployment insurance, and any other federal, state, or local labor laws.

g. City Communications and Authority Limitations

The City agrees not to direct, supervise, or assign work to any Circuit Transit Inc. employee, including drivers, without prior written authorization from Circuit's designated representative. All service-related directions shall be communicated through the Circuit Transit Inc. project manager or designee.

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Operational Details

Any requested change to the Operational Details as agreed to herein will require mutual agreement and a subsequent Change Order to be executed by both parties. Changes to the Operational Details may result in financial changes to the existing Agreement based on the nature of and impact of the change requested.

a. App, Tech & Request System

As described above, Circuit Transit Inc. will provide on-demand shuttle services using all-electric cars within a geo-fenced coverage area as shown below in Exhibit D. On-demand service will be hailed using an app or call center. The coverage area and details of the service are subject to change based on utilization and decisions made by Circuit Transit Inc. and the City.

b. Circuit Connect

Service may utilize Circuit Connect's system of virtual, fixed stops. Stop locations will be mutually agreed upon between the City and Circuit.

c. Branding

The City will have rights to branding on the vehicle(s) contracted, aka "Default Branding". The City will provide vehicle wrap design files on Circuit Transit Inc. provided templates for vehicle branding at the cost referenced in Exhibit A-1.

d. WAV Service

Service will consist of one (1) WAV vehicle in service throughout the service area

e. Data Reporting

Circuit will provide a monthly data report including:

- Operating data by hour, day, week and month
  - Requests
  - Passengers
  - Rides
  - Cancellations
- Operating data by day, week and month
  - WAV completed rides
  - No Show %
  - Avg Pax / Trip
  - AVG Wait Time
  - AVG Trip Time
  - AVG Response Time
  - Total Trip Miles
  - AVG User Rating
  - Gallons of Gas Saved
  - Passenger Miles Traveled
- Additional Operating Data, various formats and timeframes
  - Unique users
  - AVG User Age
  - Top pickup and drop off locations / addresses
  - Connection Rate

f. Pets

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Pets are allowed to accompany a passenger per Circuit's standard Terms and Conditions. However, the driver of the vehicle and other existing passengers reserve the right to refuse service if they are uncomfortable with the pet, within reason.

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EXHIBIT A-1 – FEE

Start-up Cost for Vehicle Wraps: $ 8,000 (One-time upfront cost)
Monthly Cost for Services: $ 35,791*

*(includes ADA GEM upgrade of $140 per month)

ESTIMATED TOTAL: **$ 866,984** (2-Year Estimated Cost for Services)

Services Cost include: Vehicles, Paid W-2 Drivers, Management, Training, Insurance, Maintenance, Phones, App Hosting and Usage, Web Fees, and Basic Marketing Materials.

Vehicle Wraps include: Artwork, printing, installation, and removal. The Parties acknowledge that the total cost for standard vehicle wraps is estimated at $2,000 per vehicle. In the event actual costs exceed this amount, the City shall be responsible for payment of the cost difference. Circuit Transit Inc. will notify the City in advance if it becomes aware that wrap costs may exceed $2,000, and the City agrees to cover any such overages upon invoicing.

Billing: The upfront costs will be billed at contract signing. Circuit Transit Inc. will send monthly invoices at the beginning of each month for services provided the previous month. Payment is due (ACH, Wire, or credit card) within 30 days of the end of the month of service.

The monthly invoice will include:

- Month of service
- Summary of services provided
- Amount due

Please note any changes to the Services, including, but not limited to, vehicles, the vehicle operating hours, coverage area, and/or data reporting may impact the total amount of the Contract. If the scope of services should change, modifications to the Statement of Work or a new Statement of Work may be necessary.

Advertising and City Branding

At the onset of Services, vehicles are to include City branding (e.g., logos, colors, wraps, messaging), the costs associated with the design, production, installation, and removal of such branding shall be charged to the City and itemized. Such City-branded space shall not be deemed available for third-party advertising unless otherwise agreed to in writing by both Parties.

Third-party advertising shall not be implemented under this Agreement unless and until mutually agreed upon in writing by the Parties. In the event the Parties mutually agree to permit third-party advertising on or within the vehicles or the service platform, the following terms shall apply:

Circuit may lease space not utilized by the City's branding or collateral to generate third-party advertising revenue. Net Advertising Revenue shall be shared with the City based on a 50/50 split, and shall be applied as a credit on future invoices.

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"Net Advertising Revenue" means the gross revenue collected from third-party advertising, less all costs and expenses incurred by Circuit Transit Inc. in connection with advertisement sales, including, but not limited to: design, production, installation and removal costs, and commissions paid to media sales representatives.

Circuit will maintain monthly accounting records of all Advertising Revenue collected and the City's 50% share thereof. Credits will be applied in the month in which Circuit Transit Inc. receives payment for advertising sales, and will be reflected on the corresponding invoice. All advertising must comply with the guidelines set forth in Exhibit B – Advertising Guidelines (below).

Fares

The Parties agree that the Services provided under this Agreement shall be fare-free at the outset of operations.

In the future, if the Parties mutually agree in writing to institute passenger fares, they will do so by written amendment that specifies at a minimum: fare amounts and categories (including any discounts/exemptions), the effective date, and any operational changes. Circuit Transit Inc. shall be responsible for deploying and managing the fare payment system, including via its mobile app utilizing credit and/or debit card payments. Any fare revenue collected ("Net Fare Revenue") shall be split, with 50% of the Net Fare Revenue allocated to the City and 50% retained by Circuit. The City's share of the Net Fare Revenue shall be applied as a credit on future invoices. Net Fare Revenue means all gross ridership revenue that is collected from the passengers for the services less all costs and expenses, including but not limited to sales taxes or other taxes imposed by law, Circuit Transit Inc. administrative expenses, credit card processing fees and other billing related charging by third parties imposing similar processing charges.

Any decision to implement or modify a fare structure shall be subject to mutual agreement and an amendment to this Agreement.

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EXHIBIT B – ADVERTISING GUIDELINES

1. In its agreement with its advertising contractors, Circuit Transit Inc. will reserve the right to reject any advertisement, commercial or noncommercial.

2. All advertising and promotional materials, including, without limitation, any vehicle "wraps" (collectively "**Advertising**") must conform to the following criteria:

A. Defamatory Advertising. No Advertising will be permitted that falsely disparages any person, product, or company, or that is likely to damage the reputation of any person, product, or company.

B. Advertising Condoning Criminal Conduct. No Advertising will be permitted that is likely to incite or produce imminent unlawful activity.

C. Obscene Advertising. No Advertising will be permitted that contains obscene matter or matter harmful to minors.

D. False Advertising. No Advertising will be permitted that contains false or grossly misleading information.

E. Tobacco and Firearms. No Advertising will be permitted that promotes the sale of tobacco or tobacco products, electronic cigarettes, or firearms.

F. Existing Laws. All Advertising must conform to applicable federal, state, and local statutes, laws, ordinances, rules and regulations.

3. The City may make demand upon Circuit Transit Inc. for the removal of any Advertising, commercial or noncommercial, that does not conform to this policy. Such demand will be in writing and will state reasonable grounds for the demand. Circuit Transit Inc. will consider and act promptly upon the demand in accordance with this policy.

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EXHIBIT C – CIRCUIT'S RESPONSE TO RFP REQUIREMENTS

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BID RESPONSE

Responding To:

Bid/Project Number: RFP 10876-25

Bid/Project Title: Redmond On-Demand Microtransit Shuttle

Closing Date: 07/21/2025, 2pm PST

Submitted By:

Name of Company Submitting Response:
Circuit Transit Inc.

Printed Name of Person Submitting Response:
Daniel Kramer

Email:
daniel@ridecircuit.com

Signature of Person Submitting Response: DocuSigned by: Daniel Kramer D55F1C5304C84DB...

Date: 7/21/2025

Attach Your Bid/Proposal:

Remember to sign your bid/proposal

Attach all pages of your response here

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

Redmond On-Demand Microtransit Shuttle

Redmond
WASHINGTON

Prepared for: City of Redmond, Washington

Attn: Purchasing Division, M/S: 3NFN

Date: July 21st, 2025

Prepared by: Circuit Transit Inc.

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

Circuit Transit, Inc.
501 East Las Olas Blvd
Fort Lauderdale, FL 33301

July 21st, 2025
City of Redmond, Washington
Purchasing Division, M/S: 3NFN
15670 NE 85th Street, PO Box 97010
Redmond, WA 98073-9710

RE: RFP 10876-25: Redmond On-Demand Microtransit Shuttle

Dear evaluation committee members,

Thank you for the opportunity to submit a proposal for on-demand microtransit shuttle services in the City of Redmond - we admire and celebrate your desire for new, innovative transit solutions! Circuit is thrilled to present this proposal to partner with the City of Redmond on the Redmond On-Demand Microtransit Shuttle program. We understand that with the historic opening of the 2 Line light rail service, Redmond is at a pivotal moment. Your challenge—and opportunity—is to bridge the first-and-last-mile gap, ensuring that this significant investment in regional transit is accessible, equitable, and fully integrated into the fabric of your vibrant community. We understand that the City requires a provider who is experienced, innovative, and is able to grow with the city.

Circuit is not just a service provider; we are the nation's leading operator of shared, on-demand, all-electric microtransit services. With over 13 years of experience, we have provided more than 10 million rides across 40+ markets. Our mission aligns perfectly with Redmond's vision: to create connected, sustainable, and people-first mobility solutions.

Our success in neighboring Bellevue with the highly popular "BellHop" service—which has provided over **180,000 rides** since August 2023—serves as a direct blueprint for what we can achieve together in Redmond. Our understanding of this project is deeply informed by your comprehensive planning documents, including the WSDOT Regional Mobility Grant application and the 2050 Redmond Plan. We see this shuttle not merely as a vehicle, but as a vital tool to:

- **Connect Communities:** Provide crucial links for residents in areas with infrequent transit to the Downtown Redmond Station and the broader Sound Transit network.
- **Support Economic Vitality:** Offer seamless mobility for the 99,000 employees and thousands of visitors who power Redmond's economy, connecting them to workplaces, hotels, and local businesses.
- **Enhance Equity:** Serve diverse populations, including residents of low-income and affordable housing, by providing reliable and accessible transportation options.

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- **Achieve Sustainability Goals:** Implement a 100% electric, zero-emission service that supports Redmond's commitment to environmental stewardship.

This proposal outlines a turnkey, tailored, and data-driven approach. We offer a proven local operational model, an unmatched all-electric fleet, a commitment to hiring locally, and a collaborative spirit that has helped ensure the long-term sustainability of programs like the BellHop. We are confident that Circuit is the ideal partner to help you realize your vision for a more connected, accessible, and sustainable future.

Thank you for taking the time to read our proposal and we would love to discuss any further specifics on service design that arise throughout this process or answer any questions that you have.

Sincerely,

Daniel Kramer
VP of Business Development, West
Circuit Transit Inc.
daniel@ridecircuit.com

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Evaluation Matrix

Redmond's Requirements		Circuit's Response	Section Reference
Project Understanding: Demonstrate project understanding including how the team plans to address the challenges unique to program	**20 Points**	Our project team has reviewed this RFP document, the original grant application, the Redmond 2050 plan and is acutely familiar with the area due to our nearby microtransit program in Bellevue. We are uniquely equipped to help deliver this program for the City of Redmond.	1.0: Project Understanding
Relevant Project Experience: Demonstrate vendor team experience with relevant programs similar in scope and size, to what Redmond is seeking.	**15 Points**	Circuit has over a decade of experience providing EV microtransit services specifically to cities - pioneering this approach in 2016 in San Diego. We have provided 3 relevant case studies to Redmond: Bellevue, DART, and Chula Vista.	3.0 Relevant Project Experience
Team Qualifications: Show a comprehensive organization chart (or similar explanation of team member roles and responsibilities) including summary of each firm on the team (office locations, number of staff and area of expertise) and resumes of key team members. Team member qualifications and roles, particularly Program Manager qualifications, are important. Include the percentage of time availability for the Program Manager and the team for this program in relation to other active projects.	**15 Points**	Circuit has assigned a dedicated, experienced team of professionals to ensure the successful implementation and operation of the Redmond On-Demand Microtransit Shuttle. This will include a Redmond Operations Supervisor who **dedicates 100% of his time to the success of the program.** Our "Local-First" approach for hiring Driver Ambassadors will be complemented by the strategic oversight and robust support of our national leadership team, which brings decades of combined experience in microtransit, shared mobility, and transportation logistics.	4.0 Proposed Project Team
Program Approach: Develop an approach tailored to meeting the unique goals of this program and addressing anticipated challenges.	**25 Points**	Building on our robust understanding of what Redmond's needs, we have recommended a mixed fleet approach that will be better	2.0 Program Approach

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Include a proposed program scope of work showing the major tasks correlated to a schedule.		equipped to handle the climate of the Pacific Northwest. Our service design and best-in-class operations powered by our proprietary technology will deliver Redmond an efficient and easy to use service.	
Proposed schedule and costs: Please provide a detailed schedule of when program tasks and milestones will be completed, in addition to a corresponding budget that aligns with the schedule timeline.	**25 Points**	We have provided a full breakdown of our implementation schedule and referenced specific tasks as relevant to that stage. Additionally, we have provided not-to-exceed 2 year cost proposals for multiple different fleet make-ups which we are happy to finalize with the city following selection.	2.2 Implementation Schedule; 5.0 Cost Proposal

Each reference section in the right column is linked for easy navigating.

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VISIT
BELLEVUE
WASHINGTON

July 17, 2025

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

Re: Letter of Support for Circuit

To Whom It May Concern:

On behalf of Visit Bellevue, the official destination management organization for the City of Bellevue, we are pleased to express our strong support for Circuit Transportation, the operator of our BellHop transportation program.

Launched in 2023, Bellhop provides free-to-use, on-demand, electric shuttle services that enhance the mobility within Bellevue's urban core. This program has quickly become a vital component of our city's multimodal transportation network, serving over 8,000 passengers each month. From visitors to residents and downtown employees, Bellhop provides convenient, zero-emission access to enhance access to Bellevue's attractions, services, and businesses.

Circuit's innovative model has been instrumental in Bellhop's success and has provided the city with an effective alternative to single-occupancy vehicle travel. The program fully supports Bellevue's transportation, environmental, and economic development goals. As the city plans to welcome 35,000 new housing units and 70,000 new jobs by 2044, services like Bellhop will be critical in managing growth while ensuring equitable access and reducing congestion.

Visit Bellevue is part of a public development authority committed to promoting economic vitality through tourism marketing, destination development, and visitor experience. Central to this mission is ensuring that Bellevue remains a connected, welcoming, and accessible city. Our partnership with Circuit allows us to realize this vision while directly advancing the goal of our Destination Stewardship program, particularly reducing greenhouse gas emissions and improving accessibility.

As Bellevue City Councilmember and Visit Bellevue liaison Jared Nieuwenhuis affirms:

"Circuit offers more than just first-mile, last-mile convenience—it's a catalyst for community connection, local commerce, and sustainability. As other cities consider adopting this innovative service, they should see it as an investment in mobility equity, reduced congestion, and a more vibrant urban experience."

11100 NE 6th Street
Bellevue, WA 98004

info@visitbellevuewa.com
visitbellevuewa.com

(877) 425-2075

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VISIT BELLEVUE WASHINGTON

Circuit and the BellHop program support our broad community goals to reduce drive-alone travel and enhance overall mobility in our city. We strongly recommend Circuit to other communities looking to make an investment in community-focused sustainability and mobility solutions.

Yours in Hospitality,

Brad M. Jones
Executive Director, Visit Bellevue

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Technical Proposal

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1.0 Project Understanding

1.1 Redmond's Vision for Connected Mobility

The City of Redmond is on the cusp of a transportation transformation. The arrival of the Sound Transit 2 Line light rail service in Downtown is more than just new infrastructure; it represents a fundamental shift in how the community connects, grows, and thrives. Circuit fully understands that the success of this monumental investment hinges on effectively solving the first-and-last-mile challenge. We align with your vision, as articulated in the RFP, to create a seamless, multimodal transportation ecosystem.

We recognize that this program will be a cornerstone of Redmond's strategy to "Organize Around Light Rail" and implement a "full suite of transit options appropriate to the land use context." It is designed to be a flexible, responsive service that complements fixed-route transit, activates a new shared parking program, and supports the city's projected growth from 77,000 residents today to 152,000 by 2050. Circuit's proposal is built upon this understanding—that the Redmond On-Demand Microtransit Shuttle must be a strategic asset that enhances livability, supports economic growth, and champions environmental sustainability.

1.2 Key Challenges and Opportunities

Circuit has thoroughly analyzed the unique challenges and opportunities facing Redmond, as identified in the city's past planning documents:

- **Parking and Access Constraints:** The Downtown Redmond Station will open without dedicated public parking, and the nearby 377-space Redmond Transit Center already operates at 99% capacity. This creates a significant barrier for residents in surrounding neighborhoods and adjacent communities like Woodinville and Duvall who wish to access the regional light rail system.
    - **Circuit's Opportunity:** Our on-demand service is the critical link that makes the City's proposed shared parking program viable. By providing reliable, on-demand connections from designated shared parking areas to the light rail station, we unlock hundreds of existing private parking stalls and effectively expand park-and-ride capacity without costly new construction.

- **First/Last-Mile Gaps:** Many of Redmond's residential neighborhoods, particularly to the north and east of Downtown, have infrequent or non-existent transit service, with 30-minute headways being common even during peak hours. This service gap makes transit an impractical choice for a large portion of the community.
    - **Circuit's Opportunity:** Microtransit is purpose-built to fill these gaps. Our dynamic, on-demand model provides the flexibility to serve low-to-medium density areas where fixed-route buses are inefficient. We can connect

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residents directly from their neighborhoods to the Downtown transit hub, transforming a 30-minute wait into a convenient, on-demand ride.

- **Supporting a Dynamic Economy:** Redmond is a major employment hub with 99,000 jobs and a robust tourism sector. Connecting employees and visitors from the light rail station to sprawling corporate campuses, hotels, and small businesses is essential for economic vitality and reducing traffic congestion on key corridors like SR 520 and I-405.
    - **Circuit's Opportunity:** Our service can function as a dedicated circulator for the Downtown core, providing a premium travel experience for visitors arriving via light rail and a reliable commute option for employees. This directly supports the goals of Redmond's Tourism Strategic Plan by making the city more accessible and appealing to regional visitors.

1.3 Aligning with the Redmond 2050 Plan

In preparation for this RFP, we also conducted a review of the Redmond 2050 Comprehensive Plan's Transportation Element. We've outlined below a few of the key goals that your EV microtransit program can directly influence and how selecting Circuit will help achieve them.

- **Goal: Achieve Aggressive Sustainability and GHG Reduction Targets.** A core objective of the 2050 plan is to achieve a 71% reduction in greenhouse gas (GHG) emissions from the transportation sector and to "encourage a shift to more efficient and zero emission vehicles". An all-electric microtransit service is a direct and highly visible strategy to meet this goal by replacing single-occupancy vehicle trips with a shared, zero-emission alternative.
    - **How Circuit Delivers:** Circuit is the nation's leading operator of exclusively all-electric microtransit fleets. In Bellevue alone, our BellHop service has already prevented over **50 metric tons of GHG emissions** in its first year of operation. We bring unparalleled expertise in electric fleet management, charging strategy, and maintenance, making us the most reliable partner to help Redmond meet its ambitious climate goals.

- **Goal: "Organize Around Light Rail" with First/Last-Mile Connectivity.** The plan's vision is to "Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options". This requires solving the critical first-and-last-mile gap to ensure the new light rail stations are fully utilized.
    - **How Circuit Delivers:** Circuit specializes in providing these essential connections. Our service in partnership with Dallas Area Rapid Transit (DART) sees over **45% of all rides starting or ending at a DART transit**

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station, proving our model's effectiveness in increasing public transit ridership. By connecting Redmond's neighborhoods and shared parking locations to the Downtown Station, we will directly support the city's strategy to build a truly transit-oriented community.

By understanding Redmond's unique context, we are prepared to deliver a service that is designed with the diverse fabric of the community in mind.

2.0 Program Approach

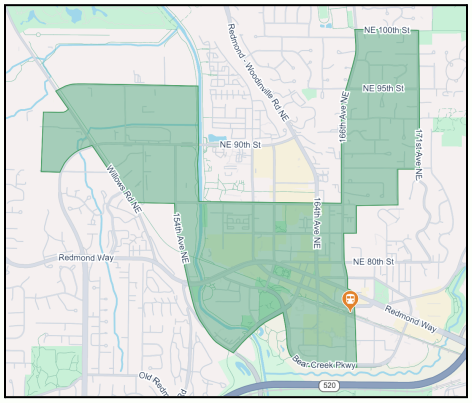
Circuit proposes a comprehensive, turnkey program that is tailored to meet the unique goals of the City of Redmond. Our approach is built on four pillars: a reliable and efficient **Service Plan**, a seamless **Implementation Plan**, a world-class **Operations Management Plan**, and a steadfast commitment to **Collaboration and Quality Assurance**.

2.1 Turnkey Service Plan

Circuit will provide a complete, end-to-end microtransit solution, furnishing the vehicles, drivers, technology, maintenance, and operational management necessary for the Redmond On-Demand Microtransit Shuttle. The service will be on-demand, allowing riders to book trips in real-time via our proprietary rider app.

2.1.1 Service Area and Hours

- **Service Area:** We will operate within the approximately 1.5-square-mile service area defined by the City in Attachment C of the RFP.
- **Hours of Operation:** In alignment with our understanding of the program, the service will operate **12 hours per day, 7 days per week**. We are open to adjusting these hours based upon the city's preference or changes in budget.



2.1.2 Proposed Vehicle Fleet

Circuit operates one of the nation's **largest fleets of all-electric microtransit vehicles** and will provide a fleet specifically suited to Redmond's needs, promoting the City's sustainability goals and providing the best vehicles for the area. Based on our direct operational experience in the Pacific Northwest climate, we recommend a mixed fleet for optimal performance, reliability, and accessibility - this will include 1 GEM e6 and 2 Volkswagen ID.Buzz (Bellevue recently moved from GEMs to a mixed fleet).

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Recommended Vehicle Types

Volkswagen ID.Buzz

Seating Capacity and Specs

- 230+ miles per charge
- Seating for 5-6 passengers (VW no longer offers 7 passenger version)
- Length 195 inches. Width 87 inches. Height 75 inches.

Safety and Comfort

Safety:

- Lane Keep Assist & Adaptive Cruise Control (IQ.Drive suite)
- Forward Collision Warning with Autonomous Emergency Braking
- Rear Traffic Alert & Blind Spot Monitoring
- Park Assist Plus with 360° cameras
- Multiple airbags with reinforced passenger protection
- Emergency Assist (driver inactivity intervention)

Comfort:

- Dual-zone Climate Control
- Built-in USB ports
- Low step-in height & large sliding side doors
- Quiet electric drivetrain for reduced cabin noise
- Flexible rear cargo/seating layout

GEM e6 (w/ WAV Option)

Seating Capacity and Specs

- 78 mi per charge
- Seating for 5 passengers or 3 passengers with 1 wheelchair position
- Length 173 inches. Width 55.5 inches. Height 73 inches.

Safety and Comfort

Safety:

- Street-legal on roads up to 35 mph
- Three-point seat belts, street tires, enclosed cabs and an automotive glass windshield that offers protection from the elements.
- Regenerative braking, hill control, back-up warning signals and a back-up camera
- Safety features that are approved by the US Department of Transportation.
- Promotes Vision Zero Safety with low speed promoting safety for pedestrians & cyclists

Comfort:

- Adjustable bucket seats with back and side bolster support
- Each passenger has their own door and window.
- Seat a 6'8" passenger comfortably in the spacious cab with 43" of available legroom.
- Durable, non-slip flooring.
- GEM's door seal design and weather resistant seats for a weather-tight cab.

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2.2 Implementation Plan and Schedule

Our experienced launch team will ensure a seamless and efficient implementation, targeting a service start date of **January 2026**. We will work in close partnership with City staff to meet every milestone. For the sake of brevity - we have provided a simplified Implementation schedule for the city's review:

Project Stage	Major Milestones	Core Activities	Responsible Party
Phase 1: Kickoff & Project Award *Weeks 1 - 3*	✔ Task 0 - Project Management ✔ Project Kickoff with Circuit and the City project team ✔Define what success looks like in this program ✔New Vehicles ordered	Circuit and the City have an in-depth project kick-off and onboarding process to define the service goals, objectives and expectations. Against these, we'll jointly determine a set of KPIs to measure project success based on pilot goals. Vehicles are ordered immediately following contract signature to ensure quick delivery.	**Circuit:** • Daniel Kramer, Project Lead • Mark Iannon, Partnerships Manager • Conrad Hoernke Area Operations Manager **The City of Redmond:** • Project Manager • Project Team
Phase 2: System Development & Driver Hiring *Weeks 2 - 6*	✔ Task 1 - Program Name, Logo and Branding Support ✔ Task 3 - Launch and Maintenance of Shuttle Operations ✔ Platform configuration completed ✔ Completed environment set-up ✔ Multi-channel outreach for drivers from Redmond ✔ Start pre-launch marketing plan	Set up services in Circuit's platform based on identified parameters. Optimize algorithms around the City service parameters. Set up an online web portal for the City and establish key contacts/accounts. Interview and hire drivers quickly to be fully trained prior to launch. Begin marketing plan, canvassing local business, senior centers, and working directly with city staff, MoveRedmond, and other organizations to build a cohesive marketing push.	**Circuit:** • Mark Iannon, Partnerships Manager • Daniel Kramer, Project Lead • Tucker Costello, Head of Technology **The City of Redmond:** • Project Manager
Phase 3: Training and Vehicle Setup *Weeks 6 - 10*	✔ Task 3 - Launch and Maintenance of Shuttle Operations ✔ Training plan finalized and sessions scheduled ✔ Vehicles ready for launch ✔ In-vehicle device setup and installation completed	All drivers are trained and made ready for launch. Conduct training sessions Ready vehicles for launch, including device setup and installation.	**Circuit:** • Daniel Kramer, Project Lead • Conrad Hoernke Area Operations Manager • Justin Lottie, Head of Service Operations

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Project Stage	Major Milestones	Core Activities	Responsible Party
	✔ Continue pre-launch marketing plan		
Phase 4: Pre-Launch *Weeks 8 - 11*	✔ Task 2 - Program Webpage, App, and Other Electronic Communications ✔ Final system acceptance completed ✔ Continue to engage in local community events and drive up buzz for new programs.	Validate driver accounts, platform user accounts, and all necessary customer data for launch.	**Circuit:** • Mark Iannon, Partnerships Manager • Daniel Kramer, Project Lead • Conrad Hoernke, Area Operations Manager **The City of Redmond:** • Project Manager • Project Team
Phase 5: Service Launch *Week 12*	✔ System goes live (final launch date to be determined and finalized between Circuit and the City when the project begins) ✔ Initial adjustments made. ✔ Circuit makes any necessary changes based on actionable feedback from first users and the City staff.	Execute the launch plan as detailed in the marketing plan Support the City's marketing and outreach activities (eg. press releases, launch events) and generate interest in services, if desired. Gather feedback from initial users and make service adjustments. **Task 3 - Launch and Maintenance of Shuttle Operations**	**Circuit:** • Mark Iannon, Partnerships Manager • Daniel Kramer, Project Lead • Conrad Hoernke, Area Operations Manager **The City of Redmond:** • Project Manager • Project Team
Phase 6: Post-Launch Support and Optimization ***Ongoing to End of Contract***	✔ Performance reviews completed, which will be shared by Circuit and used as a benchmark against collaboratively-determined KPIs.	Led by your dedicated Partnerships Manager, the project team will meet regularly with the City to discuss issues and ongoing optimization or expansion plans. Once the service hits maturity, meeting frequency will be reduced. The project staff briefing covers: • Project status and deliverables • Issue identification and solution resolution • Performance monitoring and optimization • Additional training and process development • Recommendations to improve the service delivery Our internal data team will work with the Area operations team to provide recommendations in optimizing the service further and conduct market research and analysis.	**Circuit:** • Mark Iannon, Partnerships Manager • Conrad Hoernke, Area Operations Manager **The City of Redmond:** • Project Manager

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2.3 Operations Management Plan

90% of a successful transportation service is strong local operations and genuine community engagement. Circuit's operational excellence is a key differentiator, combining local, on-the-ground expertise with robust national support systems.

2.3.1 Local Management and National Support

A dedicated local team will manage the day-to-day success of the Redmond program, including a **Partnerships Manager** as the primary point of contact for the City, a **Local Market Manager** overseeing service delivery, and a Local **Supervisor** providing on-the-ground support to drivers. For more information on our excellent Market Manager, Conrad Hoernke, please reference the Project team section below. This team will be supported by Circuit's national experts in operations, fleet management, safety, and technology.

2.3.2 Driver Recruitment and Training

Circuit's approach to service excellence is built around our **Driver Ambassador Program**—a comprehensive system for hiring, training, and supporting our operators to be the face of the community they serve. Our practices are designed to ensure the highest standards of safety, professionalism, and customer service. Importantly, with a large local driver pool of **over 20 Driver Ambassadors in nearby Bellevue**, Circuit's staffing in Redmond will always be supported for any unexpected call outs or absences.

1. Local Recruitment and Rigorous Screening

We are extremely confident that we'll be able to find and retain drivers due to our unmatched benefits and compensation plans. Our process begins with a "Local-First" hiring strategy that prioritizes recruiting and hiring drivers from within the Redmond community. This practice ensures riders are served by knowledgeable community ambassadors who are familiar with the area. We have over a decade of experience in sourcing qualified local candidates through online job platforms and partnerships with local workforce development centers.

All candidates undergo a rigorous screening process to ensure safety and professionalism. To qualify, candidates must be at least 21 years of age, possess an active driver's license for a minimum of three years, and have a clean driving record free of accidents or major tickets. Furthermore, all potential hires must successfully pass a Motor Vehicle Record check and a background check before receiving an offer of employment.

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2. Comprehensive, In-House Training
Circuit's training program is developed and maintained by our corporate operations and safety teams, who have extensive experience in electric microtransit. Our program is split into two distinct phases: classroom instruction and hands-on, in-vehicle training.

- **Classroom Training:** This initial phase provides drivers with the foundational knowledge needed for the role. Key modules include:
    - **Vehicle & Safety Protocols:** Safe operation of our all-electric vehicles, maximizing battery efficiency, daily maintenance checks, accident reporting, and emergency procedures.
    - **Customer Service Excellence:** Detailed instruction on passenger relations, company policies, ADA compliance and handling requests, and effective communication.
    - **Technology & Operations:** Proficient use of the driver-facing app and all relevant service technology.
- **Hands-On & Ongoing Training:** Following classroom instruction, new Driver Ambassadors receive extensive hands-on training, including supervised ride-alongs with local managers. This development is continuous, supported by ongoing performance reviews and monthly ride-alongs that provide touchpoints for feedback and coaching. We foster a feedback loop where our local drivers—as members of the community—are encouraged to share their expertise to help improve the service.

This proven system ensures that our Driver Ambassadors are not only safe and efficient operators but also courteous and helpful guides, ready to provide Redmond's residents and visitors with a world-class microtransit experience. Importantly.

2.3.3 Fleet Management and Maintenance

Circuit guarantees a safe, reliable, and pristine fleet of all-electric vehicles for the Redmond On-Demand Microtransit Shuttle. Our approach to fleet management is built on a decade of EV-specific operational experience and combines proactive, technology-driven maintenance with a commitment to providing a superior rider experience.

1. A Proactive, Technology-Driven Maintenance Program
Our vehicle maintenance program is designed to maximize uptime and ensure vehicle safety and longevity. This is achieved through the integration of two advanced software platforms:

- **Fleetio for Preventative Maintenance:** We use Fleetio's management software for real-time monitoring of vehicle health, including mileage and battery status. The system automates the scheduling of all routine and preventative maintenance based on manufacturer recommendations and actual vehicle usage, ensuring adherence to all required service intervals. All inspection findings and service

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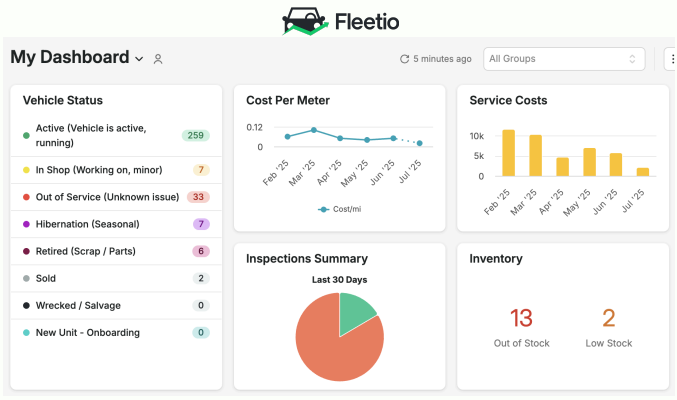
activities are logged, creating a detailed maintenance history for each vehicle.

- **Samsara for Safety Monitoring:** All vehicles are equipped with Samsara's AI-powered camera system. This allows our management team to monitor driver behavior and review any on-road incidents, helping us identify any vehicle issues that may arise from operational use and proactively address them.

2. Multi-Level Inspection and Servicing Schedule

Our preventative maintenance schedule is a meticulous, multi-layered process that includes:



- **Daily Pre- and Post-Trip Inspections:** Before and after every shift, Driver Ambassadors conduct and log a thorough inspection of their vehicle, covering critical safety components and cleanliness.
- **Weekly In-Depth Inspections:** Our local maintenance team conducts weekly checks on all critical systems, including brakes, steering, and suspension.
- **Regular Servicing:** Vehicles undergo comprehensive servicing every 4,000-5,000 miles in accordance with manufacturer specifications.
- **Appearance and Cleanliness:** To ensure a positive rider experience, vehicles are cleaned daily. We conduct weekly deep cleanings and perform regular audits to maintain the highest standards of vehicle appearance.

3. Fleet Acquisition and Management

Circuit leverages our robust vehicle acquisition and leasing channels across the United States to guarantee quick turnaround for a fleet that is tailored specifically to the needs of the Redmond service. We have relationships with industry leading EV OEM Partners such as KIA, Tesla, Ford, & Toyota; this includes strong existing relationships with local dealerships and external service providers within Washington. Our close relationships with our partners allow us to launch services quickly at competitive rates, and enable us to support a variety of fleet configurations as the service needs evolve in the future. This comprehensive approach ensures that the Redmond On-Demand Microtransit Shuttle is supported by a fleet that is consistently safe, reliable, and professional in its presentation.

2.4 Transit Technology

The service will be designed for ease of use and accessibility for all members of the community.Riders can hail a shuttle using our intuitive **smartphone app**, which provides real-time vehicle tracking and an estimated time of arrival. Our app maintains a 4.9/5 star rating on the Apple App Store, one of the highest in the industry.

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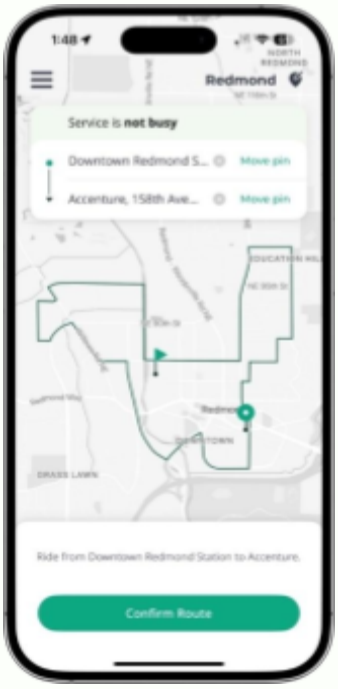
2.4.1 Rider Application

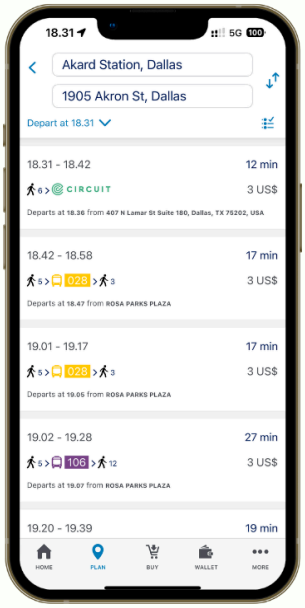


Circuit's proprietary mobile application available for iOS and Android phones allows rides to be requested on-demand anywhere within a geofenced location. It is designed to be as user-friendly as possible and make requesting a ride simple and straightforward.

When opening the app, the user will be shown their nearest location to view the coverage map, the location's hours of operation, how busy the service currently is, and add payment methods if required for their location. Once a ride is requested, Circuit's app allows users to view the location of the assigned car while it is on its way to pick them up - **It displays the vehicle's real-time location and alerts the user when the driver is close to the pick-up point.**

Dynamic Pooling Algorithm

Circuit's technology employs a pooling algorithm to **identify the most optimally suited Driver Ambassador based on multiple factors including, passengers in vehicle and in request, vehicle route and distance to request, location of next drop-off, ADA requirements and more**. As noted, all requests are integrated into the dynamic pooling system regardless of the method that the trip is booked, allowing the algorithm to account for them just as it does for app-based requests. Hailed rides are manually recorded by drivers and then integrated into the pooling system, ensuring that these off-app requests are also efficiently managed and assigned. The driver app provides real-time updates and routes the driver in the most optimal path to pick up all riders in the queue, enhancing efficiency and reducing wait times.



Multimodal Integration and API Compatibility

Our technology seamlessly integrates with broader transit ecosystems, enabling multi-modal API integrations with a dedicated service-feed. Circuit's platform can integrate with other solutions, displaying our dedicated service feed and enhancing riders' transit experience by ensuring smooth, reliable connections with other transit services in the area. To the right is an example of our current integration with DART in West Dallas.

The Rider Experience

The Rider experience is at the center of everything Circuit does, from making sure that our app is as easy to learn and use to ensuring that our vehicles are in the best

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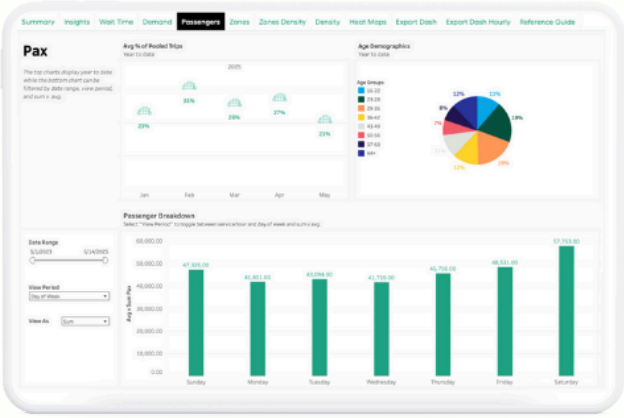
operational condition. We take pride in our ability to deliver an exceptional rider experience, given by one of our Driver Ambassadors that is hired directly from the local community they serve. Circuit's services all live within the RideCircuit mobile app, **allowing for seamless use between nearby programs rather than separate applications for each** (an experience that negatively affects riders adoption of a new service). This also means that with Circuit's existing presence in nearby Bellevue - we already have a pool of riders who we can advertise the new Redmond service to!

Requesting a Ride

Requesting a ride within the Circuit app is extremely simple and user-friendly. It can be completed in 4 key steps:

1. **Enter your desired pick-up & drop off location.**
2. **Select how many passengers are in your group.**
    a. ***Click yes to the ADA option if anyone in your party has a mobility related disability or is in a wheelchair.***
3. **Click "Request" to display your estimated wait time and driver location.**
4. **Get in once your Circuit vehicle arrives and enjoy the ride!**

2.4.2 City Data Dashboard



Circuit will provide Redmond's City Management with secure, real-time access to a cloud-based dashboard that is filterable by time period. The dashboard will include—but is not limited to—the following performance metrics required in the RFP:

Highlighted On-Demand Metrics:

- Total Ride Requests
- Total Passengers
- Total Number of Completed Trips & Completed Ride Rate
- Trips starting or ending at transit stations and designated shared parking areas
- Seat availability, Trips per hour per vehicle
- Number of Share Trips (Pooling percentage)
- Average Wait Time, Average Ride Duration, Average Ride Rating
- Average Pickup Walking Distance (if virtual stops enabled)
- Real-Time Vehicle Locations, Missed Trips, Average Ride Assignment Time
- Ride-level metadata including origin/destination addresses, coordinates, timestamps, ID, price, distance, passenger count, and wheelchair accessibility

These data points directly match and exceed the Report Requirements within the RFP, ensuring that City staff have full visibility into system operations.

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Customizable Chart-Builder

To provide full transparency and easy reporting and exports for the city, we also have an aspect of the portal that will allow any staff member logged into the platform to customize their own chart by metric, dates, and time. These can be quickly exported for usage in presentations, reports or for external data analysis.

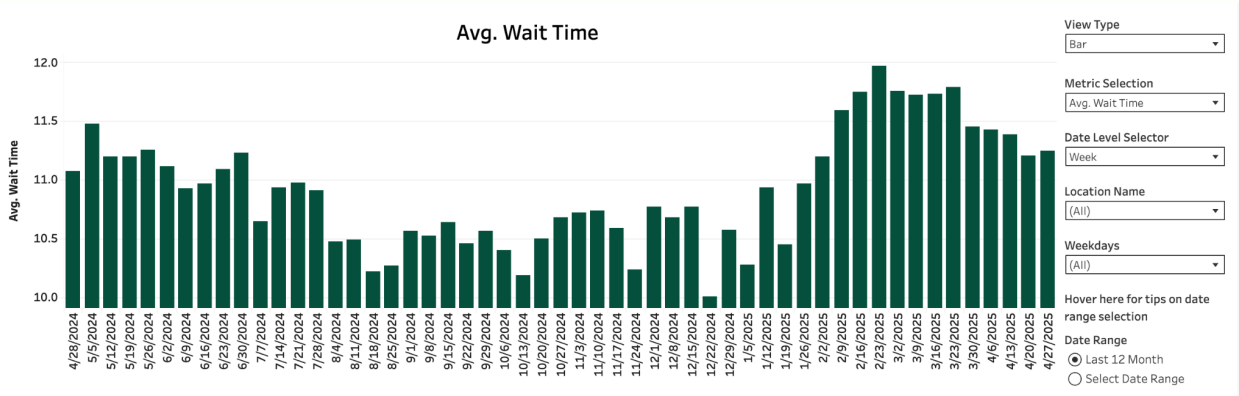


Chart building tool to be made available to Redmond

Monthly Reports and Custom Analysis

In addition to dashboard access, Circuit could deliver at the city's request:

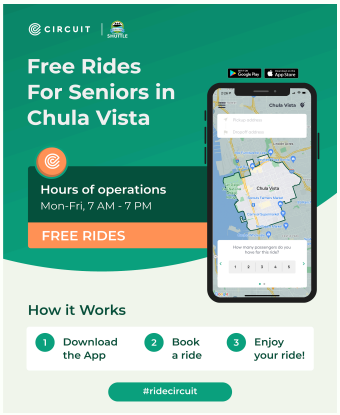
- Monthly reports summarizing performance against KPIs
- Service optimization insights (e.g., stop-level heatmaps, route efficiency metrics)
- Special Event performance summaries
- Ad-hoc reports upon request to support grant applications, community presentations, or planning initiatives

All reports can be customized to support strategic goals such as the City's goal to reduce vehicle miles traveled by single occupancy vehicles.

2.5 Collaboration, Branding, and Marketing Support

Circuit is a collaborative partner. We understand the City will lead the development of the program name, logo, and branding. Our in-house marketing and partnership teams will provide full support, advising on best practices based on our experience in over 40 markets. We will:

- **Advise on Branding:** Share insights on what resonates with communities for vehicle wraps, app design, and promotional materials.
- **Support Launch Communications:** Partner with the City, MoveRedmond, and One Redmond to develop a comprehensive launch and promotional plan to drive early adoption and awareness.



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- **Secure Program Sustainability:** As we did in Bellevue by working with stakeholders to secure additional funding from Amazon and the City, we will actively support Redmond in identifying and engaging potential partners to ensure the long-term success of the program.

Circuit stands as a dedicated collaborative partner, committed to working hand-in-hand with the City of Redmond. We recognize that the City will spearhead the crucial development of the program's name, logo, and overall branding. In support of this, our robust in-house marketing and partnership teams will provide comprehensive assistance. This support will encompass strategic advice and guidance, drawing upon best practices honed through our extensive experience in successfully operating in over 40 diverse markets.

- **Securing Program Sustainability for Long-Term Success:** Circuit is deeply committed to the long-term viability and success of the program in Redmond. We will actively support the City in identifying and engaging potential partners to secure additional funding and resources, mirroring our successful endeavors in Bellevue. In Bellevue, we meticulously collaborated with key stakeholders, including Amazon and the City itself, to secure additional funding that ensured the sustained success of their program. We will apply this proactive and collaborative approach in Redmond, working diligently to identify and foster relationships with potential partners who can contribute to the program's enduring success.

2.6 Quality Assurance

Data-driven decision-making is central to our management approach. We will provide the City with detailed, transparent reports and maintain rigorous quality control.

- **Key Metrics Reporting:** We will provide monthly reports on all key metrics outlined in the Scope of Work, including: total trips, trips starting/ending at transit stations and shared parking areas, average wait time, seat availability, trips per hour per vehicle, and number of shared trips. We will provide the City with a real-time data dashboard to monitor these KPIs - more information in section 2.4.2.
- **Quality Control:** We employ a multi-faceted QA/QC program that includes:
  - Regular rider surveys to gather direct feedback.
  - Performance monitoring through our operations dashboard.
  - Ride-alongs and performance reviews for all Driver Ambassadors.
- **Continuous Improvement:** We are committed to constantly improving our service. In Bellevue, **we dramatically increased our wait time accuracy by over 70%** in response to feedback, a testament to our technological agility and partner-focused

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approach.

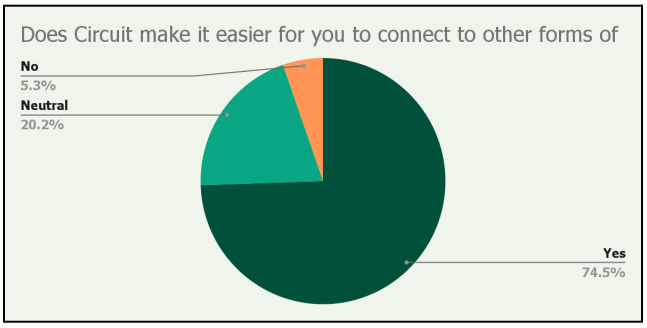
Circuit delivers advanced data analytics and robust reporting capabilities to ensure transparency, operational excellence, and alignment with the City of Redmond's service goals. Our analytics suite is purpose-built for transit management, empowering the City to monitor service quality, optimize mobility operations, and make data-informed decisions in real time.

Rider Feedback & Continuous Improvement

Circuit collects rider feedback seamlessly through our mobile app, enabling riders to rate their trips and leave comments after every ride. This real-time feedback is aggregated in our dashboard and informs ongoing service adjustments.

To complement quantitative analytics, we also administer regular rider surveys capturing:

- Demographic data and travel behavior
- Mode shift trends
- Satisfaction and equity metrics
- Feedback specific to fixed-route vs. on-demand experiences



This integrated qualitative feedback loop ensures services are responsive to community needs and aligned with Redmond's goals for inclusive, high-quality, and modern mobility solutions.

3.0 Relevant Project Experience

3.1 Overview of Circuit's National and Local Expertise

- **Proven Performance:** Our services consistently achieve industry-leading passenger per vehicle hour (PPVH) counts, averaging 4-7, with an average cost per rider of $10 or less—significantly more efficient than industry benchmarks.
- **Built for City Partnerships:** While we have direct experience working as a service provider for major transit agencies in the United States, our local operations teams are purpose-built to deliver exceptional personalized service for cities - we're the one of the largest providers of City-contracted microtransit services in the U.S.
- **100% Electric Fleet Management:** We are one of the few providers who have exclusively managed all-electric mixed fleets across multiple states, giving us unparalleled expertise in EV operations, charging strategy, and maintenance.
- **Local Presence:** We currently operate the highly successful BellHop service in neighboring Bellevue, giving us critical local knowledge of the regional transportation landscape, labor market, and user expectations.

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3.2 Case Study: City of Bellevue, WA ("BellHop")

Client	Visit Bellevue, City of Bellevue, Amazon
Contact	Brad Jones bjones@visitbellevuewa.com
Service Type	On-demand EV Microtransit
Duration	Aug 2023 - Present
Fleet	8 All-Electric Vehicles
Performance	**180,000+** rides, **7.73** Pax/Hour, **~11-min** avg. wait time, **4.88/5** avg. driver rating

Relevance to Redmond: The BellHop program is a direct local analog to the proposed Redmond shuttle and validates a model we are confident we can replicate and enhance in Redmond. Launched to support tourism and reduce downtown congestion, the service has been a resounding success, leading to multiple extensions and securing additional funding from partners like the City of Bellevue and Amazon. This project demonstrates our ability to not only meet and exceed KPIs in the Eastside market but also to act as a strategic partner in building a sustainable, long-term program. We also recently transitioned the fleet to include SUVs rather than only GEMs which was a huge success.

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

3.3 Case Study: (DART) West Dallas, TX

Client	Dallas Area Rapid Transit (DART), Toyota Mobility Foundation
Contact	Jennifer Hall jhall@dart.org
Service Type	On-demand EV Microtransit
Duration	Nov 2022 - Present
Fleet	5 All-Electric Vehicles
Performance	**4,500+** monthly ridership, **45% of trips** to or from Transit Hub

Relevance to Redmond: This project is a direct testament to our ability to partner successfully with a major public transit authority to solve the first/last-mile challenge. The West Dallas service was specifically designed to enhance transportation accessibility for underserved residents and connect them to the broader DART network. A testament to our success in this is that **over 45% of all on-demand rides start or end at DART stations**, proving our effectiveness at bridging the gap to mass transit and increasing regional transit ridership.

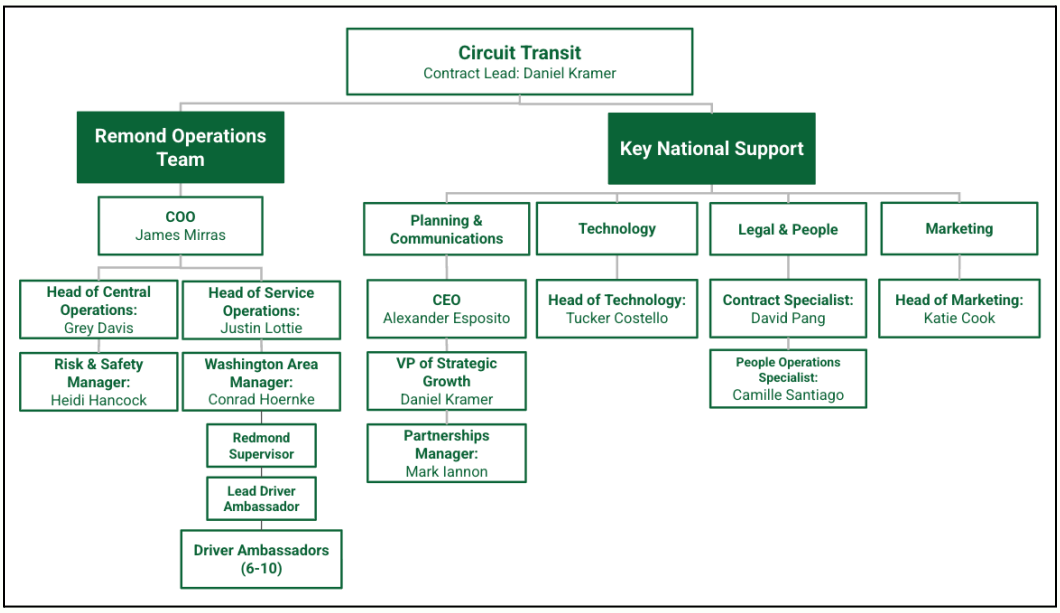
3.4 Case Study: Chula Vista, CA

Client	City of Chula Vista
Contact	Dennis Gakunga DGakunga@chulavistaca.gov
Service Type	On-demand, free for residents 55+
Duration	Jun 2021 - Present
Fleet	6 All-Electric Vehicles (including ADA vans)
Performance	**3,500+** monthly ridership, **~10-minute** avg. wait time

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

Relevance to Redmond: The Chula Vista program highlights our expertise in serving specific community needs and ensuring equitable access. The service was initially designed for seniors, improving their access to essential services like grocery stores and doctor's appointments. Critically, this program features a **bilingual call center for booking**, ensuring residents without smartphones or with limited English proficiency can easily access the service. This demonstrates our capability to provide tailored additions to our service design that can help expand access to all members of the Redmond community.

4.0 Proposed Project Team



Circuit is headquartered in Fort Lauderdale, Florida at 501 East Las Olas Blvd. We have over 550 driver ambassadors across the U.S. and a corporate team of ~50.

Time Commitments by Key Redmond Team members:

- Redmond Supervisor: 100%
- Conrad Hoernke: 75% through first months of programs then 50%
- Justin Lottie: 25% through first months of program, then in a support/advisory role
- Mark Iannon: On-call 100% of the time; shares responsibility with a few other programs.

Daniel Kramer - Director of West Coast Business Development

Daniel has led the designing and launching of services throughout the West Coast, as well as assisted in national quality control since joining Circuit in 2017. Daniel has over 7 years of experience in on-demand microtransit using electric fleets. Daniel will be the project manager throughout contracting and lead the Circuit team on how best to

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

improve upon the existing foundation of the program and expand services. He will be the project manager and main point of contact throughout the contracting process before transferring ownership to Conrad & Mark.

Conrad Hoernke - Washington Operations Manager

Conrad was brought onboard to supervise the launch of Circuit's Bellevue market, BellHop. He quickly flourished in the role and was given the title of Market Manager after a few short months. In his time with Circuit, he has become a stronger leader while honing his operational expertise. Conrad has 5 years of operations experience, ranging from military logistics to microtransit. He has several professional certifications, including the esteemed Certified Tourism Ambassador certificate and the Rising Star Award at the 2024 Bellevue Destination Awards. Conrad has been an integral addition to the Circuit team and is extremely prepared to lead the Redmond program and supervise the new team.

Mark Iannon - Dedicated Partnerships Manager

Mark will be the dedicated partnerships manager for the Redmond service. He will serve as an integral part of regular connection between the Redmond team and the Circuit team, ensuring transparency into the success of the program and holding us accountable for success. Mark will be the lead contact throughout the duration of the contract for all additional requests as well as lead data presentations on the performance of the program. He will work closely with the Redmond team to ensure that the operations are continuously on-track to meet and exceed the expected KPIs.

James Mirras - Co-Founder and COO

James oversees all national operations and will work closely with Daniel and Mark to plan and set up operations, hiring processes, tech improvements, reporting processes, metrics, and any additional requests of Redmond. James is the head of Operations and Finance. He has a total of 11+ years of experience in transportation services similar to those requested by this RFP. His attention to detail, people skills, and strong work ethic helped create a solid foundation that the company has been able to grow from. James moves between the company's locations, focusing on business development, management training, vendor relations and overall strategy.

Justin Lottie - Head of Service Operations

Justin oversees service operations for Circuit across the United States. He has over 13 years of experience inclusive of supply chain management with a focus on multi-modal transportation as well as

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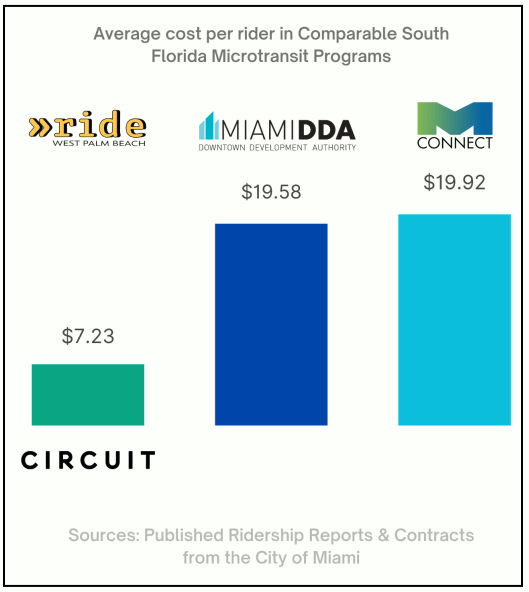
distribution solutions and several years in the on-demand start-up space positively influencing operational performance and innovation. He's spent the last several years in the rideshare and shared mobility industries where he has developed an interest in sustainability and gained invaluable experience. Justin will help to directly oversee Conrad and all day to day operations including driver training, and the implementation of vehicle inspection & safety programs.

5.0 Cost Proposal

5.1 Budget Tracking



Circuit's approach to budget management is founded on over a decade of direct operational experience. Having delivered more than 10 million rides across 40+ markets, we have developed a sophisticated understanding of our true operational costs. For the City of Redmond, this means we can provide a firm, not-to-exceed budget that aligns with the estimate of $864,000 for the initial two-year term. By precisely managing our fixed costs, our system ensures the majority of the budget is dedicated to on-the-road service, maximizing the total number of vehicle hours provided to the Redmond community. This approach offers the City a predictable, transparent, and high-value partnership, eliminating financial uncertainty and guaranteeing the maximum possible service for your investment - it's why Circuit consistently **leads the industry in cost-per-rider performance,** delivering higher quality service that uses the funding spent on transportation more efficiently.

5.2 Projected Costs

While we understand the below options differ from the City's WSDOT application, we are confident that both options provide the same if not better service than the original fleet size. The two fleet options that we have put together are based on our experience in Bellevue and beyond, where we learned that mixed fleets with more vehicle hours on the road are most important to deliver a successful service. Both of these options below include a call center for any residents to call to book a ride.

Fleet Option #1: Recommended

Fleet	1 GEM*, 2 ID.Buzz
Monthly Cost	$35,651

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Budgeted Vehicle Wraps (1-time cost)	$8,000
2 Year Cost	$863,624

*Opportunity to upgrade to ADA GEM

Fleet Option #2

Fleet	3 ID.Buzz
Monthly Cost	$35,609
Budgeted Vehicle Wraps (1-time cost)	$9,000
2 Year Cost	$863,616

Additional Service Costs and Upgrades

ADA GEM upgrade	+$140 per month

If selected, Circuit can integrate this cost into the overall cost of the contract and align operations to ensure that we remain within the City's budget.

6.0 Required Statements

6.1 Business Name and License

- **Business Name:** Proposals are made in the official name of the firm, Circuit Transit, Inc., a corporation incorporated in the State of Florida.
- **Business License:** Circuit Transit, Inc. understands and agrees to obtain a City of Redmond business license as a requirement for performing these services prior to the commencement of any work.

6.2 Proposal Validity Period

This proposal shall be valid for 90 calendar days from the proposal due date.

6.3 Subcontracting

This proposal does not contain any subcontractors and we confirm that all aspects of this service from operations and maintenance to driver employment, will be self-performed by our dedicated, W2-employed team.

6.4 Insurance

We agree that we will maintain insurance as outlined in the Consulting Services Agreement (Attachment B).

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Resumes

DANIEL KRAMER

daniel@ridecircuit.com | (562) 252-6680

SUMMARY

Daniel is the Director of Business Development (West) and works with clients to develop first/last mile transportation programs. His commercial real estate background and sales experience have been key to developing our private developer and municipal products, which has led to valuable pilot projects. He is an integral part in launching service in west coast markets - assisting in managing operations, and focusing on national quality control.

PROFESSIONAL EXPERIENCE

Circuit Transit Inc. *Los Angeles, CA* Oct 2017 - present
Director of Business Development (West)

Pizza Rock Restaurant Group *Long Beach, CA* Jan 2017 - Aug 2018
Real Estate Manager

KZ Companies *Irvine, CA* July 2015 - Sept 2016
Real Estate Associate

Marcus & Millichap *Long Beach, CA* May 2014 - July 2015
Broker

EDUCATION

The University of Arizona Graduated 2014
Bachelor of Arts - Communications *Tucson, AZ*

Harvard Business School Online Completed Nov 2019
Certificate - Sustainable Business Strategy

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CONRAD HOERNKE

conrad.hoernke@ridecircuit.com | (805) 901-9443

SUMMARY

Conrad Hoernke has been the dedicated Market Manager for Circuit's Greater Seattle Area Operations since August 2023, and will be a key point of contact throughout the Redmond program. Currently overseeing ~20 direct reports, he has earned the respect of his team and the community by leveraging his 5+ years of managerial experience in operations. Deeply committed to operational excellence, Conrad has ensured the success of the Bellhop program in Bellevue by regularly analyzing the team's work towards meeting the pre-established KPIs and creating internal pilot programs to boost employee morale and strengthen procedures.

PROFESSIONAL EXPERIENCE

Circuit Transit Inc. *Bellevue, WA* Aug 2023 - present
Bellevue Market Manager

GXO *Des Moines, WA* Oct 2022 - Aug 2023
Supervisor, Supply Chain Operations

Logmet *El Segundo, CA* Sept 2019 - Oct 2022
Quality Assurance Inspector

Charles Meisner, Inc. *Upland, CA* May 2014 - July 2015
Broker

EDUCATION

Temple City High School Graduated 2010

NTMA Training Centers Completed Dec 2019
Mechanical Inspection
Quality Assurance
Measuring Machine Operator's Training

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MARK IANNON

mark.iannon@ridecircuit.com | 518.928.3323

SUMMARY

Mark Iannon is located in San Diego, and works directly with existing clients within the region to ensure Circuit is exceeding the expectations of the service contract through constant communication and data analysis that lead to action and improvement. He has a Master's degree in Organizational Management and 12+ years of Operations Leadership. He has extensive experience delivering creative and innovative solutions that maintain customer loyalty by fostering long-term relationships with clients.

PROFESSIONAL EXPERIENCE

Circuit Transit *San Diego, CA* 2022 - present
Partner Success Manager

Wheels *San Diego, CA* 2020-2022
Senior Operations Manager

Anything Auto *San Diego, CA* 2015-2020
Operations Manager

EDUCATION

Ashford University MA Organizational Management
Chandler, AZ 2010-2012

Johnson & Wales University BS Organizational Management 2002-2006
Providence, RI

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JAMES MIRRAS

james@ridecircuit.com | (631) 903-4448

SUMMARY

James Mirras is Co-Founder and COO/CFO of Circuit. James received his BS in Finance from University of Florida. Prior to Circuit, James worked for Morgan Stanley (NYSE: MS) in New York City as an intern then associate on the repurchase agreement trading desk. After nearly 3 years at Morgan Stanley, James set off to manage Circuit (then, Hamptons Free Ride) Finance and Operations full time. His attention to detail, people skills and strong work ethic helped create a solid foundation that the company has been able to grow from. James will leverage these skills and experience, including implementing nationwide operations as well as the Circuit NR pilot program, to ensure a smooth transition and expansion of the pilot program into a sustainable longer term service.

With over 14 years of experience in transportation operations, he has led the development of our operational strategy and standardization for scalability, including training programs, handbooks, policies, and our COVID 19 response. This combined with his financial expertise has allowed Circuit to achieve its current scale and plan for future growth.

PROFESSIONAL EXPERIENCE

Circuit Transit Inc. *New York, NY* 2010 - present
COO / CFO / Co-Founder

Morgan Stanley *New York, NY* 2009-2012
Associate

EDUCATION

University of Florida *Gainesville, FL* 2005 - 2009
B.S. Finance

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Certificate Of Completion

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Certificate Pages: 2 Initials: 0 DocuSign Purchasing
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EnvelopeId Stamping: Enabled Redmond, WA 98052
Time Zone: (UTC-08:00) Pacific Time (US & Canada) docusignpurchasing@redmond.gov
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Record Tracking

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Security Appliance Status: Connected Pool: StateLocal
Storage Appliance Status: Connected Pool: City of Redmond, WA Location: Docusign

Signer Events	Signature	Timestamp
Daniel Kramer daniel@ridecircuit.com Director Circuit Transit Inc. Security Level: Email, Account Authentication (None)	DocuSigned by: Daniel Kramer D55F1C5304C84DB... Signature Adoption: Pre-selected Style Using IP Address: 47.147.209.140	Sent: 7/21/2025 12:47:40 PM Viewed: 7/21/2025 12:48:19 PM Signed: 7/21/2025 12:49:24 PM
Electronic Record and Signature Disclosure: Not Offered via Docusign		
Secure Bids SecureBids@Redmond.gov Security Level: Email, Account Authentication (None)	**Completed** Using IP Address: 204.152.61.20	Sent: 7/21/2025 12:49:28 PM Viewed: 7/21/2025 2:04:43 PM Signed: 7/21/2025 2:04:53 PM
Electronic Record and Signature Disclosure: Not Offered via Docusign		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
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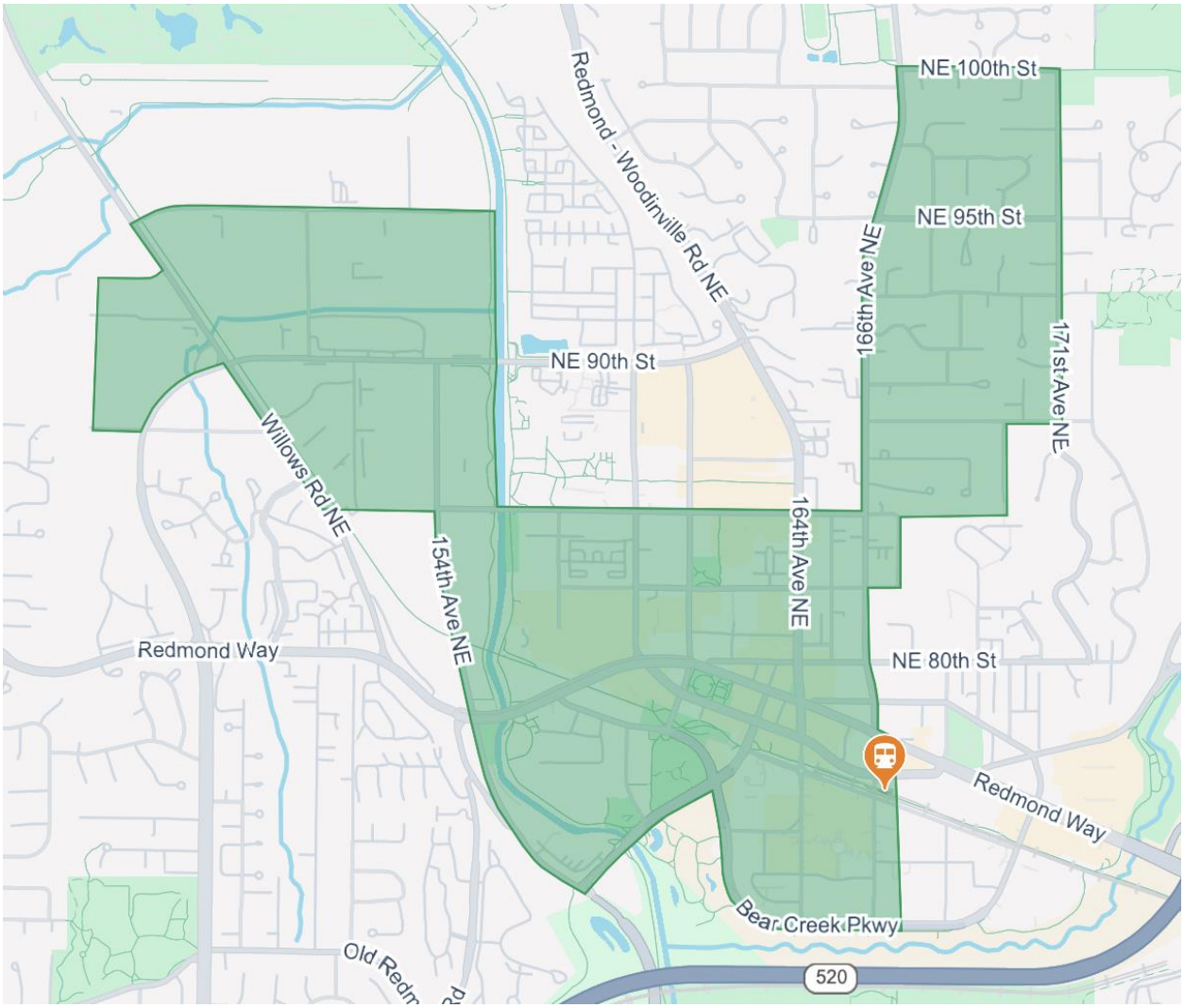
Payment Events	Status	Timestamps

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

EXHIBIT D – MAP

The coverage area and details of the service are subject to change based on utilization and decisions made by Circuit Transit Inc. and the City.



Certificate Of Completion

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Source Envelope:
Document Pages: 56
Signatures: 1
Certificate Pages: 2
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
Jodi Daub
15670 Ne 85th St
Redmond, WA 98052
jldaub@redmond.gov
IP Address: 204.152.61.20

Record Tracking

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9/29/2025 2:40:01 PM
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jldaub@redmond.gov
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Pool: StateLocal

Storage Appliance Status: Connected
Pool: City of Redmond, WA
Location: Docusign

Signer Events	Signature	Timestamp
James Mirras james@ridecircuit.com COO & Co-Founder Security Level: Email, Account Authentication (None)	DocuSigned by: 75FDF23C0BE64BF... Signature Adoption: Pre-selected Style Using IP Address: 2600:4808:7173:8500:116b:cbd:280b:80c6	Sent: 9/29/2025 2:46:22 PM Viewed: 9/29/2025 6:40:28 PM Signed: 9/30/2025 8:03:58 AM

Electronic Record and Signature Disclosure:
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Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp
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Francesca Liburdy fliburdy@redmond.gov Security Level: Email, Account Authentication (None)	COPIED	Sent: 9/30/2025 8:04:04 AM Viewed: 9/30/2025 9:29:20 AM

Electronic Record and Signature Disclosure:
Not Offered via Docusign

Electronic Record and Signature Disclosure:
Not Offered via Docusign

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
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Signing Complete	Security Checked	9/30/2025 8:03:58 AM
Completed	Security Checked	9/30/2025 8:04:04 AM

Payment Events	Status	Timestamps

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-152
Type: Consent Item

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

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Michael Hintze	Transportation Planning Manager
Planning and Community Development	Micah Ross	Senior Engineer
Public Works	Aaron Noble	Senior Engineer

TITLE:
Approval of a Consultant Agreement with David Evans & Associates for Engineering Services for the NE 40th Street Shared Use Path Project, in an Amount Not to Exceed $1,115,400

OVERVIEW STATEMENT:
David Evans & Associates has been selected through a competitive process to perform design engineering services for the NE 40th Street Shared Use Path project (163rd Ave NE to 172nd Ave NE). The total contract amount is not to exceed $1,115,400. Staff are requesting approval for the Mayor to sign the consultant agreement, and approval to secure right-of-way and/or easements to construct and maintain the improvements.

This project has been approved through Governance to add Transportation Benefit District funds in the amount of $2,864,400 to include a pavement overlay of NE 40th Street between 156th Ave NE and Bel-Red Road.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
- Redmond 2050,
- Capital Investment Program (CIP)
- Transportation Master Plan (TMP)
- 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-2 Maintain the transportation system in a state of good repair for all users.
- **Required:**
  RCW 39.80 and City Purchasing Policies and Procedures require Council authorization for the Mayor to sign the contract.
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:

Design and construction of this project supports pedestrian and bicycle movement on this key east/west corridor in the Overlake neighborhood, connecting non-motorized users to light rail and beyond.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  Community engagement will take place during the design.
- **Outreach Methods and Results:**
  Outreach will include at a minimum: website updates, post card mailer, and open house.
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:
Project Total: $9,971,323
Design Phase: $1,249,640
Community Facilities District (CFD): $3,873,202
Transportation Benefit District (TBD): $2,864,400

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

Budget Offer Number:
0000346 Transportation CIP
0000336 Community Facilities District
0000381 Transportation Benefit District

Budget Priority:
Vibrant and Connected

Other budget impacts or additional costs: ☒ **Yes** ☐ **No** ☐ **N/A**
If yes, explain:
Annual operations and maintenance costs after the project is completed

Funding source(s):
Impact Fees, Community Facilities District, Transportation Benefit District

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/7/2025	Committee of the Whole - Planning and Public Works	Approve

Proposed Upcoming Contact(s)

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

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
Delivery of the project will be delayed.

ATTACHMENTS:
Attachment A: Project Information Sheet
Attachment B: Professional Services Consultant Agreement

CIP Project Information Sheet

Project Name: Pedestrian and Bicycle Improvement - NE 40th Street Shared Use Path (163rd Avenue NE to 172nd)

Project Status: Existing - Revised
Functional Area(s): Transportation
Relevant Plan(s): Transportation Master Plan, ADA Transition Plan
Neighborhood: Overlake

Time Frame: 2023-2026
Budget Priority: Vibrant and Connected
Citywide Rank: 33
Functional Area Priority: High

Location: NE 40th Street from 163rd Avenue NE to 172nd Avenue NE

Description:
Replace sidewalk with shared path on the south side of NE 40th Street.

Anticipated Outcomes: ***Primary:*** Upgrade/Enhancement ***Secondary:***
Improved pedestrian and bicycle access to Redmond Technology Light Rail Station meeting ADA requirements.

Request: ***Primary Reason(s):*** Budget Process
Project approved in the 2023-2028 CIP budget process.

Budget:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Original Budget	$2,410,094	$2,703,102	$1,993,726						$7,106,922
Approved Changes	-$2,410,094	-$2,313,668	-$130,318	$4,854,080					
Current Approved Budget		**$389,434**	**$1,863,408**	**$4,854,080**					**$7,106,922**
Proposed New Budget		**$494,751**	**$3,829,864**	**$5,646,708**					**$9,971,323**

Proposed changes due to ___ Scope Change X Schedule Change ___ Budget Change

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)		$297,569	$57,675						**$355,244**
Right of Way			$64,080						**$64,080**
Design (31-100%)			$1,064,596	$181,766					**$1,246,362**
Construction			$1,330,236	$3,911,320					**$5,241,556**
Contingency		$197,182	$1,313,277	$1,553,622					**$3,064,081**
Total		**$494,751**	**$3,829,864**	**$5,646,708**					**$9,971,323**

Estimated M&O Impacts:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Cost						$500	$500	ongoing	**$1,000**

Explanation: Routine maintenance of the expanded sidewalk.

Proposed Funding Sources:	Prior	2025-2030	Future	Total
Impact Fees		$3,233,721		$3,233,721
Community Facilities District (CFD		$3,873,202		$3,873,202
Transportation Benefit District		$2,864,400		$2,864,400
Total		**$9,971,323**		**$9,971,323**

Local Agency A&E Professional Services
Negotiated Hourly Rate Consultant Agreement

Agreement Number:

Firm/Organization Legal Name (do not use dba's): David Evans and Associates, Inc.	
Address 14432 SE Eastgate Way, Ste 400, Bellevue, WA 98007	Federal Aid Number
UBI Number 600 227 608	Federal TIN 93-0661195
Execution Date	Completion Date 12/31/2027
1099 Form Required ☐ Yes ☒ No	Federal Participation ☐ Yes ☒ No
Project Title NE 40th Street Shared Use Path 163rd Ave NE to 172nd Ave NE	
Description of Work Engineering Services See Exhibit A for the Scope of Services	
☐ Yes ☒ No DBE Participation ☐ Yes ☒ No MBE Participation ☐ Yes ☒ No WBE Participation ☐ Yes ☒ No SBE Participation	Maximum Amount Payable: 1,167,300.00

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THIS AGREEMENT, made and entered into as shown in the "Execution Date" box on page one (1) of this AGREEMENT, between the City of Redmond, hereinafter called the "AGENCY," and the "Firm / Organization Name" referenced on page one (1) of this AGREEMENT, hereinafter called the "CONSULTANT."

WHEREAS, the AGENCY desires to accomplish the work referenced in "Description of Work" on page one (1) of this AGREEMENT and hereafter called the "SERVICES;" and does not have sufficient staff to meet the required commitment and therefore deems it advisable and desirable to engage the assistance of a CONSULTANT to provide the necessary SERVICES; and

WHEREAS, the CONSULTANT represents that they comply with the Washington State Statutes relating to professional registration, if applicable, and has signified a willingness to furnish consulting services to the AGENCY.

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

I. General Description of Work

The work under this AGREEMENT shall consist of the above-described SERVICES as herein defined, and necessary to accomplish the completed work for this project. The CONSULTANT shall furnish all services, labor, and related equipment and, if applicable, sub-consultants and subcontractors necessary to conduct and complete the SERVICES as designated elsewhere in this AGREEMENT.

II. General Scope of Work

The Scope of Work and projected level of effort required for these SERVICES is described in Exhibit "A" attached hereto and by this reference made a part of this AGREEMENT. The General Scope of Work was developed utilizing performance based contracting methodologies.

III. General Requirements

All aspects of coordination of the work of this AGREEMENT with outside agencies, groups, or individuals shall receive advance approval by the AGENCY. Necessary contacts and meetings with agencies, groups, and/or individuals shall be coordinated through the AGENCY. The CONSULTANT shall attend coordination, progress, and presentation meetings with the AGENCY and/or such State, Federal, Community, City, or County officials, groups or individuals as may be requested by the AGENCY. The AGENCY will provide the CONSULTANT sufficient notice prior to meetings requiring CONSULTANT participation. The minimum required hours or days' notice shall be agreed to between the AGENCY and the CONSULTANT and shown in Exhibit "A."

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

The CONSULTANT, any sub-consultants, and the AGENCY shall comply with all Federal, State, and local laws, rules, codes, regulations, and all AGENCY policies and directives, applicable to the work to be performed under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accordance with the laws of the State of Washington.

Participation for Disadvantaged Business Enterprises (DBE) or Small Business Enterprises (SBE), if required, per 49 CFR Part 26, shall be shown on the heading of this AGREEMENT. If DBE firms are utilized at the commencement of this AGREEMENT, the amounts authorized to each firm and their certification number will be shown on Exhibit "B" attached hereto and by this reference made part of this AGREEMENT. If the Prime CONSULTANT is, a DBE certified firm they must comply with the Commercial Useful Function (CUF) regulation outlined in the AGENCY's "DBE Program Participation Plan" and perform a minimum of 30% of the total amount of this AGREEMENT. It is recommended, but not required, that non-DBE Prime CONSULTANTS perform a minimum of 30% of the total amount of this AGREEMENT.

In the absence of a mandatory DBE goal, a voluntary SBE goal amount of ten percent of the Consultant Agreement is established. The Consultant shall develop a SBE Participation Plan prior to commencing work. Although the goal is voluntary, the outreach efforts to provide SBE maximum practicable opportunities are not.

The CONSULTANT, on a monthly basis, shall enter the amounts paid to all firms (including Prime) involved with this AGREEMENT into the wsdot.diversitycompliance.com program. Payment information shall identify any DBE Participation.

All Reports, PS&E materials, and other data furnished to the CONSULTANT by the AGENCY shall be returned. All electronic files, prepared by the CONSULTANT, must meet the requirements as outlined in Exhibit "C – Preparation and Delivery of Electronic Engineering and other Data."

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

Any and all notices or requests required under this AGREEMENT shall be made in writing and sent to the other party by (i) certified mail, return receipt requested, or (ii) by email or facsimile, to the address set forth below:

If to AGENCY:
Name: Micah Ross
Agency: City of Redmond
Address: 15670 NE 85th Street
City: Redmond State: WA Zip: 98052
Email: mross@redmond.gov
Phone: 425.556.2728
Facsimile: 425.556.2776

If to CONSULTANT:
Name: Manuel Feliberti
Agency: David Evans and Associates, Inc.
Address: 14432 SE Eastgate Way, Suite 400
City: Bellevue State: WA Zip: 98007
Email: manuel.feliberti@deainc.com
Phone: 425.519.6580
Facsimile:

IV. Time for Beginning and Completion

The CONSULTANT shall not begin any work under the terms of this AGREEMENT until authorized in writing by the AGENCY. All work under this AGREEMENT shall conform to the criteria agreed upon detailed in the AGREEMENT documents. These SERVICES must be completed by the date shown in the heading of this AGREEMENT titled "Completion Date."

The established completion time shall not be extended because of any delays attributable to the CONSULTANT, but may be extended by the AGENCY in the event of a delay attributable to the AGENCY, or because of unavoidable delays caused by an act of GOD, governmental actions, or other conditions beyond the control of the CONSULTANT. A prior supplemental AGREEMENT issued by the AGENCY is required to extend the established completion time.

V. Payment Provisions

The CONSULTANT shall be paid by the AGENCY for completed SERVICES rendered under this AGREEMENT as provided hereinafter. Such payment shall be full compensation for SERVICES performed or SERVICES rendered and for all labor, materials, supplies, equipment, and incidentals necessary to complete SERVICES. The CONSULTANT shall conform to all applicable portions of 48 CFR Part 31 (www.ecfr.gov).

A. Hourly Rates: Hourly rates are comprised of the following elements - Direct (Raw) Labor, Indirect Cost Rate, and Fee (Profit). The CONSULTANT shall be paid by the AGENCY for work done, based upon the negotiated hourly rates shown in Exhibits "D" and "E" attached hereto and by reference made part of this AGREEMENT. These negotiated hourly rates will be accepted based on a review of the CONSULTANT's direct labor rates and indirect cost rate computations and agreed upon fee. The accepted negotiated rates shall be memorialized in a final written acknowledgment between the parties. Such final written acknowledgment shall be incorporated into, and become a part of, this AGREEMENT. The initially accepted negotiated rates shall be applicable from the approval date, as memorialized in a final written acknowledgment, to 180 days following the CONSULTANT's fiscal year end (FYE) date.

   The direct (raw) labor rates and classifications, as shown on Exhibits "D" and "E" shall be subject to renegotiations for each subsequent twelve (12) month period (180 days following FYE date to 180 days following FYE date) upon written request of the CONSULTANT or the AGENCY. The written request must be made to the other party within ninety (90) days following the CONSULTANT's FYE date. If no such written request is made, the current direct (raw) labor rates and classifications as shown on Exhibits "D" and "E" will remain in effect for the twelve (12) month period.

   Conversely, if a timely request is made in the manner set forth above, the parties will commence negotiations to determine the new direct (raw) labor rates and classifications that will be applicable for the twelve (12 month period. Any agreed to renegotiated rates shall be memorialized in a final written acknowledgment between the parties. Such final written acknowledgment shall be incorporated into, and become a part of, this AGREEMENT. If requested, the CONSULTANT shall provide current payroll register and classifications to aid in negotiations. If the parties cannot reach an agreement on the direct (raw) labor rates and classifications, the AGENCY shall perform an audit of the CONSULTANT's books and records to determine the CONSULTANT's actual costs. The audit findings will establish the direct (raw) labor rates and classifications that will applicable for the twelve (12) month period.

   The fee as identified in Exhibits "D" and "E" shall represent a value to be applied throughout the life of the AGREEMENT.

   The CONSULTANT shall submit annually to the AGENCY an updated indirect cost rate within 180 days of the close of its fiscal year. An approved updated indirect cost rate shall be included in the current fiscal year rate under this AGREEMENT, even if/when other components of the hourly rate are not renegotiated. These rates will be applicable for the twelve (12) month period. At the AGENCY's option, a provisional and/or conditional indirect cost rate may be negotiated. This provisional or conditional indirect rate shall remain in effect until the updated indirect cost rate is completed and approved. Indirect cost rate costs incurred during the provisional or conditional period will not be adjusted. The CONSULTANT may request an extension of the last approved indirect cost rate for the twelve (12) month period. These requests for provisional indirect cost rate and/or extension will be considered on a case-by-case basis, and if granted, will be memorialized in a final written acknowledgment.

   The CONSULTANT shall maintain and have accessible support data for verification of the components of the hourly rates, i.e., direct (raw) labor, indirect cost rate, and fee (profit) percentage. The CONSULTANT shall bill each employee's actual classification, and actual salary plus indirect cost rate plus fee.

A. Direct Non-Salary Costs: Direct Non-Salary Costs will be reimbursed at the actual cost to the CONSULTANT. These charges may include, but are not limited to, the following items: travel, printing, long distance telephone, supplies, computer charges, and fees of sub-consultants. Air or train travel will be reimbursed only to lowest price available, unless otherwise approved by the AGENCY. The CONSULTANT shall comply with the rules and regulations regarding travel costs (excluding air, train, and rental car costs) in accordance with the WSDOT's Accounting Manual M 13-82, Chapter 10 – Travel Rules and Procedures, and all revisions thereto. Air, train, and rental card costs shall be reimbursed in accordance with 48 Code of Federal Regulations (CFR) Part 31.205-46 "Travel Costs." The billing for Direct Non-salary Costs shall include an itemized listing of the charges directly identifiable with these SERVICES. The CONSULTANT shall maintain the original supporting documents in their office. Copies of the original supporting documents shall be supplied to the STATE upon request. All above charges must be necessary for the SERVICES provided under this AGREEMENT.

B. Maximum Amount Payable: The Maximum Amount Payable by the AGENCY to the CONSULTANT under this AGREEMENT shall not exceed the amount shown in the heading of this AGREEMENT on page one (1.) The Maximum Amount Payable does not include payment for extra work as stipulated in section XIII, "Extra Work." No minimum amount payable is guaranteed under this AGREEMENT.

C. Monthly Progress Payments: Progress payments may be claimed on a monthly basis for all costs authorized in A and B above. Detailed statements shall support the monthly billings for hours expended at the rates established in Exhibit "D," including names and classifications of all employees, and billings for all direct non-salary expenses. To provide a means of verifying the billed salary costs for the CONSULTANT's employees, the AGENCY may conduct employee interviews. These interviews may consist of recording the names, titles, salary rates, and present duties of those employees performing work on the SERVICES at the time of the interview.

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

The payment of any billing will not constitute agreement as to the appropriateness of any item and at the time of final audit all required adjustments will be made and reflected in a final payment. In the event that such final audit reveals an overpayment to the CONSULTANT, the CONSULTANT will refund such overpayment to the AGENCY within thirty (30) calendar days of notice of the overpayment. Such refund shall not constitute a waiver by the CONSULTANT for any claims relating to the validity of a finding by the AGENCY of overpayment. Per WSDOT's "Audit Guide for Consultants," Chapter 23 "Resolution Procedures," the CONSULTANT has twenty (20) working days after receipt of the final Post Audit to begin the appeal process to the AGENCY for audit findings

E. Inspection of Cost Records: The CONSULTANT and their sub-consultants shall keep available for inspection by representatives of the AGENCY and the United States, for a period of six (6) years after receipt of final payment, the cost records and accounts pertaining to this AGREEMENT and all items related to or bearing upon these records with the following exception: if any litigation, claim or audit arising out of, in connection with, or related to this AGREEMENT is initiated before the expiration of the six (6) year period, the cost records and accounts shall be retained until such litigation, claim, or audit involving the records is completed. An interim or post audit may be performed on this AGREEMENT. The audit, if any, will be performed by the State Auditor, WSDOT's Internal Audit Office and /or at the request of the AGENCY's Project Manager.

VI. Sub-Contracting

The AGENCY permits subcontracts for those items of SERVICES as shown in Exhibit "A" attached hereto and by this reference made part of this AGREEMENT.

The CONSULTANT shall not subcontract for the performance of any SERVICE under this AGREEMENT without prior written permission of the AGENCY. No permission for subcontracting shall create, between the AGENCY and sub-consultant, any contract or any other relationship.

Compensation for this sub-consultant SERVICES shall be based on the cost factors shown on Exhibit "E" attached hereto and by this reference made part of this AGREEMENT.

The SERVICES of the sub-consultant shall not exceed its maximum amount payable identified in each sub consultant cost estimate unless a prior written approval has been issued by the AGENCY.

All reimbursable direct labor, indirect cost rate, direct non-salary costs and fee costs for the sub-consultant shall be negotiated and substantiated in accordance with section V "Payment Provisions" herein and shall be memorialized in a final written acknowledgment between the parties

All subcontracts shall contain all applicable provisions of this AGREEMENT, and the CONSULTANT shall require each sub-consultant or subcontractor, of any tier, to abide by the terms and conditions of this AGREEMENT. With respect to sub-consultant payment, the CONSULTANT shall comply with all applicable sections of the STATE's Prompt Payment laws as set forth in RCW 39.04.250 and RCW 39.76.011.

The CONSULTANT, sub-recipient, or sub-consultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this AGREEMENT. The CONSULTANT shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the CONSULTANT to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the recipient deems appropriate.

VII. Employment and Organizational Conflict of Interest

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

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

The CONSULTANT shall not engage, on a full- or part-time basis, or other basis, during the period of this AGREEMENT, any professional or technical personnel who are, or have been, at any time during the period of this AGREEMENT, in the employ of the United States Department of Transportation or the AGENCY, except regularly retired employees, without written consent of the public employer of such person if he/she will be working on this AGREEMENT for the CONSULTANT.

VIII. Nondiscrimination

During the performance of this AGREEMENT, the CONSULTANT, for itself, its assignees, sub-consultants, subcontractors and successors in interest, agrees to comply with the following laws and regulations:

- Title VI of the Civil Rights Act of 1964

  (42 U.S.C. Chapter 21 Subchapter V § 2000d through 2000d-4a)
- Federal-aid Highway Act of 1973 (23 U.S.C. Chapter 3 § 324)
- Rehabilitation Act of 1973

  (29 U.S.C. Chapter 16 Subchapter V § 794)
- Age Discrimination Act of 1975 (42 U.S.C. Chapter 76 § 6101 *et. seq.*)
- Civil Rights Restoration Act of 1987 (Public Law 100-259)
- American with Disabilities Act of 1990 (42 U.S.C. Chapter 126 § 12101 *et. seq.*)
- 23 CFR Part 200
- 49 CFR Part 21
- 49 CFR Part 26
- RCW 49.60.180

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

IX. Termination of Agreement

The right is reserved by the AGENCY to terminate this AGREEMENT at any time with or without cause upon ten (10) days written notice to the CONSULTANT.

In the event this AGREEMENT is terminated by the AGENCY, other than for default on the part of the CONSULTANT, a final payment shall be made to the CONSULTANT for actual hours charged at the time of termination of this AGREEMENT, plus any direct non-salary costs incurred up to the time of termination of this AGREEMENT.

No payment shall be made for any SERVICES completed after ten (10) days following receipt by the CONSULTANT of the notice to terminate. If the accumulated payment made to the CONSULTANT prior to Notice of Termination exceeds the total amount that would be due when computed as set forth in paragraph two (2) of this section, then no final payment shall be due and the CONSULTANT shall immediately reimburse the AGENCY for any excess paid.

If the services of the CONSULTANT are terminated by the AGENCY for default on the part of the CONSULTANT, the above formula for payment shall not apply.

In the event of a termination for default, the amount to be paid to the CONSULTANT shall be determined by the AGENCY with consideration given to the actual costs incurred by the CONSULTANT in performing SERVICES to the date of termination, the amount of SERVICES originally required which was satisfactorily completed to date of termination, whether that SERVICE is in a form or a type which is usable to the AGENCY at the time of termination, the cost to the AGENCY of employing another firm to complete the SERVICES required and the time which may be required to do so, and other factors which affect the value to the AGENCY of the SERVICES performed at the time of termination. Under no circumstances shall payment made under this subsection exceed the amount, which would have been made using the formula set forth in paragraph two (2) of this section.

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

The CONSULTANT shall, within 15 days, notify the AGENCY in writing, in the event of the death of any member, partner, or officer of the CONSULTANT or the death or change of any of the CONSULTANT's supervisory and/or other key personnel assigned to the project or disaffiliation of any principally involved CONSULTANT employee.

The CONSULTANT shall also notify the AGENCY, in writing, in the event of the sale or transfer of 50% or more of the beneficial ownership of the CONSULTANT within 15 days of such sale or transfer occurring. The CONSULTANT shall continue to be obligated to complete the SERVICES under the terms of this AGREEMENT unless the AGENCY chooses to terminate this AGREEMENT for convenience or chooses to renegotiate any term(s) of this AGREEMENT. If termination for convenience occurs, final payment will be made to the CONSULTANT as set forth in the second and third paragraphs of this section.

Payment for any part of the SERVICES by the AGENCY shall not constitute a waiver by the AGENCY of any remedies of any type it may have against the CONSULTANT for any breach of this AGREEMENT by the CONSULTANT, or for failure of the CONSULTANT to perform SERVICES required of it by the AGENCY.

Forbearance of any rights under the AGREEMENT will not constitute waiver of entitlement to exercise those rights with respect to any future act or omission by the CONSULTANT.

X. Changes of Work

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

XI. Disputes

Any disputed issue not resolved pursuant to the terms of this AGREEMENT shall be submitted in writing within 10 days to the Director of Public Works or AGENCY Engineer, whose decision in the matter shall be final and binding on the parties of this AGREEMENT; provided however, that if an action is brought challenging the Director of Public Works or AGENCY Engineer's decision, that decision shall be subject to judicial review. If the parties to this AGREEMENT mutually agree, disputes concerning alleged design errors will be conducted under the procedures found in Exhibit "J". In the event that either party deem it necessary to institute legal action or proceeding to enforce any right or obligation under this AGREEMENT, this action shall be initiated in the Superior Court of the State of Washington, situated in the county in which the AGENCY is located. The parties hereto agree that all questions shall be resolved by application of Washington law and that the parties have the right of appeal from such decisions of the Superior Court in accordance with the laws of the State of Washington. The CONSULTANT hereby consents to the personal jurisdiction of the Superior Court of the State of Washington, situated in the county in which the AGENCY is located.

XII. Legal Relations

The CONSULTANT, any sub-consultants, and the AGENCY shall comply with all Federal, State, and local laws, rules, codes, regulations and all AGENCY policies and directives, applicable to the work to be performed under this AGREEMENT. This AGREEMENT shall be interpreted and construed in accordance with the laws of the State of Washington.

The CONSULTANT shall defend, indemnify, and hold the State of Washington (STATE) and the AGENCY and their officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the negligence of, or the breach of any obligation under this AGREEMENT by, the CONSULTANT or the CONSULTANT's agents, employees, sub consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable; provided that nothing herein shall require a CONSULTANT

to defend or indemnify the STATE and the AGENCY and their officers and employees against and hold harmless the STATE and the AGENCY and their officers and employees from claims, demands or suits based solely upon the negligence of, or breach of any obligation under this AGREEMENT by the STATE and the AGENCY, their agents, officers, employees, sub-consultants, subcontractors or vendors, of any tie , or any other persons for whom the STATE and /or the AGENCY may be legally liable; and provided further that if the claims or suits are caused by or result from the concurrent negligence of (a) the CONSULTANT or the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT is legally liable, and (b) the STATE and/or AGENCY, their agents, officers, employees, sub-consultants, subcontractors and or vendors, of any tier, or any other persons for whom the STATE and/or AGENCY may be legally liable, the defense and indemnity obligation shall be valid and enforceable only to the extent of the CONSULTANT's negligence or the negligence of the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable. This provision shall be included in any AGREEMENT between CONSULTANT and any sub-consultant, subcontractor and vendor, of any tier.

The CONSULTANT shall also defend, indemnify, and hold the STATE and the AGENCY and their officers and employees harmless from all claims, demands, or suits at law or equity arising in whole or in part from the alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions by the CONSULTANT or the CONSULTANT's agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable, in performance of the Work under this AGREEMENT or arising out of any use in connection with the AGREEMENT of methods, processes, designs, information or other items furnished or communicated to STATE and/or the AGENCY, their agents, officers and employees pursuant to the AGREEMENT; provided that this indemnity shall not apply to any alleged patent or copyright infringement or other allegedly improper appropriation or use of trade secrets, patents, proprietary information, know-how, copyright rights or inventions resulting from STATE and/or AGENCY's, their agents', officers and employees' failure to comply with specific written instructions regarding use provided to STATE and/or AGENCY, their agents, officers and employees by the CONSULTANT, its agents, employees, sub-consultants, subcontractors or vendors, of any tier, or any other persons for whom the CONSULTANT may be legally liable.

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

Notwithstanding any determination by the Executive Ethics Board or other tribunal, the AGENCY may, in its sole discretion, by written notice to the CONSULTANT terminate this AGREEMENT if it is found after due notice and examination by the AGENCY that there is a violation of the Ethics in Public Service Act, Chapter 42.52 RCW; or any similar statute involving the CONSULTANT in the procurement of, or performance under, this AGREEMENT.

The CONSULTANT specifically assumes potential liability for actions brought by the CONSULTANT's own employees or its agents against the STATE and/or the AGENCY and, solely for the purpose of this indemnification and defense, the CONSULTANT specifically waives any immunity under the state industrial insurance law, Title 51 RCW. The Parties have mutually negotiated this waiver.

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

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

Insurance Coverage

A. Worker's compensation and employer's liability insurance as required by the STATE.

B. Commercial general liability insurance written under ISO Form CG 00 01 12 04 or its equivalent with minimum limits of one million dollars ($1,000,000.00) per occurrence and two million dollars ($2,000,000.00) in the aggregate for each policy period.

C. Business auto liability insurance written under ISO Form CG 00 01 10 01 or equivalent providing coverage for any "Auto" (Symbol 1) used in an amount not less than a one million dollar ($1,000,000.00) combined single limit for each occurrence.

Excepting the Worker's Compensation Insurance and any Professional Liability Insurance, the STATE and AGENCY, their officers, employees, and agents will be named on all policies of CONSULTANT and any sub-consultant and/or subcontractor as an additional insured (the "AIs"), with no restrictions or limitations concerning products and completed operations coverage. This coverage shall be primary coverage and non-contributory and any coverage maintained by the AIs shall be excess over, and shall not contribute with, the additional insured coverage required hereunder. The CONSULTANT's and the sub-consultant's and/or subcontractor's insurer shall waive any and all rights of subrogation against the AIs. The CONSULTANT shall furnish the AGENCY with verification of insurance and endorsements required by this AGREEMENT. The AGENCY reserves the right to require complete, certified copies of all required insurance policies at any time.

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

Name: Micah Ross
Agency: City of Redmond
Address: 15670 NE 85th Street
City: Redmond State: WA Zip: 98052
Email: mross@redmond.gov
Phone: 425.556.2728
Facsimile: 425.556.2776

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

The CONSULTANT's professional liability to the AGENCY, including that which may arise in reference to section IX "Termination of Agreement" of this AGREEMENT, shall be limited to the accumulative amount of the authorized AGREEMENT or one million dollars ($1,000,000.00), whichever is greater, unless the limit of liability is increased by the AGENCY pursuant to Exhibit H. In no case shall the CONSULTANT's professional liability to third parties be limited in any way.

The parties enter into this AGREEMENT for the sole benefit of the parties, and to the exclusion of any third party, and no third party beneficiary is intended or created by the execution of this AGREEMENT.

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

XIII. Extra Work

A. The AGENCY may at any time, by written order, make changes within the general scope of this AGREEMENT in the SERVICES to be performed.

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

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

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

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

XIV. Endorsement of Plans

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

XV. Federal Review

The Federal Highway Administration shall have the right to participate in the review or examination of the SERVICES in progress.

XVI. Certification of the Consultant and the Agency

Attached hereto as Exhibit "G-1(a and b)" are the Certifications of the CONSULTANT and the AGENCY, Exhibit "G-2" Certification Regarding Debarment, Suspension and Other Responsibility Matters - Primary Covered Transactions, Exhibit "G-3" Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying and Exhibit "G-4" Certificate of Current Cost or Pricing Data. Exhibit "G-3" is required only in AGREEMENTS over one hundred thousand dollars ($100,000.00) and Exhibit "G-4" is required only in AGREEMENTS over five hundred thousand dollars ($500,000.00.) These Exhibits must be executed by the CONSULTANT, and submitted with the master AGREEMENT, and returned to the AGENCY at the address listed in section III "General Requirements" prior to its performance of any SERVICES under this AGREEMENT.

XVII. Complete Agreement

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

XVIII. Execution and Acceptance

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

XIX. Protection of Confidential Information

The CONSULTANT acknowledges that some of the material and information that may come into its possession or knowledge in connection with this AGREEMENT or its performance may consist of information that is exempt from disclosure to the public or other unauthorized persons under either chapter 42.56 RCW or other local, state, or federal statutes ("State's Confidential Information"). The "State's Confidential Information" includes, but is not limited to, names, addresses, Social Security numbers, e-mail addresses, telephone numbers, financial profiles credit card information, driver's license numbers, medical data, law enforcement records (or any other information identifiable to an individual), STATE and AGENCY source code or object code, STATE and AGENCY security data, non-public Specifications, STATE and AGENCY non-publicly available data, proprietary software, STATE and AGENCY security data, or information which may jeopardize any part of the project that relates to any of these types of information. The CONSULTANT agrees to hold the State's Confidential Information in strictest confidence and not to make use of the State's Confidential Information for any purpose other than the performance of this AGREEMENT, to release it only to authorized employees, sub-consultants or subcontractors requiring such information for the purposes of carrying out this AGREEMENT, and not to release, divulge, publish, transfer, sell, disclose, or otherwise make it known to any other party without the AGENCY's express written consent or as provided by law. The CONSULTANT agrees to release such information or material only to employees, sub-consultants or subcontractors who have signed a nondisclosure AGREEMENT, the terms of which have been previously approved by the AGENCY. The CONSULTANT agrees to implement physical, electronic, and managerial safeguards to prevent unauthorized access to the State's Confidential Information.

Immediately upon expiration or termination of this AGREEMENT, the CONSULTANT shall, at the AGENCY's option: (i) certify to the AGENCY that the CONSULTANT has destroyed all of the State's Confidential Information; or (ii) returned all of the State's Confidential Information to the AGENCY; or (iii) take whatever other steps the AGENCY requires of the CONSULTANT to protect the State's Confidential Information.

As required under Executive Order 00-03, the CONSULTANT shall maintain a log documenting the following: the State's Confidential Information received in the performance of this AGREEMENT; the purpose(s) for which the State's Confidential Information was received; who received, maintained, and used the State's Confidential Information; and the final disposition of the State's Confidential Information. The CONSULTANT's records shall be subject to inspection, review, or audit upon reasonable notice from the AGENCY.

The AGENCY reserves the right to monitor, audit, or investigate the use of the State's Confidential Information collected, used, or acquired by the CONSULTANT through this AGREEMENT. The monitoring, auditing, or investigating may include, but is not limited to, salting databases.

Violation of this section by the CONSULTANT or its sub-consultants or subcontractors may result in termination of this AGREEMENT and demand for return of all State's Confidential Information, monetary damages, or penalties

It is understood and acknowledged that the CONSULTANT may provide the AGENCY with information, which is proprietary and/or confidential during the term of this AGREEMENT. The parties agree to maintain the confidentiality of such information during the term of this AGREEMENT and afterwards. All materials containing such proprietary and/or confidential information shall be clearly identified and marked as "Confidential" and shall be returned to the disclosing party at the conclusion of the SERVICES under this AGREEMENT.

The CONSULTANT shall provide the AGENCY with a list of all information and materials it considers confidential and/or proprietary in nature: (a) at the commencement of the term of this AGREEMENT, or (b) as soon as such confidential or proprietary material is developed. "Proprietary and/or confidential information" is not meant to include any information which, at the time of its disclosure: (i) is already known to the other party; (ii) is rightfully disclosed to one of the parties by a third party that is not acting as an agent or representative for the other party; (iii) is independently developed by or for the other party; (iv) is publicly known; or (v) is generally utilized by unaffiliated third parties engaged in the same business or businesses as the CONSULTANT.

The parties also acknowledge that the AGENCY is subject to Washington State and federal public disclosure laws. As such, the AGENCY shall maintain the confidentiality of all such information marked proprietary and or confidential or otherwise exempt, unless such disclosure is required under applicable state or federal law. If a public disclosure request is made to view materials identified as "Proprietary and/or confidential information" or otherwise exempt information, the AGENCY will notify the CONSULTANT of the request and of the date that such records will be released to the requester unless the CONSULTANT obtains a court order from a court of competent jurisdiction enjoining that disclosure. If the CONSULTANT fails to obtain the court order enjoining disclosure, the AGENCY will release the requested information on the date specified.

The CONSULTANT agrees to notify the sub-consultant of any AGENCY communication regarding disclosure that may include a sub-consultant's proprietary and/or confidential information. The CONSULTANT notification to the sub-consultant will include the date that such records will be released by the AGENCY to the requester and state that unless the sub-consultant obtains a court order from a court of competent jurisdiction enjoining that disclosure the AGENCY will release the requested information. If the CONSULTANT and/or sub-consultant fail to obtain a court order or other judicial relief enjoining the AGENCY by the release date, the CONSULTANT shall waive and release and shall hold harmless and indemnify the AGENCY from all claims of actual or alleged damages, liabilities, or costs associated with the AGENCY's said disclosure of sub-consultants' information.

XX. Records Maintenance

During the progress of the Work and SERVICES provided hereunder and for a period of not less than six (6) years from the date of final payment to the CONSULTANT, the CONSULTANT shall keep, retain, and maintain all "documents" pertaining to the SERVICES provided pursuant to this AGREEMENT. Copies of all "documents" pertaining to the SERVICES provided hereunder shall be made available for review at the CONSULTANT's place of business during normal working hours. If any litigation, claim, or audit is commenced, the CONSULTANT shall cooperate with AGENCY and assist in the production of all such documents. "Documents" shall be retained until all litigation, claims or audit findings have been resolved even though such litigation, claim, or audit continues past the six (6) year retention period.

For purposes of this AGREEMENT, "documents" means every writing or record of every type and description, including electronically stored information ("ESI"), that is in the possession, control, or custody of the CONSULTANT, including, without limitation, any and all correspondences, contracts, AGREEMENTs, appraisals, plans, designs, data, surveys, maps, spreadsheets, memoranda, stenographic or handwritten notes, reports, records, telegrams, schedules, diaries, notebooks, logbooks, invoices, accounting records, work sheets, charts, notes, drafts, scribblings, recordings, visual displays, photographs, minutes of meetings, tabulations, computations, summaries, inventories, and writings regarding conferences, conversations or telephone conversations, and any and all other taped, recorded, written, printed or typed matters of any kind or description; every copy of the foregoing whether or not the original is in the possession, custody, or control of the CONSULTANT, and every copy of any of the foregoing, whether or not such copy is a copy identical to an original, or whether or not such copy contains any commentary or notation whatsoever that does not appear on the original.

For purposes of this AGREEMENT, "ESI" means any and all computer data or electronic recorded media of any kind, including "Native Files", that are stored in any medium from which it can be retrieved and examined, either directly or after translation into a reasonably useable form. ESI may include information and/or documentation stored in various software programs such as Email, Outlook, Word, Excel, Access, Publisher, PowerPoint, Adobe Acrobat, SQL databases, or any other software or electronic communication programs or databases that the CONSULTANT may use in the performance of its operations. ESI may be located on network servers, backup tapes, smart phones, thumb drives, CDs, DVDs, floppy disks, work computers, cell phones, laptops, or any other electronic device that CONSULTANT uses in the performance of its Work or SERVICES hereunder, including any personal devices used by the CONSULTANT or any sub-consultant at home.

"Native files" are a subset of ESI and refer to the electronic format of the application in which such ESI is normally created, viewed, and /or modified

The CONSULTANT shall include this section XX "Records Maintenance" in every subcontract it enters into in relation to this AGREEMENT and bind the sub-consultant to its terms, unless expressly agreed to otherwise in writing by the AGENCY prior to the execution of such subcontract.

In witness whereof, the parties hereto have executed this AGREEMENT as of the day and year shown in the "Execution Date" box on page one (1) of this AGREEMENT.

Signature	Date
Signature	Date

Any modification, change, or reformation of this AGREEMENT shall require approval as to form by the Office of the Attorney General.

Exhibit A
Scope of Work

Project No.

See attached Scope of Services

EXHIBIT A

CITY OF REDMOND
NE 40th Street Shared Use Path
from
163rd Avenue NE to 172nd Avenue NE

Scope of Services

Prepared by:

David Evans and Associates, Inc.
14432 SE Eastgate Way, Suite 400
Bellevue, WA 98007

July 18, 2025

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Task 1.0 Project Description, Design Criteria, and Project Assumptions

1.1 Project Description

The City of Redmond (CITY/CLIENT) is requesting professional services from David Evans and Associates, Inc. (CONSULTANT) for the NE 40th Street Shared Use Path project (PROJECT) on the south side of NE 40th Street between 163rd Avenue NE and 172nd Avenue NE and pavement restoration of NE 40th Street between 156th Avenue NE and 172nd Avenue NE. The improvements will include a new shared use path (typically 12 feet wide), intersection modifications, drainage, traffic signal modifications, and pavement grind and overlay.

Services include project management, surveying, utility coordination, environmental/permitting/SEPA documentation, geotechnical, stakeholder coordination, right of way services, preliminary / final design, PS&E document preparation, and support during bid advertisement. Optional services may include additional investigation to support project development, construction engineering support, construction management, inspection support, and record drawings preparation.

This project is funded by Community Facility District and impact fees.

A voluntary Small Business Enterprises (SBE) goal of ten (10) percent is encouraged.

For purposes of this agreement, the term CONSULTANT refers to the collective efforts of the following firms:

Firm Name	SBE Certified
David Evans and Associates, Inc. (DEA)	No
HWA Geosciences (HWA)	Yes
ProgramX (PRX)	No
Toole Design Group (TDG)	No
Urban Forestry Services | Bartlett Consulting (UFC|BC)	No

DEA shall be the prime consultant, with other firms listed above contracted to DEA as subconsultants.

Contingency tasks are shown in italics throughout this Scope and unanticipated tasks are discussed in the Optional Services Task. Budgets for *contingency items* are not included at this time. Both *Contingency* and Optional Services shall be pre-authorized and will be funded out of the Contingency or unused tasks.

1.2 Design Criteria

The design and plans, specifications, and estimate (PS&E) will be based on the requirements of the City of Redmond Public Works Standards and WSDOT LAG Manual. Project specifications will be based on the most current WSDOT Standard Specifications and the City of Redmond's General Special Provisions.

1.3 Project Understanding

The NE 40th Street Shared Use Path (163rd Avenue NE to 172nd Avenue NE) project, hereinafter referred to as the PROJECT, currently consists of the following features:

- Build a shared use path on the south side of NE 40th Street from 163rd Avenue NE to 172nd Avenue NE. The general layout is anticipated to be a four-foot buffer and 10-foot shared use path.
- Upgrade ADA crossings to accommodate the shared use path) at the following NE 40th Street intersections: 163rd Avenue NE (southeast and northeast quadrants), NE 37th Street (southwest and southeast quadrants), and 172nd Avenue NE (southwest quadrant).
- Evaluate the potential pedestrian bridge over Count Creek.
- Evaluate a potential mid block pedestrian NE 40th Street crossing near 166th Avenue NE intersection.
- Revise the existing roadway illumination between 163rd Avenue NE and Bel-Red Road as needed.
- Install a new drainage system as needed for the shared use path.
- Hot Mix Asphalt (HMA) grind and overlay of NE 40th Street from 156th Avenue NE to 172nd Avenue NE. NE 40th Street pavement areas that were recently built will not be included.
- Surveying of existing topography.
- Coordination with utility providers and King County Metro.
- Modify the existing roadway drainage system as needed due to curb and gutter relocation between 163rd Avenue NE and Bel-Red Road.
- Make appropriate traffic signal modifications at 159th Avenue NE and 163rd Avenue NE.
- Preparation of environmental documentation and permit applications.
- Real property services for temporary construction easements.
- Provide graphics and exhibits for public outreach.

1.4 Responsibilities and Services Provided by the CLIENT

The CLIENT will:

- Provide all available existing as-built plans, right-of-way plans, horizontal and vertical monument information, GIS maps, and other mapping information, as available, to the CONSULTANT.
- Provides templates for items such as invoices.
- Provide all City standard specifications and City bid forms in Microsoft Word format.
- Review all submittals made to the CLIENT within 15 working days, or as agreed, and return them to the CONSULTANT with consolidated written comments regarding changes needed.
- Provide an electronic copy of the aerial photograph to reference into CAD drawings.
- Provide all property title reports.

1.5 Project Assumptions

- The PROJECT is composed of two separate Redmond projects: NE 40th Street Shared Use Path and NE 40th Street Pavement Restoration. The CONSULTANT will create two separate bid schedules for construction contract bid proposal documents.

- All drawings will be prepared in AutoCAD Civil3D 2025 format, utilizing the CONSULTANT's CAD standards, and will be drawn at one-inch equals forty feet for 11"x17" plans. Drawings shall conform to City of Redmond's record drawing submittal standards.
- Specifications will follow WSDOT/APWA Standard Specifications and the City of Redmond's General Special Provisions.
- The project design duration is assumed to be 18 months.
- Existing roadway illumination system is owned and operated by Puget Sound Energy (PSE). New roadway illumination will be owned and operated by the City of Redmond.
- All deliverables will be electronic PDF files unless otherwise noted.

Task 2.0 Project Management and Quality Control

2.1 Project Management

Direction of the CONSULTANT (DEA) staff and review of their work over the course of the project shall be provided. This work element includes preparing monthly progress reports including the status of individual work elements, number of meetings attended, outstanding information required, and work items planned for the following month, including any critical path tasks and any items impacting contract scope, schedule, and / or budget.

The CONSULTANT (DEA) shall perform periodic monitoring of the consultant's design budget and schedule over the course of the project. This work element is intended to help monitor costs and budgets, and to propose corrective actions. These actions may include formal requests for increases, modifications, or reductions in scope and/or budget.

The CONSULTANT (DEA) will use an earned value spreadsheet to monitor and track project expenditures by task. If requested by the CLIENT, the earned value spreadsheet shall be submitted with each invoice and progress report.

Drawings and documents received and generated over the course of the project require review, coordination, and file management. The status of requested information will also be maintained.

The CONSULTANT (DEA) will use the CITY's SharePoint site for the project. The CONSULTANT (DEA) will use the City's templates, for example for invoices.

2.2 Subconsultant Coordination

The CONSULTANT (DEA) shall provide directions to the SUBCONSULTANT and review of their work over the course of the project shall be provided by the CONSULTANT (DEA). Monthly monitoring of the SUBCONSULTANT's design budget will occur over the course of the project. Current status, as well as projections, will be developed. This work element is intended to help monitor costs and budgets, and to propose corrective actions. These actions could include formal requests for increases, modifications, or reductions in scope and/or budget.

2.3 Develop Project Schedule

The CONSULTANT (DEA) and the CLIENT will jointly develop an overall project schedule showing all major and supportive activities, using the CITY's draft schedule. The schedule shall be prepared to reflect an 18-month design completion of the project. The schedule shall be arranged to meet key target dates including the bid period and overall anticipated construction time. The CONSULTANT shall update the schedule monthly to reflect the current status of the project.

Deliverables:

- Project Schedule and Monthly Updates.

2.4 Monthly Invoices/Progress Reports

Monthly invoices using City template will be prepared by the CONSULTANT (DEA) per CLIENT requirements for work activities for the prior month. These invoices shall also include SUBCONSULTANT work and will be accompanied by monthly progress reports. Invoices will include back-up material for all expenses and will show approved budget and amount expended to date.

As part of the monthly invoice, the CONSULTANT (DEA) shall include a UDBE tracking table.

Deliverables:

- Monthly Invoices and Progress Reports (18 total).

2.5 Project Kick-off Meeting and Progress Meetings

This work element provides for the preparation, attendance, follow-up, and documentation of meetings during the length of the project. These meetings will be the forums for agencies to provide input and guidance for the direction of the project. They will also be used to discuss project issues, approve submittals, and develop potential solutions.

Kick-off Meeting

After receiving notice to proceed from the CLIENT, the CONSULTANT (DEA and subconsultants) will conduct a project team kick-off meeting with staff expected to be involved in the project and key CLIENT staff. The meeting will be used to discuss key elements of the scope of work, the project schedule and risks, document control, and QA/QC procedures, and to clearly define the roles and responsibilities of the project team members.

Progress Meetings

The CONSULTANT (DEA) shall prepare for, attend/conduct, and document up to 37 meetings/phone calls, including the kick-off meeting, with CLIENT staff. Meetings/phone calls will be required for coordination with the CLIENT and other affected agencies. The CONSULTANT will attend/conduct two meetings every month with the CLIENT's project manager for the duration of the project. The meetings will be virtual via Teams. As needed, regular phone calls and email communication will be made with the CLIENT's project manager.

Meetings:

Meeting	Number
Kick-off Meeting with CITY and CONSULTANT Staff	1 (Minutes to be prepared by CONSULTANT).
Progress meetings with City and CONSULTANT	37 (Assumes bi-weekly meeting for 72 weeks) Minutes to be prepared by CONSULTANT

Assumptions:

- CONSULTANT shall prepare agenda and minutes for each meeting.

Deliverables:

- Progress Meeting Minutes (38 total).

2.6 Quality Control/Quality Assurance Review

This work element is for the QC/QA review of CONSULTANT deliverables by a designated QC/QA staff member of the CONSULTANT team. The review will cover documents, reports, PS&Es, and pertinent information on an on-going basis. The program entails the periodic review

of study criteria, design, and assumptions, as well as concepts and presentation of product format, and assures that the overall project objectives are being fulfilled.

2.7 Change Management

Project Managers from the CLIENT and the CONSULTANT (DEA) are responsible for managing changes to the scope and schedule. The CLIENT is responsible for the authorization of any changes to the scope, budget, and/or schedule. Team members must verify that work within their areas remains within the defined project scope, schedule, and budget. When issues, actions, or circumstances occur that could cause a change in scope, personnel, cost, or schedule, team members must communicate potential changes to the Project Manager as early as possible. Project Managers will determine whether the potential change issue will lead to a change in scope, cost, or schedule.

The CONSULTANT (DEA) shall obtain written authorization from the CLIENT before implementing any change to this scope of work, schedule, or budget. All changes shall be documented using the Project Change Form.

Task 3.0 Survey

3.1 Data Collection

The CONSULTANT (DEA) has performed a survey adjacent to the PROJECT site and will recover and utilize monuments previously surveyed that control the site when possible. The CONSULTANT will research and collect existing roadway, right-of-way, and utility information from the CITY and respective utility agencies for inclusion in the mapping.

3.2 Horizontal and Vertical Control Network

The CONSULTANT (DEA) shall establish local horizontal and vertical control points throughout the corridor for the purpose of performing surveying services, and they shall be based upon the Horizontal and Vertical Control Point Network established by Redmond or as otherwise specified by the CLIENT.

The CONSULTANT (DEA) shall locate and set reference points outside of the proposed construction area for visible street survey monuments along the street corridor.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

- Control points will be shown on the topographic base map deliverable noted under Task 3.3 below, and a listing of the control points ID, northing, easting, elevation, and material make-up description.

3.3 Establish Road Centerline Alignments and Right-of-Ways for Corridor (Base Map)

The CONSULTANT (DEA) shall establish the existing centerlines and right-of-way within the corridor limits for preparation of the right-of-way base map for this project. The CONSULTANT will perform records research deemed necessary to create an accurate right-of-way. Parcel lines for adjacent properties will be shown as near as possible to their actual locations, but will be solely based upon pubic records, maps, and GIS data. The CONSULTANT will plot relevant easements and calculate property boundaries for up to three (3) title reports. No additional

survey work is proposed to perform boundary surveying on any parcel, unless requested at a later date. The right-of-way centerlines and margins will be shown on the topographic base map. The base map will show located street monuments found that are used to calculate the centerlines and right-of-way margins.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

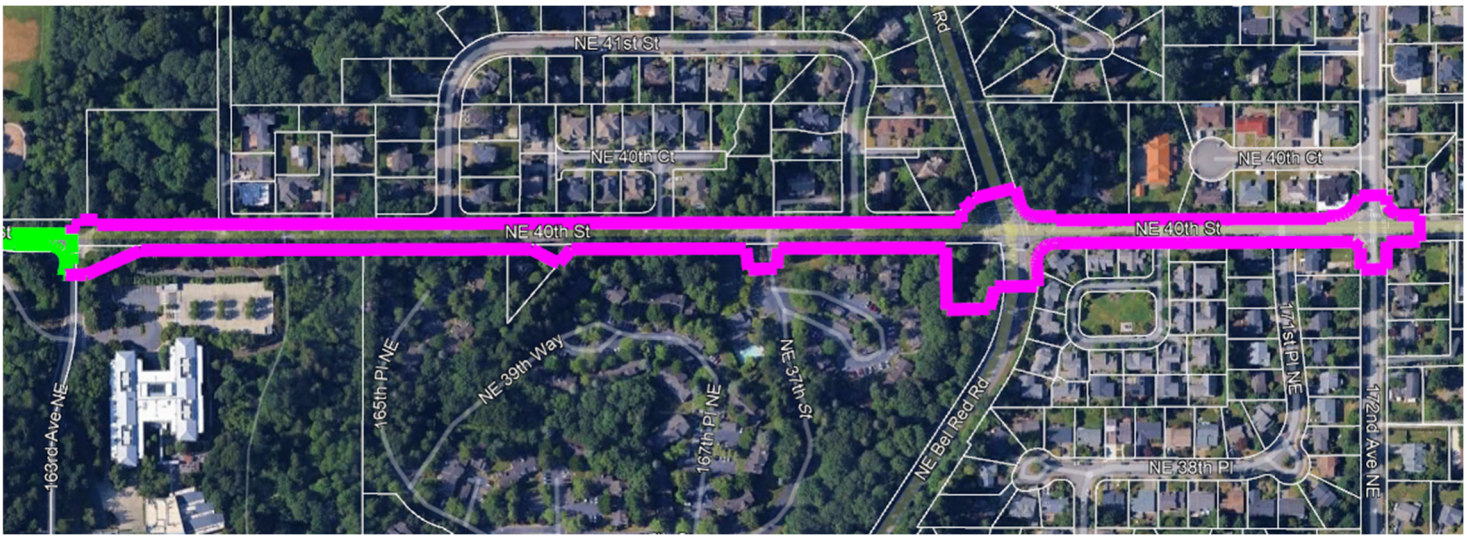
- Right-of-Way centerlines, margins, and survey monuments will be shown on the topographic base map deliverable noted under Task 3.4 below.
- Documents for permanent and temporary easements.

3.4 Topographic Survey

The CONSULTANT shall prepare a project topographic base map along NE 40th Street for the project as follows:

- NE 40th Street from 163rd Avenue NE to 172nd Avenue NE:
  - Northern limit: Curb line on north side of NE 40th Street, except for areas listed below.
  - Southern limit: Approximately 25 feet south of existing curb line on south side of NE 40th Street.
  - Western limit: Approximately 20 feet west of existing curb line on the east side of 156th Avenue NE.
  - Eastern limit: Approximately 40 feet east of 163rd Avenue NE intersection.

Figure 1: Survey Limits from 163rd Avenue NE to 172nd Avenue NE



- NE 40th Street from 156th Avenue NE to 163rd Avenue NE:
  - The CONSULTANT shall use survey data they collected as part of NE 40th Street Shared Use Path as much as possible.

- The CONSULTANT shall survey the following areas:
  - New pavement overlay boundaries.
  - Curb return line works in southwest corners of 159th Avenue NE and 163rd Avenue NE intersections.
  - NE 40th Street Channelization markings between 159th Avenue NE and 163rd Avenue NE.

The final design topographic base will be prepared primarily with standard ground surveying equipment and methodology. The base map will include sufficient ground data to generate a 1-foot contour interval and will incorporate right-of-ways and road centerlines, property lines, driveways, parking areas, limits and type of paving, fences, structures, sidewalks, above-ground utilities and associated overhead lines, traffic signals, street signs, channelization, landscape areas, and significant trees.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

Assumptions for the PROJECT include the following:

- Utilities locates will not be performed between 156th Avenue NE and 163rd Avenue NE.
- Horizontal and Vertical Datum will be based on Horizontal = Washington State Plane Coordinate System NAD 83/91, and Vertical = NAVD-88.
- Drafting and CAD standards will be based on CONSULTANT's in-house standards.

Deliverables:

- Site mapping prepared on 22"x34" sheets at a scale of 1"=20' utilizing AutoCAD Civil3D 2025 using CONSULTANT drafting standards.
- AutoCAD Civil3D 2025 electronic drawing file.

3.5 Future Survey Needs

This work element is to establish a budget for future survey needs that are identified during project development. For budgetary purposes, the CONSULTANT has included up to an additional 5 days or 40 hours of 2-person survey crew and 40 hours of survey office technician to process and update the existing basemap AutoCAD file. The 5-days shall be used at the discretion of the CITY or CONSULTANT project team.

3.6 Underground Utilities

The CONSULTANT (DEA) will contract with an underground utility locate service to set paint marks as the surface location of the underground utilities. The CONSULTANT will use these marks as evidence to depict the underground location of these utilities.

The limits of utility locates are as follows:

- Approximately 20 feet west of existing curb line on the east side of 163rd Avenue NE and NE 40th Street intersection.
- Between 163rd Avenue NE and 172nd Avenue NE, the northern limit is the north side curb line of NE 40th Street and the southern limit is approximately 25 feet south of existing curb line on south side of NE 40th Street.
- Entire intersection of 172nd Avenue NE and NE 40th Street.

Storm drain structures will be opened to determine pipe type, size, depth, and connection invert elevations. Sanitary sewer will be plotted based on the surveyed location of manholes together with system maps to determine pipe size and connection invert elevations. The CONSULTANT will coordinate with a private utility locate vendor to arrange to have the locations of existing utilities surface marked and will request utility as-builts for the areas where improvements are planned. For areas outside the right of way, the CONSULTANT will work with the CITY to obtain private utility information. The CONSULTANT shall survey the locations of the painted utility locates and incorporate the lines into the base mapping.

Task 4.0 Environmental Documentation

The purpose of this task is to determine the environmental impacts associated with the NE 40th Street Shared Use Path project and prepare the applicable environmental compliance documentation and permit applications for the project. Environmental documents will be developed in a manner that satisfies regulatory requirements.

4.1 Environmental Technical Reports

The CONSULTANT (DEA and HWA) shall prepare Technical Reports (TRs) to support the SEPA documentation and permits.

Prior to beginning any environmental work, the CONSULTANT shall coordinate an environmental kick-off meeting with the CITY. The intent is to develop communication, confirm the approach, discuss the environmental documentation schedule, exchange information, and develop relationships for continued work on the PROJECT.

Meetings:

- One Environmental kick-off meeting between the CONSULTANT and the CITY environmental lead.

4.1.1 Geology and Soils Technical Report

Geotechnical Investigation (30%)

The CONSULTANT (HWA) shall assess the existing geological and geotechnical conditions within the project limits and prepare a geology and soil technical report that provides preliminary geotechnical conclusions and recommendations report for the preferred alternative. The specific tasks to be conducted for the technical report are as follows.

- Collect and review readily available geologic, soils, and topographic data for the project's alignment to aid in characterizing the affected environment. Data to be reviewed may include, but not be limited to, aerial photographs, published geologic maps, GIS database layers, topographic maps, geologic hazard maps, as-built plans, and previous geotechnical studies completed along the project's alignment. The CITY shall provide copies of documents they may have on file, such as soils and foundation reports and as-built drawings of the current alignment.
- Perform a visual geologic site reconnaissance to field truth the conditions interpreted from the review of existing information as they relate to the critical design elements. The CONSULTANT (HWA) shall assess areas of suspected soft ground conditions, steep slopes, likely retaining walls and possible pedestrian bridge locations, and site access points for future explorations.
- Participate in design alternatives phase using preliminary reconnaissance to suggest alignments that will minimize walls.
- Conduct a site exploration program consisting of up to 8 hand-auger borings (approved by the CITY and within easement areas) augmented with dynamic cone penetrometer testing.

Field work is anticipated to require approximately 1.5 to 2 days of time on site. Proposed exploration locations will be selected based on the path alignment alternatives and be provided in a Site Exploration Plan for review and approval by the CITY prior to conducting the hand auger borings. Preparation for hand auger borings will include performing up to two site visits to mark and check the locations of the proposed hand auger borings for the presence of utilities. Following completion of the explorations, summary boring logs will be prepared, and laboratory testing will be assigned.

- From review of existing data and completed shallow hand auger explorations, evaluate:
    - Feasible retaining wall types and providing preliminary design parameters for the best alternatives (where adequate data is available to estimate preliminary design parameters).
    - Preliminary assessment of signal pole and luminaire foundation design
    - Provide recommendations for additional explorations that may be needed for design of the proposed improvements.
    - Assess site for areas of groundwater seepage and determine if mitigation methods are required for diverting seepage to the storm drain system.
- Prepare a draft geology and soils technical report (TR) summarizing the results of the preliminary geotechnical investigation for review and comment by the CITY.
- Respond to comments and prepare a final TR.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- No traffic control plans are needed for hand auger borings.
- No machine drilled borings are included for this phase.
- Prior to performing geotechnical work, the CITY will review and approve the exploration locations.
- Permits/Right-of-Entries for site explorations will be provided at no cost to HWA.
- The subsurface explorations will not be used to assess site environmental conditions. However, visual and/or olfactory observations regarding potential contamination will be noted. Analysis, testing, storage, and handling of potentially contaminated soil and groundwater (either sampled or spoils from drilling) are beyond this scope of services.
- All holes will be backfilled and the surface restored.
- Hand auger borings will be conducted outside of paved areas, and no restoration of pavement is needed.
- One round of review of the technical report will be required.
- No ground water monitoring wells will be installed for this phase.
- Infiltration will not be used as part of the stormwater management plan.

Deliverables:

- Site plan with hand auger boring locations.
- One Draft Geology and Soils TR.
- One Final Geology and Soils TR.

4.1.2 Critical Areas Report

The CONSULTANT (DEA) shall prepare a Critical Areas Report (CAR) addressing fish and wildlife habitat conservation areas, wetlands, geologic hazard areas, frequently flooded areas, and critical aquifer recharge areas in the action area.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- One round of review will be required.

Deliverables:

- Draft CAR.
- Final CAR.

4.2 SEPA Environmental Documentation

4.2.1 Compliance with Governor's Executive Order 21-02

The CONSULTANT shall prepare an EZ-1 Project Review Form and submit it to the Washington Department of Archaeology and Historic Preservation to comply with EO 21-02. The information in the determination letter from DAHP will be used in the SEPA checklist.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- One round of review will be required.
- The determination from DAHP will be no adverse effect on cultural/historic resources.

Deliverables:

- Draft EZ-1 form.
- Final EZ-1 form.

4.2.2 Environmental Checklist

The CONSULANT shall prepare an environmental checklist to comply with SEPA.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- The CITY will be the SEPA Lead Agency.
- Up to two rounds of CITY review may be required.
- A Mitigated Determination of Non-Significance (MDNS) will be issued for the PROJECT by the CITY.

Deliverables:

- Draft SEPA Checklist.
- Final SEPA Checklist.

4.3 Environmental Permitting

4.3.1 WDFW Hydraulic Project Approval (HPA)

The project will involve work over a stream triggering the need for an HPA permit. The CONSULTANT shall apply for the permit through WDFW's simplified application procedure (not using the JARPA form).

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

- Online permit application.

4.3.2 Redmond Permits

The CONSULTANT shall prepare and submit the following permit applications to go along with the SEPA documentation:

- General Application Form
- General SEPA Form
- NPDES Permit (See 4.3.3)
- Right-of-Way Permit

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- A Clear and Grade Permit will not be required.

Deliverables:

- Completed permit applications.

4.3.3 NPDES Permit and SWPPP

An NPDES Stormwater Construction General Permit will be required for disturbance of over one acre during construction. The CONSULTANT shall prepare the Notice of Intent (NOI) form, the public notice, and supporting documentation for submittal to Redmond, including plan sheets and associated notes and text. The CITY shall publish the public notice twice in a local newspaper, seven (7) days apart, consistent with the NPDES permit requirements. The CITY will transfer the Stormwater Construction General Permit to the Contractor when construction begins. The CONSULTANT will follow the City's stormwater requirements and prepare memorandums and stormwater calculations for permits, administrative modification, and/or project files. Stormwater calculations and memorandum work are included in Task 12.0.

The CONSULTANT shall prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with Redmond's current Stormwater Management Manual. Temporary Erosion and Sediment Control Plans will be utilized for the drawing portion of the SWPPP.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- The CONTRACTOR will use the SWPPP as the basis for their SWPPP submittal.

Deliverables:

- Notice of Intent Application.
- NPDES Public Notice.
- TESC Plan.
- SWPPP.

Task 5.0 Tree Evaluation

The CONSULTANT (UFC|BC) shall perform an evaluation and analysis of the trees along the south side of NE 40th Street from 163rd Avenue NE to 172nd Avenue NE. The limits of the tree evaluation will be from back of curb line to approximately 25 feet south of curb line. Full parcels tree survey is not included in this scope of services.

5.1 Tree Documentation

The CONSULTANT (UFC|BC) shall perform the following:

- Schedule a site visit by a Tree Risk Assessment Qualified arborist within 60 days of a signed proposal to assess the following tree(s):
    - Trees with a trunk diameter (DSH/DBH measured at 54 inches) greater than 6 inches located within or directly adjacent to a 25-foot buffer south of the sidewalk curb line along the south side of NE 40th Street from 163rd Avenue NE to 172nd Avenue NE.
- Perform a tree inventory in the specified area(s) up to, but not exceeding, a quantity of 120 trees or upon completion of the specified area(s). Exceptions include specific areas where groups of trees may be considered as one. Inventoried trees will be physically tagged with/assigned a corresponding ID number that will be referenced on maps and within the final deliverable(s).
- Trees to be inventoried shall be assessed and identified by using Level 1 limited visual assessment* methods from any accessible aspect available to us at the time of our fieldwork to identify observable tree parts with the following:
    - Probable or imminent likelihood of failure, and
    - Moderate or high likelihood of impact to any potential persons, property, or activities if the tree part failed.
- Trees with an assessed probable or imminent likelihood of failure and a moderate or high likelihood of impact to any potential persons, property, or activities if the tree part failed, shall be:
    - Documented in the inventory and assessment dataset, and
    - Recommended for removal or other risk mitigation (if warranted), or
    - Recommended for a higher level of assessment (i.e., ISA Level 2 Basic Assessment)
- Evaluate potential project impacts on trees and provide general tree protection and management recommendations in the final deliverables.
    - Work with the design team to develop specific tree protection measures once designs begin to be defined.
    - This will include how the work can be accomplished within the driplines of trees.
    - Propose generic tree pruning measures (if warranted) for the trees slated for retention to promote their long-term viability.
- Provide one (1) draft and one (1) final Arborist Report that will present the findings and recommendations of the inventory and tree risk assessment. The report will include:
    a. A summary of procedures used during the inventory.

b. A site plan/map of tree locations.
c. Tree descriptions including:
    i. ID number
    ii. Species
    iii. Trunk diameter (measured at 54 inches)
    iv. Condition class (good, fair, poor, poor, poor, dead)
    v. Estimated height class (large, medium, small)
    vi. Estimated canopy radius (dripline) (+/- 5 feet)
    vii. Significant and non-significant designation
    viii. Viable and non-viable designation
    ix. Anticipated root zone infringement (<25%, 25-50%, 51-75%, >75%)
    x. Tree work recommendations such as pruning, removal, structural support installation, and/or lightning protection system installation.
    xi. Required replacement/mitigation ratio for tree removal.
        - Summary table of removals and replacements for the option(s) presented.
        - Discussion of whether on-site replacement is possible and recommended locations for replacements.
d. Tree risk reporting including:
    i. Tree selection criteria and tree risk assessment methodology used.
    ii. Specific risk targets considered.
    iii. Likelihood of failure and likelihood of impact
    iv. Risk mitigation options, such as but not limited to pruning, removal, or structural support installation.
    v. Recommendations for Level 2 Basic and Level 3 advanced assessments (if warranted).
    vi. Estimated residual risk after completion of the recommended mitigation.
    vii. Definitions of unique terms used in tree risk assessment.
    viii. Recommended reassessment interval.

- Provide permitting support.
    - Assist the project team by filling out permit forms.
    - Produce tables that help determine tree impacts and mitigation requirements to help the team with information in determining mitigation measures to be used and where replacement trees can/will be planted.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- Trees located on private properties will require Rights of Entry (ROE) to access the trees to tag the trees, take measurements and visually evaluate. ROE will be provided by others prior to our fieldwork.
- The Tree Report can then be utilized to develop the Tree Retention & Protection Plan, any tree removal permits, and mitigation as required by the City of Redmond.

- Risk assessment will follow methods defined in the International Society of Arboriculture (ISA) Best Management Practices for Tree Risk Assessment and ANSI A300 Tree Risk Assessment Standard
- City tree evaluation and permit forms will be filled out. Tables will be created that help determine tree impacts and mitigation requirements. This information will assist the team in determining mitigation measures to be used and where replacement trees will be planted.

Deliverables:

- Draft Tree Evaluation Report.
- Final Tree Evaluation Report.
- Tree Preservation Plan Exhibit.

5.2 Arborist Site Walk with Design Team

The CONSULTANT (UFC|BC) shall attend a site visit with the design team and CITY to evaluate potential tree impacts and provide recommendations to mitigate or avoid tree impacts. The duration of the site visit is assumed to be 4 hours long.

Task 6.0 Alternatives Analysis (10% Design)

6.1 Project Site Visits (3 Total)

The CONSULTANT (DEA) shall conduct three (3) site visits during the Alternatives Analysis to become familiar with the site. CLIENT staff shall be present at the site visits, if requested.

6.2 Alternatives Analysis/Alternatives Analysis Summary Document (10% Design)

An Alternatives Analysis Summary document, conceptual design alternatives for shared use path alignments/cross-sections, reconfiguration of NE 40th Street channelization, existing bike lane connection, and preliminary cost estimates shall be prepared for this project by the CONSULTANT (DEA, TDG). The document will be used to select a preferred alternative. The analysis, along with support information from the reports prepared in Tasks 4.0 and 5.0, will be used to prepare the Alternatives Analysis Summary document and shall include the following elements:

- Shared Use Path Design Criteria.
- Shared Use Path Alternatives.
    - The CONSULTANT (DEA, TDG) shall develop up to three (3) viable alternatives for shared use path alignments and cross-sections, including connections to the following:
        - Existing shared use path west of 163rd Avenue NE.
        - New improvements at Bel-Red Road intersection.
        - King County Metro stops.
        - Intersections: ADA ramps and crossings.
        - Microsoft Fitness Trail.
        - Existing utilities.
        - Connection with existing bike lanes east of 172nd Avenue NE.
    - For each alternative, the CONSULTANT shall develop a vertical alignment.
- Retaining Wall Evaluation
    - The CONSULTANT (DEA) shall evaluate retaining wall types for each alternative. Information such as wall heights and drainage will be used.
- Count Creek Pedestrian Bridge Evaluation

    - The CONSULTANT (DEA, TDG) shall evaluate shared use path alternatives crossing Count Creek. Two shared use path alignment options are to eliminate the center lane in Count Creek vicinity or maintain the center lane in Count Creek area and place the shared use path on a pedestrian bridge over Count Creek.
- Preliminary Cost Estimates
    - The CONSULTANT (DEA, TDG) shall prepare construction cost estimates for each alternative.
- Constructability Evaluation
    - The CONSULTANT (DEA) shall evaluate the construction of each alternative and how to maintain pedestrian access during construction.
- Pros and Cons Matrix
    - The CONSULTANT (DEA, TDG) shall create a matrix listing the pros and cons for each alternative, including relative costs and schedule impacts. The table will also include missing and unknown information and what could be done to obtain that information. For example, if an alternative impacts the NE 40th Street curb and travel lanes, additional geotechnical investigation may be needed.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- The potential Count Creek pedestrian bridge will be laid out, so abutments are located outside of Count Creek ordinary high-water mark and does not impact the existing culvert and headwalls.
- The pedestrian bridge is assumed to be precast concrete slab.

Deliverables:

- Draft Alternatives Analysis Summary document.
- Final Alternatives Analysis Summary document.
- Colored Roll plots and 11”x17” exhibits for each alternative.

Task 7.0 Public Involvement

The goal of the public involvement task is to provide information to the public about the PROJECT and its status, and to establish a forum for the community and affected property owners to provide input in the development of the PROJECT. Implementation of the public involvement task will be a joint effort of the CONSULTANT and the CITY.

7.1 Outreach Materials and Notifications

The CONSULTANT (DEA) shall assist the CITY's outreach effort in developing graphics and exhibits a public outreach plan based on the CITY’s outreach document. The CONSULTANT (DEA) shall review outreach texts (newsletters, press releases, social media, website) that were developed by the CITY.

Meetings:

- The CONSULTANT shall attend up to two (2) meetings to strategize and coordinate graphic needs.

Assumptions:

- The CITY will be the lead in preparing outreach materials and sending out materials to the public (website, emails, e-magazine, press releases, online comment opportunities) and

coordinating outreach with nearby projects. The CONSULTANT will attend up to 3 meetings to strategize and coordinate outreach. The CONSULTANT will provide project graphics for the outreach and for property owner meetings.

- The City will manage public inquiries received via the point of contact and take the lead in preparing responses to questions. The City will share these communications, as appropriate, to inform any interim reports on public outreach and/or the final outreach summary.
- The City will take the lead role on any proactive media outreach and media response for the project.
- The City will print any outreach materials when possible unless they do not have the equipment to produce a piece. In that case, the City will be billed directly for all external printing or mailing services.

Deliverables:

- Graphics and exhibits for outreach

Task 8.0 Illumination

The CONSULTANT (DEA) will utilize the City of Redmond Illumination Design Manual, Special Provisions, Standard Details, and other associated standards as the basis for the shared use path and roadway illumination design. Illumination system coordination will be required as much of the existing walkway includes privately owned lighting systems. An AGi lighting photometric model will be created of the roadway and shared use path. The model will identify luminaire locations based on light level guidelines using the standards identified. Lighting components shall be located in their proposed locations to the extent possible considering factors such as underground and overhead conflicts and compliance with ADA, MUTCD, and City of Redmond standards for use and placement.

8.1 Preliminary Illumination Design (30% Completion)

The existing illumination system is a roadway illumination owned and maintained by PSE and there is no pedestrian illumination along the existing sidewalk within the project area. It is anticipated that the existing roadway illumination poles will need to be modified. The new illumination system will be owned and operated by the City of Redmond and the new illumination equipment will be in accordance with City of Redmond standards.

The CONSULTANT (DEA) shall perform the following tasks as identified below:

- Understanding ownership of existing and future systems, including new lighting and any impacted existing private and street lighting systems.
- Identifying existing electrical connections and services for use in final system design.
- Coordinate with City staff to determine preferred fixture and lighting systems for the length of the shared use path, including pole type, fixture type, and fixture mounting heights.

The deliverable for this task is included in Task 9.1

8.2 Roadway and Shared Use Path Illumination Design

Once the system coordination has been completed and the shared use path alignment has been determined, an AGi lighting photometric model will be created of NE 40th Street roadway and the new shared use path. This will be used to show that the proposed lighting plan meets the identified light levels for the project. Once the lighting model is approved as part of the “Round 1” of the Illumination Design Manual steps, construction plans will be prepared.

The CONSULTANT (DEA) will perform the following work tasks as identified below:

- Confirm design criteria with project team.
- Conduct an AGi photometric lighting model of NE 40th Street roadway and the shared use path.
- Create illumination construction plans with a layout showing locations of proposed light poles and light poles that are to remain or to be removed and/or relocated. The plans will include fixture locations, junction boxes, conduits, conductors, electrical components, and associated details, as necessary.
- Incorporate the existing street lighting as appropriate. Determine location and check lighting if an existing pole needs to be relocated. Work with City and PSE to determine revised street lighting poles and fixtures as appropriate.

The deliverable for this task is included in Task 13.0.

Meetings:

- The CONSULTANT shall attend up to two (2) meetings with Redmond's traffic operations group to discuss comments and resolutions.
- The CONSULTANT shall attend up to one (1) site visit meeting with Redmond's traffic operations to inspect existing traffic operation cabinets and vaults/junction boxes.

Assumptions:

- The City will provide details on the preferred roadway and shared use path lighting.
- AGi32 software will be used for illumination design.
- Only one AGi lighting model will be created, and only one set of comments addressed. If additional relocations of proposed fixtures are required (resulting in additional light modeling work), that would be considered Extra Services.
- Existing street luminaires along project are owned by PSE. If existing street luminaires are recommended to be relocated or replaced or fixtures changed to LED, for example due to curb and gutter line relocation, there will be PSE coordination required. The affected poles may become CITY luminaires and fixtures would be LED. The CITY will provide power source. The CONSULTANT (DEA) will assist the CITY with this PSE coordination process. The CONSULTANT (DEA) will show this information in the plans and provide any associated project costs.

Task 9.0 Preliminary Design (30% Plans and Estimate)

9.1 Preliminary Design (30% Completion)

For the preliminary design, the CONSULTANT (DEA, TDG) shall develop a 30% preliminary design and prepare the project drawings as shown in Appendix A.

An opinion of probable construction cost for the preliminary design shall be prepared by the CONSULTANT (DEA, TDG).

Using the design schedule, the CONSULTANT shall update the schedule with any time sensitive elements or restrictions and major work elements.

Meetings:

- The CONSULTANT shall attend one comment resolution meeting to discuss the CITY's comments on 30% comments.

Assumptions:

- None.

Deliverables:

- 30% Plans.
- 30% Opinion of Probable Construction Cost.

9.2 Utility Location and Coordination (30%)

The CONSULTANT (DEA) shall review the 30% design to identify potential conflicts, and if practical, modify the design to avoid these conflicts. The CONSULTANT (DEA) and the CITY shall work together to resolve remaining conflicts.

The CITY shall coordinate with utility owners regarding the potential relocation of existing facilities and the installation of new or planned services.

Task 10.0 Geotechnical

10.1 Geotechnical Investigation (Final)

The CONSULTANT (HWA) shall review the final path alignment and the results of the geotechnical findings completed for the preliminary design, including subsurface soil and groundwater conditions, and preliminary geotechnical recommendations. *Supplemental explorations may be completed at key features (stormwater facilities, signal poles, etc.).* The CONSULTANT (HWA) will perform analyses to update the preliminary geotechnical recommendations, complete additional recommendations and summarize the recommendations in a final design geotechnical report.

10.1.1 CONTINGENCY: Data Review, Supplemental Field Explorations, and Laboratory Testing

The CONSULTANT (HWA) shall evaluate subsurface soil and groundwater conditions at the locations of storm water facilities, retaining walls, pedestrian bridge, and signal poles, as appropriate. The specific tasks to be completed for the supplemental field explorations include:

- *Based on the selected alternative, complete a site visit to locate the proposed supplemental borings, mark for utility locates and plan the traffic control operations.*
- *Prepare a geotechnical exploration work plan memorandum outlining the proposed exploration program to be submitted to the City for review and approval. The work plan will detail the type, location, and extent of proposed field explorations along with logistics necessary to perform the work, such as traffic control plans and identification of staging areas. The work plan will also be used for permitting that may be necessary to access the exploration locations.*
- *The CONSULTANT proposes to drill up to six (6) borings ranging in depth from 10 to 40 feet depending upon the location of the boring and the proposed improvements. If needed, two of the borings will be completed as wells and will be used for monitoring the fluctuation in groundwater levels. The actual number of borings required will be based upon the specific proposed improvements and the perceived data gaps at those locations.*
- *Conduct laboratory testing to evaluate the pertinent physical and engineering characteristics of the site soils from the results of laboratory tests performed on samples obtained from the borings. The CONSULTANT (HWA) anticipates completing moisture content, particle size analyses, Atterberg limits, and direct shear testing.*
- *Conduct groundwater monitoring over a period of one year. This will involve installing groundwater transducers in the well to obtain readings at regular intervals such once a day, hour. The CONSULTANT will make up to four site visits to download groundwater data in the field.*

10.1.2 Geotechnical Analyses and Design Report

After completion of supplemental field explorations, the CONSULTANT (HWA) shall review the preliminary conclusions and recommendations from the geology and soils TR and update as needed for the preferred alternative. The specific tasks to be conducted for the geotechnical engineering report are as follows:

- Provide recommendations and design parameters for retaining walls, including geotechnical parameters for MSE (mechanically-stabilized earth) walls, reinforced concrete walls, gravity walls for use in bidding.
- Provide recommendations for foundation design of signal poles.
- Evaluate long-term slope stability and provide recommendations for temporary and permanent slopes.
- Evaluate the site subsurface drainage conditions as they relate to groundwater seepage and provide recommendations for mitigating the impacts of potential seepage on the proposed improvements.
- Update the preliminary recommendations for earthwork and site preparation including roadway fill placement and compaction, trench backfill, and mitigation of unsuitable/compressible soil conditions. This will include an evaluation of the effects of weather and/or construction equipment on site soils.
- Provide construction considerations for temporary shoring and ground water control during construction.
- Prepare a draft written report containing the conclusions and recommendations along with the supporting field and laboratory data for review and comment by the CITY.
- Provide design support following submittal of draft report to evaluate design modifications that relate to geotechnical aspects of the project that arise during final design.
- Prepare a final written report incorporating review comments from the CITY.
- Review the plans and specifications to verify the geotechnical recommendations have been incorporated into the project. This task includes assistance with developing up to one plan detail and providing input for specifications. This could include details related to site drainage that may be implemented regarding the possibility for subsurface groundwater seepage conditions along the alignment.
- Prepare one Geotechnical Letter of Conformance, if required, verifying that the plans and specifications conform with the geotechnical recommendations.
- Provide response to geotechnical questions from bidders during the bidding period.

10.1.3 CONTIGENCY: Geotechnical Analyses for Pedestrian Bridge

- *Provide recommendations for design of pedestrian bridge crossing for Count Creek including the following tasks:*
    - *Develop seismic parameters and assess potential for liquefaction*
    - *Develop design parameters for foundation design including parameters to assess vertical bearing capacities and lateral loading design parameters.*
    - *Coordinate with bridge designers to provide support for foundation analyses.*
    - *Assess construction access and temporary shoring/dewatering needs during construction.*

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- One round of reviews of the draft geotechnical engineering report will be required.
- Infiltration will not be used as part of the stormwater management plan.
- The following assumptions are for contingency boring exploration work:
    - *Traffic Control Plans for the field work to be coordinated with adjacent projects.*
    - *Permits/Right-of-Entries for site explorations will be provided at no cost to HWA.*
    - *Explorations assume a single lane closure with flaggers.*
    - *The subsurface explorations will not be used to assess site environmental conditions. However, visual and/or olfactory observations regarding potential contamination will be noted. Analysis, testing, storage, and handling of potentially contaminated soil and groundwater (either sampled or spoils from drilling) are beyond this scope of services. If contaminated soils and/or ground water are encountered, the material will be properly contained on-site for disposal as mutually agreed upon without additional cost to HWA.*
    - *All non-contaminated drilling spoils and related debris will be drummed on site and transported off site for disposal by the drilling subcontractor.*
    - *No concrete pavement or slabs are present at the drilling locations and coring will not be required prior to drilling the proposed borings.*
    - *Where geotechnical borings are conducted through the pavement, the asphalt will be patched with quick drying cement. Saw cutting of the pavement or hot mix asphalt patches will not be required.*
    - *Any wells installed as part of this investigation will be maintained throughout design and abandoned in accordance with WAC requirements by the Contractor during construction.*
    - *All field works including site reconnaissance, utility locates, and drilling will be accomplished during normal daylight workdays and hours, with at least a minimum 8 hours available per day.*
    - *Boring locations will be located using handheld GPS and measurement from existing known features.*
    - *Following the submittal of the draft geotechnical report, all soil samples will be disposed of. Long-term storage of soil samples by the Consultant is not included.*
- The following are assumptions for the bridge design contingency:
    - *Seismic design parameters will be provided for the AASHTO Guide Specification for LRFD Seismic Bridge Design 3rd Edition using estimated shear wave velocities from SPT data. If measured shear wave velocities are desired to optimize seismic design, additional testing could be performed under a supplemental scope and budget.*
    - *Bridge can be supported on spread footings or other shallow foundation system.*

Deliverables:

- *Traffic Control Plans for supplemental field work (Contingency).*
- *Plan of proposed supplemental field work (Contingency).*
- *One Site and Exploration Memorandum (Contingency).*
- One Draft Geotechnical Engineering Report.
- One Final Geotechnical Engineering Report.
- Geotechnical Letter of Conformance (if required).

Task 11.0 Utility Coordination

11.1 Utility Coordination

The CITY will take the lead with contacting, coordinating, and arranging meetings with utility owners. The CONSULTANT (DEA) shall assist the CITY meeting utility owners at the project site, preparing exhibits for utility owner verification, and PDF files of 30%, 60%, and 90% PSE&E submittals.

The CONSULTANT (DEA) shall prepare exhibits showing proposed roadway and share use path illumination for PSE high voltage team to review. These exhibits will show proposed illumination horizontal location and elevations at the bottom and top of proposed illumination poles. The goal for this PSE review is to verify adequate clearance between the proposed illumination system and existing high voltage transmission wires.

Meetings:

- The CONSULTANT (DEA) shall attend up to four (4) meetings with utility owners at the project site.
- The CONSULTANT (DEA) shall attend up to one (1) meeting with PSE high voltage team to discuss their comments on proposed illumination system.

Assumptions:

- Anticipated utilities are PSE's gas, high voltage transmission lines, and low voltage distribution lines, Ziply's fiber, Comcast cable, and Redmond's water and sewer lines.

Deliverables:

- Utility basemap exhibits for utility owners' verification.
- Proposed illumination exhibits for PSE review.
- 30%, 60%, and 90% Plans for Utility Owners review.

11.2 Utility Conflict Resolution and Potholing

The CONSULTANT (DEA) will provide identification, documentation, and a proposed resolution of potential subsurface conflicts between existing utilities and proposed CITY facilities. The CONSULTANT will also provide identification, documentation, and a proposed resolution of potential surface and above-ground conflicts between existing utilities and proposed CITY facilities.

The proposed improvements may require and would benefit from having subsurface utility potholing performed. The CONSULTANT (DEA) shall coordinate the potholing, including the survey and the contracting of the potholing subcontractor. For estimating purposes, it is assumed ten (10) locations will be potholed. If additional potholes are required, this will be done as an extra service.

The CONSULTANT (DEA) shall utilize a private locating service to locate and determine the depth of buried utilities. The CONSULTANT (DEA) shall identify the potential conflicts with existing utilities to remain and identify up to three (3) locations where more data would assist in the relocation design. The utility locate company will provide temporary traffic control plans and a plan of the potholing procedure to the CITY for approval prior to performing work.

The CONSULTANT (DEA) shall coordinate with the utility locating service and survey the pothole locations and elevations. The locating information shall be provided to the CITY in tabular format with references to the plan locations.

The CONSULTANT (DEA) shall prepare a utility summary memorandum. This memorandum will include list of utilities contacted, utility resolutions for each utility conflict, and unresolved utility conflicts that need to be addressed during construction.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- Traffic Control Plans for the field work to be coordinated with adjacent projects.

Deliverables:

- Traffic Control Plans for fieldwork.
- Utility conflict resolution and pothole matrix (30%, 60%, 90%).
- Updated utility base map.
- Utility Summary Memorandum (Draft and Final) (Electronic PDF format).

Task 12.0 Hydraulic Report

12.1 Preliminary and Final Hydraulic Report

As part of the 30% preliminary design (see Task 9.1), the CONSULTANT shall develop a conceptual drainage design for the PROJECT. The 30% preliminary design will determine if water quality and detention are required and develop a plan view of the drainage design.

The CONSULTANT (DEA) shall prepare a Draft and Final Hydraulic Report based upon the proposed facilities for the corridor that includes the following elements:

- Project overview
  - General description of project
  - Existing soils type(s)
- Existing conditions summary
  - Review existing site conditions
  - Identify site limitations
- Off-site analysis (upstream and downstream)
  - Study area definition
  - Review of available information
  - Field Inspection
- Minimum requirements
  - Address 9 minimum requirements outlined by DOE
- Permanent Stormwater Control Plan
  - Existing Site Hydrology
  - Developed Site Hydrology
  - Performance Standards and Goals
  - Flow Control System
  - Water Quality System
  - Conveyance System Analysis and Design, including downstream analysis ¼ mile past project limits
- Construction Stormwater Pollution Prevention Plan
  - Evaluation of 13 elements outlined by Washington State Department of Ecology (DOE)

- Special reports and studies
  - Reference other studies prepared for project (geotechnical report, critical area study, etc.)
- Other permits
  - List of other permits and approvals required
- Operations and maintenance manual

Exhibits will be used within the Hydraulic Report to convey the existing conditions and design approach proposed for the PROJECT. The following specific items, or combination of items, will be added as an exhibit or exhibits to the appropriate sections of the Hydraulic Report:

- Existing/proposed conditions
- Existing/proposed pavement limits
- Threshold discharge areas
- Off-site flow onto/through the project limits
- Stormwater release points
- Critical areas
- Existing drainage system with flow direction, 'used,' and 'abandoned' notations

Meetings:

- The CONSULTANT shall attend up to two (2) drainage focused meetings with Redmond's stormwater staff to discuss various stormwater topics.

Assumptions:

- Pedestrian bridge design is not included in this scope of services. If pedestrian bridge alternative will be implemented into the PROJECT, budget will be negotiated as a supplement.
- For 30% Preliminary Design, drainage profiles will not be developed, but areas of new impervious areas will be estimated.
- Stormwater preliminary design data will be determined and provided to support the SEPA documentation.
- It is assumed the PROJECT will be defined as a "Large Project" as define in City of Redmond Stormwater Technical Notebook, Section 3.5
- One site visit will be required to locate proposed facilities.
- The Final Hydraulic Report assumes compliance with City of Redmond Stormwater Technical Notebook, Issue No. 8, as amended in June 5, 2019.
- Low impact stormwater design concepts will be incorporated into the drainage design where practical.
- The drainage design will be incorporated into the Final Design element.
- The CITY will provide one set of consolidated comments for each draft submittal of the Hydraulic Report.

Deliverables:

- Stormwater Data for SEPA document.
- Draft Hydraulic Report. Submitted with 30% design.
- Draft Hydraulic Report. Submitted with 60% design.
- Final Hydraulic Report. Submitted with 100% design.

Task 13.0 Pavement Report

The CONSULTANT (HWA) shall perform pavement evaluation and testing and shall prepare a pavement report for NE 40th Street from 156th Avenue NE to 172nd Avenue NE.

The pavement report will provide recommendations for pavement repair and overlay depth.

The CONSULTANT (HWA) shall perform Falling Weight Deflectometer (FWD) testing along all travel lanes from 156th Avenue NE to 172nd Avenue NE. As FWD testing is a mobile operation and non-destructive testing, traffic control plans and ROW permit will not be required. Tests will be performed at approximately 100-foot intervals. Tests will consist of three drops at each location. GPS readings will be taken at each test location.

Using the results of FWD testing, the CONSULTANT (HWA) will mark the locations of 40 6-inch diameter pavement cores and arrange utility locates. The CONSULTANT (HWA) will subcontract the development of temporary traffic control plans and submit to the City for a ROW permit for pavement coring. Upon approval, the CONSULTANT (HWA) will perform pavement coring at 40 locations. Hand auger explorations to a depth of about two (2) feet at each core location will be performed. Cores will be backfilled with compacted gravel and patched with Aquaphalt Permanent Cold Patch, compacted in lifts, matching existing pavement thickness.

The CONSULTANT (HWA) shall generate photographic logs of pavement cores and perform engineering analyses to determine engineering properties of the subgrade and existing pavement structure.

The CONSULTANT (HWA) shall prepare a report presenting the results of the field testing, including FWD deflection readings, back-calculated resilient moduli of the subgrade, logs of pavement cores, and recommendations for new overlay design. The report will include discussions for pavement areas that should be reconstructed as opposed to rehabilitation.

The CONSULTANT (DEA) shall review the Pavement Rehabilitation Report for NE 40th Street and implement its recommendations into the design plans.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- The pavement investigation will include the intersections of NE 40th Street between 156th Avenue NE and 172nd Avenue NE, requiring extensive traffic control and the use of one to two Uniformed Police Officers (UPO) at 159th Ave NE, 163rd Ave NE, and NE Bel Red Road.
- The overlay limits will be short of 156th Avenue NE and 172nd Avenue NE intersections. So, the actual intersection areas will not be overlaid.

Deliverables:

- Traffic Control plans for Pavement Coring.
- Draft NE 40th Street (156th Ave NE to 172nd Ave NE) Pavement Report.
- Final NE 40th Street (156th Ave NE to 172nd Ave NE) Pavement Report.

Task 14.0 Final Design Plans, Specifications, and Estimates (PS&E)

14.1 60% Submittal

14.1.1 60% Plans

Symbols used by the CONSULTANT (DEA, TDG) in the plans shall follow APWA standards. If the symbols are not in the APWA standards, then WSDOT standard symbols shall be used.

The CONSULTANT's (DEA, TDG) 60% submittal shall include drawings, quantities, specifications, and the Engineer's estimate. All 30% plan submittal comments received shall be incorporated into the submittal. The CITY shall review the submittal and return a consolidated set of comments to the CONSULTANT (DEA, TDG). The anticipated 60% plans are shown in Appendix A.

Meetings:

- The CONSULTANT shall attend a comment resolution meeting to discuss the CITY's comments on 60% comments.

Assumptions:

- Pedestrian bridge design is not included in this scope of services. If pedestrian bridge alternative will be implemented into the PROJECT, budget will be negotiated as a supplement.
- The CITY review period shall last three weeks.
- Project design work will be performed assuming basic design parameters that will be acceptable to the CITY. Examples include, but are not limited to, the use of standard proprietary retaining walls such as modular block walls, railings, standard and uniform landscape items and design, standard illumination standards and design, standard plan and profiles, and similar design criteria.
- The CITY will provide requirements or input on the aesthetic treatment of exposed wall surfaces, and preferences for pedestrian rail attachments to retaining walls.
- Illumination will be LED.
- Signal modifications at 163rd Avenue NE and 172nd Avenue NE intersections are anticipated to be limited to improvements on the southern portion of these intersections. Traffic signal loops replacements due to pavement overlay are anticipated at all signalized: 156th, 159th, 163rd, and 172nd.
- Irrigation will be contractor design item; DEA will show on the plans known irrigation and points of connection for irrigation water supply.

Deliverables:

- Comment responses spreadsheet from 30% submittal.
- 60% Plans.

14.1.2 60% Estimate

The CONSULTANT's (DEA, TDG) opinion of probable construction cost shall be included with the submittal. The opinion of probable construction cost will include an itemized list in tabular form describing specification section, item, number of units (quantity), estimated unit costs, and total cost, with the understanding that any cost opinion provided by the CONSULTANT (DEA, TDG) will be on the basis of experience and judgment. The cost opinion shall be prepared using standard unit costs and lump sum prices. The "Bid Proposal" within the boilerplate specifications shall be prepared from this information by the CONSULTANT (DEA).

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- There will be two bid schedules, one for shared use path improvements and one for pavement overlay.

Deliverables:

- Comment responses spreadsheet from 30% submittal.

- 60% Opinion of Probable Construction Cost

14.1.3 60% Specifications

The CONSULTANT (DEA, TDG) shall develop the PROJECT specifications. Project specific special provisions will be identified at the 60% level but not completed at this stage.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- The CITY will supply the CONSULTANT (DEA) with the current version of the City of Redmond Special Provisions.

Deliverables:

- Comment responses spreadsheet from 30% submittal.
- 60% Specification.

14.2 90% Submittal

The CONSULTANT's (DEA, TDG) 90% submittal shall be the complete PS&E and shall include all drawings, quantities, the specification package and special provisions, and the opinion of probable construction cost.

14.2.1 90% Plans

The 60% Design Plan submittal comments shall be incorporated into the 90% submittal. The CITY shall review the submittal and return one set of consolidated comments to the CONSULTANT (DEA, TDG). The review period shall last three weeks.

Meetings:

- The CONSULTANT shall attend a comment resolution meeting to discuss the CITY's comments on 90% comments.

Assumptions:

- The CITY review period shall last three weeks.

Deliverables

- Comment response spreadsheet from 60% submittal.
- 90% Plans.
- Cross-Sections every 50 feet along shared use path alignment.

14.2.2 90% Estimate

The 60% opinion of probable construction cost submittal comments shall be incorporated into the 90% submittal. The CONSULTANT (DEA, TDG) shall update the Engineer's Estimate based on design updates.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

- Comment responses spreadsheet from 60% submittal.
- 90% Opinion of Probable Construction Cost.

14.2.3 90% Specifications

The 60% specification submittal comments shall be incorporated into the 90% submittal. The CONSULTANT (DEA, TDG) shall update the specifications and prepare all special provisions.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

- Comment responses spreadsheet from 60% submittal.
- 90% Specification.

14.2.4 90% Construction Schedule

The CONSULTANT (DEA) shall prepare a construction schedule to determine construction duration.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

- 90% Construction Schedule.

14.2.5 90% Design Report

The CONSULTANT shall prepare a draft design report as part of the 90% submittal. The design report will include executive summary of the project, summary of environmental documentation, permits, summary of technical reports, easements, coordination with other projects and entities, project commitments, and issues that need to be followed or addressed during construction.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

- Draft Design Report.

14.3 100% Submittal

The CONSULTANT (DEA, TDG) 100% package shall include completed drawings, the quantities complete, the specifications package and special provisions ready to advertise for bid, and the final opinion of probable construction cost. Plans and specifications shall include details on any property acquisitions and commitments. The 90% PS&E Plan submittal comments shall be incorporated into the submittal. The CONSULTANT (DEA, TDG) shall make no further changes to the documents without the approval of the CITY.

The CONSULTANT shall update the design report based on comments received by the City and any new project information.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

- Comment responses spreadsheet from 90% submittal.
- 100% Complete Plan set.
- 100% Complete Contract Provisions Book.
- 100% Opinion of Probable Construction Cost.
- Final Construction Schedule.
- Final Design Report.
- Cross-Sections every 50 feet along shared use path alignment.

14.4 Bid Ready Documents

The CONSULTANT's Bid Ready package shall include completed drawings, the quantities complete, the specifications package and special provisions ready to advertise for bid, and the final Engineer's estimate. The 100% PS&E Plan submittal comments shall be incorporated into the submittal.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- Each sheet shall be stamped and signed by the CONSULTANT.
- The cover page shall be stamped and signed by the CONSULTANT.

Deliverables:

- Signed Plan Set.
- Signed Contract Provisions Book (PDF and Word Electronic files).
- Bid Ready Engineer's Estimate that matches the bid item lists in the contract plans (PDF and Excel Electronic files).

Task 15.0 Right-of-Way

15.1 Parcel Exhibits

The CONSULTANT (DEA) shall prepare parcel exhibits for each affected individual parcel that will include existing easements. It is estimated that parcel exhibits are required for three total parcels, all of which will require exhibits for temporary construction easement acquisitions.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- It is assumed that a parcel exhibit is not required for the City-owned parcels, if any, unless there are easements on the parcel.

Deliverables:

- Draft Parcel Exhibits.
- Final Parcel Exhibits.

15.2 Legal Descriptions

The CONSULTANT (DEA) shall provide descriptions for the right-of-way acquisitions required by this project. The CONSULTANT (DEA) will include area calculations and right-of-way dimensions with parcel descriptions. It is estimated that legal descriptions are required for three (3) total parcels for temporary construction easements.

Meetings:

- No meeting is anticipated with this work element.

Assumptions:

- None.

Deliverables:

- Draft Legal Descriptions.
- Final Legal Descriptions.

15.3 Real Estate Services

The CONSULTANT (PRX) shall perform real estate functions required to analyze, negotiate for, and acquire real property interests along the south side of NE 40th Street, on behalf of the City of Redmond, for the PROJECT. This includes temporary property rights. Work by others is noted (ex. DEA).

Tasks include, but are not limited to:

- Title analysis – Prepare list of title exceptions to be cleared, and, if deemed necessary, coordinate with City on any necessary clearance of identified encumbrances.
- Develop Project Funding estimate to accompany preliminary ROW approval by City.
- Where appropriate, prepare Appraisal Waivers Valuations for affected parcels.
- For valuations anticipated over $35K, coordinate appraisal and appraisal review services.
- Obtain rights of entry for up to 3 parcels.
- Draft all real estate offer package and conveyance documents per CITY-approved formats.
- Lead landowner and/or tenant outreach and negotiations efforts, document all correspondence.
- Lead and administrate all ROW activities in accordance with CITY and State requirements.
- Coordinate Phase 1 and/or 2 EA reports, as directed, prior to closing of right of way purchases.
- Coordinate escrow services, title clearance, payment and recording tasks for all transactions.
- Close out acquisition files in City-approved formats, provide City with final, recorded documents.
- Build out legal ready acquisition files to assist City's counsel in condemnation action, as needed.

This project includes the acquisition of up to (3) temporary construction easements. No permanent fee acquisitions or relocation activities are anticipated.

Meetings:

- Attend up to three (6) property owner outreach and negotiations meetings.

Assumptions:

- Acquisitions limited to (3) parcels, no relocations are anticipated.

- Scope and fee subject to change if design changes following the initial appraisal assignments.
- All titles, escrows, recordings, and Phase 1/2 EA costs to be born directly by CITY.

Deliverables:

- Graphics and descriptions for right of entries (DEA).
- Real Estate Documents.
- Closed Real Estate files.
- All documentation required by WSDOT LAG Manual.

Task 16.0 Bid and Award Support

The CONSULTANT (DEA, TDG, HWA) shall provide assistance during the bid and award of the construction contract. The following tasks will be provided by the CONSULTANT on an as-needed basis. The CONSULTANT shall obtain written authorization from the CITY prior to providing any of the following services:

- *The CONSULTANT (DEA) shall attend, participate in a pre-Bid meeting to assist the CITY in responding to questions and inquires.*
- The CONSULTANT (DEA) shall attend and summarize a pre-construction meeting with the construction contractor to assist the CITY in responding to questions and inquiries.
- The CONSULTANT (DEA, TDG, HWA) shall assist the CITY during the bid period to answer any questions that arise concerning the PS&E documents and will assist the CITY in preparing any addenda required to the extent of the budget provided in this contract.

The CONSULTANT (DEA, TDG) shall provide As-Bid documents to the CITY.

Deliverables:

- *Attend, participate in and summarize pre-Bid meeting.*
- Attend, participate in and summarize pre-construction meeting.
- Prepare response to bidder questions and bid document addenda.
- Assist with bidder checks such as bid documents and reference checks.
- As-Bid Plans (One (1) paper full-size (22”x34”) and four (4) paper half-size (11”x17”), PDF Electronic file).
- As-Bid Contract Provisions (Four (4) paper hard copies, PDF Electronic file).

Task 17.0 Optional Services

Contingency tasks are identified throughout the Scope of Services. In addition, Optional Services may be required and are to be utilized only for unforeseen added work that is not included in this Scope of Services. The CONSULTANT (DEA) shall obtain written authorization from the CITY prior to doing any work under Optional Services. The compensation amount for work under Optional Services must be agreed to prior to the commencement of the work and will be paid for with the Management Reserve (aka contingency) funds and / or supplemental agreement(s). The CITY will not compensate the CONSULTANT for work under Optional Services without prior written authorization and agreement on the compensation amount. Potential Optional Services tasks may include but not limited to:

- Pedestrian Bridge Design
- Maximum Extent Feasible (MEF) document preparation
- Additional investigations and design services
- Construction Support

- Record Drawings preparation

Appendix A

Anticipate Plans

Anticipated PS&E Plan Sheet Index					
Number of Plan Sheets	Description	Notes	Anticipated Plan Sheets at Each PS&E Delivery		
			30%	90%	100%
1	Cover Sheet with Vicinity Map and Index		x	x	x
1	Legend and Abbreviations		x	x	x
3	Typical Sections for NE 40th Street and Shared Use Path		x	x	x
4	Alignment Plan (156th to 172nd)		x	x	x
8	TESC Plans and Details (163rd to 172nd)			x	x
8	Site Preparation Plan (163rd to 172nd)		x	x	x
8	Shared Use Path Plan (163rd to 172nd)		x	x	x
14	Roadway Plan (156th to 172nd)		x	x	x
8	Shared Use Path Profile			x	x
3	Curb Ramp Plan			x	x
4	Roadway/Shared Use Path Details			x	x
3	Wall Plan		x	x	x
8	Drainage Plan (163rd to 172nd)		x	x	x
3	Drainage Profile			x	x
1	Drainage Details			x	x
14	Channelization Plan (163rd to 172nd)		x	x	x
8	Illumination Plan (163rd to 172nd)			x	x
4	Traffic Signal Plan		x	x	x
1	Pole Schedule			x	x
8	Tree Preservation Plan (163rd to 172nd)		x	x	x
8	Landscape Plan (163rd to 172nd)			x	x
2	Landscape Details			x	x
8	Irrigation (163rd to 172nd)			x	x
1	Irrigation Details			x	x
1	Traffic Control Class A Signs			x	x
2	Traffic Control Plans			x	x
4	Pedestrian Detour Plans			x	x
1	Temporary Detection Plan				
139					
Contract Special Provisions				x	x
Engineer's Opinion of Construction Cost			x	x	x

Exhibit B
DBE Participation Plan

In the absents of a mandatory DBE goal, a voluntary SBE goal amount of ten percent of the Consultant Agreement is established. The Consultant shall develop a SBE Participation Plan prior to commencing work. Although the goal is voluntary, the outreach efforts to provide SBE maximum practicable opportunities are not.

See attached voluntary SBE participation

David Evans and Associates, Inc. (DEA)

SBE Inclusion Plan
for
City of Redmond

NE 40th Street Shared Use Path 163rd Avenue NE to 172nd Avenue NE

General Description of Work:
For the majority of the work in this task order, DEA and its subconsultants are contracted to prepare preliminary and final designs for the Ne 40th Street Shared Use Path project located in Redmond, WA.

1. SUBCONTRACTING

The work associated with this Task Order/Project is subject to a voluntary Small Business Enterprise (SBE) minimum goal of ten percent (10%). DEA will make a good faith effort to achieve a participation of at least 10% by one or more certified SBE firms.

2. DIVERSE BUSINESS SUBCONTRACTORS

A list of diverse business contractors DEA included with this project are listed below.

Name of DBE Firm	SBE Certification	Specialty Services
HWA GeoSciences, Inc.	Yes/SBE	Geotechnical, Pavement Design

For this project, HWA is expected to be contracted for approximately $279,322, which will likely exceed the 10% goal.

At any point in the delivery of this contract, if additional services are needed, HWA, or other subconsultants may be asked to perform additional work, which could increase the percentage of participation.

3. DIVERSITY EXPERT

DEA will track and prepare monthly updates on diverse business utilization, progress to date, and projections. DEA will also evaluate change orders for potential diverse business participation.

4. PAST PERFORMANCE OR STRATEGIES

DEA has a track record of utilizing MSVWBE (including SBE) firms on a variety of projects in key roles. DEA's approach is to solicit partnering relationships primarily based upon technical capabilities rather than a subcontracting goal, and invest in those relationships in order to provide our clients with reliable and diverse expertise.

To facilitate the development of these relationships, DEA organized an internal Small Business Program in 1995 with the goal of providing maximum practicable opportunities for small businesses to participate on contracts with DEA. DEA's Small Business Program formalizes and documents the efforts DEA undertakes to include small businesses in our contracts. As part of this program, regional liaisons conduct outreach activities to connect DEA staff with qualified small businesses. These small businesses are brought onto project teams in focused roles and provided mentorship and guidance to help them succeed with the intent to continue that partnership onto future projects.

Since 1995, DEA has conducted regular small business fairs to provide opportunities for MSVWBE firms to interact with our project managers and provide information about their services, so we can move quickly when opportunities arise. The high numbers of MSVWBE firms we actively work with provide evidence of the program's success. For the past several years, DEA's Portland office has worked with more than 20 MSVWBE firms in Oregon and Washington each year and subcontracts more than $1.3 million dollars on average to MSVWBE firms annually.

DEA also participates in the more traditional forms of outreach in our community, including Oregon Association of Minority Entrepreneurs committees and conferences, Minority Enterprise Development Week, and other local technical job fairs. Often, for specific projects, DEA will continue to hold focused DBE outreach events to nurture and develop relationships with MSVWBE firms that will hold meaningful roles on project assignments. For example, DEA held a networking event out of our Bellevue, WA, office in June 2015, specifically to solicit qualifications and establish relationships with DBE firms for an upcoming light rail project. This fair was attended by more than 50 firms from the Seattle area and would have added ten MSVWBE firms to be included to the project team in significant roles. This year our Portland office held a fair in May with the same goal of attracting MSVWBE firms with whom we can partner on upcoming projects.

5. PROMPT PAYMENT AND DISPUTE RESOLUTION

Prompt Payments:

All Subconsultant invoices are due by the 20th calendar day of the month for services completed through the end of the previous calendar month. Invoices are reviewed and approved by the DEA project manager and then processed monthly by Corporate Accounts Payable for billing submission with the DEA invoice. If the Subconsultant invoice is not approved, the Subconsultant will be notified and required to resubmit a corrected invoice along with any required documentation. Accounts Receivable processes weekly reports of project payments, and releases payments to the Subconsultants once a week.

Disputed Billings:

In the event of a disputed billing, only the disputed portion will be withheld from submission to Client. In the event any dispute arises between Subconsultant and DEA or Subconsultant and Client, Subconsultant will continue to perform its work regardless of the nature of the dispute. If Subconsultant makes a valid claim resulting from any act of, omission of, or change made by Client, or anything else for which Client may be liable pursuant to the Prime Agreement, DEA's duty to Subconsultant is limited to passing on the claim to Client. Unless

DEA and Subconsultant agree otherwise, Subconsultant will be bound by such determination and any adjustment in Subconsultant's contract price will be made only to the extent allowed by Client or a final court award against Client.

6. OTHER

Not applicable

Exhibit C
Preparation and Delivery of Electronic Engineering and Other Data

In this Exhibit the agency, as applicable, is to provide a description of the format and standards the consultant is to use in preparing electronic files for transmission to the agency. The format and standards to be provided may include, but are not limited to, the following:

I. Surveying, Roadway Design & Plans Preparation Section

A. Survey Data

Standard: City of Redmond Datum Control, State Plan Coordinate System
Format: Basemap in CAD/Civil3d
Transmission: Email, Sharepoint

B. Roadway Design Files

Standard: City of Redmond Datum Control, State Plan Coordinate System
Format: Basemap in CAD/Civil3d
Transmission: Email, Sharepoint

C. Computer Aided Drafting Files

Standard: City of Redmond Datum Control, State Plan Coordinate System
Format: Basemap in CAD/Civil3d
Transmission: Email, Sharepoint

D. Specify the Agency's Right to Review Product with the Consultant

Agency will retain the rights to review all deliverables referenced in the Scope of Work Exhibit A.

E. Specify the Electronic Deliverables to Be Provided to the Agency

Deliverables outlined in Scope of Work Exhibit A.

F. Specify What Agency Furnished Services and Information Is to Be Provided

Agency furnished services and information outlined in Scope of Work Exhibit A.

II. Any Other Electronic Files to Be Provided

Excel Spreadsheets
Word Documents
PDF Files
Microsoft Project Schedule

III. Methods to Electronically Exchange Data

Email, Sharepoint

A. Agency Software Suite

N/A

B. Electronic Messaging System

N/A

C. File Transfers Format

PDF, ZIP, Word, Excel, Project, CAD

Exhibit D
Prime Consultant Cost Computations

See attached Exhibit D

Exhibit D
City of Redmond
NE 40th Street Shared Use Path (163rd to 172nd)

David Evans and Associates, Inc.

	Classification	Hrs.	x	Negotiated Rate	=	Cost
1	Project Manager V	329		$ 317.40		$104,424
2	Project Manager IV	53		$ 270.39		$14,331
3	Project Coordinator III	18		$ 126.90		$2,284
4	Project Accountant V	18		$ 159.78		$2,876
5	Project Manager IV	52		$ 231.12		$12,018
6	Office Survey Technician V	174		$ 163.77		$28,496
7	Party Chief IV	160		$ 152.65		$24,423
8	Party Chief I	160		$ 115.22		$18,436
9	Engineer III	333		$ 172.07		$57,298
10	Designer IV	634		$ 208.94		$132,466
11	Designer IV	72		$ 210.47		$15,154
12	Engineering Designer I	236		$ 114.61		$27,047
13	Engineer V	147		$ 205.86		$30,262
14	Engineer V	119		$ 234.44		$27,898
15	Engineering Designer I	109		$ 116.76		$12,727
16	Engineer VII	40		$ 311.44		$12,458
17	Engineer III	74		$ 169.85		$12,569
18	Project Manager V	46		$ 221.23		$10,176
19	Landscape Architect III	69		$ 141.34		$9,752
20	Business Development IV	94		$ 251.95		$23,684
21	GIS Analyst IV	32		$ 168.99		$5,408
22	Scientist III	30		$ 135.19		$4,056
23	Scientist II	24		$ 124.13		$2,979
24	Project Manager III	18		$ 224.30		$4,037
	Total Hrs.	3041				

Salary Cost						**$ 595,260**
Salary Escalation Cost (estimated)						
Escalation - % of Labor Cost	0%	per year @	1	year(s)		$0

Direct Expenses	**No.**	**Unit**	**Each**		**Cost**	
Reproduction Costs						
Full-Size Plans	0	sets @	$350	/set	$ -	
Half-Size Plans	0	sets @	$50	/set	$ -	
Specifications	0	sets @	$50	/set	$ -	
Potholes	10	@	$1,200	/each	$ 12,000.00	
Mileage	800	miles @	$0.700	/mile	$ 560.00	
Urban Forest Services|Bartlett Cons	1	@	$12,500	LS	$ 12,500.00	
Utility Locates	1	@	$18,000	LS	$ 18,000.00	
Subtotal						**$ 43,060**

David Evans and Associates Total			**$ 638,320**
Subconsultants	DBE		
		Hrs	**$ Total**
ProgramX	No	159	$ 32,482
Toole Design Group	No	536	$ 111,026
HWA Geosciences	Yes	864	$ 279,322
Subconsultant Total		**1559**	**$ 422,830**
Direct Expenses Sub-Total (including Subconsultants)			**$ 465,890**
Total Costs			**$ 1,061,150**
Contingency and Reserve Fund (± 10%)			**$ 106,150**
Total Costs with Management Reserve Fund			**$ 1,167,300**
Anticipated DBE Percentage			26%

Exhibit D
City of Redmond
NE 40th Street Shared Use Path (163rd to 172nd)

David Evans and Associates, Inc.

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Work Element #	**Work Element**	Project Manager V	Project Manager IV	Project Coordinator III	Project Accountant V	Project Manager IV	Office Survey Technician V	Party Chief IV	Party Chief I	Engineer III	Designer IV	Designer IV	Engineering Designer I	Engineer V	Engineer V	Engineering Designer I	Engineer VII	Engineer III	Project Manager V	Landscape Architect III	Business Development IV	GIS Analyst IV	Scientist III	Scientist II	Project Manager III	**DEA Total hrs**	**DEA Total $**
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs		
2.0	**PROJECT MANAGEMENT AND QUALITY CONTROL**																										
2.1	Project Management	108																								108	$34,279
2.2	Subconsultant Coordination	72																								72	$22,853
2.3	Develop Project Schedule	8								20																28	$5,981
2.4	Monthly Invoices/Progress Reports	18		18	18																					54	$10,873
2.5	Project Kick-off Meeting and Progress Meetings	40									40															80	$21,053
2.6	Quality Control/Quality Assurance Review	1	5																							6	$1,669
2.7	Change Management	5																								5	$1,587
	Work Element 2.0 Total	252	5	18	18	0	0	0	0	20	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**353**	**$98,296**
3.0	**SURVEY**																										
3.1	Data Collection					6	1																			7	$1,550
3.2	Horizontal and Vertical Control Network					6	8	8	8																	30	$4,840
3.3	Establish Road Centerline Alignments and Right-of-Ways for Corridor (Basemap)					12	8	8	8																	36	$6,227
3.4	Topographic Survey					10	86	104	104		1															305	$44,463
3.5	Future Survey Needs					4	40	40	40																	124	$18,190
3.6	Underground Utilities					4	16			1																21	$3,717
	Work Element 3.0 Total	0	0	0	0	42	159	160	160	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**523**	**$78,987**
4.0	**ENVIRONMENTAL DOCUMENTATION**																										
4.1	Environmental Technical Reports																									0	$0
4.1.1	Geology and Soils Technical Report																									0	$0
4.1.2	Critical Areas Report																				2	2	30	24	16	74	$11,466
4.2	SEPA Environmental Documentation																									0	$0
4.2.1	Compliance with Governor's Executive Order 21-02																				8	2				10	$2,354
4.2.2	Environmental Checklist																				24	8			2	34	$7,847
4.3	Environmental Permitting																									0	$0
4.3.1	WDFW Hydraulic Project Approval (HPA)																				24	8				32	$7,399
4.3.2	Redmond Permits																				32	8				40	$9,414
4.3.3	NPDES Permit and SWPPP		1												24	24					4	4				57	$10,383
																										0	$0
	Work Element 4.0 Total	0	1	0	0	0	0	0	0	0	0	0	0	0	24	24	0	0	0	0	94	32	30	24	18	**247**	**$48,863**
5.0	**TREE EVALUATION**																										
5.1	Tree Documentation	3									12															15	$3,459
5.2	Arborist Site Walk with Design Team									8	8															16	$3,048
	Work Element 5.0 Total	3	0	0	0	0	0	0	0	8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**31**	**$6,507**

David Evans and Associates, Inc.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Work Element #	Work Element	Project Manager V	Project Manager IV	Project Coordinator III	Project Accountant V	Project Manager IV	Office Survey Technician V	Party Chief IV	Party Chief I	Engineer III	Designer IV	Designer IV	Engineering Designer I	Engineer V	Engineer V	Engineering Designer I	Engineer VII	Engineer III	Project Manager V	Landscape Architect III	Business Development IV	GIS Analyst IV	Scientist III	Scientist II	Project Manager III	DEA Total hrs	DEA Total $
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs		
6.0	**ALTERNATIVES ANALYSIS (10% Design)**																										
6.1	Project Site Visits (3 Total)	3								9	9															21	$4,381
6.2	Alternative Analysis/Alternatives Analysis Summary Document (10% Design)																									0	$0
	Draft	6	2							24	60						24	24								140	$30,662
	Final	2	2							8	16						2	2								32	$6,858
	Colored Roll Plots/11"x17" exhibits		2								4		32													38	$5,044
	Work Element 6.0 Total	11	6	0	0	0	0	0	0	41	89	0	32	0	0	0	26	26	0	0	0	0	0	0	0	**231**	**$46,945**
7.0	**PUBLIC INVOLVEMENT**																										
7.1	Outreach Materials and Notifications	4								8	8	4	8													32	$6,076
	Work Element 7.0 Total	4	0	0	0	0	0	0	0	8	8	4	8	0	0	0	0	0	0	0	0	0	0	0	0	**32**	**$6,076**
8.0	**ILLUMINATION**																										
8.1	Preliminary Illumination Design (30% Completion)		2							4				32												38	$7,817
8.2	Roadway and Shared Use Path Illumination Design		2							4				32												38	$7,817
	Work Element 8.0 Total	0	4	0	0	0	0	0	0	8	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	**76**	**$15,633**
9.0	**PRELIMINARY DESIGN (30% PLANS AND ESTIMATE)**																										
9.1	Preliminary Design (30% Completion)	4	4							8	110	20	40		8		4	15	3	10						226	$43,251
9.2	Utility Location and Coordination (30%)	2								4	4															10	$2,159
	Work Element 9.0 Total	6	4	0	0	0	0	0	0	12	114	20	40	0	8	0	4	15	3	10	0	0	0	0	0	**236**	**$45,409**
10.0	**GEOTECHNICAL**																										
10.1	Geotechnical Investigation (Final)																									0	$0
10.1.1	Contingency: Data Review, Supplemental Field Explorations, and Labortaory Testing	1								2								2								5	$1,001
10.1.2	Geotechnical Analyses and Design Report	1								2								2								5	$1,001
	Work Element 10.0 Total	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	**10**	**$2,002**
11.0	**UTILITY COORDINATION**																										
11.1	Utility Coordination	4								12	8															24	$5,006
11.2	Utility Conflict Resolution and Potholing	2								12	24			4	4			2								48	$9,815
	Work Element 11.0 Total	6	0	0	0	0	0	0	0	24	32	0	0	4	4	0	0	2	0	0	0	0	0	0	0	**72**	**$14,821**
12.0	**HYDRAULIC REPORT**																									0	$0
12.1	Preliminary and Final Hydraulic Report																									0	$0
	Draft	1	2							2					40	32										77	$14,316
	Final	1	2							2					12	10										27	$5,183
	Work Element 12.0 Total	2	4	0	0	0	0	0	0	4	0	0	0	0	52	42	0	0	0	0	0	0	0	0	0	**104**	**$19,499**

David Evans and Associates, Inc.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Work Element #	Work Element	Project Manager V	Project Manager IV	Project Coordinator III	Project Accountant V	Project Manager IV	Office Survey Technician V	Party Chief IV	Party Chief I	Engineer III	Designer IV	Designer IV	Engineering Designer I	Engineer V	Engineer V	Engineering Designer I	Engineer VII	Engineer III	Project Manager V	Landscape Architect III	Business Development IV	GIS Analyst IV	Scientist III	Scientist II	Project Manager III	DEA Total hrs	DEA Total $
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs		
13.0	**Pavement Report**																										
	Traffic Control									4																4	$688
	Draft	1								2	2															5	$1,079
	Final	1								1																2	$489
	Work Element 13.0 Total	2	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	$2,257
14.0	**FINAL DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E)**																										
14.1	60% Submittal																										
14.1.1	60% Plans	4	6							32	180	24	80	32	8	16	4	16	12	32						446	$81,699
14.1.2	60% Estimate	4	2							6	12		6	6	2	4			4	4						50	$9,659
14.1.3	60% Specifications	4	3							40				6	4				6							63	$12,464
14.2	90% Submittal																									0	$0
14.2.1	90% Plans	4	6							32	100	24	60	16	8	16	4	8	8	16						302	$54,893
14.2.2	90% Estimate	4	1							6	16		6	4	2	4			2	4						49	$9,370
14.2.3	90% Specifications	4	2							24				6	4				8							48	$9,883
14.2.4	90% Construction Schedule	3	2							4																9	$2,181
14.2.5	90% Design Report	4	2							32	2															40	$7,734
14.3	100% Submittal	4	3							10	8		2	4	2	2	1	2	2	2						42	$8,604
14.4	Bid Ready Documents	1	2							4	4		2	2	1	1	1	1	1	1						21	$4,218
	Work Element 14.0 Total	36	29	0	0	0	0	0	0	190	322	48	156	76	31	43	10	27	43	59	0	0	0	0	0	1070	$200,705
15.0	**RIGHT-OF-WAY**																										
15.1	Parcel Exhibits	1				2	5																			8	$1,598
15.2	Legal Descriptions	1				8	10																			19	$3,804
15.3	Real Estate Services																									0	$0
	ROW PM																									0	$0
	Title Review/Documentation Preparations																									0	$0
	Appraisal Waiver Valuations																									0	$0
	Negotiations, Admin Justification, Closings																									0	$0
	Work Element 15.0 Total	2	0	0	0	10	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	$5,403
16.0	**Bid and Award Support**																										
	Pre-Bid Meeting	1								2	2			1												6	$1,285
	Pre-Construction Meeting	1								2	2			1												6	$1,285
	Bidder Questions/Addendum	1								2	2			1												6	$1,285
	Work Element 16.0 Total	3	0	0	0	0	0	0	0	6	6	0	0	3	0	0	0	0	0	0	0	0	0	0	0	18	$3,856
17.0	**Optional Services**																									0	
	Work Element 17.0 Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0
	EXPENSES																										$43,060
	SALARY ESCALATION																										
PROJECT WORK ELEMENTS TOTALS		329	53	18	18	52	174	160	160	333	634	72	236	147	119	109	40	74	46	69	94	32	30	24	18	3041	$638,320

Actuals Not To Exceed Table (ANTE)

David Evans and Associates, Inc.
14432 SE Eastgate Way, Suite 400
Bellevue, WA 98007

JOB CLASSIFICATIONS	2025 Labor Rate NTE	Overhead NTE 177.26%	Fixed Fee NTE 30.00%	2025 All Inclusive Hourly Billing Rate NTE
Administrative Assist IV (ADM4)	$47.25	$83.76	$14.18	$145.18
Business Development Leader I (BUD1)	$73.74	$130.71	$22.12	$226.58
Business Development Leader II (BUD2)	$119.32	$211.50	$35.80	$366.61
Business Development Leader III (BUD3)	$113.59	$201.35	$34.08	$349.01
Business Development Leader IV (BUD4)	$155.40	$275.46	$46.62	$477.48
BU/COE Sr. Manager I (BUS1)	$88.81	$157.43	$26.64	$272.88
BU/COE Sr. Manager II (BUS2)	$122.17	$216.55	$36.65	$375.37
BU/COE Sr. Manager III (BUS3)	$164.85	$292.21	$49.46	$506.52
CAD Technician I (CAD1)	$31.19	$55.29	$9.36	$95.84
CAD Technician II (CAD2)	$39.52	$70.05	$11.86	$121.43
CAD Technician III (CAD3)	$41.04	$72.75	$12.31	$126.10
CAD Technician IV (CAD4)	$58.16	$103.10	$17.45	$178.71
CAD Technician V (CAD5)	$59.24	$105.01	$17.77	$182.02
COE Delivery Leader I (CDL1)	$54.32	$96.28	$16.29	$166.89
COE Delivery Leader II (CDL2)	$61.63	$109.25	$18.49	$189.38
COE Delivery Leader III (CDL3)	$92.49	$163.94	$27.75	$284.17
Construction Inspector I (CIN1)	$38.50	$68.25	$11.55	$118.30
Construction Inspector II (CIN2)	$44.85	$79.50	$13.46	$137.81
Construction Inspector III (CIN3)	$53.29	$94.46	$15.99	$163.73
Construction Inspector IV (CIN4)	$64.98	$115.19	$19.49	$199.66
Construction Inspector V (CIN5)	$70.00	$124.08	$21.00	$215.08
Construction Services Manager I (CSM1)	$44.31	$78.54	$13.29	$136.14
Construction Services Manager II (CSM2)	$54.27	$96.20	$16.28	$166.75
Construction Services Manager III (CSM3)	$81.10	$143.76	$24.33	$249.19
Construction Services Manager IV (CSM4)	$86.43	$153.21	$25.93	$265.57
Deputy Construction Manager (DCON)	$46.45	$82.33	$13.93	$142.71
Designer I (DES1)	$37.05	$65.67	$11.11	$113.84
Designer II (DES2)	$48.30	$85.62	$14.49	$148.41
Designer III (DES3)	$61.95	$109.81	$18.59	$190.35
Designer IV (DES4)	$72.47	$128.46	$21.74	$222.67
Designer V (DES5)	$74.09	$131.34	$22.23	$227.66
Electrical Engineer II (ELE2)	$53.13	$94.18	$15.94	$163.25

Electrical Engineer III (ELE3)	$52.08	$92.32	$15.62	$160.02
Engineering Designer I (END1)	$45.13	$80.00	$13.54	$138.66
Engineering Designer II (END2)	$56.13	$99.50	$16.84	$172.47
Engineering Designer III (END3)	$62.15	$110.17	$18.65	$190.96
Engineer III (ENG3)	$64.94	$115.11	$19.48	$199.52
Engineer IV (ENG4)	$72.98	$129.36	$21.89	$224.23
Engineer V (ENG5)	$82.95	$147.04	$24.89	$254.87
Engineer VI (ENG6)	$96.60	$171.23	$28.98	$296.81
Engineer VII (ENG7)	$119.70	$212.18	$35.91	$367.79
Flight Operations Manager (FLOM)	$81.23	$143.99	$24.37	$249.59
Field Survey Technician I (FST1)	$28.35	$50.25	$8.51	$87.11
Field Survey Technician II (FST2)	$30.62	$54.28	$9.19	$94.10
Field Survey Technician III (FST3)	$34.67	$61.45	$10.40	$106.52
Field Survey Technician IV (FST4)	$37.14	$65.83	$11.14	$114.12
GIS Analyst II (GIA2)	$47.25	$83.76	$14.18	$145.18
GIS Analyst III (GIA3)	$51.99	$92.15	$15.60	$159.74
GIS Analyst IV (GIA4)	$55.65	$98.65	$16.70	$170.99
GIS Manager (GISM)	$61.95	$109.81	$18.59	$190.35
Graphic Designer II (GRD2)	$48.30	$85.62	$14.49	$148.41
Graphic Designer III (GRD3)	$51.65	$91.55	$15.49	$158.69
Geospatial Technician I (GST1)	$41.18	$73.00	$12.35	$126.53
Geospatial Technician II (GST2)	$45.00	$79.77	$13.50	$138.27
Geospatial Technician III (GST3)	$51.50	$91.29	$15.45	$158.24
Geospatial Technician IV (GST4)	$64.18	$113.77	$19.25	$197.20
Hydrographer I (HYD1)	$32.49	$57.58	$9.75	$99.81
Hydrographer II (HYD2)	$35.09	$62.19	$10.53	$107.80
Hydrographer III (HYD3)	$42.00	$74.45	$12.60	$129.05
Hydrographer IV (HYD4)	$61.86	$109.66	$18.56	$190.08
Hydrographer V (HYD5)	$73.50	$130.29	$22.05	$225.84
Hydrographer VI (HYD6)	$85.00	$150.67	$25.50	$261.17
Intern I (INT1)	$27.52	$48.77	$8.25	$84.54
Intern II (INT2)	$24.05	$42.63	$7.21	$73.89
Landscape Designer I (LAD1)	$30.87	$54.72	$9.26	$94.85
Landscape Designer IV (LAD4)	$50.04	$88.70	$15.01	$153.75
Landscape Architect II (LAR2)	$43.50	$77.11	$13.05	$133.66
Landscape Architect III (LAR3)	$51.54	$91.36	$15.46	$158.37
Landscape Architect IV (LAR4)	$63.53	$112.61	$19.06	$195.19
Landscape Architect V (LAR5)	$65.61	$116.30	$19.68	$201.59
Office Survey Technician I (OST1)	$35.18	$62.35	$10.55	$108.08
Office Survey Technician II (OST2)	$35.28	$62.54	$10.58	$108.40
Office Survey Technician III (OST3)	$42.71	$75.71	$12.81	$131.24
Office Survey Technician IV (OST4)	$48.15	$85.35	$14.45	$147.95
Office Survey Technician V (OST5)	$50.83	$90.10	$15.25	$156.18
Office Survey Technician VI (OST6)	$56.00	$99.27	$16.80	$172.07
Project Accountant II (PAC2)	$37.91	$67.19	$11.37	$116.47

Project Accountant III (PAC3)	$43.58	$77.25	$13.07	$133.90
Project Accountant IV (PAC4)	$49.35	$87.48	$14.81	$151.63
Project Accountant V (PAC5)	$53.32	$94.51	$16.00	$163.83
Party Chief I (PCH1)	$38.33	$67.93	$11.50	$117.76
Party Chief II (PCH2)	$44.18	$78.31	$13.25	$135.75
Party Chief III (PCH3)	$50.69	$89.85	$15.21	$155.74
Party Chief IV (PCH4)	$58.28	$103.30	$17.48	$179.06
Party Chief V (PCH5)	$65.00	$115.22	$19.50	$199.72
Project Controls Specialist I (PCS1)	$41.00	$72.68	$12.30	$125.98
Project Controls Specialist II (PCS2)	$48.00	$85.08	$14.40	$147.48
Project Controls Specialist III (PCS3)	$53.97	$95.67	$16.19	$165.83
Project Controls Specialist IV (PCS4)	$63.29	$112.18	$18.99	$194.45
Project Controls Specialist V (PCS5)	$72.44	$128.41	$21.73	$222.58
Project Coordinator I (PJC1)	$33.50	$59.38	$10.05	$102.93
Project Coordinator II (PJC2)	$36.87	$65.36	$11.06	$113.29
Project Coordinator III (PJC3)	$41.30	$73.21	$12.39	$126.90
Project Coordinator IV (PJC4)	$46.14	$81.80	$13.84	$141.78
Project Coordinator V (PJC5)	$51.54	$91.36	$15.46	$158.37
Project Coordinator VI (PJC6)	$61.50	$109.01	$18.45	$188.96
Project Manager I (PJM1)	$59.24	$105.01	$17.77	$182.02
Project Manager II (PJM2)	$71.48	$126.70	$21.44	$219.62
Project Manager III (PJM3)	$86.58	$153.47	$25.97	$266.03
Project Manager IV (PJM4)	$106.04	$187.97	$31.81	$325.82
Project Manager V (PJM5)	$124.95	$221.49	$37.49	$383.92
Project Manager VI (PJM6)	$138.60	$245.68	$41.58	$425.86
Planner I (PLN1)	$38.99	$69.12	$11.70	$119.80
Planner II (PLN2)	$48.74	$86.41	$14.62	$149.77
Planner III (PLN3)	$61.12	$108.34	$18.34	$187.80
Planner IV (PLN4)	$72.53	$128.56	$21.76	$222.85
Project Surveyor I (PSV1)	$56.84	$100.75	$17.05	$174.65
Project Surveyor II (PSV2)	$56.18	$99.58	$16.85	$172.60
Project Surveyor III (PSV3)	$65.10	$115.40	$19.53	$200.03
Project Surveyor IV (PSV4)	$75.60	$134.01	$22.68	$232.29
QA/QC Specialist II (QAC2)	$43.23	$76.63	$12.97	$132.84
QA/QC Specialist III (QAC3)	$54.60	$96.78	$16.38	$167.76
QA/QC Specialist IV (QAC4)	$96.60	$171.23	$28.98	$296.81
Remote Pilot I (RPL1)	$30.56	$54.16	$9.17	$93.88
Remote Pilot II (RPL2)	$44.18	$78.31	$13.25	$135.75
Remote Pilot III (RPL3)	$68.25	$120.98	$20.48	$209.70
Survey Analyst I (SAN1)	$40.72	$72.18	$12.22	$125.12
Survey Analyst II (SAN2)	$60.38	$107.02	$18.11	$185.51
Scientist I (SCI1)	$38.71	$68.62	$11.61	$118.95
Scientist II (SCI2)	$43.05	$76.31	$12.92	$132.28
Scientist III (SCI3)	$45.48	$80.62	$13.65	$139.75
Scientist IV (SCI4)	$76.65	$135.87	$23.00	$235.51

Support Svcs Specialist II (SSS2)	$23.27	$41.26	$6.98	$71.51
Support Svcs Specialist III (SSS3)	$32.51	$57.63	$9.75	$99.90
Support Svcs Specialist IV (SSS4)	$35.00	$62.04	$10.50	$107.54
Support Svcs Specialist V (SSS5)	$43.00	$76.22	$12.90	$132.12
Support Svcs Specialist VI (SSS6)	$50.00	$88.63	$15.00	$153.63
Support Svcs Specialist VII (SSS7)	$58.80	$104.23	$17.64	$180.67
Survey Manager I (SVM1)	$66.93	$118.65	$20.08	$205.66
Survey Manager II (SVM2)	$80.85	$143.31	$24.26	$248.42
Survey Manager III (SVM3)	$85.05	$150.76	$25.52	$261.32

Washington State Department of Transportation

Development Division
Contract Services Office
PO Box 47408
Olympia, WA 98504-7408
7345 Linderson Way SW
Tumwater, WA 98501-6504

TTY: 1-800-833-6388
www.wsdot.wa.gov

April 17, 2025

David Evans and Associates, Inc
703 Douglas Fir Dr.
Magnolia, TX, 77354

Subject: Acceptance FYE 2024 ICR – Cognizant Review

Dear Marie Fuzzell:

We have accepted your firm's FYE 2024 Indirect Cost Rate (ICR) of 177.26% of direct labor (rate includes 0.90% Facilities Capital Cost of Money) based on the "Cognizant Review" from The Oregon Department of Transportation (ODOT). This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

Any other entity contracting with your firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at **(360) 704-6397** or via email **consultantrates@wsdot.wa.gov**.

Regards,

Schatzie Harvey
Schatzie Harvey (Apr 18, 2025 06:39 PDT)

SCHATZIE HARVEY, CPA
Contract Services Manager

SH:kb

Exhibit E
Sub-consultant Cost Computations

If no sub-consultant participation listed at this time. The CONSULTANT shall not sub-contract for the performance of any work under this AGREEMENT without prior written permission of the AGENCY. Refer to section VI "Sub-Contracting" of this AGREEMENT.

See attached Exhibit E

Exhibit E
City of Redmond
NE 40th Street Shared Use Path (163rd to 172nd)

HWA Geosciences

	Classification	Hrs.	x	Negotiated Rate	=	Cost
1	Principal IX	6		$ 327.84		$1,967
2	Geotechnical Engineer VIII	138		$ 303.09		$41,827
3	Geotechnical Engineer V	159		$ 207.22		$32,948
4	Geotechnical Engineer III	128		$ 154.64		$19,794
5	Geotechnical Engineer III	140		$ 132.99		$18,619
6	Geologist V	20		$ 167.01		$3,340
7	Geologist III	134		$ 136.08		$18,235
8	Geologist II	106		$ 105.16		$11,146
9	CAD	17		$ 111.34		$1,893
10	Administrative Support	16		$ 163.92		$2,623
	Total Hrs.	864				

Salary Cost					**$ 152,392**
Direct Expenses	**No.**	**Unit**	**Each**	**Cost**	
Geotechnical Work					
Laboratory Testing	1	LS	$8,560.00	$ 8,560.00	
4.1.1 Testing		LS	$2,620		
10.1.1 Testing		LS	$5,940		
Locates	2	LS	$600	$ 1,200.00	
Groundwater Transducers Rentals	3	EA	$650	$ 1,950.00	
Traffic Control Plans	1	LS	$1,500	$ 1,500.00	
Traffic Contol Rental (lane closure)	1	LS	$9,000	$ 9,000.00	
Drilling Subcontractor (with 2 wells)	1	LS	$18,000	$18,000.00	
Mileage	385	miles @	$0.700 /mile	$ 270.00	
			SUBTOTAL	$40,480.00	
Pavement Testing Work					
Laboratory Testing	1	LS	$2,800.00	$ 2,800.00	
GPS for Core Locations	2	Day	$75	$ 150.00	
Traffic Control Plans	40	SHEET	$150	$ 6,000.00	
FWD Rate	10	HR	$1,000	$10,000.00	
Pavement Coring	40	EA	$80	$ 3,200.00	
Traffic Control Plan with UPO and Rentals	1	LS	$63,900	$63,900.00	
Mileage	570	miles @	$0.700 /mile	$ 400.00	
			SUBTOTAL	$86,450.00	
Subtotal					**$ 126,930**

HWA Geosciences Total $ 279,322

Printed: 8/6/2025, 4:25 PM

Exhibit E
City of Redmond
NE 40th Street Shared Use Path (163rd to 172nd)

HWA Geosciences

Work Element #	Work Element	1 Principal IX	2 Geotechnical Engineer VIII	3 Geotechnical Engineer V	4 Geotechnical Engineer III	5 Geotechnical Engineer III	6 Geologist V	7 Geologist III	8 Geologist II	9 CAD	10 Administrative Support	HWA Total hrs	HWA Total $
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs		
												0	
2.0	**PROJECT MANAGEMENT AND QUALITY CONTROL**											0	
2.1	Project Management											0	
2.2	Subconsultant Coordination											0	
2.3	Develop Project Schedule											0	
2.4	Monthly Invoices/Progress Reports											0	$0
2.5	Project Kick-off Meeting and Progress Meetings											0	
2.6	Quality Control/Quality Assurance Review											0	$0
2.7	Change Management											0	
												0	
	Work Element 2.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	
3.0	**SURVEY**											0	$0
3.1	Data Collection											0	$0
3.2	Horizontal and Vertical Control Network											0	$0
3.3	Establish Road Centerline Alignments and Right-of-Ways for Corridor (Basemap)											0	$0
3.4	Topographic Survey											0	$0
3.5	Future Survey Needs											0	$0
3.6	Underground Utilities											0	$0
												0	$0
	Work Element 3.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
4.0	**ENVIRONMENTAL DOCUMENTATION**											0	$0
4.1	Environmental Technical Reports											0	$0
4.1.1	Geology and Soils Technical Report	2	19	57		42	8	20		2	6	156	$29,075
4.1.2	Critical Areas Report											0	$0
4.2	SEPA Environmental Documentation											0	$0
4.2.1	Compliance with Governor's Executive Order 21-02											0	$0
4.2.2	Environmental Checklist											0	$0
4.3	Environmental Permitting											0	$0
4.3.1	WDFW Hydraulic Project Approval (HPA)											0	$0
4.3.2	Redmond Permits											0	$0
4.3.3	NPDES Permit and SWPPP											0	$0
												0	$0
	Work Element 4.0 Total	2	19	57	0	42	8	20	0	2	6	**156**	**$29,075**
												0	$0
5.0	**TREE EVALUATION**											0	$0
5.1	Tree Documentation											0	$0
5.2	Arborist Site Walk with Design Team											0	$0
												0	$0
	Work Element 5.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
6.0	**ALTERNATIVES ANALYSIS (10% Design)**											0	$0
6.1	Project Site Visits (3 Total)											0	$0
6.2	Alternative Analysis/Alternatives Analysis Summary Document (10% Design)											0	$0
	Draft											0	$0
	Final											0	$0
	Colored Roll Plots/11"x17" exhibits											0	$0
												0	$0
	Work Element 6.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**

HWA Geosciences		1	2	3	4	5	6	7	8	9	10		
Work Element #	Work Element	Principal IX	Geotechnical Engineer VIII	Geotechnical Engineer V	Geotechnical Engineer III	Geotechnical Engineer III	Geologist V	Geologist III	Geologist II	CAD	Administrative Support	HWA	HWA
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	**Total hrs**	**Total $**
												0	$0
7.0	**PUBLIC INVOLVEMENT**											0	$0
7.1	Outreach Materials and Notifications											0	$0
												0	$0
	Work Element 7.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
8.0	**ILLUMINATION**											0	$0
8.1	Preliminary Illumination Design (30% Completion)											0	$0
8.2	Roadway and Shared Use Path Illumination Design											0	$0
												0	$0
	Work Element 8.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
9.0	**PRELIMINARY DESIGN (30% PLANS AND ESTIMATE)**											0	$0
9.1	Preliminary Design (30% Completion)											0	$0
9.2	Utility Location and Coordination (30%)											0	$0
												0	$0
	Work Element 9.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
10.0	**GEOTECHNICAL**											0	$0
10.1	Geotechnical Investigation (Final)											0	$0
10.1.1	Contingency: Data Review, Supplemental Field Explorations, and Labortaory Testing			18		52		16		2		88	$13,045
10.1.2	Geotechnical Analyses and Design Report	2	35	84		46	12			5	6	190	$38,332
												0	$0
	Work Element 10.0 Total	2	35	102	0	98	12	16	0	7	6	**278**	**$51,378**
												0	$0
11.0	**UTILITY COORDINATION**											0	$0
11.1	Utility Coordination											0	$0
11.2	Utility Conflict Resolution and Potholing											0	$0
												0	$0
	Work Element 11.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
12.0	**HYDRAULIC REPORT**											0	$0
12.1	Preliminary and Final Hydraulic Report											0	$0
	Draft											0	$0
	Final											0	$0
												0	$0
	Work Element 12.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
13.0	**Pavement Report**											0	$0
	Traffic Control											0	$0
	Draft	1	80		128			98	106	8	2	423	$70,070
	Final	1	4								2	7	$1,868
												0	$0
	Work Element 13.0 Total	2	84	0	128	0	0	98	106	8	4	**430**	**$71,939**

HWA Geosciences		1	2	3	4	5	6	7	8	9	10		
Work Element #	Work Element	Principal IX	Geotechnical Engineer VIII	Geotechnical Engineer V	Geotechnical Engineer III	Geotechnical Engineer III	Geologist V	Geologist III	Geologist II	CAD	Administrative Support	HWA	HWA
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total $
												0	$0
14.0	**FINAL DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E)**											0	$0
14.1	60% Submittal											0	$0
14.1.1	60% Plans											0	$0
14.1.2	60% Estimate											0	$0
14.1.3	60% Specifications											0	$0
14.2	90% Submittal											0	$0
14.2.1	90% Plans											0	$0
14.2.2	90% Estimate											0	$0
14.2.3	90% Specifications											0	$0
14.2.4	90% Construction Schedule											0	$0
14.2.5	90% Design Report											0	$0
14.3	100% Submittal											0	$0
14.4	Bid Ready Documents											0	$0
												0	$0
	Work Element 14.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
15.0	**RIGHT-OF-WAY**											0	$0
15.1	Parcel Exhibits											0	$0
15.2	Legal Descriptions											0	$0
15.3	Real Estate Services											0	$0
												0	$0
	Work Element 15.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
16.0	**Bid and Award Support**											0	$0
	Pre-Bid Meeting											0	$0
	Pre-Construction Meeting											0	$0
	Bidder Questions/Addendum											0	$0
												0	$0
	Work Element 16.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
17.0	**Optional Services**											0	$0
												0	$0
	Work Element 17.0 Total	0	0	0	0	0	0	0	0	0	0	**0**	**$0**
												0	$0
	EXPENSES												$126,930
	SALARY ESCALATION												
PROJECT WORK ELEMENTS TOTALS		**6**	**138**	**159**	**128**	**140**	**20**	**134**	**106**	**17**	**16**	**864**	**$279,321.53**

Washington State Department of Transportation

Development Division
Contract Services Office
PO Box 47408
Olympia, WA 98504-7408
7345 Linderson Way SW
Tumwater, WA 98501-6504

TTY: 1-800-833-6388
www.wsdot.wa.gov

July 2, 2025

HWA GeoSciences, Inc
21312 30th Dr SE, Suite 110
Bothell, WA 98021

Subject: Acceptance FYE 2024 ICR – CPA Report

Dear Vasiliy P. Babko:

We have accepted your firm's FYE 2024 Indirect Cost Rate (ICR) of 179.28% of direct labor (rate includes 0.96% Facilities Capital Cost of Money) based on the "Independent CPA Report" prepared by T-MAX, CPA. This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with the firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at **(360) 704-6397** or via email **consultantrates@wsdot.wa.gov**.

Regards,

Schatzie Harvey
Schatzie Harvey (Jul 3, 2025 07:03 PDT)

SCHATZIE HARVEY, CPA
Contract Services Manager

SH: kb

Exhibit E
City of Redmond
NE 40th Street Shared Use Path (163rd to 172nd)

ProgramX

	Classification		Hrs.	x	Negotiated Rate	=	Cost
1	Project Manager		129		$ 210.00		$27,090
2	Acquisition Specialist		30		$ 135.00		$4,050
		Total Hrs.	159				
	Salary Cost					**$**	**31,140**

Direct Expenses	No.	Unit	Each		Cost	
Reproduction Costs	0	LS	$75.00		$ -	
Recordings	3	Each	$310.00		$ 930.00	
Mileage	588	miles @	$0.700	/mile	$ 411.60	
Subtotal						**$ 1,342**

ProgramX Total **$ 32,482**

Exhibit E
City of Redmond
NE 40th Street Shared Use Path (163rd to 172nd)

ProgramX

Work Element #	Work Element	1 Project Manager Total hrs	2 Acquisition Specialist Total hrs	PRX Total hrs	PRX Total $
				0	
2.0	**PROJECT MANAGEMENT AND QUALITY CONTROL**			0	$0
2.1	Project Management			0	$0
2.2	Subconsultant Coordination			0	$0
2.3	Develop Project Schedule			0	$0
2.4	Monthly Invoices/Progress Reports			0	$0
2.5	Project Kick-off Meeting and Progress Meetings			0	$0
2.6	Quality Control/Quality Assurance Review			0	$0
2.7	Change Management			0	$0
				0	
	Work Element 2.0 Total	0	0	**0**	**$0**
				0	
3.0	**SURVEY**			0	$0
3.1	Data Collection			0	$0
3.2	Horizontal and Vertical Control Network			0	$0
3.3	Establish Road Centerline Alignments and Right-of-Ways for Corridor (Basemap)			0	$0
3.4	Topographic Survey			0	$0
3.5	Future Survey Needs			0	$0
3.6	Underground Utilities			0	$0
				0	$0
	Work Element 3.0 Total	0	0	**0**	**$0**
				0	$0
4.0	**ENVIRONMENTAL DOCUMENTATION**			0	$0
4.1	Environmental Technical Reports			0	$0
4.1.1	Geology and Soils Technical Report			0	$0
4.1.2	Critical Areas Report			0	$0
4.2	SEPA Environmental Documentation			0	$0
4.2.1	Compliance with Governor's Executive Order 21-02			0	$0
4.2.2	Environmental Checklist			0	$0
4.3	Environmental Permitting			0	$0
4.3.1	WDFW Hydraulic Project Approval (HPA)			0	$0
4.3.2	Redmond Permits			0	$0
4.3.3	NPDES Permit and SWPPP			0	$0
				0	$0
	Work Element 4.0 Total	0	0	**0**	**$0**
				0	$0
5.0	**TREE EVALUATION**			0	$0
5.1	Tree Documentation			0	$0
5.2	Arborist Site Walk with Design Team			0	$0
				0	$0
	Work Element 5.0 Total	0	0	**0**	**$0**
				0	$0
6.0	**ALTERNATIVES ANALYSIS (10% Design)**			0	$0
6.1	Project Site Visits (3 Total)			0	$0
6.2	Alternative Analysis/Alternatives Analysis Summary Document (10% Design)			0	$0
	Draft			0	$0
	Final			0	$0
	Colored Roll Plots/11"x17" exhibits			0	$0
				0	$0
	Work Element 6.0 Total	0	0	**0**	**$0**

ProgramX		1	2		
Work Element #	Work Element	Project Manager	Acquisition Specialist	PRX	PRX
		Total hrs	Total hrs	Total hrs	Total $
				0	$0
7.0	**PUBLIC INVOLVEMENT**			0	$0
7.1	Outreach Materials and Notifications			0	$0
				0	$0
	Work Element 7.0 Total	0	0	**0**	**$0**
				0	$0
8.0	**ILLUMINATION**			0	$0
8.1	Preliminary Illumination Design (30% Completion)			0	$0
8.2	Roadway and Shared Use Path Illumination Design			0	$0
				0	$0
	Work Element 8.0 Total	0	0	**0**	**$0**
				0	$0
9.0	**PRELIMINARY DESIGN (30% PLANS AND ESTIMATE)**			0	$0
9.1	Preliminary Design (30% Completion)			0	$0
9.2	Utility Location and Coordination (30%)			0	$0
				0	$0
	Work Element 9.0 Total	0	0	**0**	**$0**
				0	$0
10.0	**GEOTECHNICAL**			0	$0
10.1	Geotechnical Investigation (Final)			0	$0
10.1.1	Contingency: Data Review, Supplemental Field Explorations, and Labortaory Testing			0	$0
10.1.2	Geotechnical Analyses and Design Report			0	$0
				0	$0
	Work Element 10.0 Total	0	0	**0**	**$0**
				0	$0
11.0	**UTILITY COORDINATION**			0	$0
11.1	Utility Coordination			0	$0
11.2	Utility Conflict Resolution and Potholing			0	$0
				0	$0
	Work Element 11.0 Total	0	0	**0**	**$0**
				0	$0
12.0	**HYDRAULIC REPORT**			0	$0
12.1	Preliminary and Final Hydraulic Report			0	$0
	Draft			0	$0
	Final			0	$0
				0	$0
	Work Element 12.0 Total	0	0	**0**	**$0**
				0	$0
13.0	**Pavement Report**			0	$0
	Traffic Control			0	$0
	Draft			0	$0
	Final			0	$0
				0	$0
	Work Element 13.0 Total	0	0	**0**	**$0**

ProgramX		1	2		
Work Element #	Work Element	Project Manager	Acquisition Specialist	PRX	PRX
		Total hrs	Total hrs	Total hrs	Total $
				0	$0
14.0	**FINAL DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E)**			0	$0
14.1	60% Submittal			0	$0
14.1.1	60% Plans			0	$0
14.1.2	60% Estimate			0	$0
14.1.3	60% Specifications			0	$0
14.2	90% Submittal			0	$0
14.2.1	90% Plans			0	$0
14.2.2	90% Estimate			0	$0
14.2.3	90% Specifications			0	$0
14.2.4	90% Construction Schedule			0	$0
14.2.5	90% Design Report			0	$0
14.3	100% Submittal			0	$0
14.4	Bid Ready Documents			0	$0
				0	$0
	Work Element 14.0 Total	0	0	**0**	**$0**
				0	$0
15.0	**RIGHT-OF-WAY**			0	$0
15.1	Parcel Exhibits			0	$0
15.2	Legal Descriptions			0	$0
15.3	Real Estate Services			0	$0
	ROW PM	24		24	$5,040
	Title Review/Documentation Preparations		30	30	$4,050
	Appraisal Waiver Valuations	30		30	$6,300
	Negotiations, Admin Justification, Closings	75		75	$15,750
				0	$0
	Work Element 15.0 Total	129	30	**159**	**$31,140**
				0	$0
16.0	**Bid and Award Support**			0	$0
	Pre-Bid Meeting			0	$0
	Pre-Construction Meeting			0	$0
	Bidder Questions/Addendum			0	$0
				0	$0
	Work Element 16.0 Total	0	0	**0**	**$0**
				0	$0
17.0	**Optional Services**			0	$0
	Work Element 17.0 Total	0	0	**0**	**$0**
				0	$0
	EXPENSES				$1,342
	SALARY ESCALATION				
PROJECT WORK ELEMENTS TOTALS		**129**	**30**	**159**	**$32,482**

Washington State Department of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 14, 2024

Hutch Goodman
Program X, LLC
2901 163rd Ave E
Lake Tapps, WA 98391

Re: Program X, LLC
Safe Harbor Indirect Cost Rate Addendum

Dear Hutch:

Washington State has received approval from our local Federal Highway Administration (FHWA) Division to increase the Safe Harbor Indirect Cost Rates from 110% and 80% for home and field to 120% and 90% respectively.

You'll be able to update your rates on any WSDOT agreements based on the agreement terms. Please refer to your agreement for specific information on rate updates. For questions on updating your billing rate, please contact the Contract Services Office at consultantrates@wsdot.wa.gov.

You may use the Safe Harbor Rate of 120%, or 90% for field office situations, for agreements entered prior to June 13, 2026. For agreements entered after this date, please contact the WSDOT Consultant Services Office (CSO) or our office for guidance.

The Safe Harbor Rate will not be subject to audit. Please coordinate with CSO or your Local Programs contact if you have questions about when to apply the Safe Harbor rate to your agreement.

If you have any questions, please contact Steve McKerney or me at (360)705-7799.

Sincerely,

Jarron Elter
Agreement Compliance Audit Manager

cc: Steve McKerney, Director of Internal Audit
Maryna Ya, MS 47323
File

Exhibit E
City of Redmond
NE 40th Street Shared Use Path (163rd to 172nd)

Toole Design Group

	Classification		Hrs.	x	Negotiated Rate	=	Cost
1	Engineering Lead III		4		$ 316.00		$1,264
2	Engineering Lead II		62		$ 308.00		$19,096
3	Engineering Lead II		70		$ 308.00		$21,560
4	Project Engineer II		162		$ 214.00		$34,668
5	Engineer III		20		$ 172.00		$3,440
6	Engineer I		218		$ 142.00		$30,956
		Total Hrs.	536				
	Salary Cost					**$**	**110,984**

Direct Expenses	**No.**	**Unit**	**Each**		**Cost**	
Vehicle Rental	0	@	$925	LS	$ -	
Mileage	60	miles @	$0.700	/mile	$ 42.00	
Subtotal						**$ 42**

Toole Design Group Total $ 111,026

Exhibit E
City of Redmond
NE 40th Street Shared Use Path (163rd to 172nd)

Toole Design Group

Work Element #	Work Element	1 Engineering Lead III Total hrs	2 Engineering Lead II Total hrs	3 Engineering Lead II Total hrs	4 Project Engineer II Total hrs	5 Engineer III Total hrs	6 Engineer I Total hrs	TDG Total hrs	TDG Total $
								0	
2.0	**PROJECT MANAGEMENT AND QUALITY CONTROL**							0	$0
2.1	Project Management							0	$0
2.2	Subconsultant Coordination							0	$0
2.3	Develop Project Schedule							0	$0
2.4	Monthly Invoices/Progress Reports	2	2		8			12	$2,960
2.5	Project Kick-off Meeting and Progress Meetings		4	4	16			24	$5,888
2.6	Quality Control/Quality Assurance Review	2	6	4	4			16	$4,568
2.7	Change Management							0	$0
								0	
	Work Element 2.0 Total	4	12	8	28	0	0	**52**	**$13,416**
								0	
3.0	**SURVEY**							0	$0
3.1	Data Collection							0	$0
3.2	Horizontal and Vertical Control Network							0	$0
3.3	Establish Road Centerline Alignments and Right-of-Ways for Corridor (Basemap)							0	$0
3.4	Topographic Survey							0	$0
3.5	Future Survey Needs							0	$0
3.6	Underground Utilities							0	$0
								0	$0
	Work Element 3.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
4.0	**ENVIRONMENTAL DOCUMENTATION**							0	$0
4.1	Environmental Technical Reports							0	$0
4.1.1	Geology and Soils Technical Report							0	$0
4.1.2	Critical Areas Report							0	$0
4.2	SEPA Environmental Documentation							0	$0
4.2.1	Compliance with Governor's Executive Order 21-02							0	$0
4.2.2	Environmental Checklist							0	$0
4.3	Environmental Permitting							0	$0
4.3.1	WDFW Hydraulic Project Approval (HPA)							0	$0
4.3.2	Redmond Permits							0	$0
4.3.3	NPDES Permit and SWPPP							0	$0
								0	$0
	Work Element 4.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
5.0	**TREE EVALUATION**							0	$0
5.1	Tree Documentation							0	$0
5.2	Arborist Site Walk with Design Team							0	$0
								0	$0
	Work Element 5.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
6.0	**ALTERNATIVES ANALYSIS (10% Design)**							0	$0
6.1	Project Site Visits (3 Total)			4	4		4	12	$2,656
6.2	Alternative Analysis/Alternatives Analysis Summary Document (10% Design)							0	$0
	Draft		16	16	50	2	38	122	$26,296
	Final		2	2	6			10	$2,516
	Colored Roll Plots/11"x17" exhibits		2	2	6		12	22	$4,220
								0	$0
	Work Element 6.0 Total	0	20	24	66	2	54	**166**	**$35,688**

Toole Design Group		1	2	3	4	5	6		
Work Element #	Work Element	Engineering Lead III	Engineering Lead II	Engineering Lead II	Project Engineer II	Engineer III	Engineer I	TDG	TDG
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total $
								0	$0
7.0	**PUBLIC INVOLVEMENT**							0	$0
7.1	Outreach Materials and Notifications				2		4	6	$996
								0	$0
	Work Element 7.0 Total	0	0	0	2	0	4	**6**	**$996**
								0	$0
8.0	**ILLUMINATION**							0	$0
8.1	Preliminary Illumination Design (30% Completion)							0	$0
8.2	Roadway and Shared Use Path Illumination Design							0	$0
								0	$0
	Work Element 8.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
9.0	**PRELIMINARY DESIGN (30% PLANS AND ESTIMATE)**							0	$0
9.1	Preliminary Design (30% Completion)		4	4	12		48	68	$11,848
9.2	Utility Location and Coordination (30%)							0	$0
								0	$0
	Work Element 9.0 Total	0	4	4	12	0	48	**68**	**$11,848**
								0	$0
10.0	**GEOTECHNICAL**							0	$0
10.1	Geotechnical Investigation (Final)							0	$0
10.1.1	Contingency: Data Review, Supplemental Field Explorations, and Labortaory Testing							0	$0
10.1.2	Geotechnical Analyses and Design Report							0	$0
								0	$0
	Work Element 10.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
11.0	**UTILITY COORDINATION**							0	$0
11.1	Utility Coordination							0	$0
11.2	Utility Conflict Resolution and Potholing							0	$0
								0	$0
	Work Element 11.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
12.0	**HYDRAULIC REPORT**							0	$0
12.1	Preliminary and Final Hydraulic Report							0	$0
	Draft							0	$0
	Final							0	$0
								0	$0
	Work Element 12.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
13.0	**Pavement Report**							0	$0
	Traffic Control							0	$0
	Draft							0	$0
	Final							0	$0
								0	$0
	Work Element 13.0 Total	0	0	0	0	0	0	**0**	**$0**

Toole Design Group		1	2	3	4	5	6		
Work Element #	Work Element	Engineering Lead III	Engineering Lead II	Engineering Lead II	Project Engineer II	Engineer III	Engineer I	TDG	TDG
		Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total hrs	Total $
								0	$0
14.0	**FINAL DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E)**							0	$0
14.1	60% Submittal							0	$0
14.1.1	60% Plans		2	2	8		40	52	$8,624
14.1.2	60% Estimate		2	2	4	4	12	24	$4,480
14.1.3	60% Specifications		2	4	2			8	$2,276
14.2	90% Submittal							0	$0
14.2.1	90% Plans		2	2	8		32	44	$7,488
14.2.2	90% Estimate		2	2	4	4	6	18	$3,628
14.2.3	90% Specifications		2	4	2			8	$2,276
14.2.4	90% Construction Schedule							0	$0
14.2.5	90% Design Report		2	2	4			8	$2,088
14.3	100% Submittal		8	10	14	4	12	48	$10,932
14.4	Bid Ready Documents		2	4	4	4	2	16	$3,676
								0	$0
	Work Element 14.0 Total	0	24	32	50	16	104	**226**	**$45,468**
								0	$0
15.0	**RIGHT-OF-WAY**							0	$0
15.1	Parcel Exhibits							0	$0
15.2	Legal Descriptions							0	$0
15.3	Real Estate Services							0	$0
								0	$0
	Work Element 15.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
16.0	**Bid and Award Support**							0	$0
	Pre-Bid Meeting							0	$0
	Pre-Construction Meeting							0	$0
	Bidder Questions/Addendum		2	2	4	2	8	18	$3,568
								0	$0
	Work Element 16.0 Total	0	2	2	4	2	8	**18**	**$3,568**
								0	$0
17.0	**Optional Services**							0	$0
								0	$0
	Work Element 17.0 Total	0	0	0	0	0	0	**0**	**$0**
								0	$0
	EXPENSES								$42
	SALARY ESCALATION								
PROJECT WORK ELEMENTS TOTALS		**4**	**62**	**70**	**162**	**20**	**218**	**536**	**$111,026.00**

Washington State Department of Transportation

Development Division
Contract Services Office
PO Box 47408
Olympia, WA 98504-7408
7345 Linderson Way SW
Tumwater, WA 98501-6504

TTY: 1-800-833-6388
www.wsdot.wa.gov

July 16, 2025

Toole Design Group, LLC and Subsidiary and Affliates
8484 Georgia Avenue, Suite 800
Silver Springs, MD 2091

Subject: Acceptance FYE 2024 ICR – CPA Report

Dear Hilda Sun:

We have accepted your firm's FYE 2024 Indirect Cost Rate (ICR) of 177.35% of direct labor (rate includes 0.09% Facilities Capital Cost of Money) based on the "Independent CPA Report" prepared by Stambaugh Ness. This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with the firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at **(360) 704-6397** or via email **consultantrates@wsdot.wa.gov**.

Regards,

Schatzie Harvey
Schatzie Harvey (Jul 16, 2025 12:59 PDT)

SCHATZIE HARVEY, CPA
Contract Services Manager

SH: kb

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, ***(Federal Highway Administration)***, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21. ***[Include Washington State Department of Transportation specific program requirements.]***

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin. ***[Include Washington State Department of Transportation specific program requirements.]***

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the ***(Federal Highway Administration)*** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the ***(Federal Highway Administration)***, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the ***(Federal Highway Administration)*** may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the ***(Federal Highway Administration)*** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Exhibit G-1(a)	Certification of Consultant
Exhibit G-1(b)	Certification of City of Redmond
Exhibit G-2	Certification Regarding Debarment, Suspension and Other Responsibility Matters - Primary Covered Transactions
Exhibit G-3	Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying
Exhibit G-4	Certificate of Current Cost or Pricing Data

Exhibit G-1(a) Certification of Consultant

I hereby certify that I am the and duly authorized representative of the firm of

David Evans and Associates, Inc.

whose address is

14432 SE Eastgate Way, Suite 400, Bellevue, WA 98007

and that neither the above firm nor I have

a) Employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above CONSULTANT) to solicit or secure this AGREEMENT;

b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out this AGREEMENT; or

c) Paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above CONSULTANT) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out this AGREEMENT; except as hereby expressly stated (if any);

I acknowledge that this certificate is to be furnished to the Washington State Department of Transportation and the Federal Highway Administration, U.S. Department of Transportation in connection with this AGREEMENT involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

David Evans and Associates, Inc.

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

Exhibit G-1(b) Certification of the City of Redmond

I hereby certify that I am the:

☒ Mayor

☐ Other

of the City of Redmond, and the City

or its representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this AGREEMENT to:

a) Employ or retain, or agree to employ to retain, any firm or person; o

b) Pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind; except as hereby expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Washington State Department of Transportation

and the Federal Highway Administration, U.S. Department of Transportation, in connection with this AGREEMENT involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

Signature

Date

Exhibit G-2 Certification Regarding Debarment Suspension and Other Responsibility Matters - Primary Covered Transactions

I. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

A. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

B. Have not within a three (3) year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State anti-trust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

C. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; an

D. Have not within a three (3) year period preceding this application / proposal had one or more public transactions (Federal, State and local) terminated for cause or default.

II. Where the prospective primary participant is unable to certify to any of the statements in this certification such prospective participant shall attach an explanation to this proposal.

David Evans and Associates, Inc.

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

Exhibit G-3 Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying

The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative AGREEMENT, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative AGREEMENT.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative AGREEMENT, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

   This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the require certification shall be subject to a civil penalty of not less than $10,000.00, and not more than $100,000.00 for each such failure.

   The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier sub-contracts, which exceed $100,000 and that all such sub-recipients shall certify and disclose accordingly.

David Evans and Associates, Inc.

Consultant (Firm Name)

Signature (Authorized Official of Consultant)

Date

Exhibit G-4 Certification of Current Cost or Pricing Data

This is to certify that, to the best of my knowledge and belief, the cost or pricing data (as defined in section of the Federal Acquisition Regulation (FAR) and required under FAR subsection 15.403-4) submitted, either actually or by specific identification in writing, to the Contracting Officer or to the Contracting Officer's representative in support of NE 40th Street Shared Use Path 163rd Ave NE to 172nd Ave NE* are accurate, complete, and current as of _____**.

This certification includes the cost or pricing data supporting any advance AGREEMENT's and forward pricing rate AGREEMENT's between the offer or and the Government that are part of the proposal.

Firm: David Evans and Associates, Inc.

_____ _____

Signature Title

Date of Execution _____***:

*Identify the proposal, quotation, request for pricing adjustment, or other submission involved, giving the appropriate identifying number (e.g. project title.)
**Insert the day, month, and year, when price negotiations were concluded and price AGREEMENT was reached.
***Insert the day, month, and year, of signing, which should be as close as practicable to the date when the price negotiations were concluded and the contract price was agreed to.

To Be Used Only If Insurance Requirements Are Increased

The professional liability limit of the CONSULTANT to the AGENCY identified in Section XII, Legal Relations and Insurance of this Agreement is amended to $ _____ .

The CONSULTANT shall provide Professional Liability insurance with minimum per occurrence limits in the amount of $ _____.

Such insurance coverage shall be evidenced by one of the following methods:

- Certificate of Insurance
- Self-insurance through an irrevocable Letter of Credit from a qualified financial institution

Self-insurance through documentation of a separate fund established exclusively for the payment of professional liability claims, including claim amounts already reserved against the fund, safeguards established for payment from the fund, a copy of the latest annual financial statements, and disclosure of the investment portfolio for those funds.

Should the minimum Professional Liability insurance limit required by the AGENCY as specified above exceed $1 million per occurrence or the value of the contract, whichever is greater, then justification shall be submitted to the Federal Highway Administration (FHWA) for approval to increase the minimum insurance limit.

If FHWA approval is obtained, the AGENCY may, at its own cost, reimburse the CONSULTANT for the additional professional liability insurance required.

Notes: Cost of added insurance requirements: $ _____.

- Include all costs, fee increase, premiums.
- This cost shall not be billed against an FHWA funded project.
- For final contracts, include this exhibit

Exhibit I
Alleged Consultant Design Error Procedures

The purpose of this exhibit is to establish a procedure to determine if a consultant has alleged design error is of a nature that exceeds the accepted standard of care. In addition, it will establish a uniform method for the resolution and/or cost recovery procedures in those instances where the agency believes it has suffered some material damage due to the alleged error by the consultant.

Step 1 Potential Consultant Design Error(s) is Identified by Agency's Project Manager

At the first indication of potential consultant design error(s), the first step in the process is for the Agency's project manager to notify the Director of Public Works or Agency Engineer regarding the potential design error(s). For federally funded projects, the Region Local Programs Engineer should be informed and involved in these procedures. (Note: The Director of Public Works or Agency Engineer may appoint an agency staff person other than the project manager, who has not been as directly involved in the project, to be responsible for the remaining steps in these procedures.)

Step 2 Project Manager Documents the Alleged Consultant Design Error(s)

After discussion of the alleged design error(s) and the magnitude of the alleged error(s), and with the Director of Public Works or Agency Engineer's concurrence, the project manager obtains more detailed documentation than is normally required on the project. Examples include all decisions and descriptions of work, photographs, records of labor, materials, and equipment.

Step 3 Contact the Consultant Regarding the Alleged Design Error(s)

If it is determined that there is a need to proceed further, the next step in the process is for the project manager to contact the consultant regarding the alleged design error(s) and the magnitude of the alleged error(s). The project manager and other appropriate agency staff should represent the agency and the consultant should be represented by their project manager and any personnel (including sub-consultants) deemed appropriate for the alleged design error(s) issue.

Step 4 Attempt to Resolve Alleged Design Error with Consultant

After the meeting(s) with the consultant have been completed regarding the consultant's alleged design error(s), there are three possible scenarios:

- It is determined via mutual agreement that there is not a consultant design error(s). If this is the case, then the process will not proceed beyond this point.
- It is determined via mutual agreement that a consultant design error(s) occurred. If this is the case, then the Director of Public Works or Agency Engineer, or their representatives, negotiate a settlement with the consultant. The settlement would be paid to the agency or the amount would be reduced from the consultant's agreement with the agency for the services on the project in which the design error took place. The agency is to provide LP, through the Region Local Programs Engineer, a summary of the settlement for review and to make adjustments, if any, as to how the settlement affects federal reimbursements. No further action is required.
- There is not a mutual agreement regarding the alleged consultant design error(s). The consultant may request that the alleged design error(s) issue be forwarded to the Director of Public Works or Agency Engineer for review. If the Director of Public Works or Agency Engineer, after review with their legal counsel, is not able to reach mutual agreement with the consultant, proceed to Step 5.

Step 5 Forward Documents to Local Programs

For federally funded projects, all available information, including costs, should be forwarded through the Region Local Programs Engineer to LP for their review and consultation with the FHWA. LP will meet with representatives of the agency and the consultant to review the alleged design error(s), and attempt to find a resolution to the issue. If necessary, LP will request assistance from the Attorney General's Office for legal interpretation. LP will also identify how the alleged error(s) affects eligibility of project costs for federal reimbursement.

- If mutual agreement is reached, the agency and consultant adjust the scope of work and costs to reflect the agreed upon resolution. LP, in consultation with FHWA, will identify the amount of federal participation in the agreed upon resolution of the issue.
- If mutual agreement is not reached, the agency and consultant may seek settlement by arbitration or by litigation.

Exhibit J
Consultant Claim Procedures

The purpose of this exhibit is to describe a procedure regarding claim(s) on a consultant agreement. The following procedures should only be utilized on consultant claims greater than $1,000. If the consultant's claim(s) total a $1,000 or less, it would not be cost effective to proceed through the outlined steps. It is suggested that the Director of Public Works or Agency Engineer negotiate a fair and reasonable price for the consultant's claim(s) that total $1,000 or less.

This exhibit will outline the procedures to be followed by the consultant and the agency to consider a potential claim by the consultant.

Step 1 Consultant Files a Claim with the Agency Project Manager

If the consultant determines that they were requested to perform additional services that were outside of the agreement's scope of work, they may be entitled to a claim. The first step that must be completed is the request for consideration of the claim to the Agency's project manager.

The consultant's claim must outline the following:

- Summation of hours by classification for each firm that is included in the claim
- Any correspondence that directed the consultant to perform the additional work;
- Timeframe of the additional work that was outside of the project scope;
- Summary of direct labor dollars, overhead costs, profit and reimbursable costs associated with the additional work; and
- Explanation as to why the consultant believes the additional work was outside of the agreement scope of work.

Step 2 Review by Agency Personnel Regarding the Consultant's Claim for Additional Compensation

After the consultant has completed step 1, the next step in the process is to forward the request to the Agency's project manager. The project manager will review the consultant's claim and will met with the Director of Public Works or Agency Engineer to determine if the Agency agrees with the claim. If the FHWA is participating in the project's funding, forward a copy of the consultant's claim and the Agency's recommendation for federal participation in the claim to the WSDOT Local Programs through the Region Local Programs Engineer. If the claim is not eligible for federal participation, payment will need to be from agency funds.

If the Agency project manager, Director of Public Works or Agency Engineer, WSDOT Local Programs (if applicable), and FHWA (if applicable) agree with the consultant's claim, send a request memo, including backup documentation to the consultant to either supplement the agreement, or create a new agreement for the claim. After the request has been approved, the Agency shall write the supplement and/or new agreement and pay the consultant the amount of the claim. Inform the consultant that the final payment for the agreement is subject to audit. No further action in needed regarding the claim procedures.

If the Agency does not agree with the consultant's claim, proceed to step 3 of the procedures.

Step 3 Preparation of Support Documentation Regarding Consultant's Claim(s)

If the Agency does not agree with the consultant's claim, the project manager shall prepare a summary for the Director of Public Works or Agency Engineer that included the following:

- Copy of information supplied by the consultant regarding the claim;
- Agency's summation of hours by classification for each firm that should be included in the claim
- Any correspondence that directed the consultant to perform the additional work;
- Agency's summary of direct labor dollars, overhead costs, profit and reimbursable costs associate with the additional work;
- Explanation regarding those areas in which the Agency does/does not agree with the consultant's claim(s);
- Explanation to describe what has been instituted to preclude future consultant claim(s); and
- Recommendations to resolve the claim.

Step 4 Director of Public Works or Agency Engineer Reviews Consultant Claim and Agency Documentation

The Director of Public Works or Agency Engineer shall review and administratively approve or disapprove the claim, or portions thereof, which may include getting Agency Council or Commission approval (as appropriate to agency dispute resolution procedures). If the project involves federal participation, obtain concurrence from WSDOT Local Programs and FHWA regarding final settlement of the claim. If the claim is not eligible for federal participation, payment will need to be from agency funds.

Step 5 Informing Consultant of Decision Regarding the Claim

The Director of Public Works or Agency Engineer shall notify (in writing) the consultant of their final decision regarding the consultant's claim(s). Include the final dollar amount of the accepted claim(s) and rationale utilized for the decision.

Step 6 Preparation of Supplement or New Agreement for the Consultant's Claim(s)

The agency shall write the supplement and/or new agreement and pay the consultant the amount of the claim. Inform the consultant that the final payment for the agreement is subject to audit

City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-153
Type: Consent Item

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

Technology and Information Services	Michael Marchand	425-556-2173

DEPARTMENT STAFF:

Technology and Information Services	Jeremy Mikkola	Business Solutions Manager

TITLE:
Approval of the Jaymarc AV Contract in Support of the Fire Station Tones Update for Station 11, in the Amount of $135,442

OVERVIEW STATEMENT:
Approve the Mayor to sign a one-time contract with Jaymarc AV for the amount of $135,442. Jaymarc AV is an audio and visual consultant that provides ”turn-key” design and installation. Through their services, Station 11 will gain a new Alerting System, helping improve the sleep quality of non-responding individuals through targeted alerts. This also provides and expandable core system to allow for future configurations of Station 11.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  National Fire Protection Association (NFPA) Standards for Station Alerting and Firefighter health.
- **Required:**
  Council approval is needed for contracts that exceed $50,000.
- **Council Request:**
  N/A
- **Other Key Facts:**
  We are requesting this item to go forward for Council approval at the October 21, 2025, Council business meeting.

OUTCOMES:

Targeted alerting will reduce unnecessary sleep disruptions, supporting firefighter rest, recovery, and long-term health. By ensuring only required personnel are mobilized, the system minimizes fatigue-related risks and strengthens readiness for critical calls.

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:
$135,442

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

Budget Offer Number:
N/A

Budget Priority:
Strategic and Responsive

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

Funding source(s):
The funding source is from the fund balance in BTIP

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/7/2025	Committee of the Whole - Planning and Public Works	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action

N/A	None proposed at this time	N/A

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
Non-responding individuals will continue to get interrupted sleep for all Station 11 alerts, thereby impacting firefighter rest, recovery, and long-term health.

ATTACHMENTS:
Attachment A: Proposal: FAST Alerting Station 11

JAYMARC AV
design | build | integrate | support

Proposal: FAST Alerting Station 11 - Rev# 1
Prepared On: 9/19/2025
For: Steve Eastham

Presented By: Christopher M White
Jaymarc AV
22026 68th Ave S.
Kent, WA 98032
Main: 206.682.6111
www.jaymarc-av.com

Scope of Work

Redmond Fire 11 – Alerting System

This is scope of work is to provide a new Alerting System for **Station 11**. This has been compiled from the site visits performed with Steve Eastham. This is a "Turn-Key" solution including all system components.

Specific Parameters for this project:

I. Dorm Rooms (**10** total):
   a. Dorm Red LED Light
   b. Dorm Control Panel for check in/out
   c. Ceiling Speaker
II. Apparatus Codes (8 Available)
   a. Codes and colors TBD at time of commissioning, although 6 are currently requested
III. Auto-Gain-Control Zones (**1** total):
IV. Strobe Lights (**1** total):
V. New Loudspeakers
   a. Total recessed loudspeaker count: **41**
   b. Total pendant (Apparatus Bay) loudspeaker count: **6**
   c. Total surface loudspeaker count: **1**
   d. Independent audio zones: Up to 24, TBD in Engineering phase
VI. Visual indicator lighs (**14** Total)
   a. Five colors available, Red (First Engine), Green (2nd Engine/Ladder), Amber (2nd AC/Cares), Blue(1st AC), White (BC)
VII. Interface to Locution system (PBO, Norcom)

The basic functions of the station alerting system are as follows:

Ø Audio distribution system-House System:
   o Distribute audio from the dispatch to all public areas designated, and applied Bunk Rooms. Programming to include Day and Night settings with varying volumes.

- Receive the audio information.

Ø Strobe Annunciation (OSA):

- The OSA system provides a strobe light as an ancillary annunciator for those rooms that may have outside distractions, such as the excercise room or outside barbecue area, etc. The strobe will illuminate whenever the system receives an alert.

Ø Device Shut Down

- Triggers a 24v relay(provided by others) to de-energize the gas shunt, cutting off gas to the stove and outdoor barbecue, and shuts down power to the stove/oven, (Existing)
- Gas and elctricity can be restored by pressing the reset button installed near the stove or barbecue (Existing)

Ø Dorm Room Isolation:

- Each dorm room will have a control panel, where the crew member checks in/out of their assigned apparatus. This will tell the system to isolate them accordingly. Every morning,, all apparatus in all dorms will reset to the "checked in" state
- The dorm rooms with be fitted with a low impact RED LED LIGHT system that will illuminate the room prior to the overhead fluorescent lighting system engaging manually.
- The dorm rooms will also have an isolated speaker system that will receive dispatch pages only for checked in apparatus.

Ø Automatic Gain Control (AGC):

- The AGC system allows an area (i.e. Apparatus Bays) to have audio emanate at a specific volume, and adjust up/down based on ambient noise changes. i.e. If the sound system is on, and an engine starts up- then the sound system increases its volume to override the louder environment. It then returns to a lower state when the engine is turned off or the noise goes away.

Tennant Improvement: This proposal assumes that any existing systems that are being reused are in good working condition. If we find that we need to repair or replace any existing items that are slated for reuse, it will be an extra charge.

Speaker type may vary based on ceiling material. Replacement speaker may be used in existing housing instead of new speaker w/housing

End user training is provided by Jaymarc-AV, which includes a site-visit training sessions for staff and maintenance employees.

As-built documentation is included in this proposal.

Manufacturer Warranty: each manufacturer represented in this proposal has their own specific warranty and conditions. However, each manufacturer typically carries a warranty between 1-3 years. Please see each manufacturer's warranty for additional details.

Jaymarc-AV Warranty: Jaymarc-AV provides a 1-year warranty from the completed installation date. Please refer to our "General Terms and Conditions" document for additional details on our warranty. In order for Jaymarc-AV to be contracted on this scope of work, the "General Terms and Conditions" document must be signed in addition to this Scope of Work Proposal.

Notes:
• AC Power is provided by others at head-end AV rack location and all projectors, display screens, projector lifts, LED/LCD Flat Panels, etc.
• Loudspeaker density based on approximate 8' ceiling height (except apparatus bay). Actual ceiling height will affect loudspeaker density.
• Assumes adequate wiring pathway/conduit can be found to all related equipment including: Floor Boxes, Conference table bases, Wall Plates, Displays, Touch Panels, etc. (site survey will be conducted)
• Core Drills, Exterior Building Penetrations or similar are provided by others.
• Pricing does not include computers, laptops, keyboards, etc.
• LED/LCD Display mount backing or structure is provided by others.
• All ancillary equipment as required to provide a fully functional Turn-Key audio and video presentation system will be provided. This includes gigabit PoE network switches and PoE injectors; required to provide this functional system.
• This quote encompasses all costs associated with shipping, installation labor, programming, hardware, and training. This proposal implies a complete Turn-Key solution. Permit fees are not included in this quote. Should a permit be required; those fees will be billed to you separately.
• This proposal includes prevailing wage labor.

Alerting Rack

1 EA	Middle Atlantic DWR-24-22	$1,059.57	$2,259.57
1 EA	Middle Atlantic DWR-RR24	$76.16	$151.16
1 EA	Middle Atlantic PDT-1015C-NS	$183.01	$220.51
1 EA	QSC TSC-101-G3-Black	$2,640.00	$2,752.50
1 EA	Lowell DCP-1224	$706.03	$856.03
1 EA	Global Cache RM10/NS/4RT	$791.64	$941.64
1 EA	Netgear M4250-26G4F-POE+	$1,386.29	$1,686.29
0 EA	JAYMARC Remote Access PC	$1,000.00	
1 EA	Signamax 12458JPL-C6C-Black	$75.63	$225.63
1 EA	JAYMARC OFE Locution System		$300.00
1 EA	Extron ASA 141 (60-804-01)-Black	$57.33	$94.83
.1 1,000'	Windy City Wire 1806P-WHT-White	$593.33	$359.33
2 EA	Middle Atlantic UFA-8-F2-Black	$62.96	$275.92
1 Kit	Wattbox KIT-UPS-IPVM12-1100	$1,438.65	$1,798.65
6 ea	Powersoft Audio Mezzo 324 AD	$1,420.80	$8,794.80
1 EA	QSC Q-SYS Core 8 Flex-Black	$2,820.00	$3,000.00
1 EA	QSC Q-SYS Q-SYS Dante License 32x32	$788.00	$833.00

Alerting Rack

Officer/BC Bunks

1 EA	FAST VI-5-Beige	$431.76	$544.26
0 EA	QSC AC-C4T-White	$112.00	
2 EA	QSC TSC-50-G3-Black	$1,260.00	$2,745.00
5 EA	FAST LED-2-Red Light	$35.99	$1,304.95
0 EA	QSC Q-SYS AXON C1-Black & White	$659.24	
3 EA	Lowell ES-4T-White	$73.20	$624.60
1 EA	Lowell 25LVC-Stainless Steel	$37.29	$172.29

Officer/BC Bunks

Kitchen

1 EA	FAST VI-5-Beige	$431.76	$544.26
2 ea	Lowell 8C10MRB-T72	$51.19	$282.38

Kitchen

Apparatus Bay

1 EA	Akg PZM11-White	$128.37	$278.37
2 EA	FAST VI-5-Beige	$431.76	$1,088.52
1	JAYMARC EQUIPMENT RENTAL	$1,333.33	$1,933.33

6 EA	QSC AD-P4T-WH-White	$264.00	$2,484.00
6 EA	PSM Canopy + 15' White-White	$14.99	$539.94

Apparatus Bay

Restrooms & Showers

2 EA	FAST VI-5-Beige	$431.76	$1,088.52
3 ea	Lowell 8C10MRB-T72	$51.19	$423.57

Restrooms & Showers

Common Areas/Work Areas

0 EA	FAST STROBE-2-White	$59.12	
0 EA	FAST Red Lens-Red	$17.32	
2 EA	FAST VI-5-Beige	$431.76	$1,088.52
0 EA	QSC AC-C4T-White	$112.00	
1 EA	FAST LED-2-Red Light	$35.99	$223.49
1 ea	Lowell 8C10MRB-T72	$51.19	$141.19
1	QSC AC-S4T-BK_archive	$102.00	$192.00
3 EA	Lowell ES-4T-White	$73.20	$624.60

Common Areas/Work Areas

Front Office

0 EA	QSC AC-C4T-White	$112.00	
1 EA	FAST VI-5-Beige	$431.76	$544.26
0 EA	QSC Q-SYS AXON C1-Black & White	$659.24	
2 EA	Lowell ES-4T-White	$73.20	$416.40
2 EA	Lowell 25LVC-Stainless Steel	$37.29	$344.58

Front Office

Exterior, Grill & Patio

2 EA	ProCo Sound FAST DB-1-Aluminum	$71.13	$367.26

Exterior, Grill & Patio

Sleep Rooms

8 EA	QSC TSC-50-G3-Black	$1,260.00	$10,980.00
8 EA	FAST LED-2-Red Light	$35.99	$2,087.92
0 EA	QSC AC-C4T-White	$112.00	
8 EA	Lowell ES-4T-White	$73.20	$1,665.60

Sleep Rooms

Dorm Hall

0 EA	QSC AC-C4T-White	$112.00	
4 EA	FAST LED-2-Red Light	$35.99	$1,043.96
2 EA	FAST VI-5-Beige	$431.76	$1,088.52
6 EA	Lowell ES-4T-White	$73.20	$1,249.20

Dorm Hall

GLOBAL

1 Lot	JAYMARC Bulk Cabling Package Assembly		
2 1,000'	Windy City Wire Cat6 Data Cable (CAT6P-BLK)-Black	$393.33	$6,786.66
.25 1,000'	Windy City Wire 22-1PREZP-WHT-White	$340.00	$835.00
3 1,000'	Windy City Wire S72 Speaker Cable (18-04P-WHT)-White	$393.33	$10,179.99
2 1,000'	Windy City Wire 1806P-WHT-White	$593.33	$7,186.66
1 Lot	JAYMARC Labor Package Assembly		
1 Lot	JAYMARC SHOP DRAWING		$3,000.00
1 Lot	JAYMARC TECHNICAL DESIGN		$600.00
1 Lot	JAYMARC AS-BUILTS		$1,500.00
1 Lot	JAYMARC DSP PROGRAMMING		$3,600.00
1 Lot	JAYMARC CONTROL PROGRAMMING		$3,600.00
1 Lot	JAYMARC COMMISSIONING		$4,800.00
1 Lot	JAYMARC TRAINING		$300.00
1 Lot	JAYMARC TRAVEL & MOBILIZATION		$3,000.00

GLOBAL

Misc Parts/ Freight/Etc.:	$2,368.86
Project Management:	$7,040.70
Prevailing Wage/Off Hours:	$8,214.15
Parts:	$47,377.16
Labor:	$58,672.50
Parts No Sales Tax:	$.00
Labor No Sales Tax:	$.00
Subtotal:	$123,673.37
Sales Tax:	$11,769.17

Total: $135,442.54

City of Redmond Purchasing, C03230

Date: _____

Christopher M White

Date: _____

Agreement Contract

GENERAL CONDITIONS

1. **CREDIT VERIFICATION**: This Contract is subject to Jaymarc Investments Inc., d/b/a Jaymarc AV verifications of the Customer's credit and determination that such credit is adequate or satisfactory to JAYMARC AV.

2. **SCHEDULING**: JAYMARC AV will expeditiously complete the work, subject to availability of materials and site. It is the responsibility of the Customer to make timely design and materials selections, and make the site available so that the work of JAYMARC AV can be performed as initially planned and bid. Work will be performed during the normal business hours (Monday through Friday, 7:00 a.m. to 4:30 p.m.). JAYMARC AV shall not be liable for failure to deliver occasioned by any cause beyond the control of JAYMARC AV including, but not limited to, inability to obtain material or shipping space, machinery breakdowns, carrier delay of supplies and governmental regulation. Expedited shipping and installation requests are subject to an additional charge. Projects will be put on stop work "Hold" status if down payment or progress payments are not received according to JAYMARC AV terms (Section 11). Additional labor incurred as a result of construction delays for non-receipt of down payment or progress payments will be added to contract.

3. **CORRECTION OR COMPLETION OF WORK**: At the completion of the work, JAYMARC AV shall remove all waste materials from the site, together with JAYMARC AV's tools, construction equipment, and surplus materials. Prior to making final payment, the Customer may review the work and make a list of items, if any, which the Customer believes should be corrected or completed. There shall only be one such list, and it shall be signed by the Customer. This list will be the Customer's statement of work, if any, to be corrected or completed for the Customer to be reasonably satisfied with JAYMARC AV's work and make final payment. There will be only one such punch list. JAYMARC AV shall have the right to perform all corrective work identified on the Customer's punch list, unless JAYMARC AV declines to do so following receipt from the Customer of the punch list together with a reasonable period within which to perform the work. The Customer shall not offset the cost of completing any work stated on the punch list against any balance owed to JAYMARC AV, nor shall the Customer contract with any alternative contractor for the performance or completion of work within the scope of this Contract, nor shall the Customer occupy or use JAYMARC AV's work until and unless JAYMARC AV shall have been first provided the notice and opportunity stated above. If the Customer does contract with an alternate contractor to perform work on the punch list or otherwise complete the project without first affording the above-described opportunity to JAYMARC AV, or if the Customer commences to use or occupy the space in which JAYMARC AV performed work, the Customer accepts all work "as-is" and waives any claim against JAYMARC AV. Upon JAYMARC AV's completion or correction of the work identified on the Customer's single punch list, any hold-back withheld from final payment shall be paid within the next three (3) business days to JAYMARC AV. All further work shall be performed as warranty work as provided for in Paragraph 6 of this Contract. Any accrued balance owing and unpaid to JAYMARC AV, regardless of whether the amount in dispute is liquidated or un-liquidated, shall bear an interest of 18% per annum or the legally maximum rate, whichever is less, from the date of the initial invoice.

4. **CHANGES IN WORK**: The Customer may request changes or modifications in the scope of work, or the client may request work to be done in a Time and Materials (T&M) Method. These requests may be agreed upon orally or in writing. If agreed upon in writing, such changes or modifications shall be identified and agreed upon in a written change order prepared by JAYMARC AV and signed by both parties. Unless so otherwise agreed and signed by both parties in writing, all extra work and change order performed by JAYMARC AV shall be billed by JAYMARC AV and paid by the Customer at the rate of $125.00 per hour for all labor plus the cost of all product at a 25% Margin as well as 20% margin on all subcontractors, equipment and permits. Jaymarc AV shall be compensated for Project Management at the rate of 10% of all actual labor hours used. The project management time shall be compensated at the same $125.00 per hour. In all cases, when a project is changed or cancelled in all or part, Jaymarc AV shall be entitled to the benefits of the bargain in that all unrealized profits of the project are non-refundable. Payment for change orders shall be at the time of the next progress billing.

5. **DISPUTES AND REMEDIES**: If a dispute arises, the parties shall meet in good faith in a bona fide effort to resolve. Any unsettled disputes between the parties shall be decided by suit filed in either District or Superior Court. Any suit filed in Superior Court shall be decided according to the Mandatory Arbitration Rules (MAR) regardless of the amount in dispute. The MAR Arbitrator shall have the authority to enter a decree of foreclosure in the arbitration proceeding and the MAR Arbitrator's award shall be subject to appeal only pursuant to RCW

Ch. 7.04. In the event a dispute or lawsuit arises and one or both parties seek and receive the assistance of legal counsel, the prevailing party shall be paid his or her actual attorneys' fees and costs by the non-prevailing party. Neither party may request or receive attorneys' fees pursuant to RCW 4.84.250 et seq.

6. **WARRANTY**: Jaymarc AV warrants the integrated system(s) furnished are free of defects in workmanship for a period of one year from the date of acceptance or date of first beneficial use whichever occurs first. Remedy for such defects during the warranty period shall be provided at no additional expense to the client and shall be handled based on our availability of resources. This warranty includes trouble shooting, uninstalling and installing of any equipment within the Jaymarc AV system except for the cost to service and/or repair Owner Furnished Equipment (OFE) or out of manufacture warranty equipment. Jaymarc AV will broker and process the repair of that equipment at the standard Jaymarc AV fee rate.

7. **WORK PERFORMED BY CUSTOMER**: The Customer shall supply his own labor or materials as follows for the following portions of the work, without adjustment of the contract price: All AC Power, Structural Reinforcement, Network, Telephone Lines, Subscription services such as TV, IPStreams or any other NON-AV task identified in the proposal. If JAYMARC AV's work is delayed or otherwise adversely affected by the Customer's work, the additional costs, if any, incurred by JAYMARC AV shall be charged to the Customer pursuant to Section 4 of this Contract.

8. **PREMISES**: In the event that the work involves improvements to an existing structure, JAYMARC AV is not responsible for unknown or unobserved structural, electrical, plumbing or mechanical conditions in an existing building or on the Customer's premises. JAYMARC AV has familiarized itself with the Customer's project and premises but has not disturbed any of the existing construction in order to further inspect. JAYMARC AV cannot ascertain unobserved or unknown conditions of the Customer's premises, including structural, electrical, plumbing and mechanical systems for purposes of determining whether all necessary work has been identified in the contract documents. Accordingly, at the time that the existing structure and/or mechanical/electrical/plumbing systems are uncovered following commencement of the work JAYMARC AV may be required by the applicable building authority or by normal or standard construction practices to perform additional work not stated in the contract documents in order to complete all of the work according to the building codes or standard construction practices which are designed to ensure the safety and integrity of the structure. The contract price has not been increased by JAYMARC AV in order to cover these unknown or unobserved conditions. If extra work is required because of these conditions, the contract price will be adjusted according to Section 4 of this Contract.

9. **ALLOWANCES**: An allowance constitutes a dollar value of the contract price, which has been set aside for the purpose of financing a distinct portion of the work, such as electronic equipment. The customer has reviewed the allowance amounts for consistency with the Customer's expectations concerning quality of the project. The allowance is not an estimate. Where an overage occurs on any one allowed item, the Customer shall pay the overage, together with the margin of 20% to JAYMARC AV. The Customer's allowance includes all costs charged to JAYMARC AV's account or incurred directly by the Customer for procurement of the allowed item.

10. **PERMITS**: JAYMARC AV will obtain any licenses, permits or inspections required for the installation of a sound or communications system. Unless specifically stated, the cost of all permits is NOT INCLUDED IN THE QUOTED PRICE and will be added according to section #4 above.

11. **STANDARD PAYMENT TERMS**: 40% down payment due upon receipt of invoice. Progress billings to 90% of job quotation will be due within 30 days of invoice date. The final 10% will be billed upon completion and due within 30 days. The down payment is a non-refundable payment for systems consultation, services associated with site evaluation, system presentation and/or programming documentation of the equipment, benefits of bargain and order processing costs. ~~Washington State sales tax is not included in the price quotation.~~ Necessary electrical permit fees are not included in the price quotation and will be billed separately. Prices are subject to change after 30 days. Pricing assumes sufficient lead time. Rush shipping charges are extra. Rush installation is also subject to additional charges. Payment not received may cause job to be put in stop work or "Hold" status as stated in Section 2. Retention will not exceed 5% and will be paid within 30 days of final billing. ~~All outstanding billings are subject to 18% per anum interest.~~

12. **WORK BY OTHERS**: 110v and higher power circuits shall be provided and installed by others. Unless otherwise noted, others shall

provide all conduits and cable raceways required and associated fire blocking. Pricing assumes that owner or others shall provide any required shelving or cabinetry, unless otherwise noted.

13. **OWNERSHIP AND REMOVAL OF EQUIPMENT**: Title, ownership and right to possession of the equipment remains with JAYMARC AV until all sums due under this Agreement are paid in full. Should payment in full not be made, subject to the terms of this Contract, for any reason other than default by JAYMARC AV then (a) JAYMARC AV shall have immediate right to enter the Customer's premises where the equipment or materials are located and take possession of said equipment or materials without notice or demand and without legal proceedings, and (b) Customer agrees to pay on demand all expenses which have been reasonably incurred by JAYMARC AV including, but not limited to, training on equipment, installation and reasonable equipment rental fees along with any expenses incurred for protecting or recovering the equipment or materials and in enforcing any of JAYMARC AV's rights arising under this contract. Upon delivery, Customer assumes the risk of loss or damage to equipment and Customer shall be held liable and responsible to JAYMARC AV for the full value of equipment in the event of loss or damage, due to any cause whatsoever, until payment in full is made to JAYMARC AV under the terms of this contract.

14. **PREVAILING WAGE**: Unless specifically stated, this contract does not conform with Washington State or any government agencies prevailing wage laws. All labor is quoted as standard Non-Prevailing wage labor rates.

15. **SITE CONDITIONS – EXEMPTIONS**: Jaymarc AV is an electronics system integrator and specializes in providing complete functional systems dealing with state-of-the-art electronics. During the integration of our system, there may be situations that occur that are no fault of ours and shall be dealt with as a change order. These situations include, but are not limited to:

· *Room Acoustics* - If a room is found to be acoustically reverberant or otherwise in-appropriate for the proposed system design, Jaymarc AV may recommend room acoustic treatment for the room in order for electronic performance to be maximized. If the client elects to not treat the room, they understand that the limitations of performance are directly impacted by the room acoustics. Jaymarc AV will do everything they can to identify these issues prior to final design. Under no circumstances shall Jaymarc AV be liable for poor performance of a system due to existing room acoustic issues.
· *Existing Networks* - If our system design includes system integration with a client provided network. It is the client's responsibility to verify that their network is suitable for the devices being integrated. It is the responsibility of the client to provide all necessary ports, expansions, switches, POE, and peripherals necessary to accommodate the integrated devices. Data and VoIP network segments provided by or supported by others shall not be covered under the Jaymarc AV standard warranty.
· *RF Interference* - RF (Radio Frequency) Interference is everywhere and is not always present at the same level at the same time. i.e. many radio stations increase their power at night. Jaymarc AV utilizes RF shielded components and wireless devices that are conducive to implementation in standard existing RF fields. With this being said, Jaymarc AV shall not be held liable for any interference from existing or introduced RF fields in any location.

16. **SCHEDULE**: Each project contracted with Jaymarc AV has a unique installation schedule and Jaymarc AV will work with the client to provide a reasonable schedule to meet both parties best interest. If no schedule is listed, Jaymarc AV works under the following basis for schedules:

· Engineering / Submittals / Shop Drawings - 3 to 6 weeks from executed contract.
· Procurement - 1 to 2 weeks from Approval of above task.
· Installation Start - 1 to 2 weeks from receipt of all procured equipment.
· Completion - 8 to 12 weeks from executed contract.

17. **SYSTEM PROPOSAL - SCOPE OF WORK**: This General Conditions document is an attachment to the System Proposal, aka Scope of Work. If there are any discrepancies between the Scope of Work and the General Conditions documentation, the General Conditions shall take precedence.

JAYMARC AV
design | build | integrate | support

The above GENERAL CONDITIONS constitute a CONTRACTUAL OBLIGATION between Jaymarc Investments Inc., dba Jaymarc AV and the client.

Misc Parts/ Freight/Etc.:	$2,368.86
Project Management:	$7,040.70
Prevailing Wage/Off Hours:	$8,214.15
Parts:	$47,377.16
Labor:	$58,672.50
Parts No Sales Tax:	$.00
Labor No Sales Tax:	$.00
Subtotal:	$123,673.37
Sales Tax:	$11,769.17
Total:	$135,442.54

City of Redmond Purchasing, C03230

Date: _____

Christopher M White

Date: _____

15670 NE 85th Street
Redmond, WA

City of Redmond

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-154
Type: Consent Item

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

Executive	Malisa Files	425-556-2166

DEPARTMENT STAFF:

Executive	Cheryl Xanthos	City Clerk
Executive	Kalli Biegel	Deputy City Clerk

TITLE:
Confirmation of Appointment of New Human Services Commission and Parks, Trails, and Recreation Commission Members

OVERVIEW STATEMENT:
There is currently an opening on the Human Services Commission, due to the resignation of Rachid Erekaini.

The press release advertising this opening was posted on July 9, 2025, and can be viewed at:
•Human Services Commission Seeks New Members Redmond, WA
<https://www.redmond.gov/m/newsflash/home/detail/2582>. Six applications were received and reviewed. Initial interviews were conducted and Shravani Salgaonkar was selected to move forward to interview with Mayor Birney on September 23, 2025. Ms. Salgaonkar interviewed with Council on October 14, 2025.

There is currently an opening on the Parks, Trails, and Recreation Commission, due to the resignation of Praveen Rachakulla.

The press release advertising this opening was posted on August 18, 2025, and can be viewed at:
<https://www.redmond.gov/m/newsflash/home/detail/2628>. Eight applications were received and reviewed. Initial interviews were conducted and Kimberly Marcelino was selected to move forward to interview with Mayor Birney on September 22, 2025. Ms. Marcelino interviewed with Council on October 14, 2025.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  N/A
- **Required:**
  Council confirmation is required for Commission Member mayoral appointments.

  RMC: 4.30.050(A)
  RMC: 4.40.010(A)
- **Council Request:**
  N/A
- **Other Key Facts:**
  The required background checks have been successfully completed for each candidate.

OUTCOMES:
If appointment is confirmed by Council, the new commission members will serve until the term dates listed below:

Human Services Commission

Shravani Salgaonkar: First (Partial) Term Expiration: March 31, 2027

Parks, Trails, and Recreation Commission

Kimberly Marcelino First (Partial) Term Expiration: March 31, 2027

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  These openings were advertised, and all completed applications were reviewed.
- **Feedback Summary:**
  N/A

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
10/14/2025	Special Meeting	Provide Direction

Proposed Upcoming Contact(s)

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

Time Constraints:
These positions are currently open.

ANTICIPATED RESULT IF NOT APPROVED:
If Council decides not to confirm appointment, recruitment efforts would need to continue.

ATTACHMENTS:
None.

15670 NE 85th Street
Redmond, WA

City of Redmond

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-155
Type: Consent Item

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

Executive	Malisa Files	425-556-2166

DEPARTMENT STAFF:

Executive	Amy Tsai	Chief Policy Advisor

TITLE:
Approval of the City of Redmond 2026 State Legislative Agenda

OVERVIEW STATEMENT:
The state legislative agenda identifies the City's top priority issues and other policy issues the City supports, and it guides City work during the state legislative session.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  RMC 2.80 Representation of City to Legislative Bodies
- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
  The 2026 Legislative Session will begin January 12, 2026. It is the second year of the biennium and the session is scheduled to last 60 days.

  The state legislative agenda serves three main purposes: (1) it communicates the City's top priorities and funding requests to the legislature, (2) it provides policy guidance for City positions on bills and informs allocation of staff resources during session, and (3) it tells a story to the state legislature about Redmond and why City issues deserve support.

The front page of the agenda gives a short paragraph about Redmond and highlights specific requests for state support derived from department feedback. The second page identifies regional issues where Redmond has interests in common with other jurisdictions. The third page contains support (or oppose) statements of specific interest to the City.

A draft was shared at the October 14 study session that reflected Councilmember feedback. In response to feedback received at the last study session, the following changes to the state legislative agenda have been made:

- Regional language added to Hartman Park
- Artificial Intelligence added to the regional innovative technology title
- ARCH added to the list of regional agendas supported

The state budget continues to experience significant revenue challenges. The state will also be weighing federal budget impacts. This will make the 2026 session a tough environment for city asks.

OUTCOMES:

The City's legislative session advocacy potentially results in state funding for projects identified in the State Legislative Agenda. The State Legislative Agenda helps the City advance top priority requests, and it focuses attention on policy areas that may be considered by the state legislature and that could have a positive or negative impact on the City of Redmond and the Redmond community.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

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

BUDGET IMPACT:

Total Cost:
N/A

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

Budget Offer Number:
N/A

Budget Priority:
N/A

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

If yes, explain:
Funding may be provided by the State for Redmond projects on the City's State Legislative Agenda. The proposed 2026 State Legislative agenda includes a funding request of $500,000 for Hartman Park Playground. The City could well receive a reduced amount.

Funding source(s):
N/A

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
09/09/2025	Committee of the Whole - Finance, Administration, and Communications	Provide Direction
10/14/2025	Study Session	Provide Direction

Proposed Upcoming Contact(s)

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

Time Constraints:
The 2026 Legislative Session begins on January 12, 2026. To effectively advocate for the City's Legislative agenda, the agenda should be approved by Council preferably in the fall to support state lobbying efforts.

ANTICIPATED RESULT IF NOT APPROVED:
The City will not be effective in lobbying for the items on the City's Legislative Agenda if the agenda is not approved in a timely manner.

ATTACHMENTS:
Attachment A: 2026 State Legislative Agenda

CITY OF REDMOND

2026 STATE LEGISLATIVE AGENDA

Redmond's Vision

A connected community that enhances livability, sustains the environment, and leads locally, regionally, and nationally.

The City of Redmond has more than 82,000 residents and a daytime workforce of over 140,000. We are one of the fastest growing cities in the state and are a majority-multicultural city. We are home to a thriving technology, space, and satellite industry, supportive services, and business incubators.

Redmond
WASHINGTON

Legislative Requests

State Support for Vulnerable Neighbors

As the region faces fiscal and social challenges stemming from federal actions, Redmond supports state investments in social service programs; access to affordable health care and behavioral health treatment; protection of civil rights; and state support to ensure the safety and respect of immigrants, refugees, and asylum seekers in our community. Redmond supports efforts to maintain benefits for our most vulnerable residents and minimize impacts of SNAP and Medicaid eligibility changes. Appreciating the large task facing the state to protect our most vulnerable community members, we look forward to working with the state legislature to take care of our collective community.

Hartman Park Playground

Redmond requests $500,000 to renovate Hartman Park Playground for safety and accessibility.

Hartman Park is one of Redmond's most frequented community parks. This park contains regional amenities, including seven ballfields, a soccer field, sport courts, an indoor swimming pool, and a large playground. The existing wooden playground is failing and beyond its useful life. The wood is rotting and not repairable. Eventually the rot will become so severe the play structure will need to be closed. This project will replace the existing failing playground with a modern, safe, inclusive, and accessible play area/structure. Other project enhancements include new accessible adjacent pathways, containment area, soft surfacing, and ADA improvements. The playground is scheduled for replacement with a project cost of $1.3M. The City is contributing $800,000 and is requesting $500,000 in state support for project completion.

Maintenance and Operations Center (MOC)

Redmond requests state partnership to construct a maintenance and operations facility.

Redmond has begun a multiyear process to replace the City's undersized and outdated maintenance and operations center (MOC). The MOC houses critical public works, parks, and emergency operations functions, including administrative offices, real-time data and control systems, crew support spaces, water quality testing, decant facility, and vehicle maintenance and support. The new facility will increase operational efficiency, reduce greenhouse gas emissions, be more resilient against natural and manmade hazards, and serve as a reliable community resource during disaster events and emergencies. This project will cost $225M. We will be seeking support from federal and state grant sources and other financial tools in 2026 and beyond to help bear this cost. The project is in predesign; the City looks forward to state partnership support to complete the project by the planned timeline of 2029.

2026 STATE LEGISLATIVE AGENDA
REGIONAL PRIORITIES

Redmond
WASHINGTON

Affordable Housing

Affordable housing in East King County is crucial for ensuring that all residents, including lower-income families and essential workers, can live close to their jobs and communities. Redmond joins other regional partners to request that the state provide greater tools to create affordable housing, including:

- Support allowing cities to transition from a flat-rate Real Estate Excise Tax (REET) to a progressive tiered REET.

- Support local efforts to build more affordable housing faster, including reducing barriers, facilitating greater resources, and providing regulatory flexibility for development of affordable housing on properties owned by faith-based organizations.

Transportation and Infrastructure Funding

Cities are facing a massive asset maintenance burden and regulatory compliance challenges as our streets, sidewalks, buildings, and bridges age. The current funding gap for the City of Redmond's transportation preservation and maintenance plan is roughly $100M. Cities cannot close this gap alone. Redmond supports sustainable state transportation revenue that provides funding for local preservation, maintenance, and operations including direct distributions to cities and towns in addition to grant opportunities. Likewise, King County is facing a critical wastewater infrastructure need that significantly impacts affordability for our ratepayers. Redmond supports funding mechanisms to support our regional utility systems and the future costs of regulatory compliance, including PFAS.

Economic Development

Redmond supports investing in programs that help small businesses, entrepreneurs, and our community thrive; especially programs that help with financing, and supporting production of business spaces for goods and services in Transit-Oriented Development and city centers, including allowing for more flexible financing to support retail in affordable housing developments. Redmond supports state programs that strengthen higher education, upskilling, and recruitment, as well as efforts to expand affordable childcare to create a strong local workforce.

Innovative Technology Implementation Including Artificial Intelligence and Autonomous Vehicles

Redmond encourages the state to consult the expertise of local government in building statewide standards on transformative technological innovations, like autonomous vehicles and artificial intelligence, to recognize local safety, operational, and transportation needs. Redmond is home to technology innovations and the headquarters of Microsoft, a global leader in satellite technology, and first in the state for drones as first responders and originator of the state's first electric fire engine. The expertise of local governments can strategically inform questions of implementation and operational challenges, including transportation, first responder, data privacy, and data management needs; funding; and partnership opportunities.

Regional Partners

The City of Redmond supports the legislative agendas of the Sound Cities Association, Association of Washington Cities, U.S. Conference of Mayors, National League of Cities, and ARCH - A Regional Coalition for Housing.

2026 STATE LEGISLATIVE AGENDA SUPPORT ISSUES

Housing

Redmond's residential growth target anticipates 20,000 new homes between 2019 and 2044. We need 75% of those homes to serve households at 0 to 50% of area median income but need funding mechanisms to achieve that goal. Redmond supports legislation and also state funding consistent with its Housing Action Plan to preserve, improve, and expand housing stock for renters and owners of homes and condominiums, for people at all income levels and abilities. Statewide consistency in tenant protections supports stability and economic mobility for Washington families, and sustainability for landlords that encourages growth of rental stock; Redmond supports continuing to refine tenant protection laws to address gaps. Resources, such as the Housing Essential Needs program, offer time-sensitive stability for residents at risk of falling into homelessness. Redmond asks that the state provide adequate funding tools and time necessary to successfully implement recent state housing legislation.

Environmental Sustainability

Redmond has an aggressive Environmental Sustainability Action Plan, including efforts to achieve net zero greenhouse gas emissions from city operations by 2030 and communitywide by 2050. Redmond supports energy efficiency, sustainable practices, waste stream reduction, and reducing greenhouse gas emissions. The City supports decarbonization of buildings, electrification of fleets, grid stabilization, and supporting legislation. In the face of climate change, the City supports climate resiliency and funding for emergency management and wildfire response. Redmond monitors and protects our shallow drinking water aquifer. Home to juvenile salmon-bearing streams, the City supports culvert, habitat, stormwater, and clean water funding; restoration permit streamlining; salmon recovery; and preserving the Climate Commitment Act.

Planning and Infrastructure

Redmond consistently ranks among the fastest growing cities in the nation. The City is investing in multimodal transportation, trail connections, and has four light rail stations to increase walkability, livability, and sustainability. Funding for the Public Works Assistance Account and financing tools, such as a state public bank, can support critical local infrastructure projects. Redmond requests increased resources for pavement preservation, funding to address road safety, and supports exploring funding options for state and local transportation needs. Redmond supports ongoing state resources for parks, trails, and recreation maintenance.

General Government

Giving cities local option flexibility with revenue streams is critical to accomplishing state priorities, such as meeting state-provided housing targets. Redmond supports tax reforms that provide progressive, equitable, stable, and reliable revenue sources, including a local option to exceed the 1% annual property tax growth limit. Redmond supports maintaining shared revenues, and funding for state mandates that impact city financial sustainability. Redmond supports tools that protect voting rights and equitable access to voting. Artificial intelligence policies must recognize and address city safety, security, data privacy, and financial needs.

Community Vitality

As the City grows, so does its need to maintain robust social services. Redmond supports state investments in human services, workforce support, childcare accessibility and affordability, healthcare that respects individual rights, and access to reproductive and gender-affirming healthcare. Redmond supports maintaining benefits for vulnerable residents and minimizing impacts of SNAP and Medicaid eligibility changes. We engage with Eastside and other partners on regional solutions for homelessness, and support multicultural small businesses and local economic development programs that build community vitality.

Public Safety and Criminal Justice

Significant capital needs and public safety workforce shortages are a continuing challenge. Redmond supports safe neighborhoods, gun violence prevention, and adequately resourced public safety programs, including alternative crisis response programs and training. State support for indigent defense costs is also critical given the new state caseload standards. Redmond supports safe deployment of technological innovations that respects local needs. Redmond also supports funding for treatment alternatives and youth drug education awareness.

Notice of nondiscrimination is available at redmond.gov/TitleVI
无歧视声明可在本市的网址redmond.gov/TitleVI 上查阅
El aviso contra la discriminación está disponible en redmond.gov/TitleV

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-156
Type: Public Hearing

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

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Michael Hintze	Transportation Planning Manager
Planning and Community Development	Micah Ross	Senior Engineer

TITLE:
Annual Update of 2026-2031 Six-Year Transportation Improvement Program (TIP)

a. Resolution No. 1611: A Resolution of the City Council of the City of Redmond, Washington, Adopting a Six-Year Transportation Improvement Program for the Years 2026-2031 and Directing the Same to be Filed with the State Secretary of Transportation and the Transportation Improvement Board

OVERVIEW STATEMENT:
The Transportation Improvement Program (TIP) is a state mandated planning document, updated annually, listing all significant transportation projects (funded and unfunded) anticipated to be built, or to compete for grant funding within the next six years. Following a public hearing on October 21, Council will have the option to adopt the TIP.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  1) Comprehensive Plan - establishes the vision and policy direction for how the City will grow and develop through 2050. The projects identified in the TIP support the following goals:
     a. Equitable and Resilient Transportation System - Implement projects that support active and accessible transportation for all users and develop projects that minimize negative health and environmental impacts.
     b. Maintain Transportation Infrastructure - Prioritize projects that work to maintain level of service

and maintain assets in a way that minimizes lifecycle costs.

c. Improve Travel Choices and Mobility - Implement projects that support the movement of people and goods and provide access to transit.

d. Environmental Sustainability - Plan, design, and build at transportation system that supports the City's sustainability principles such as improving air and water quality.

e. Regional Planning, Concurrency, Revenue, and the Transportation Master Plan (TMP) - Adopt and implement the Transportation Master Plan and Transportation Facilities Plan to deliver the projects identified which help support all the goals identified in Redmond 2050.

2) Transportation Master Plan (TMP) - a functional plan that guides the City's transportation investments and activities as captured in the Transportation Facilities Plan (TFP).

3) Capital Investment Strategy (CIS) - provides a framework for both near-term investments within the CIP timeframe and long-term capital needs that advance the City's vision

4) Capital Investment Program (CIP) - provides a near-term (six-year) financial planning outlook into capital needs that advance the City's vision and provides

5) Development Agreements - various commitments agreed to by City and applicants (agencies or private developers) through the permit and review process

- **Required:**
  The TIP is required to be updated annually by state law (RCW 39.92.030)
- **Council Request:**
  N/A
- **Other Key Facts:**
  The list of projects added to the TIP this year is more substantial than in years past due to Planning bringing multiple plans into alignment for consistency across planning documents and setting clear goals moving forward on project prioritization. Analysis conducted for the Transportation Master Plan update identified new projects to be added to the TIP. The Transportation Facilities Plan is also undergoing an updated based on evaluation of Redmond 2050 priorities, and the TFP projects have been incorporated into the TIP.

  Projects must also be included on the 6-Year TIP to be eligible for certain grant funding opportunities.

OUTCOMES:

The annual update of the TIP keeps the City in compliance with state law and provides a foundation for future transportation grant applications (which often require inclusion in the TIP in order to be considered for funding). The update process also supports alignment of transportation priorities with the City's vision, the biennial budget, Capital Investment Program (CIP), and Capital Investment Strategy (CIS).

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  A public hearing will be held on October 21, 2025, during the Council Business Meeting

- **Outreach Methods and Results:**
  Public hearing notice will be posted by the City Clerk's office.
- **Feedback Summary:**
  Any feedback from the public hearing may be evaluated prior to Council adoption.

BUDGET IMPACT:

Total Cost:
The total cost of projects and programs listed in the TIP is $877,253,000

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):
CIP, Grants, Development Agreements, and Unfunded

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/7/2025	Committee of the Whole - Planning and Public Works	Approve

Proposed Upcoming Contact(s)

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

Time Constraints:
The TIP must be adopted annually.

ANTICIPATED RESULT IF NOT APPROVED:
The City would be out of compliance with State law.

ATTACHMENTS:

Attachment A: 2026-2031 Transportation Improvement Program Project List
Attachment B: Summary of Updates
Attachment C: Map - TIP Projects
Attachment D: Resolution adopting the 2026-2031 Transportation Improvement Plan

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
Projects In The Current Adopted CIP With Full or Partial Funding											
100	P2	3113	Bridge Structure and Repair Program	Citywide		Bridge structure and repair projects maintain the structural integrity and safety of all 18 of the City's bridges.	900				900
101	S83		Sidewalk Repair Program	Citywide		Repair or replace sidewalks as part of ongoing maintenance. May include ADA upgrades depending on location.	1,200				1,200
102	S2	3114	Street Channelization Improvement and Maintenance Program	Citywide		Install small channelization (striping and signing) projects to improve safety. A portion of the funds are used for new channelization improvements needed to enhance safety or operations.	750				750
103	S5	3116	Street Lighting Program	Citywide		Design and install new street lights at key locations where additional illumination would improve safety and user accessibility.	450				450
104	S81		Pavement Repair Program	Citywide		Conduct preventive maintenance, rehabilitate and overlay pavement to extend useful life.	2,000				2,000
105	S82		State Route 520 Pedestrian Bridge Program			State Route 520 Pedestrian Bridge maintenance	1,560				1,560
106	P29	339	NE 95th Street Bridge Replacement			Complete design and construction of NE 95th Street Bridge	6,189				6,189
107	C57		152nd Avenue NE Improvements	NE 24th St	NE 31st St	Developers will complete the improvements as required through frontage improvements and development agreements, per the Overlake Village Street Design Guidelines. The Group Health Development Agreement requires completion of improvements on 152nd Ave NE along the Capstone development frontage.	2,715		3,162	12,295	18,172
108	B81	51.01	156th Ave Shared Use Path	4300 Block	NE 51st St	Construct a shared use path along 156th Ave NE between 4300 Block and NE 51st St.	4,783		2,770		7,553
109	L14		Adaptive Traffic Signal Control - Downtown	Downtown		Optimize signal timings automatically cycle to cycle within downtown network to make improvements to traffic flow to mitigate some of roadway efficiency lost by the Couplet Conversion project.	417				417
110	P25		Pavement Management - NE 24th Street (West Lake Sammamish Parkway to 172nd Ave NE)	West Lake Sammamish Parkway	172nd Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.	11,726				11,726
111	P112		Pavement Management - 154th Ave NE (Leary to Redmond Way)	Leary Way	Redmond Way	Rehabilitate and overlay pavement surface to extend useful life of roadway.	229		1,445		1,674
112	B109		Buffered Bike Lanes Bel-Red	West Lake Sammamish Parkway		This project will install buffered bike lanes on Bel-Red Rd in each direction between NE 30th St and West Lake Sammamish Parkway. Connecting to existing buffered bike lanes at NE 30th Street and will coordinate with the City of Bellevue.	2,418	650			3,068
113	S74		Intersection Improvement - East Lake Sammamish Parkway and 187th Ave NE Phase 1			Install SE left turn lane and SW left turn pocket on East Lake Sammamish Parkway and 187th Avenue NE.	5,640				5,640
114	B113		Pedestrian & Bicycle Safety Improvement (164th, ELSP, 104th)			Install rectangular rapid flashing beacon (RRFB) crosswalks, update street channelization, install concrete refuge island, and update ADA curb ramps at select locations.	2,062				2,062
115	P105		Pavement Management - Avondale Road (NE90th to Novelty Hill Road)	NE 90th Street	Novelty Hill Road	Rehabilitate and overlay pavement surface to extend useful life of roadway.	9,815				9,815
116	B78	62.01	Pedestrian and Bicycle Access - NE 40th Street Shared Use Path (163rd Ave to 172nd Ave)	163rd Ave NE	172nd Ave NE	Add a shared use path on NE 40th St between 163rd Ave NE and 172nd Ave NE.	7,107				7,107
117	P106		Pavement Management - Avondale Road (Novelty Hill Rd to NE 109th St)	Novelty Hill Road	NE 109th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.	6,321				6,321
118	B107		Cycle Track - 161st Ave (Redmond Central Connector to NE 90th St)	Redmond Central Connector	NE 90th Street	Replace bicycle lanes and parking on one side of 161st Avenue or remove TWLT to construct new cycle track, from the Redmond Central Connector to NE 90th Street. Consider transit access along the corridor to improve safety between bikes and busses.	1,053			4,232	5,285

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
119	P28		Sidewalk Repair - Avondale Way (170th Ave to Union Hill Road)	170th Ave NE	Union Hill Road	Replace existing sidewalk that has been damaged by tree roots uplifting the sidewalk.	1,212				1,212
120	S73		132nd Avenue NE and NE 100th Street Signal			Contribute funds to a new signal at 132nd Avenue NE and NE 100th Street. City of Kirkland will design and build the project.	1,055				1,055
121	C91	362	172nd Ave Gate Opening			Remove the existing gate on 172nd Avenue NE at NE 124th Street and add minor traffic calming between NE 124th Street and NE 128th Street.	740			600	1,340
122	P108		Pavement Management - 154th Ave NE (Redmond Way to 85th)	Redmond Way	NE 85th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.	219		1,445		1,664
123	B111		Overlake Accessibility Improvements			Enhance accessibility for people with disabilities with ADA ramp and pedestrian push button upgrades.	1,000				1,000
124	B110		Avondale Way Bicycle Lane Completion	Bear Creek Trail	Avondale Road	Complete bicycle lanes in both directions on Avondale Way from Union Hill Road to Avondale Road and upgrade the Union Hill Road intersection to improve bicycle crossings to the Bear Creek Trail.	2,751				2,751
125	B115		ADA Improvements - Transportation Curb and Ramp Project 1-3			Upgrade curb ramps throughout the City to current ADA standards	1,800				1,800
126	B92/B108	172	150th Avenue Improvements	4500 Blk	NE 51st St	Project will complete missing bike lane connections on 150th Ave NE. Work includes pavement widening, new curb and gutter, and associated stormwater improvements.	2,378				2,378
127	C88	156	Willows Road Improvement Phase 1 - Additional North Through Lane 116th St to 124th St	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, street lights, storm drainage, underground power, right-of-way and easement acquisition.	742			21,265	22,007
128	S62		Adaptive Traffic Signal Control - Overlake			Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals throughout Overlake.	972				972
129	C93	389	Bel-Red and West Lake Sammamish Parkway Roundabout			This project will construct a new roundabout at West Lake Sammamish Parkway and Bel-Red Road, Replacing the existing signal.	4,432				4,432
130	B116		Multimodal Overlake Village Access (formerly 148th Ave Trail - NE 24th St to 520 Trail)			148th Ave NE Shared Path connecting 2900 Block to NE 40th St and NE 36th Street Raised Bicycle Lane completion. Proposed allocation from the Move Ahead Washington Transportation package		8,350			8,350
131	P107		NE 85th St Bridge Repair			Various repairs identified in 2015 structural inspection.	100			6,927	7,027
132	*Split out of C70		148th Ave NE - Northbound			Reconstruct northeast corner of 148th Ave NE and NE 24th Street intersection to open a third northbound through lane from south of NE 24th St to the eastbound SR 520 on ramp.	4,239				4,239
133	B78	62.01	NE 40th Street Shared Use Path	163rd Ave NE	172nd Ave NE	Replace sidewalk with shared path on the south side of NE 40th Street.	7,107				7,107
134			Pedestrian Improvements at Slip Lanes			Improve pedestrian safety signage and markings at slip lanes	350				350
135	S77		148th Ave NE Safety Corridor Project	NE 31st St	Willows Road	Install a pedestrian signal, RRFB's, marked crosswalks, leading pedestrian interval, turn lane configurations, and access control on 148th Ave at selected locations identified in the Local Road Safety Plan.		1,518			1,518
136	S78	3115	Transportation Benefit District Implementation	Citywide		Transportation improvements to be funded by the Transportation Benefits District	5,000				5,000
Unfunded Projects In The Current Adopted TFP											
200	B74	10	520 Trail Grade Separation at NE 51st Street			Construct a grade-separated pedestrian and bike tunnel for the SR 520 regional shared use path under the NE 51st Street and SR 520 westbound ramp terminal intersection.				7,635	7,635
201	C46	31	148th Ave NE and NE 51st St Right Turn Lanes			Add a second right-turn lane from westbound NE 51st Street to northbound 148th Avenue NE.				2,706	2,706

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
202	S47	46	150th Ave NE and NE 51st St Signal			Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, street lights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection.				2,446	2,446
203	*see C57	47	152nd Ave Main Street	2600 Blk	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				7,100	7,100
204	*see C57	47.01	152nd Ave Main Street North	NE 24th St	NE 31st St	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				15,730	15,730
205	C69	49	152nd Ave Main Street South of 24th	NE 24th St	NE 20th St	Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st 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				39,169	39,169
206	C45	50	156th Ave NE and Bel-Red Road Southbound Right Turn Lane			Construct a southbound right-turn lane. Construction planned to begin after the construction of at least 1,400,000 net new gross square feet on the Main campus, or sooner at Microsoft's option. Improvements could also be triggered by the Esterra Park development.				2,400	2,400
207	B103	56.01	NE 40th Street Shared Use Path	148th Ave NE	SR 520	Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail				9,484	9,484
208		66.01	NE 51st Street Shared Use Path	148th Ave NE	SR 520	Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520				2,735	2,735
209	* portion of C66	75	NE 116th St Widening Segment II	176th Pl NE	179th Pl NE	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				9,673	9,673
210		77	NE 116th St Segment III	179th Pl NE	Avondale Road	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, street lights, storm drainage, underground power, right-of-way and easement acquisition.				20,703	20,703
211		88	NE 76th St Widening - 520 to 178th Pl	EB 520 Ramp	178th Pl NE	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.				5,574	5,574

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
212		89	NE 76th St and 178th Pl NE Intersection Improvements			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.				6,758	6,758
213		90	NE 76th Widening	178th Pl NE	185th Ave NE	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 the roadway				3,150	3,150
214	C76	111	124th St and 162nd Pl Intersection Improvements			Construct intersection improvements at 124th Ave NE and 162nd Pl NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Pl for sight distance as well as intersection control. Coordination with King County Roads as project is outside City limits.				4,490	4,490
215		119	Avondale Way Extension	Redmond Way	NE 76th St	Construct a new north/south non-motorized connection between Redmond Way and NE 76th Street.				18,442	18,442
216		170	158th Ave NE Extension	Redmond Way	NE 83rd St	Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of way and easements.				10,469	10,469
217	C85	288	151st Ave NE South - DaVinci	NE 20th St	NE 24th St	Construct new 151st Avenue NE between NE 20th Street and NE 24th Street, including general purpose lanes, sidewalks, and bike facilities. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study.				9,000	9,000
218	C83	289	NE 22nd St West - Alhazen	148th Ave NE	152nd Ave NE	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.				19,000	19,000
219		290	NE 22nd St East - Alhazen	152nd Ave NE	Bel-Red Road	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.				7,500	7,500
220	C84	1150	Lumiere - NE 20th St to NE 24th St	NE 20th St	NE 24th St	Design roadway to complete roadway per Seritage Development Agreement including one general purpose land in each direction, planter strip, and sidewalks.				28,504	28,504
221		310	Lumiere - NE 24th St to NE 26th St	NE 24th St	Hopper St	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.				12,098	12,098
222		311	DaVinci - NE 27th St to NE 26th St	Hopper St	Shen St	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.				8,867	8,867
223		312	DaVinci - NE 24th St to NE 26th St	NE 24th St	Hopper St	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.				20,393	20,393
224		313	Hopper Street	152nd Ave NE	DaVinci	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.				17,906	17,906
225		314	Turing Street	NE 27th St	152nd Ave NE	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.				31,594	31,594
226		315	Shen Street	Hopper St	152nd Ave NE	Construct Street in accordance with Overlake Village Design Standards. Partial construction completed by Overlake Access Ramp Project				10,750	10,750
227	C68	360	NE 70th Street Extension Phase II	Redmond Way	180th Ave NE	Complete the 70th Street Extension from Redmond Way to 180th Avenue per the Marymoor Subarea Plan for improved transit access.				2,500	2,500

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
228		364	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, street lights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.				16,278	16,278
229	*portion of C66	370	NE 116th St Widening Segment I, Phase II	Red-Wood Road	167th Pl NE	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.				6,220	6,220
230	C67	371	Redmond Way Widening	166th Ave NE	168th Ave NE	Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements				12,008	12,008
231	C78	378	173rd Ave NE Connection	NE 67th Ct	NE 70th St	Construct collector arterial (see RZC Appendix 8A).				23,221	23,221
232		382	176th Ave NE Retrofit - LW Tech Segment	NE 65th St	6600 Blk	Widen Roadway Per Appendix 8A				4,383	4,383
233		384	NE 65th Street Retrofit	Marymoor Park Entrance	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)				22,653	22,653
234		386	NE 67th Street Retrofit	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)				23,698	23,698
235	C70	387.01	148th Ave NE Corridor from NE 20th St to EB SR 520 On Ramp	NE 20th St	EB SR 520 On Ramp	Add northbound through lane on 148th Ave NE between Bel-Red Road and the EB Sr 520 on Ramp				14,373	14,373
236	C86	392	NE 70th Street Retrofit	173rd Ave NE	Redmond Way	Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE				11,936	11,936
237		396	176th Ave from NE 70th St to Redmond 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.				9,587	9,587
238		404	176th Ave NE Retrofit - 67th Segment	6600 Blk	NE 67th Ct	Widen Roadway Per Appendix 8A				5,328	5,328
239		405	176th Ave NE Retrofit - Middle Segment	NE 67th Ct	NE 68th St	Widen Roadway Per Appendix 8A				4,043	4,043
240		406	167th Ave NE Retrofit - North Segment	NE 68th St	NE 70th St	Widen Roadway Per Appendix 8A				5,589	5,589
241	C80	502	NE 24th St Multimodal Improvements - 148th Ave NE to Bel-Red Road	148th Ave NE	Bel-Red Road	Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan				8,667	8,667
242	C73	710	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.				2,623	2,623
243		1063	Red-Wood Road and NE 109th St Improvements			Intersection improvements identified in North-South Corridor Study				1,140	1,140
244		1151	NE Koll Drive	152nd Ave NE	DaVinci Ave NE	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible				3,194	3,194
245		1182	Willows Northbound Bus Lane	NE 90th St	NE 124th St	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				1,404	1,404
246		3112	Brill Street	DaVinci Ave NE	152nd Ave NE	Non-Motorized vehicle and Fire Access between DaVinci and 152nd Ave NE				1,738	1,738
247		3118	Traffic Safety Improvements			Targeted Safety Improvement Projects				2,600	2,600

Other Unfunded Projects

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
300	B43		Cleveland Street East Main Improvements	164th Ave NE	168th Ave NE	Extend the "Main Street" streetscape improvements of Cleveland Street eastward to 168th Avenue. *May be dependent on timing of redevelopment of frontage properties.*				3,085	3,085
301	B47		159th Pl NE Sidewalk - Bear Creek Parkway to Leary Way	Bear Creek Parkway	Leary Way	Construct sidewalk on east side of 159th Place NE from Leary Way to Bear Creek Parkway where missing.				212	212
302	B48		WLSP Ped/Bike Improvements	Bel-Red Road	South City Limit	Construct pedestrian and bicycle facilities using combination of sidewalks, separated bike lanes, and shared use pathway				14,804	14,804
303	B51		Avondale Road Buffered Bicycle Lanes - Avondale Way to Novelty Hill Rd	Avondale Way	Novelty Hill Road	Add buffered bicycle lanes on both sides of Avondale Road between Avondale Way and Novelty Hill Road. Avondale Way to 90th Street is completed.				211	211
304	B55		140th Ave NE Sidewalk - Redmond Way to NE 84th St	Redmond Way	NE 84th St	Add sidewalk on west side of 140th Ave NE between Redmond Way and NE 84th St where missing.				110	110
305	B60		176th Ave NE Sidewalk - NE 65th St to NE 70th St	NE 65th St	NE 70th St	Complete sidewalk on 176th Avenue between 65th and 70th streets. Sidewalk will typically be placed on west side of road.				10,608	10,608
306	B76		Old Redmond Road Buffered Bicycle Lanes	West Lake Sammamish Parkway	132nd Ave NE	Add buffered bicycle lanes on Old Redmond Road between West Lake Sammamish Parkway and 132nd Ave NE.				284	284
307	B77		Avondale Road Buffered Bicycle Lanes - Novelty Hill Rd to NE 116th St	Novelty Hill Rd	NE 116th St	Add buffered bicycle lanes on both sides of Avondale Road between Novelty Hill Road and NE 116th St.				175	175
308	B84		Bear Creek Trail - Union Hill to Avondale Road	Union Hill Road	Avondale Road	Construct paved trail with undercrossing improvements at Union Hill Road and Avondale Road				1,100	1,100
309	B87		Red-Wood Road Buffered Bicycle Lanes	NE 90th St	NE 109th St	Add buffered bicycle lanes to Red-Wood Road between NE 90th St to NE 109th St.				186	186
310	B88		NE 80th Street Bicycle Facilities - Redmond Way to 172nd Avenue	Redmond Way	172nd Ave NE	Complete bicycle facilities on 80th Street with a combination of bicycle lanes and bicycle boulevard treatment as appropriate for each segment of corridor.				708	708
311	B95		151st Ave NE Sidewalk - NE 64th St to Ben Rush Elementary	NE 64th St	Ben Rush Elementary	Sidewalk on 151st Avenue from 64th Street to the pedestrian pathway that links to Ben Rush.				196	196
312	B96		151st Ave NE Sidewalk - Old Redmond Road to 7500 Block	Old Redmond Road	7500 Block	Safe Routes to School Project. Sidewalk on 151st Avenue from Old Redmond Road to the 7500 Block. Connect 151st Avenue to 152nd Avenue at the 7500 Block				899	899
313	B97		NE 88th St Sidewalk - 171st Ave NE to 172nd Ave NE	171st Ave NE	172nd Ave NE	Safe Routes to School Project. Sidewalk on 88th Street from 171st Avenue to 172nd Avenue.				119	119
314	B98		NE 89th St Sidewalk - 166th Ave NE to 168th Ave NE	166th Ave NE	168th Ave NE	Sidewalk on 89th Street from 166th Avenue to 168th Avenue.				193	193
315	B100		SE Redmond Trail - ELST to SE Redmond LR Station to Marymoor Connector	East Lake Sammamish Trail	Marymoor Connector via SE Redmond Station	Regional Paved Trail connecting the East Lake Sammamish Trail to the Southeast Redmond Light Rail Station to the Marymoor Park Trail. *See Marymoor Infrastructure Report.*				7,500	7,500
316	B102		164th Ave NE Sidewalk - NE 95th Street to NE 99th Street	NE 95th St	NE 99th St	Sidewalk on 164th Avenue from 95th Street to 99th Street				316	316
317	B104		Targeted Safety Improvement Project - Union Hill & Avondale Bike Lane Connection	West of 178th Place NE	Avondale	On Union Hill Road: add a westbound bike lane west of 178th Place NE to Avondale Road and a eastbound bike lane, east of Avondale Road connecting to existing bike lane after the intersection.				867	867
318			172nd Ave NE Shared Use Path	NE 117th Street	172nd Ct NE	Construct a shared use pathway				237	237
319			Red-Wood Road NE Buffered Bike Lanes	NE 106th St	109th St	Construct a separated bike lane.				84	84

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
320			Avondale Road NE Separated Bikeway	NE 116th St	Avondale Way	Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.				400	400
321			NE 109th St/160th Ave NE/NE104th St Bike Lanes	Red-Wood Rd NE	Avondale Road	Remove existing on street parking to construct either a two-way separated bike lane on the north side of the street, or one-way separated bike lanes in each direction				712	712
322			160th Ave NE Shared Use Path	Road End	NE 102nd Way	Construct a shared-use pathway. This project will provide an off-road alternative to Red-Wood Road and connect multiple housing developments				9,604	9,604
323			160th Ave NE Separated Bike Lanes	NE 90th St	Road End	Construct parking-separated bike lanes				163	163
324			166th Ave NE Bike Lanes	Cleveland St	NE 104th St	Construct separated bike lanes in each direction by removing the existing TWLTL, or provide a two-way separated bike lane on one side of the street. Evaluate the safety of uphill versus downhill cyclists to determine appropriate design.				4,192	4,192
325			NE 90th St Bike Lane Improvements	160th Ave NE	161st Ave NE	Upgrade existing bike lanes to provide vertical separation.				100	100
326			NE 85th Street Separated Bike Lanes	Sammamish River Trail	166th Ave NE	Construct parking protected bike lanes on one side of the street, and buffered bike lane on the opposite side by removing parking on one side.				197	197
327			West Lake Sammamish Parkway Shared Use Path	Old Redmond Road	520 Bike Trail	Construct a shared use pathway				3,122	3,122
328			NE 68th St Separated Bike Lane	180th Ave NE	185th Ave NE	Construct a separated bike lane by replacing the existing on-street parking, and consider future connection through development to the east to connect with 188th Ave NE.				97	97
329			NE 65th St Separated Bike Lanes	185th Ave NE	188th Ave NE	Construct a separated bike lane by replacing the existing on-street parking.				97	97
330			185th Ave NE Separated Bike Lanes	NE 65th St	Redmond Way	Construct a separated bike lane by replacing narrowing vehicle travel lanes. Some segments may require repurposing existing travel lanes. Consider transit access along the corridor to improve safety between bikes and buses.				77	77
331			148th Ave NE Shared Use Pathway	Old Redmond Road	NE 51st St	Construct a shared use pathway that extends from NE 51st St to Bridle Crest Trail, then to Old Redmond Rd. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes.				8,702	8,702
332			148th Ave NE Shared Use Pathway	NE 51st St	NE 40th St	Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street, or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps where appropriate for bus volumes				6,176	6,176
333			148th Ave NE Shared Use Pathway	NE 40th St	NE 31st St	Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street, or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area.				5,520	5,520
334			148th Ave NE Shared Use Pathway	Old Redmond Road	Redmond Way	Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street, or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area.				4,866	4,866
335			NE 60th St Shared Use Pathway	152nd Ave NE	154th Ave NE	Construct a shared use pathway				455	455
336			NE 60th St Separated Bike Lane	154th Ave NE	156th Ave NE	Construct a separated bike lane				57	57

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
337			156th Ave NE Separated Bike Lane	NE 51st St	NE 60th St	Construct a separated bike lane by reconfiguring the cross section to include a southbound parking-protected bike lane, two travel lanes, and a buffered northbound bike lane.				148	148
338			Bel-Red Road to 156th Ave NE Bikeway	Bel-Red Road	156th Ave NE	Construct a shared-use pathway by repurposing public ROW right on the COB/COR border. Or, consider widening the existing, narrow, soft surface trail to the west of the Capgeni North America building to provide a connection between the two adjacent bikeways. Rechan NE 28th to include bike lane. Coordinate with Bellevue on new crossing of Bel-Red at NE 28th to provide continuous east-west connection to OVS and commerical uses in Overlake.				250	250
339	C71		148th Ave NE Northbound Through Lane - Bel-Red Road to NE 22nd St	Bel-Red Road	NE 22nd St	Create continuous northbound through lane on 148th Ave NE between Bel-Red Road and Alhazen/NE 22nd St.				8,272	8,272
340	C74		148th Ave NE Right Turn Lane at NE 20th St			Add northbound right turn lane at 148th Ave NE & NE 20th St.				1,890	1,890
341	C75		Willows Rd and NE 91st St Intersection Realignment	NE 91st St		Realign intersection of NE 91st Street and Willows Road.				538	538
342	C90		148th Ave Second Left Turn Lanes at 24th St			Add an eastbound and westbound left turn lane on NE 24th Street at the intersection with 148th Avenue NE.				8,272	8,272
343	S53		Avondale Road Intersection Realignment at NE 95th St - Design	NE 95th St		Begin design to realign the intersection to reduce the skew, adds a north leg crosswalk, eliminates split phasing and provides for southbound U turns. It also moves the signal pole off the island to the side of the road.				2,054	2,054
344	S55		Flashing Beacon - 161st Ave NE Pedestrian Crossing at NE 81st St	NE 81st St		Provide rectangular rapid flashing beacon pedestrian crossing of 161st Ave NE at approximately 8100 block.				113	113
345	S57		152nd Ave NE Pedestrian Crossing at NE 21st St	NE 21st		Pedestrian crossing with rectangular rapid flashing beacons at the intersection of 152nd Ave NE and NE 21st St.				150	150
346	S63		Adaptive Signal System - Southeast Redmond			Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals in Southeast Redmond and on Avondale Road.				900	900
347	S65		Adaptive Signal System - Neighborhood Arterials			Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time.				900	900
348	S90		140th Ave NE & NE 80th St Intersection Improvements			Signal or roundabout				1,536	1,536
349	P18		148th Avenue NE Pavement Rehabilitation - NE 36th St to Redmond Way	NE 36th St	Redmond Way	Reconstruct portions of and provide overlay of 148th Avenue NE from Redmond Way to Willows Road. Make drainage improvements where needed. Examine roadway channelization for improved efficiencies.				14,945	14,945
350	P26		NE 104th St Pavement Rehabilitation - 166th Ave NE to 184th Ave NE	166th Ave NE	184th Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.				2,000	2,000
351	P109		NE 104th-109th St Pavement Rehabilitation - Redwood Road NE to 166th Ave NE	Red-Wood Rd NE	166th Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.				7,920	7,920
352	P30		166th Ave NE Pavement Rehabilitation - NE 85th St to NE 102nd St	NE 85th St	NE 102nd St	This project will rehabilitate and overlay the pavement surface to extend the useful life of the roadway on 166th Ave NE from NE 85th Street to NE 102nd Street.				2,085	2,085
353	P31		161st Ave NE Pavement Rehabilitation - NE 85th St to NE 90th St	NE 85th St	NE 90th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.				1,557	1,557
354	P35		164th Ave NE Sidewalk Rehabilitation - Redmond Way to NE 90th St	Redmond Way	NE 90th St	Remove and replace sidewalk and street trees on both sides of 164th Ave NE between Redmond Way and NE 90th St				2,085	2,085
355	P38		148th Ave NE Pavement Rehabilitation - Redmond Way to Willows Rd	Redmond Way	Willows Rd	Rehabilitate and overlay pavement surface to extend the useful life of 148th Ave NE from Redmond Way to Willows Road.				1,644	1,644

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
356	P110		West Lake Sammamish Parkway Pavement Rehabilitation - Bel-Red Road to Marymoor Way	Bel-Red Road	Marymoor Way	Rehabilitate and overlay pavement surface to extend useful life of roadway.				4,238	4,238
357	P113		Avondale Road Pavement Rehabilitation - NE 109th St to 116th Ave NE			Rehabilitate and overlay pavement surface to extend useful life of roadway.				3,660	3,660
358	P114		NE 40th Street Pavement Rehabilitation - 148th Ave NE to West Lake Sammamish Parkway			Rehabilitate and overlay pavement surface to extend useful life of roadway.				2,154	2,154
359	P115		Old Redmond Road Pavement Rehabilitation - West Lake Sammamish Parkway to 148th Ave NE			Rehabilitate and overlay pavement surface to extend useful life of roadway.				4,333	4,333
360			Bel-Red Road Pavement Rehabilitation- NE 40th to City limits	NE 40th St	City Limit	Rehabilitate and overlay pavement surface to extend useful life of roadway.				1,972	1,972
361			148th Ave NE Pavement Rehabilitation - Bel-Red to 36th Street	Bel-Red Road	NE 36th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.				2,604	2,604
362			154th Ave NE Pavement Rehabilitation- NE 90th to NE 85th St	NE 90th St	NE 85th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.				616	616
363			156th Ave NE Pavement Rehabilitation- NE 51st St to NE 60th St	NE 51st St	NE 60th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.				1,323	1,323
364			NE 76th Street Pavement Rehabilitation- SR 520 to 180th Ave NE	SR 520	180th Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.				1,118	1,118
365			NE 111th St Pavement Rehabilitation- NE 110th St to NE 104th Street	NE 110th St	NE 104th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.				3,125	3,125
366			140th Ave NE Pavement Rehabilitation- Redmond Way to City limits	Redmond Way	City Limit	Rehabilitate and overlay pavement surface to extend useful life of roadway.				3,038	3,038
367			West Lake Sammamish Parkway Pavement Rehabilitation- NE 24th St to Bel-Red Road	NE 24th St	Bel-Red Rd	Rehabilitate and overlay pavement surface to extend useful life of roadway.				5,208	5,208
368			Union Hill Road Parkway Pavement Rehabilitation- SR 520 to City Limits	SR 520	City Limit	Rehabilitate and overlay pavement surface to extend useful life of roadway.				5,208	5,208
369			Novelty Hill Road Pavement Rehabilitation- Avondale Road to City limits	Avondale Road	City Limit	Rehabilitate and overlay pavement surface to extend useful life of roadway.				633	633
370			116th Street Pavement Rehabilitation- Avondale Road to 182nd Ave NE	Avondale Road	182nd Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.				739	739
371			116th Street Pavement Rehabilitation- 178th Ave to 160th Ct NE	178th Ave NE	160th Ct NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.				2,604	2,604
372			172nd Ave Pavement Rehabilitation - NE 111th St to 122nd Ave NE	NE 111th St	122nd Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.				1,627	1,627
373			154th Ave NE Pavement Rehabilitation- NE 116th to Red-Wood Road	NE 116th St	Red-Wood Road	Rehabilitate and overlay pavement surface to extend useful life of roadway.				822	822
374			160th Ave NE Pavement Rehabilitation- NE 90th St to Redmond Way	NE 90th St	Redmond Way	Rehabilitate and overlay pavement surface to extend useful life of roadway.				1,496	1,496
375			161st Ave NE Pavement Rehabilitation- NE 90th St to Redmond Way	NE 90th St	Redmond Way	Rehabilitate and overlay pavement surface to extend useful life of roadway.				1,496	1,496
376			NE 83rd Street Pavement Rehabilitation- 166th Ave to 158th Ave	166th Ave NE	158th Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.				1,109	1,109
377			Bear Creek Parkway Pavement Rehabilitation- Redmond Way to Leary Way	Redmond Way	Leary Way	Rehabilitate and overlay pavement surface to extend useful life of roadway.				740	740

TIP Project Number	Previous TIP Number	TFP Number	Project Name	From	To	Description	Secured Local Funding	State Funding	Federal Funding	Unsecured Funding	Total Cost (1000s)
378			Leary Way Bridge Deck Overlay			Epoxy overlay of the bridge deck to extend useful life				150	150
379			166th Ave Safety Corridor Project	Redmond Way	NE 104th St	Implement Safety project as identified in the Safer Streets Action Plan. Elements include high visibility crosswalk markings, leading pedestrian intervals at signals, and new protected crossings.				1,123	1,123
						Total:	**101,432**	**10,518**	**8,822**	**756,481**	**877,253**

Attachment B

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

Changes to the Six Year Transportation Improvement Program include the removal of completed projects, and addition of projects from the Transportation Facilities Plan and Transportation Master Plan. These changes will help to align the TIP with the guiding principles of Redmond 2050.

A. Completed

These projects were removed from the TIP because they were completed in 2024-2025.

Project #	Project Name	Project Description
P33	NE 40th St Sidewalk Rehabilitation - 162nd Ave NE to Bel-Red Rd	Replace existing sidewalk and adjacent walls that has been severely damaged by tree roots uplifting the curbs and sidewalk.
B105	166th Avenue NE Sidewalk Repair - NE 80th St to NE 85th St	Replace sidewalk panels where damaged and widen sidewalk where width does not meet ADA.
	NE 70th Street Shared Use Path	Shared Use Path between Redmond Way and 180th Ave NE
P34	Cleveland Street Sidewalk Rehabilitation - 164th Ave NE to 168th Ave NE	Repair damaged sidewalk on Cleveland Street between 164th Ave NE and 168th Ave NE
B42	Redmond Central Connector Phase III	Complete the third phase of Redmond Central Connector paved shared use path up to NE 124th Street
B86	East Lake Sammamish Trail/RCC Connection (SR 520 Undercrossing)	Provide grade separated trail through the SR 520/SR 202 Interchange area along the planned light rail alignment, connecting East Lake Sammamish Trail and Redmond Central Connector. Provide access to the planned Southeast Redmond light rail station. Project cost does not account for modification of SR 520 ramps.

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

B99	Redmond Central Connector Improvements - Sound Transit Betterments	Implement the ultimate design of the Redmond Central Connector between 164th Avenue NE and the Bear Creek Trail and connection trail to Redmond Way/SR202 at NE 76th St
C77	DaVinci Ave Interim Overlake Access Ramp Connection - ROW	Connect the Overlake Access Ramp south to serve significant development south of 24th Street. Interim project provides vehicle access and basic pedestrian facilities - development to complete full buildout of street section.
S64	Flashing Beacon - NE 116th St Pedestrian Crossing at 159th Ave NE	Install pedestrian crossing on NE 116th St at 159th Ave NE.
S71	Flashing Beacon - 180th Ave NE at 70th St; Bear Creek Pkwy at 159th Pl NE	Targeted Safety Improvement Project (TSIP) - Rectangular Rapid Flash Beacon Crossings (180th Avenue NE at NE 70th Street and Bear Creek Pkwy at 159th Pl NE)
S76	Safe Streets for All (SS4A)	Roadway policy and regulations audit for SS4A implementation.

B. Added

The list of projects added to the TIP this year is more substantial than in years past due to Planning bringing multiple plans into alignment for consistency across planning documents and setting clear goals moving forward on project prioritization. The Transportation Master Plan analysis and update has identified new projects, such as the Modal Corridors prioritization. The Transportation Facilities Plan is also undergoing an updated based on evaluation of Redmond 2050 priorities, and the TFP projects have been incorporated into the TIP.

Projects in this section are being added to the TIP from the Transportation Facilities Plan, Transportation Master Plan, and selected pavement preservation projects which may compete for future grant opportunities.

Attachment B

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

Project Name	From	To	Description
Pedestrian Improvements at Slip Lanes			Improve pedestrian safety signage and markings at slip lanes
NE 116th St Segment III	179th Pl NE	Avondale Road	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, streetlights, storm drainage, underground power, right-of-way and easement acquisition.
NE 76th St Widening - 520 to 178th Pl	EB 520 Ramp	178th Pl NE	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.
NE 76th St and 178th Pl NE Intersection Improvements			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.
NE 76th Widening	178th Pl NE	185th Ave NE	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 the roadway
Avondale Way Extension	Redmond Way	NE 76th St	Construct a new north/south non-motorized connection between Redmond Way and NE 76th Street.

Attachment B

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

158th Ave NE Extension	Redmond Way	NE 83rd St	Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of way and easements.
NE 22nd St East - Alhazen	152nd Ave NE	Bel-Red Road	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.
Lumiere - NE 24th St to NE 26th St	NE 24th St	Hopper St	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.
DaVinci - NE 27th St to NE 26th St	Hopper St	Shen St	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.
DaVinci - NE 24th St to NE 26th St	NE 24th St	Hopper St	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.
Hopper Street	152nd Ave NE	DaVinci	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.
Turing Street	NE 27th St	152nd Ave NE	Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction.

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

Shen Street	Hopper St	152nd Ave NE	Construct Street in accordance with Overlake Village Design Standards. Partial construction completed by Overlake Access Ramp Project
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, street lights, traffic control, storm drainage, right-of-way and easements. Consider roundabout at 185th Ave and 76th St.
176th Ave NE Retrofit - LW Tech Segment	NE 65th St	6600 Blk	Widen Roadway Per Appendix 8A
NE 65th Street Retrofit	Marymoor Park Entrance	East Lake Sammamish Parkway	Retrofit collector arterial (see RZC Appendix 8A)
NE 67th Street Retrofit	173rd Ave NE	176th Ave NE	Retrofit collector arterial (see RZC Appendix 8A)
176th Ave from NE 70th St to Redmond 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.
176th Ave NE Retrofit - 67th Segment	6600 Blk	NE 67th Ct	Widen Roadway Per Appendix 8A
176th Ave NE Retrofit - Middle Segment	NE 67th Ct	NE 68th St	Widen Roadway Per Appendix 8A
167th Ave NE Retrofit - North Segment	NE 68th St	NE 70th St	Widen Roadway Per Appendix 8A
Red-Wood Road and NE 109th St Improvements			Intersection improvements identified in North-South Corridor Study
NE Koll Drive	152nd Ave NE	DaVinci Ave NE	NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

Willows Northbound Bus Lane	NE 90th St	NE 124th St	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
Brill Street	DaVinci Ave NE	152nd Ave NE	Non-Motorized vehicle and Fire Access between DaVinci and 152nd Ave NE
Traffic Safety Improvements			Targeted Safety Improvement Projects
172nd Ave NE Shared Use Path	NE 117th Street	172nd Ct NE	Construct a shared use pathway
Red-Wood Road NE Buffered Bike Lanes	NE 106th St	109th St	Construct a separated bike lane.
Avondale Road NE Separated Bikeway	NE 116th St	Avondale Way	Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.
NE 109th St/160th Ave NE/NE104th St Bike Lanes	Red-Wood Rd NE	Avondale Road	Remove existing on street parking to construct either a two-way separated bike lane on the north side of the street, or one-way separated bike lanes in each direction
160th Ave NE Shared Use Path	Road End	NE 102nd Way	Construct a shared-use pathway. This project will provide an off-road alternative to Red-Wood Road and connect multiple housing developments
160th Ave NE Separated Bike Lanes	NE 90th St	Road End	Construct parking-separated bike lanes

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

166th Ave NE	Cleveland St	NE 104th St	Construct separated bike lanes in each direction by removing the existing TWLTL, or provide a two-way separated bike lane on one side of the street. Evaluate the safety of uphill versus downhill cyclists to determine appropriate design.
NE 90th St	160th Ave NE	161st Ave NE	Upgrade existing bike lanes to provide vertical separation.
NE 85th Street Separated Bike Lanes	Sammamish River Trail	166th Ave NE	Construct parking protected bike lanes on one side of the street, and buffered bike lane on the opposite side by removing parking on one side.
Avondale Way Shared Use Path	Redmond Way	Avondale Road	Further study required to determine feasibility of a shared use path on north side. Challenges on this segment include vehicle congestion and high-frequency transit routes. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability.
Redmond Way ITS	168th Ave NE	164th Ave NE	Consider implementing transit Intelligent Transportation System (ITS) strategies for the section of 164th between Cleveland and Redmond Way, such as extending green time for buses. Consider extending the southbound left turn pocket at 164th Ave NE/Cleveland St to accommodate bus turning movements or extending this turn pocket and removing the NBL at 164th Ave NE/Redmond Way to eliminate some general-purpose vehicle conflict with buses traveling northbound through. Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements.
West Lake Sammamish Parkway Shared Use Path	Old Redmond Road	520 Bike Trail	Construct a shared use pathway

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

NE 70th St Connector	Redmond Way	180th Ave NE	Construct a new transit-only street connection on NE 70th Street
NE 68th St Separated Bike Lane	180th Ave NE	185th Ave NE	Construct a separated bike lane by replacing the existing on-street parking, and consider future connection through development to the east to connect with 188th Ave NE.
NE 65th St Separated Bike Lanes	185th Ave NE	188th Ave NE	Construct a separated bike lane by replacing the existing on-street parking.
185th Ave NE Separated Bike Lanes	NE 65th St	Redmond Way	Construct a separated bike lane by replacing narrowing vehicle travel lanes. Some segments may require repurposing existing travel lanes. Consider transit access along the corridor to improve safety between bikes and buses.
148th Ave NE Shared Use Pathway	Old Redmond Road	NE 51st St	Construct a shared use pathway that extends from NE 51st St to Bridle Crest Trail, then to Old Redmond Rd. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes.
148th Ave NE Shared Use Pathway	NE 51st St	NE 40th St	Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street, or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps where appropriate for bus volumes
148th Ave NE Shared Use Pathway	NE 40th St	NE 31st St	Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street, or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area.

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

148th Ave NE Shared Use Pathway	Old Redmond Road	Redmond Way	Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street, or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area.
NE 60th St Shared Use Pathway	152nd Ave NE	154th Ave NE	Construct a shared use pathway
NE 60th St Separated Bike Lane	154th Ave NE	156th Ave NE	Construct a separated bike lane
156th Ave NE Separated Bike Lane	NE 51st St	NE 60th St	Construct a separated bike lane by reconfiguring the cross section to include a southbound parking-protected bike lane, two travel lanes, and a buffered northbound bike lane.
Bel-Red Road to 156th Ave NE Bikeway	Bel-Red Road	156th Ave NE	Construct a shared-use pathway by repurposing public ROW right on the COB/COR border. Or, consider widening the existing, narrow, soft surface trail to the west of the Capgeni North America building to provide a connection between the two adjacent bikeways. Rechannelize NE 28th to include bike lane. Coordinate with Bellevue on new crossing of Bel-Red at NE 28th to provide continuous east-west connection to OVS and commercial uses in Overlake.
Bel-Red Road Pavement Rehabilitation- NE 40th to City limits	NE 40th St	City Limit	Rehabilitate and overlay pavement surface to extend useful life of roadway.
148th Ave NE Pavement Rehabilitation - Bel-Red to 36th Street	Bel-Red Road	NE 36th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.
154th Ave NE Pavement Rehabilitation- NE 90th to NE 85th St	NE 90th St	NE 85th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

156th Ave NE Pavement Rehabilitation- NE 51st St to NE 60th St	NE 51st St	NE 60th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.
NE 76th Street Pavement Rehabilitation- SR 520 to 180th Ave NE	SR 520	180th Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.
NE 111th St Pavement Rehabilitation- NE 110th St to NE 104th Street	NE 110th St	NE 104th St	Rehabilitate and overlay pavement surface to extend useful life of roadway.
140th Ave NE Pavement Rehabilitation- Redmond Way to City limits	Redmond Way	City Limit	Rehabilitate and overlay pavement surface to extend useful life of roadway.
West Lake Sammamish Parkway Pavement Rehabilitation- NE 24th St to Bel-Red Road	NE 24th St	Bel-Red Rd	Rehabilitate and overlay pavement surface to extend useful life of roadway.
Union Hill Road Parkway Pavement Rehabilitation- SR 520 to City Limits	SR 520	City Limit	Rehabilitate and overlay pavement surface to extend useful life of roadway.
Novelty Hill Road Pavement Rehabilitation- Avondale Road to City limits	Avondale Road	City Limit	Rehabilitate and overlay pavement surface to extend useful life of roadway.
116th Street Pavement Rehabilitation- Avondale Road to 182nd Ave NE	Avondale Road	182nd Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.
116th Street Pavement Rehabilitation- 178th Ave to 160th Ct NE	178th Ave NE	160th Ct NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

172nd Ave Pavement Rehabilitation - NE 111th St to 122nd Ave NE	NE 111th St	122nd Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.
154th Ave NE Pavement Rehabilitation- NE 116th to Red-Wood Road	NE 116th St	Red-Wood Road	Rehabilitate and overlay pavement surface to extend useful life of roadway.
160th Ave NE Pavement Rehabilitation- NE 90th St to Redmond Way	NE 90th St	Redmond Way	Rehabilitate and overlay pavement surface to extend useful life of roadway.
161st Ave NE Pavement Rehabilitation- NE 90th St to Redmond Way	NE 90th St	Redmond Way	Rehabilitate and overlay pavement surface to extend useful life of roadway.
NE 83rd Street Pavement Rehabilitation- 166th Ave to 158th Ave	166th Ave NE	158th Ave NE	Rehabilitate and overlay pavement surface to extend useful life of roadway.
Bear Creek Parkway Pavement Rehabilitation- Redmond Way to Leary Way	Redmond Way	Leary Way	Rehabilitate and overlay pavement surface to extend useful life of roadway.
Leary Way Bridge Deck Overlay			Epoxy overlay of the bridge deck to extend useful life

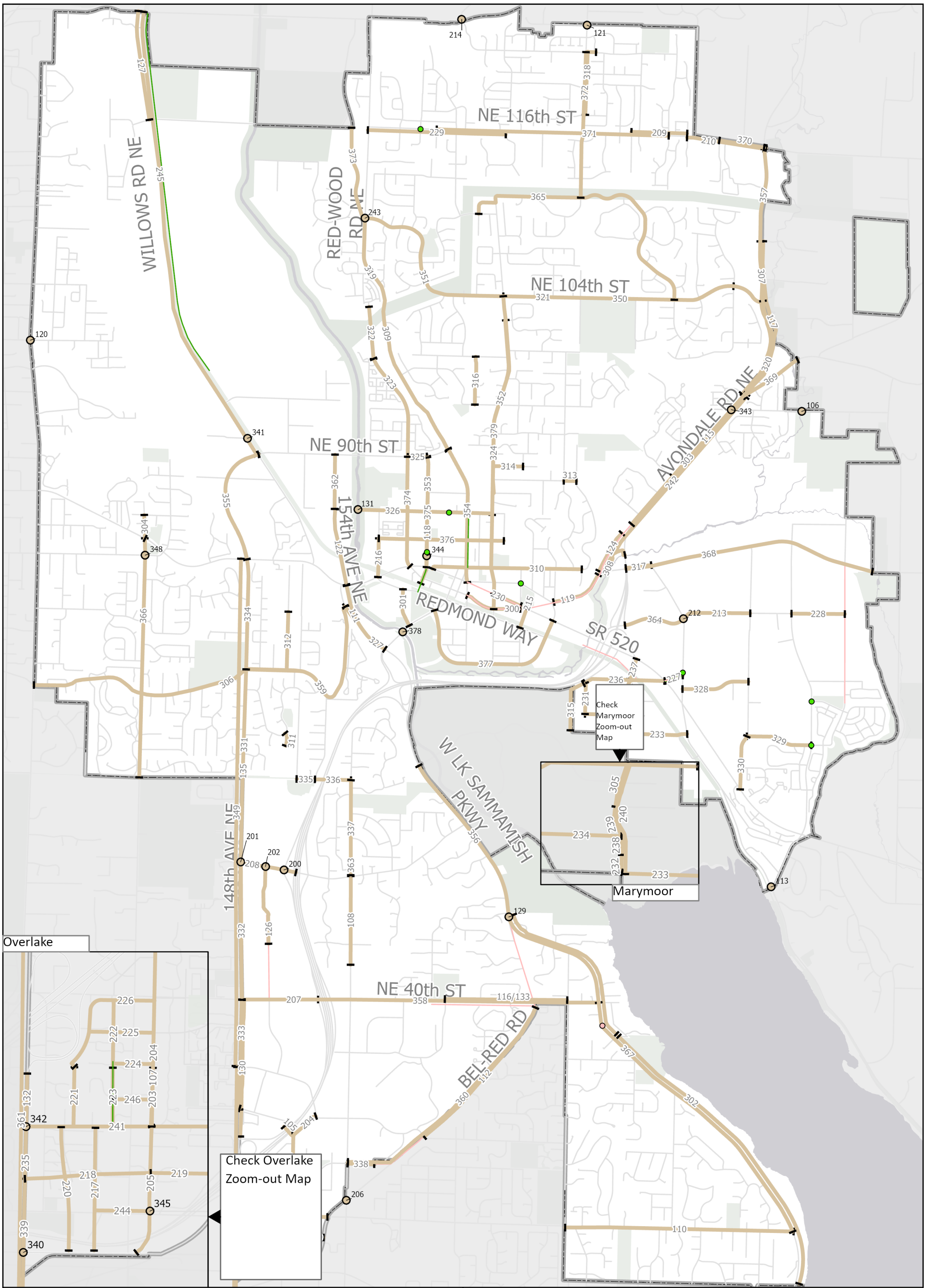
C. Removed

Project #	Project Name	Change
B92	150th Ave Bicycle Lane Completion	Duplicate of B108
C81	West Lake Sammamish Parkway Improvements Design	Old preferred project scope. This has been superseded by new projects without additional roadway widening.

Summary of 2025 Updates to the

2026-2031 Six-Year Transportation Improvement Program (TIP)

C92	148th Ave NE, Northbound Through Lane at 24th Street	This project scope is included in Project C70
S59	West Lake Sammamish Parkway Dynamic Curve Warning at 3800 Block - Design	Removed
P41	Downtown Neighborhood Sidewalk Repair	Removed
P42	Overlake Neighborhood Sidewalk Repair	Removed



2026-2031 Transportation Improvement Program - All Projects

City of Redmond, Washington

Redmond WASHINGTON

0 0.4 0.8 Miles

- Completed projects
- Removed projects
- TIP Projects

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.

CITY OF REDMOND
RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE YEARS 2026-2031 AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND THE TRANSPORTATION IMPROVEMENT BOARD

WHEREAS, pursuant to the requirements of Chapters 35.77 and 47.26 RCW, the City Council of the City of Redmond has previously adopted a Comprehensive Street Program, including an arterial street construction program, and thereafter periodically modified said Comprehensive Street Program by resolution; and

WHEREAS, the City Council has reviewed the work accomplished under the said Program during the past year, determined current and future City transportation needs, and based upon these findings has prepared a Six-Year Transportation Improvement Program for the ensuing six (6) calendar years; and

WHEREAS, pursuant to RCW 35.77.010 a public hearing has been held on the Six-Year Transportation Improvement Program; and

WHEREAS, the adoption of the Six-Year Transportation Improvement Program is a procedural action and containing no substantive standards respecting use or modification of the environment and is categorically exempt from environmental review under terms of WAC 197-11-800 (19).

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

Section 1. Program Adopted. The Six-Year Transportation Improvement Program for the City of Redmond, as revised and extended for the ensuing six (6) calendar years (2026-2031, inclusive), a copy of which is attached hereto as Exhibit A and incorporated herein by this reference as if fully set forth, which Program sets forth the project location, type of improvement, and the estimated cost thereof, is hereby adopted and approved.

Section 2. Filing of Program. Pursuant to Chapter 35.77 RCW, Staff is hereby authorized and directed to, within thirty (30) days, file a copy of this resolution forthwith, together with the Exhibit attached hereto, with the Secretary of Transportation and a copy with the Transportation Improvement Board for the State of Washington.

ADOPTED by the Redmond City Council this ____ day of _____, 2025.

APPROVED:

_____
ANGELA BIRNEY, MAYOR

ATTEST:

_____
CHERYL XANTHOS, MMC, CITY CLERK (SEAL)

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO:

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-157
Type: Public Hearing

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

Planning and Community Development	Carol Helland	425-556-2107

DEPARTMENT STAFF:

Planning and Community Development	Alex Hunt	Senior Planner
Planning and Community Development	David Lee	Planning Manager
Planning and Community Development	Jason Lynch	Deputy Director

TITLE:
Redmond Town Center Master Planned Development and Development Agreement - Quasi Judicial

a. Ordinance No. 3230: An Ordinance of the City of Redmond, Washington, Adopting the Technical Committee's Recommendation to Approve the Redmond Town Center Master Planned Development and Development Agreement (LAND-2023-00296 & LAND-2023-00297), and Establishing an Effective Date

b. Resolution No. 1612: A Resolution of the City Council of the City of Redmond, Washington, Approving a Development Agreement for a Site Owned by Fairbourne Properties, LLC Located at Parcels No. 7202410030, 7202410010, 7202410050, and 7202410020

OVERVIEW STATEMENT:
Review and approve a Type V Quasi-Judicial consolidated review permit for development of a 19.34-acre site in five phases. The proposal includes: Phase 1, expansion of an existing parking structure; Phase 2, two 12-story residential mixed-use buildings with an alternative option for one building to be an office building; Phase 3, an 8-story mixed-use residential building; Phase 4, a 7-story mixed-use residential building; and Phase 5, another 7-story mixed-use residential building. A minimum of 20% of developed residential dwelling units will be affordable units to households making up to 60% of the area median income. Site improvements include streetscape improvements, public plaza/open space, private open space/amenities, landscaping, pedestrian walkways, and vehicular access/circulation.

The Type V Quasi-Judicial review process includes a recommendation by the Technical Committee to the City Council. The City Council holds a public hearing and renders a final decision taking into account the Technical Committee recommendation and hearing testimony. The Technical Committee recommendation is included with this memorandum as Attachment A, and the Draft Development Agreement as Attachment B.

As a reminder, Quasi-Judicial decisions of the City Council are governed by the Appearance of Fairness Doctrine. Communications outside the scope of a Council meeting must be disclosed and could result in the disqualification of a decision maker if objections to participation are raised by the parties.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  Comprehensive Plan Policies
  LU-34: Encourage development of the Downtown as a place that:
  - Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities.
  - Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent transit service, and plazas, parks, and art.
  - Protects Redmond's drinking water aquifer from contamination and loss of recharge and other natural resources.
  - Emphasizes access for pedestrians and bicycles.

  HO-6: Identify and implement strategies to meet affordable housing targets identified in the King County Countywide Planning Policies.
  HO-10: Foster the creation of complete neighborhoods through housing, transportation, and economic planning, to create clustered places where residents have easy access to homes, jobs, and recreation.
- **Required:**
  Per Redmond Zoning Code (RZC) Table 21.76.050B, Master Development Plans and Development Agreements are Type V Quasi-Judicial Permits. Consistent with RZC Table 21.76.050A, following a recommendation by the Technical Committee, Type V Permits require a public hearing and decision by City Council.
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:
The outcomes of the project include the following:

- Expansion of Redmond's housing supply by approximately 675-920 units.
- Addition of new residential and commercial uses adjacent to the Downtown Redmond light rail station, supporting transit-oriented development goals.
- Provision of a publicly accessible open space network, including a linear pedestrian plaza that provides a mid-block connection between the Redmond Town Center shopping area to the Bear Creek Trail.
- Enhanced roadway improvements and pedestrian-oriented design to improve the pedestrian experience and ease of access.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  Notice of Application: February 14, 2024
  Neighborhood Meeting: April 18, 2024
  Public Hearing Notice: September 30, 2025
- **Outreach Methods and Results:**
  Notice of Application: Mailed and posted on-site.
  Neighborhood Meeting Notice: Mailed.
  Neighborhood Meeting: Hosted virtually.
  Public Hearing Notice: Mailed and posted on-site.
- **Feedback Summary:**
  During the public comment period for the Notice of Application, ten (10) comments were received on the application. The comments were related to the following:
  - Shared parking property rights
  - Excess density, building height, and crowding
  - Impacts from construction, including parking availability and noise
  - Weather protection for commercial shopping area
  - Parking demand
  - Public art
  - Protection of existing tenant base

  During the August 4, 2025, Committee of the Whole - Planning and Public Works and September 23, 2025 Study Session meetings, Councilmembers raised questions and comments related to the following topics, which are summarized and addressed in the Issues Matrix included as Attachment C:
  - Phasing and potential project timeline
  - Project renderings and images
  - 2023 Redmond Zoning Code updates related to the Town Center Zone
  - Overall project scope and impacts the existing commercial center

  During the public comment period for the Notice of Public Hearing, staff received five (5) comments related to the application, which are summarized below and included as Attachment D. Note that additional comments may be received between the publication of this agenda memo and the closure of the public hearing. Any such additional comments will be added to the record of the public hearing.
  - Housing goals
  - Supporting vibrant retail
  - Support for local retail
  - Protecting Redmond's water resources
  - Sustainable development
  - Public open space
  - Job creation

BUDGET IMPACT:

Total Cost:
Staff working on this project are funded through the adopted budget.

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

Budget Offer Number:

0000303 - Development Services

Budget Priority:
Vibrant and Connected

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
8/4/2025	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
N/A	None proposed at this time	N/A

Time Constraints:
In order to maintain vesting to the Zoning Code standards under which the project was reviewed, the Development Agreement must be executed by December 31, 2025, pursuant to RZC 21.10.150.B. The applicant would appreciate a speedy and thorough review of the project.

ANTICIPATED RESULT IF NOT APPROVED:
The site would remain under-developed. The proposed addition of a mixture of residential and commercial uses adjacent to light rail would not occur.

ATTACHMENTS:
Attachment A - Technical Committee Report and Recommendation
Attachment B - Draft Development Agreement and Exhibits
Exhibit A - Legal Description of Property
Exhibit B - Depiction of Property
Exhibit C - Master Plan

Exhibit D - Fee-in-Lieu Calculation
Exhibit E - Traffic Impact Analysis
Attachment C - City Council Issues Matrix
Attachment D - Public Hearing Comments
Attachment E-Draft Ordinance Approving the Master Planned Development and Development Agreement
Attachment F - Resolution Authorizing Execution of the Development Agreement
Attachment G - Presentation from 9/23/25 Study Session

City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 9/23/2025
Meeting of: City Council Study Session

File No. SS 25-057
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

DEPARTMENT STAFF:

Planning and Community Development	Alex Hunt	Senior Planner
Planning and Community Development	David Lee	Planning Manager
Planning and Community Development	Jason Lynch	Deputy Director

TITLE:
Redmond Town Center Master Planned Development and Development Agreement - Quasi Judicial

OVERVIEW STATEMENT:
Review and approve a Type V Quasi-Judicial consolidated review permit for development of a 19.34-acre site in five phases. The proposal includes: Phase 1, expansion of an existing parking structure; Phase 2, two 12-story residential mixed-use buildings with an alternative option for one building to be an office building; Phase 3, an 8-story mixed-use residential building; Phase 4, a 7-story mixed-use residential building; and Phase 5, another 7-story mixed-use residential building. A minimum of 20% of developed residential dwelling units will be affordable units to households making up to 60% of the area median income. Site improvements include streetscape improvements, public plaza/open space, private open space/amenities, landscaping, pedestrian walkways, and vehicular access/circulation.

The Type V Quasi-Judicial review process includes a recommendation by the Technical Committee to the City Council. The City Council holds a public hearing and renders a final decision taking into account the Technical Committee recommendation and hearing testimony. The Technical Committee recommendation is included with this memorandum as Attachment A, and the Draft Development Agreement as Attachment B.

As a reminder, Quasi-Judicial decisions of the City Council are governed by the Appearance of Fairness Doctrine. Communications outside the scope of a Council meeting must be disclosed and could result in the disqualification of a decision maker if objections to participation are raised by the parties.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  Comprehensive Plan Policies
  LU-34: Encourage development of the Downtown as a place that:
    - Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities.
    - Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent transit service, and plazas, parks, and art.
    - Protects Redmond's drinking water aquifer from contamination and loss of recharge and other natural resources.
    - Emphasizes access for pedestrians and bicycles.

  HO-6: Identify and implement strategies to meet affordable housing targets identified in the King County Countywide Planning Policies.
  HO-10: Foster the creation of complete neighborhoods through housing, transportation, and economic planning, to create clustered places where residents have easy access to homes, jobs, and recreation.
- **Required:**
  Per Redmond Zoning Code (RZC) Table 21.76.050B, Master Development Plans and Development Agreements are Type V Quasi-Judicial Permits. Consistent with RZC Table 21.76.050A, following a recommendation by the Technical Committee, Type V Permits require a public hearing and decision by City Council.
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:
The outcomes of the project include the following:

- Expansion of Redmond's housing supply by approximately 675-920 units.
- Addition of new residential and commercial uses adjacent to the Downtown Redmond light rail station, supporting transit-oriented development goals.
- Provision of a publicly accessible open space network, including a linear pedestrian plaza that provides a mid-block connection between the Redmond Town Center shopping area to the Bear Creek Trail.
- Enhanced roadway improvements and pedestrian-oriented design to improve the pedestrian experience and ease of access.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  Notice of Application: February 14, 2024
  Neighborhood Meeting: April 18, 2024
  Public Hearing Notice: TBD, a minimum of 21 days prior to Council hearing
- **Outreach Methods and Results:**
  Notice of Application: Mailed and posted on-site.
  Neighborhood Meeting Notice: Mailed.

Neighborhood Meeting: Hosted virtually.
Public Hearing Notice: Mailed and posted on-site.

- **Feedback Summary:**
  During the public comment period for the Notice of Application, ten (10) comments were received on the application. The comments were related to the following:
  - Shared parking property rights
  - Excess density, building height, and crowding
  - Impacts from construction, including parking availability and noise
  - Weather protection for commercial shopping area
  - Parking demand
  - Public art
  - Protection of existing tenant base

  During the August 4, 2025, Committee of the Whole - Planning and Public Works meeting, Councilmembers raised questions and comments related to the following topics, which are summarized and addressed in the Issues Matrix included as Attachment C:
  - Phasing and potential project timeline
  - Project renderings and images
  - 2023 Redmond Zoning Code updates related to the Town Center Zone
  - Overall project scope and impacts the existing commercial center

BUDGET IMPACT:

Total Cost:
Staff working on this project are funded through the adopted budget.

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

Budget Offer Number:
0000303 - Development Services

Budget Priority:
Vibrant and Connected

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
8/4/2025	Committee of the Whole - Planning and Public Works	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
10/21/2025	Business Meeting, Public Hearing	Approve

Time Constraints:
In order to maintain vesting to the Zoning Code standards under which the project was reviewed, the Development Agreement must be executed by December 31, 2025, pursuant to RZC 21.10.150.B. The applicant would appreciate a speedy and thorough review of the project.

ANTICIPATED RESULT IF NOT APPROVED:
The site would remain under-developed. The proposed addition of a mixture of residential and commercial uses adjacent to light rail would not occur.

ATTACHMENTS:
Attachment A - Technical Committee Report and Recommendation
Attachment B - Draft Development Agreement and Exhibits
- Exhibit A - Legal Description of Property
- Exhibit B - Depiction of Property
- Exhibit C - Master Plan
- Exhibit D - Fee-in-Lieu Calculation
- Exhibit E - Traffic Impact Analysis

Attachment C - City Council Issues Matrix

Type V Master Planned Development and Development Agreement
Technical Committee Report

Project Name:	Redmond Town Center Master Planned Development and Development Agreement
Location:	Parcel Nos. 720241-0010, -0020, -0030, and -0050
Project File Numbers:	LAND-2023-00296, LAND-2023-00297, PR-2023-00999
Project Description:	A Master Planned Development and Development Agreement to redevelop the Redmond Town Center Mixed-Use Subarea. The Master Plan consists of five phases and plans for the development of mixed-use, multi-family residential, commercial, and structured parking buildings ranging from 4-12 stories in height.
Applicant:	Mitch Ptacek, GGLO 1301 1st Ave, Unit 301 Seattle, WA 98101
Planner:	Alex Hunt, Senior Planner
Recommendation:	Approval with Conditions

Conclusion in Support of Recommendation: The Technical Committee has found the proposal to be in compliance with the Redmond Zoning Code (RZC), Redmond Comprehensive Plan, and Redmond Municipal Code. The City of Redmond issued a Determination of Non-Significance (DNS) for the subject proposal under the State Environmental Policy Act (SEPA) on December 6, 2024, under File No. SEPA-2023-00298.

Carol V. Helland

Carol V. Helland, Director
Department of Planning and
Community Development

Aaron Bert, Director
Public Works Department

Project Review Authority and Procedures

The City of Redmond **Technical Committee** is comprised of staff from different departments and disciplines who analyze project applications for compliance with City codes and regulations. Based on this analysis, the Technical Committee provides responses, conclusions, and recommendations (in the form of this report) to the City Council. The City Council will conduct a public hearing to receive public testimony

regarding the proposal and to review the Technical Committee's analysis and recommendations on the Master Planned Development Permit (LAND-2023-00296) and Development Agreement (LAND-2023-00297). Based upon the Technical Committee's recommendations and testimony received at the public hearing, the Council will make the final decision regarding the Master Planned Development Permit and Development Agreement.

Key Dates

Application Date: December 8, 2023
Completeness Date: January 19, 2024
Notice of Application: February 2, 2024
Neighborhood Meeting: April 18, 2024
Date SEPA Determination of Non-Significance Issued: December 6, 2024
SEPA Appeal Deadline: January 6, 2025
Technical Committee Recommendation Meeting: July 23, 2025
Public Hearing Date: Scheduled for October 21, 2025

Report Attachments

1. General Application Forms
2. Notice of Application and Certification of Public Notice
3. Neighborhood Meeting Notice Affidavit
4. Public Comments
5. SEPA Checklist, DNS Certificate of Posting
6. SEPA DNS Public Comments
7. Master Planned Development Design Package
8. Development Agreement
9. Preliminary Civil Plans
10. Drainage Report
11. Phase 1 Traffic Study
12. Phase 2 Traffic Study
13. Transportation Concurrency Application
14. Arborist Report
15. Critical Aquifer Recharge Area Evaluation

I. Proposal Summary

The proposed Master Planned Development (MPD) and Development Agreement (DA) propose development at the existing Redmond Town Center Mixed-Use Subarea while maintaining much of the existing commercial development on the site. The proposal includes five (5) phases of development and associated site improvements as described below. Phases may be developed in any order, provided amenities are delivered congruent with each particular phase.

- **Phase 1** proposes additions to the existing parking garage at the northwest corner of NE 73rd Way and 164th Avenue NE. The proposed changes include

the addition of two stories of additional parking to the existing parking structure for approximately 316 new parking spaces to replace parking lost with the development of existing surface parking areas in subsequent phases. Phase 1 also includes modified ground level public open space at the northeast corner of the parking structure.

- Phase 2 proposes two 12-story buildings immediately south of the existing RTC shopping center where surface parking is currently located. Two options are proposed for the development of Phase 2, and the applicant will select one of the approved options prior to submittal of a Site Plan Entitlement for Phase 2. Associated improvements are proposed with Phase 2, including a publicly accessible linear plaza between the two proposed buildings, bike infrastructure and traffic calming measures to connect to existing bike lanes, and pedestrian crossing and intersection improvements between RTC and the proposed Phase 2 development.
    - Phase 2, Option A consists of two 12-story mixed-use residential buildings with approximately 504 residential units, 378 structured parking spaces, and ground floor commercial uses.
    - Phase 2, Option B consists of one 12-story mixed-use residential building with approximately 252 residential units and 189 structured parking spaces as well as one 12-story mixed-use office building with approximately 245,530 square feet of office space and 255 structured parking spaces with ground floor commercial uses.
- Phase 3 proposes the demolition of the existing BJ's Restaurant building at 7211 166th Ave NE and the construction of an 8-story mixed-use residential building at the northwest corner of Bear Creek Parkway and 166th Avenue NE. The building would contain approximately 136 residential units, 102 structured parking spaces, and ground floor commercial area.
- Phase 4 proposes partial demolition of the commercial spaces at the northwest corner of the RTC shopping center parking garage and proposes the construction of a 7-story mixed-use residential building at the same location with approximately 148 residential units and 16,070 square feet of commercial area.
- Phase 5 proposes partial demolition of the commercial spaces at the northeast corner of the RTC shopping center parking garage and construction of a 7-story mixed-use residential building at the same location with approximately 140 residential units and 14,800 square feet of commercial area.

II. Site Description and Context

The overall project site encompasses approximately 19.34 acres; however, development associated with the proposed MPD will impact approximately 9 acres of land area within the site. The site is generally flat and is located within the Critical Aquifer Recharge Area I (CARA I).

With a Comprehensive Plan Land Use designation of Downtown Mixed Use and zoned as Town Center (TWNC), the site is currently developed with a commercial shopping center, structured parking garages, and surface parking. Town Center is one of the city's primary gathering places. Its mix of shops and restaurants, offices, hotel rooms, and housing brings people together during the day and evenings for planned or casual meetings. Comfortable walking connections from Town Center to the rest of Downtown help both areas thrive. Town Center will continue to develop as a major gathering and entertainment place within the community, connected with accessible and active transportation to Marymoor Park, the rest of Downtown, and the region.

The table below depicts existing zoning and land uses adjacent to the project site:

Direction	Existing Adjacent Land Use(s)	Zone
North	Light rail station, commercial retail	Anderson Park
South	Hotel, Bear Creek Trail	Town Center
East	Office	Town Center
West	Hotel, parking structure, office	Town Center

III. Public Notice and Comment

Requirements for public notice are contained in RZC 21.76.080.

A. Notice of Application:

The Notice of Application for this proposal was published on February 14, 2024. The notice was posted at City Hall, the Redmond Regional Library, and six (6) notice signs were posted on the property. A notice was also mailed to property owners within 500 feet of the site (Attachment 2, Notice of Application and Certificate of Public Notice).

Public Input: During the Notice of Application public comment period and throughout the project review, the City received ten (10) written comments (Attachment 4, Public Comments).

The comments expressed the following concerns or requests for consideration and staff has included responses below:

1. Lake Washington School District (LWSD) expressed concerns that the Phase 1 construction and additions to the parking structure would infringe upon an existing parking easement agreement between Redmond Town Center property ownership and LWSD.

Staff Response: The MPD and DA as conditioned would comply with City of Redmond parking requirements. While the City of Redmond expects the applicant to act in good faith to uphold existing agreements, the City is not a party to the above referenced agreement and does not have a responsibility to enforce the terms of that agreement as part of the MPD and DA review process. A subsequent Site Plan Entitlement (SPE) application will be required prior to commencement of any construction, at which time an additional Notice of Application and public comment period will be provided prior to SPE approval.

2. Comments expressed concerns with inappropriate density and crowding. Specific concerns were raised on the ability of the Redmond Fire Department to serve taller buildings.

   Staff Response: In 2023, Redmond City Council adopted amendments to the RZC to allow for taller buildings in the Town Center Zone based upon a set of incentives, including providing higher amounts of affordable housing. The amendments were based on several key policy goals of the City Council, including allowing higher residential densities in areas with access to light rail stations and supporting economic development in urban centers by achieving higher residential developments. The MPD application is consistent with the height and density requirements allowed in the RZC for development in the Town Center Zone. With regards to Fire Department requirements, future Site Plan Entitlement and Building Permit applications will be reviewed for site-specific compliance with all applicable Fire Code requirements.

3. Comments expressed concerns with construction noise and disruptions, including impacts to parking availability during construction.

   Staff Response: The applicant will be required to comply with construction noise hours and requirements established in Redmond Municipal Code (RMC) Section 6.36. Following a decision on the MPD and DA applications, individual permits shall be obtained for each phase through the Site Plan Entitlement and Building Permit process. Temporary traffic control and parking plans will be prepared and reviewed in conjunction with Site Plan Entitlement and related Building Permit applications.

4. Comments indicated that lack of weather protection is a cause of reduced foot traffic during rainy months.

   Staff Response: As part of the proposed public benefits outlined in the DA, the applicant proposes enhanced weather protection.

5. Questions on how new residential developments will meet parking demand and the availability of electric vehicle charging infrastructure.

   Staff Response: The Phase 1 expansion of the existing parking structure will mitigate for the loss of commercial surface parking, and additional structured parking will be provided in conjunction with the Phase 2 mixed-use buildings. The proposed parking complies with parking quantity requirement established in RZC 21.40. Quantity and availability of electric vehicle infrastructure will be further defined in the Site Plan Entitlement and construction permits for each individual phase.

6. Comments expressing a support for keeping existing public art, specifically the bear sculptures by Georgia Gerber, at Redmond Town Center.

   Staff Response: Comments have been shared with the applicant. At this time, staff is not aware of any plans to remove any existing public art.

7. Comments emphasizing the importance of supporting the existing commercial tenant base at Redmond Town Center.

   Staff Response: Some of the objectives of the application under review are to bring additional residents and employees to the site, enliven the Redmond Town Center site, and provide a more engaging retail experience. In addition, the Phase 1 expansion of the parking garage is intended to mitigate the loss of surface parking in Phase 2, so parking options will continue to exist for retail customers who arrive to the site by car. The enlivened retail experience and new structured parking will provide for the continued success of the existing commercial tenant base at Redmond Town Center.

B. Neighborhood Meeting:

Pursuant to the requirements of RZC 21.76.060.C, a neighborhood meeting was held on April 18, 2024 (Attachment 3, Neighborhood Meeting Notice).

IV. State Environmental Policy Act

The State Environmental Policy Act (SEPA) requires applicants to disclose potential impacts to the environment that may occur as a result of their project. A Determination of Non-Significance (DNS) was issued for this project on December 6, 2024 under File No. SEPA-2023-00298 (Attachment 5, SEPA Application Form, DNS Certificate of Posting). The applicant received comments on the SEPA DNS from LWSD (Attachment 6, SEPA DNS Public Comments). LWSD expressed concerns that the development affecting the Phase 1 parking structure would infringe upon the secured parking agreement between the property owner and LWSD.

V. Compliance with Development Regulations

A. Building Height – Exceptional Amenities for Additional Height (EAAH)

RZC 21.10.050 establishes development regulations applicable to the Town Center Zone. The maximum allowable building height with incentives is 12 stories, and in order to achieve that maximum height, development must comply with the EEAH requirements established in RZC 21.10.050.D.

Finding: The project as proposed complies with the EAAH incentive requirements to achieve the maximum 12 story height limit (See Attachment 7, MPD Plan Set, Page 23). A minimum of 20% of new residential units will be affordable at 60% of Area Median Income (AMI). Of the affordable units, a minimum 10% shall be two-bedroom units, and a minimum 5% shall be 3-bedroom units. All affordable units shall be electric ready, meaning that the units have the necessary wiring and electrical capacity to support converting to all electric equipment in the future. Additionally, 10% or 7,000 square feet of new ground level commercial space within the project boundary shall be reserved for small and local businesses, and the lesser of 25% or 4,000 square feet of new commercial spaces shall be no larger than 1,000 square feet to support startup and new businesses. Finally, new buildings will achieve LEED Platinum or equivalent. In order to comply with the EEAH incentives, all new development across all phases shall provide the proposed exceptional amenities.

B. Development Density

RZC Table 21.10.130A establishes residential density requirements for Downtown Zones. Sites within the Town Center Zone that are greater than 12,000 square feet and have a minimum site width of 120 feet shall not be regulated by a maximum number of dwelling units per acre.

Finding: The proposed project meets the residential density requirements of the Town Center Zone. Because the project site exceeds the 12,000 square feet and 120 feet minimum width, a maximum number of dwelling units is not applied. Density shall not be regulated by a maximum number of dwelling units, but by the application of bulk, height, parking, and all other applicable development standards.

C. Pedestrian Generating Uses

RZC Table 21.10.130A dictates that new development must retain or replace existing pedestrian generating and retail sales uses. Development may modify areas allocated to pedestrian generating and retail sales uses, subject to a minimum floor area to be negotiated as a condition to any Development Agreement.

Finding: The proposal complies with regulations related to the retention of pedestrian generating uses. In the absence of a definition provided in the RZC, the Draft Development Agreement defines 'pedestrian generating use' to include the following subset of uses: Retail; Food and Beverage; personal service uses (subset of Business and Service); copy centers and parcel and mail centers; the customer service portion of financial institutions; Arts, Entertainment, Recreation, and Assembly, Amusement, Sports, Recreation Establishments, and Athletic Clubs and Fitness Centers. The existing project site contains 267,958 square feet of pedestrian generating leasable square footage. As negotiated through the Development Agreement process, no less than 170,000 square feet of pedestrian generating uses shall exist within the RTC Master Plan project area at any given time.

D. Tree Protection & Replacement

RZC 21.72.060 requires a minimum of 35% of all significant trees to be retained. Significant trees are those trees with a diameter at breast height (dbh) of 6" or greater. Any trees being removed shall be replaced, with one (1) replacement tree required per tree removed, or in the case of landmark trees (those trees with 30" or greater dbh), three (3) replacement trees required per removed landmark tree.

Finding:

The MPD and DA comply with applicable tree retention and replacement requirements (See Attachment 7, MPD Plans, Page 70). The applicant is proposing enhanced tree preservation and will retain a minimum of 45% of significant trees on-site throughout all phases of the MPD. Tree protection and replacement is required in conjunction with RZC 21.72 and will be reviewed with Site Plan Entitlements for individual development phases.

E. Critical Areas

This property is in the Critical Aquifer Recharge Area I as defined by RZC 21.64.050 and as required by the Washington State Growth Management Act (RCW 36.70A.172), water quality standards for ground waters of the State of Washington (WAC 173-200) and Washington State Public Water System Standards (WAC 246-290).

Finding:

The Critical Area protection requirements of RZC 21.64.050 have been satisfied and the proposal has been conditioned in compliance with city codes to protect the Critical Aquifer Recharge Area. Provisions on dewatering, groundwater and wellhead protection are a requirement of this agreement. The Critical Aquifer Recharge Area Evaluation (December 2023) states that dewatering will likely not be necessary, but if it is needed, the project will meet requirements of RMC 13.25

(Temporary Construction Dewatering). As conditioned, the project will meet the requirements of RZC 21.64.050 and RMC 13.07.

F. Open Space

RZC 21.10.130.E establishes requirements related to residential usable open space in Downtown Zones. At least 100 square feet per residential unit of common usable open space shall be provided in the development, up to a maximum area equivalent to 20% of the site. Private usable open space shall be provided in the form of an attached patio or balcony for each unit per Table 21.10.130C.

Finding

As conditioned, the project complies with open space requirements. For each project phase providing residential units, the applicant has demonstrated in the conceptual floor plans how the minimum quantity of common residential usable space will be provided. As a condition of project approval, each phase developing residential units will be required to demonstrate at the time of Site Plan Entitlement submittal how private open space will be provided in compliance with RZC requirements.

G. Parking

RZC 21.40 establishes parking requirements, and RZC 21.10.050.D establishes maximum parking quantities for projects utilizing the EAAH incentive program.

Finding

As proposed, the project complies with parking requirements established in the RZC. New vehicle parking spaces will be provided as above ground structured parking in conjunction with the development of individual MPD phases. Specific design of parking facilities and parking stall quantities will be re-reviewed with Site Plan Entitlement applications to verify and ensure continued compliance with parking requirements as vested under the Development Agreement.

H. Affordable Housing

Affordable housing requirements for new residential development are established in RZC 21.20. New development is required to provide 10% of units as affordable to households making 80% AMI or less.

Finding

As proposed, the project complies with the City's affordable housing requirements. The applicant is pursuing the EAAH incentives for additional allowable building height, meaning they will be providing a higher quantity and deeper level of affordability than is typically required under RZC 21.20.

I. Transportation

RZC 21.17 requires the installation of transportation facilities and services necessary to support this development.

Finding:

As conditioned, the proposal will meet all requirements, per RZC 21.17. This Master Planned Development is planned to be developed in five (5) phases. Phase 1 would include a 2-story addition to an existing mixed-use parking garage, and ground level public open space improvements. Phases 2 and 3 would include two new 12-story mixed use buildings and one new 7-story residential building. Phases 4 and 5 would include two 7-story mixed use buildings, new streetscape and pedestrian plaza at NE 74th Street. Phasing of the improvements are proposed to be as follows:

- In Phase 2 of this Master Plan, an additional bicycle lane will be added at the NE 74th Street frontage, at west of 164th Avenue NE.
- In Phase 2 of this Master Plan, for the new 12-story Building 2A, road improvements will take place on three sides of this building – the NE 72nd Way, NE 73rd Way, and 166th Avenue NE frontages. Walkway and landscaping improvements will take place on all four sides of the building. The parking access for this building will be at the 166th Avenue NE frontage. The loading entry and trash pick-up will be at the NE 73rd Way frontage. A total of seven pedestrian entries are proposed, located on all four sides of this building.
- Also in Phase 2 of this Master Plan, for the new 12-story Building 2B, road improvements will take place on three sides of this building – the NE 72nd Way, NE 73rd Way, and 164th Avenue NE frontages. Walkway and landscaping improvements will take place on all four sides of the building. The parking access for this building will be at the 164th Avenue NE frontage. The loading entry and trash pick-up will be at the NE 73rd Way frontage. A total of seven pedestrian entries are proposed, located on all four sides of this building.
- Raised mid-block crossings will be installed at NE 72nd Way and NE 73rd Way, located between Buildings 2A & 2B.
- In Phase 3 of this Master Plan, for the new 7-story building, road improvements will take place on two sides of this building – the NE 72nd Way and 166th Avenue NE frontages. Landscaping improvements will take place on three sides of the building – the Bear Creek Parkway, NE 72nd Way and 166th Avenue NE frontages. Walkway improvements will take place on all four sides of the building. The parking access and loading entry for this building will be at the NE 72nd Way frontage. A total of four pedestrian entries are proposed, located on two sides of this building.
- As part of Phase 3 of this Master Plan, a raised mid-block crossing and ADA-compliant ramps are proposed to be installed at Bear Creek Parkway, just

south of the new building. Due to the anticipated significant increase of pedestrian traffic at Bear Creek Parkway resulting from the Redmond Town Center Master Planned development, additional pedestrian safety measures will be required during the site plan entitlement review process. Pending completion of the City's Safe Speed Study and Audit in 2026 and subsequent evaluation of vehicles speeds and safety improvements on Bear Creek Parkway, an alternative pedestrian enhancement other than the raised mid-block crossing may be considered. Pedestrian safety measures may include, but are not limited to, installing rectangular rapid flashing beacons (RRFBs), modifying road channelization, enhancing median to improve sight distance, and implementing pedestrian safety upgrades at the intersections of Bear Creek Parkway with 164th Avenue NE and 166th Avenue NE.

- In Phase 4 of this Master Plan, a new 7-story mixed use building will be constructed adjacent to the southeast corner of the NE 76th Street and 164th Avenue NE intersection. Existing parking structure entry/egress is located south of this new building accessing 164th Avenue NE, and will be improved as part of this development. Walkway and landscaping improvements will take place on two sides of the building – the NE 76th Street and 164th Avenue NE frontages. New parking garage stair and sidewalk access improvements will take place east of this new building, at the NE 76th Street frontage.
- In Phase 5 of this Master Plan, a new 7-story mixed use building will be constructed adjacent to the southwest corner of the NE 76th Street and 166th Avenue NE intersection. Existing parking structure entry/egress is located south of this new building accessing 166th Avenue NE, and will be improved as part of this development. Walkway and landscaping improvements will take place on two sides of the building – the NE 76th Street and 166th Avenue NE frontages. New parking garage stair and sidewalk access improvements will take place west of this new building, at the NE 76th Street frontage.
- Also in Phases 4 and 5 of this Master Plan, new streetscape and pedestrian plaza improvements will take place at NE 74th Street. Intersection improvements and raised pedestrian crossings will take place at three intersections – the NE 76th Street and 166th Avenue NE intersection, the NE 74th Street and 164th Avenue NE intersection, and the NE 74th Street and 166th Avenue NE intersection. At the NE 76th Street frontage, connection to the NE 76th Street Sound Transit Light Rail Station will be made, and existing parking structure entry/egress will also be improved.

J. Stormwater

The Redmond Municipal Code (RMC 15.24) and the 2022 Stormwater Technical Notebook (STN) requires that projects meet the applicable minimum requirements based on threshold requirements. Redmond Zoning Code (RZC

21.17.010.E) and (RZC 21.74.020) requires that all projects and developments are
required to be served by adequate surface water management system complying with the policies of the Comprehensive Plan and meeting the requirements of RMC Chapter 15.24, Clearing and Grading, and Storm Water Management, and the Storm water Technical Notebook and Construction Manuals.

Finding:

The proposed project is located within the Downtown Regional Facility Surcharge Area, and therefore flow control is not required per the 2022 City of Redmond Stormwater Technical Notebook. The proposed Phase 2 buildings will be constructed in place of an existing parking lot and will require removal of an existing 36-inch concrete storm pipe. A new 48-inch storm pipe will be installed in the access road north of the Phase 2 buildings and all current stormwater connections to the 36-inch storm pipe will be connected to the new 48-inch storm pipe. Phases 1,3,4 and 5 will continue to tie into the existing and updated storm conveyance system and will discharge to the Sammamish River. Additional water quantity facilities, catch basins, and storm pipes will be constructed for each phase, which will maintain the existing outlet location at 164th Ave NE and NE 73rd Way. Water quality needs will be met by an existing water quality pond adjacent to the outfall location to the Sammamish River.

As conditioned, the proposal will meet all requirements per RZC 21.64 and RMC 15.24.

K. Utilities

Per RZC 21.17.010.D, all developments shall be served by adequate public water and sanitary sewer systems approved by the City and meeting the design and construction requirements of the City's Technical Design and Construction Manuals.

Finding

The proposed project is located within an established downtown shopping center area. The existing 12-inch looped water supply system has sufficient capacity to serve the new buildings. As part of Phase 2, the developer will relocate the existing 12-inch water main along NE 73rd Street between 164th Avenue NE and 166th Avenue NE. Each new building will require one or two domestic water services and a fire line connection to the City's water main. Approximately 1,080 feet of the existing 8-inch sewer main along 164th Avenue NE and 1,050 feet along 166th Avenue NE will be upsized to 12-inch sewer mains. An additional sewer connection charge shall be paid prior to occupancy for each phase of the two new buildings.

As conditioned, the proposal will meet all applicable requirements of RZC 21.17.010.

VI. Criteria Applicable to all Land Use Permits:

Proposed land use actions within the City must comply with the criteria listed in RZC 21.76.070.B.3.a. These criteria are applicable to all land use permits to ensure overall consistency between proposed land use permits, applicable regulations, and the Comprehensive Plan. Staff's analysis of whether the proposal meets the decision criteria is below.

1. A proposed project's consistency with the City's development regulations shall be determined by consideration of:
   A. The type of land use;
   B. The level of development, such as units per acre or other measures of density;
   C. Availability of infrastructure, including public facilities and services needed to serve the development; and
   D. The character of the development, such as development standards.

   Staff Response: The MPD proposes a mix of land uses including multi-family residential, retail, restaurant, business and service, and office. All of the land uses proposed under the MPD application are permitted uses in the Town Center Zone pursuant to RZC 21.10.050. The maximum level of development density anticipated under all phases of the MPD is consistent with the density permitted for a site of its size in the Town Center Zone, as detailed in Section V above. Staff have reviewed the MPD for availability of infrastructure and the character of development as applied through RZC development regulations. As conditioned, the project is consistent with the above criteria. Additional technical review will be conducted at a higher level of detail in conjunction with the individual Site Plan Entitlement applications that will be submitted for each phase of development.

2. Upon review of a land use permit and accompanying site plan, the decision maker shall determine whether building design and/or site design complies with the following provisions:
   A. The Comprehensive Plan, RZC 21.02, *Preface,* RZC Article I, *Zone-Based Regulations,* RZC Article II, *Citywide Regulations,* and the Appendices that carry out these titles;
   B. The provisions of RMC Title 15, *Buildings and Construction*, that affect building location and general site design;
   C. The Washington State Environmental Policy Act (SEPA) if not otherwise satisfied;

D. RZC Article VI, *Review Procedures,* to the extent it provides the procedures to ensure compliance with the requirements in subsections B.3.a. ii. B and B.3.a.ii.C of this section;
E. Both within and outside the Transition Overlays, decision makers authorized by the RZC to decide upon discretionary approvals may condition such approvals and development permits, including but not limited to site plan approvals, to minimize adverse impacts on other properties and uses, and to carry out the policies of the Comprehensive Plan.

Staff Response: Technical Review staff have reviewed the proposed project and determined that it complies with the Comprehensive Plan, RZC, and RMC. The review of the applications has been consistent with RZC Article VI, Review Procedures, for a Type V Master Plan and Development Agreement. All associated future Site Plan Entitlement, Site Permit, and Building Permit applications will be reviewed for compliance at time of submittal. The proposal complies with SEPA requirements as described in Section IV.

The proposed development specifically addresses the following Comprehensive Plan goals and policies:

Comprehensive Plan Policy	Compliance Analysis
LU-34-Downtown Mixed-Use Designation: Encourage development of the Downtown as a place that:	
1. Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities.	The proposed MPD builds off the existing community asset that is the Redmond Town Center and plans for additional employment, shopping, and recreation opportunities through additional commercial buildings that are easily accessed and integrated into the overall site design.
2. Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent transit service, and plazas, parks, and art.	Redmond Town Center is one of the primary commercial and shopping hubs of the Downtown area and will provide additional opportunities for dining, shopping, and informal gathering as a result of the MPD. The MPD also provides hundreds of housing units on-site that are close to those amenities offered by Redmond Town Center.
3. Protects Redmond's drinking water aquifer from contamination and loss of recharge and other natural resources.	The project avoids impacts to the Critical Aquifer Recharge Area by providing all proposed structured parking above grade and eliminating the need to excavate into the aquifer recharge area for underground parking.

Comprehensive Plan Policy	Compliance Analysis
4. Emphasizes access for pedestrians and bicycles.	The MPD proposes enhanced pedestrian and bicycle access throughout and around the site as a public benefit associated with new development.
HO-6: Identify and implement strategies to meet affordable housing targets identified in the King County Countywide Planning Policies.	As part of the incentive program allowing for 12-story buildings 20 percent of all new dwelling units will be affordable to households making 60% AMI.
HO-10: Foster the creation of complete neighborhoods through housing, transportation, and economic planning, to create clustered places where residents have easy access to homes, jobs, and recreation.	The proposed MPD provides additional housing, employment, shopping, and recreation opportunities in a cluster around a high-capacity light rail station, thereby contributing to a complete neighborhood.

VII. Master Planned Development Decision Criteria

Per RZC 21.76.070.P.5, the MPD shall meet the following criteria:

1. All elements of the MPD shall support and be consistent with the RZC and all applicable Comprehensive Plan policies.

   Staff Response: Staff has reviewed the proposal for compliance with the RZC and Comprehensive Plan as discussed in Section V and Section VI above.

2. MPDs proposed in the Overlake Metro Center shall be consistent with the Overlake policies in the Redmond Comprehensive Plan and shall include the items listed in RZC 21.76.070.P.5.d in addition to the following…

   Staff Response: Not applicable. The proposal is not located within the Overlake Metro Center.

3. MPDs proposed in the Marymoor Village Center shall include a phasing plan for bonus features and affordable housing as described in RZC 21.76.070.P.5.b.iii in addition to the items listed in RZC 21.76.070.P.5.d.

   Staff Response: Not applicable. The project is not located within the Marymoor Village Center.

4. All MPDs shall include the items listed below:

   i. A design concept that is in conformance with all applicable Comprehensive Plan policies and development regulations;

ii. Conceptual site plan indicating all proposed land uses (architectural design, exact building shapes, locations, and other detailed information required in a site plan shall not be required);

iii. Transportation and circulation plan indicating the layout and conceptual design of all streets, pedestrian pathways, parking, and location of transit facilities (as available), in plan view and cross section for streets (cross sections only required for projects in the Downtown);

iv. Location of proposed space for parks, open space, and any cultural facilities;

v. Phasing plan describing anticipated time frames for development and showing that completion of affordable housing shall be commensurate with the progress on the construction of the development;

vi. Location of any environmentally critical areas;

vii. Landscape and tree retention concepts, including consideration of the health and structural stability of retained trees, as determined by an arborist report;

viii. Preliminary plan indicating required connections to adjacent properties for transportation and open space systems;

ix. Overall approach to sustainable design, including consideration of the use of environmentally sustainable materials such as permeable pavement, where possible; and

x. Preliminary plan for other major infrastructure improvements (may be waived by the Technical Committee for sites in Overlake smaller than three acres).

Staff Response: The MPD application materials included the above listed items and was deemed a complete application on January 19, 2024.

5. The master plan must comply with all site requirements or design guidelines that would ordinarily apply to projects developed in the underlying zone.

Staff Response: The proposal complies with all standards of the underlying zone. Further review of site requirements and design guidelines shall be reviewed upon submittal of Site Plan Entitlement(s) for each phase.

6. Site requirements and other development standards and regulations shall be administered on the basis of the area controlled by the approved master plan ("plan area"), rather than on a site-by-site basis, provided the approved master plan demonstrates the ability to comply with the requirement in question.

   Staff Response: In its buildout condition, the Master Plan area demonstrates the ability to comply with all applicable development standards and regulations. The MPD was reviewed with respect to the entire development reviewed comprehensively. Further review of site requirements and other development standards will be reviewed upon submittal of Site Plan Entitlement(s) for each phase.

7. Property included in an MPD must be under the same ownership, or there must be a signed agreement establishing control over multiple ownerships.

   Staff Response: The MPD area is under single ownership.

VIII. Development Agreement Decision Criteria

Per RZC 21.76.070.L.3, the Development Agreement shall meet the following criteria:

1. The agreement must be consistent with the applicable development regulations for the property.

   Staff Response: The Development Agreement establishes an agreement between the City and the applicant to provide for coordinated development of the project site. All provisions of the agreement pertaining to development regulations comply with applicable RZC and RMC standards.

2. All impacts of the development must be mitigated by the measures set forth in the agreement or the agreement must provide a mechanism for analyzing and mitigating such impacts as they occur.

   Staff Response: The agreement provides for mitigation of development impacts to infrastructure, including street and right-of-way (ROW) improvements and additional sewer connection charges. The agreement provides for each individual phase of development to mitigate development impacts through the payment of impact fees.

3. The agreement must reserve the City's authority to impose new or different regulations to the extent required by a serious threat to public health and safety.

Staff Response: Section 4.3 of the agreement details the City's reserved right to impose new or different officially adopted regulations to the extent required by a serious threat to public health and safety.

4. The duration of the agreement must be reasonable in light of the anticipated build-out period for the proposed development and the needs of the City.

   Staff Response: Section 5 of the Development Agreement establishes the duration of the agreement, which is ten (10) years with an option to extend for an additional five (5) years. The duration is reasonable for the anticipated build-out period and is consistent with the expiration terms for Master Planned Developments established in RZC 21.

5. The agreement must be in the public interest and provide a public benefit.

   Staff Response: The agreement provides for a suite of public benefits including a 20,000 square foot linear pedestrian plaza, ROW improvements enhancing pedestrian and bicycle connectivity to light rail, enhanced weather protection, and avoidance of impacts to the groundwater aquifer. The agreement provides additional housing and commercial opportunities consistent with the land use vision for the Town Center Zone and is in the public interest.

IX. Vesting/Approval Expiration

This decision is vested to the development regulations in effect at the time of Development Agreement execution, per Section 4 of the Development Agreement (Attachment 8). The MPD approval of this project and Development Agreement shall expire ten years from the date of this decision, unless an approval extension is granted pursuant to Section 5 of the Development Agreement and RZC 21.76.070.P.3.

X. Conditions of Approval

A. Site Specific Conditions of Approval

The following conditions shall be reflected on the Civil Construction Review, unless otherwise noted:

1. Development Engineering - Transportation and Engineering
   Reviewer: Peter Lau, Senior Transportation Engineer
   Phone: 425-556-2715
   Email: plau@redmond.gov

a. **Easements and Dedications.** If appliable, easements and dedications shall be provided for City of Redmond review during the construction drawing review stage and must be finalized for recording before the approval of civil construction plans of each phase. The existing and proposed easements and right-of-way shall be shown on the civil plans. Prior to acceptance of the right(s) of way and/or easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights that encumber the property to be dedicated.

At the time of construction, additional easements may be required to accommodate the improvements as constructed.

Code Authority: RZC 21.52.030.G; RMC 12.12

b. **Construction Restoration and Street Overlay.** In order to mitigate damage due to trenching and other work on the impacted areas of Bear Creek Parkway, NE 72nd Way, NE 73rd Way, NE 74th Street, NE 76th Street, 163rd Place NE, 164th Avenue NE and 166th Avenue NE, the asphalt street shall be planed, overlaid, and/or patched, per COR SD 201, 202, 203 and 301. If the Pavement Condition Index (PCI) of the existing pavement is below 70 (as determined by the City's bi-annual pavement survey), the development shall be required to plane and overlay the entire half street along the project frontage at a minimum as determined by the Traffic Operations and Safety Engineering Division in Public Works. Contact Adnan Shabir at 425-556-2776.

Code Authority: RMC 12.08; Redmond Standard Specifications & Details

c. Street Frontage Improvements

i. In Phase 2 of the Master Plan, the frontages along NE 72nd Way and NE 73rd Way would include 11-foot-wide asphalt travel lanes with appropriate tapers, type A-1 concrete curb and gutter, 6-foot-wide planter strips, 8-foot-wide concrete sidewalk, some other various widths of concrete sidewalk and landscape areas, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 3-inch Hot Mixed Asphalt (HMA) Class ½" PG 58H-22

2. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).

3. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).

4. Street crown 2% sloped to drain system.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 2; RZC Appendix 2A; Redmond Standard Specifications & Details

ii. In Phase 2 of the Master Plan, the frontages along 164th Avenue NE and 166th Avenue NE would include 11-foot-wide asphalt travel lanes with appropriate tapers, 6-foot-wide bicycle lane, 8-foot-wide parking lane, type A-1 concrete curb and gutter, 13-foot-wide pedestrian areas, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 3-inch HMA Class ½" PG 58H-22

2. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).

3. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).

4. Street crown 2% sloped to drain system.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 2; RZC Appendix 2A; Redmond Standard Specifications & Details

iii. In Phase 3 of the Master Plan, the frontage along NE 72nd Way would include 11-foot-wide asphalt travel lanes with appropriate tapers, 8-foot-wide parking lane, type A-1 concrete curb and gutter, between 5-foot-wide to 8-foot-wide planter strips, between 7-foot-wide to 10.5-foot-wide concrete sidewalks, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 3-inch HMA Class ½" PG 58H-22

2. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).

3. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).

4. Street crown 2% sloped to drain system.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 2; RZC Appendix 2A; Redmond Standard Specifications & Details

iv. In Phase 3 of the Master Plan, the frontage along 166th Avenue NE must meet current City Standards which include 14-foot-wide asphalt shared travel lanes with appropriate tapers, 12-foot-wide asphalt left turn lane, type A-1 concrete curb and gutter, 4-foot-wide planter strips within 13-foot-wide to 17-foot-wide pedestrian

areas, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 3-inch HMA Class ½" PG 58H-22
2. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
3. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).
4. Street crown 2% sloped to drain system.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 2; RZC Appendix 2A; Redmond Standard Specifications & Details

v. In Phase 3 of the Master Plan, the frontage along Bear Creek Parkway must meet current City Standards which include 12-foot-wide westbound (WB) asphalt travel lane with appropriate tapers, a total of 42-foot-wide eastbound (EB) travel lanes and median, type A-1 concrete curb and gutter, 30-foot-wide sidewalk area with landscape areas included, storm drainage, street lights, street trees, street signs and underground utilities including power and telecommunications. The minimum pavement section for the streets shall consist of:

1. 4-inch HMA Class ½" PG 58H-22
2. 5-inch HMA Class 1" PG 58H-22
3. 4-inch of 1-1/4" minus crushed rock base course per WSDOT standard spec 9-03.9(3).
4. Subgrade compacted to 95% compacted maximum density as determined by modified Proctor (ASTMD 1557).
5. Street crown 2% sloped to drain system.

In Phase 3 of the Master Plan, raised mid-block crossing and ADA ramps are proposed to be installed at Bear Creek Parkway, south of the new building. Pending completion of the City's Safe Speed Study and Audit in 2026 and subsequent evaluation of vehicles speeds and safety improvements on Bear Creek Parkway, an alternative pedestrian enhancement other than the raised mid-block crossing may be considered. With the anticipated significant increase of pedestrian traffic at Bear Creek Parkway due to the Redmond Town Center Master Planned development, the City reserves the right to require additional pedestrian safety measures including, but not limited to, RRFB pedestrian crossings, road channelization revisions, median enhancements for sight distance, and others, at the Bear Creek Parkway frontage. The intersections of Bear Creek Parkway and 164th Avenue NE, and Bear Creek Parkway and 166th Avenue NE, will also be evaluated for pedestrian safety improvements.

Code Authority: RZC 21.10.150; RZC 21.52.030; RZC 21.17.010; RMC 12.12; RZC Appendix 2.A.2.Table 1; RZC Appendix 2A; Redmond Standard Specifications & Details

vi. ADA ramp requirements:

Curb ramps for persons with disabilities are required to all new curb constructions and to all replacement curbs constructed in combination with sidewalks, paths, or other pedestrian access ways. In Phase 3 of the Master Plan, ADA ramps will be installed at Bear Creek Parkway, south of the new 7-story building.

Code Authority: RCW 35.68.075; RZC 21.A.21.a

vii. A 20-scale Channelization Plan is required and should be separate or incorporated into the Transportation Plan, provided the details are clearly visible, for any public street being modified or constructed. The plan shall include the existing and proposed signs, striping and street lighting and signal equipment for all streets adjacent to the site and within at least 150 feet of the site property line (both sides of the street). The plan shall conform to the requirements in the City of Redmond Standard Specifications and Details Manual.

Code Authority: RZC 21.52.030.F, RZC Appendix 2; Redmond Standard Specifications & Details; RCW 47.24.020

viii. Sidewalks constructed to City standards are required at the following locations:

1. In Phase 2 of the Master Plan, 8-foot-wide concrete sidewalks would be installed at the NE 72nd Way and NE 73rd Way frontages. Walkway and landscaping improvements will take place on all four sides of the building.
2. In Phase 2 of the Master Plan, 13-foot-wide pedestrian areas would be installed at the 164th Avenue NE and 166th Avenue NE frontages.
3. In Phase 3 of the Master Plan, 7-foot-wide to 10.5-foot-wide concrete sidewalks would be installed at the NE 72nd Way frontage.
4. In Phase 3 of the Master Plan, 13-foot-wide to 17-foot-wide pedestrian areas with 4-foot-wide planter strips included, would be installed at the 166th Avenue NE frontage.
5. In Phase 3 of the Master Plan, 30-foot-wide sidewalk area with landscape areas included, would be installed at the Bear Creek Parkway frontage.
6. In Phase 3 of the Master Plan, walkway improvements would be installed on the west side of the new 7-story building.

7. In Phase 4 of the Master Plan, walkway improvements would be installed on two sides of the building – the NE 76th Street and 164th Avenue NE frontages.

8. In Phase 5 of the Master Plan, walkway improvements would be installed on two sides of the building – the NE 76th Street and 166th Avenue NE frontages.

9. In Phases 4 and 5 of this Master Plan, new streetscape and pedestrian plaza improvements would be installed at NE 74th Street.

Code Authority: RZC 21.10.150, RZC 21.17.010; RZC 21.52.050; RMC 12.12

d. Access Improvements

i. The type and location of the proposed site accesses are approved as shown on the Redmond Town Center Master Planned Development site plan prepared by GGLO on March 31, 2025.

Code Authority: RZC 21.52.030.E; RZC Appendix 2.D

ii. The following driveways are required to be improved as specified below:

10. In Phase 1 of the Master Plan, the two existing parking structure entries/egresses at the NE 73rd Way and 163rd Place NE frontages, would continue to be used by the new development.

11. In Phase 2 of the Master Plan, for the new 12-story Building 2A, the parking access for this building will be at the 166th Avenue NE frontage. The loading entry and trash pick-up will be at the NE 73rd Way frontage.

12. In Phase 2 of the Master Plan, for the new 12-story Building 2B, the parking access for this building will be at the 164th Avenue NE frontage. The loading entry and trash pick-up will be at the NE 73rd Way frontage.

13. In Phase 3 of the Master Plan, for the new 7-story building, the parking access and loading entry for this building will be at the NE 72nd Way frontage.

14. In Phase 4 of the Master Plan, an existing parking structure entry/egress located south of the new 7-story mixed use Building 4 accessing 164th Avenue NE, will be improved as part of this development.

15. In Phase 5 of the Master Plan, an existing parking structure entry/egress located south of the new 7-story mixed use Building 5 accessing 166th Avenue NE, will be improved as part of this development.

16. In Phases 4 and 5 of the Master Plan, located between the new Buildings 4 and 5 accessing NE 76th Street, an existing parking structure entry/egress will also be improved as part of this development.

Code Authority: RZC Appendix 2.D

e. **Underground Utilities.** All existing aerial power distribution and communication lines shall be converted to underground along the street frontages and within the development. All new utilities serving the development shall be placed underground.

Code Authority: RZC 21.17.020; RZC Appendix 2.A.3 and 11

f. **Street Lighting.** Illumination of the street(s) along the property frontage must be analyzed to determine if it conforms to current City standards. Streetlights may be required to illuminate the property frontage. Luminaire spacing should be designed to meet the specified criteria for the applicable lamp size, luminaire height and roadway width. Contact Isabel Diaz, Transportation Operations at (425) 556-2733 with questions. The street lighting shall be designed using the criteria found in the City's Illumination Design Manual which can be accessed at: http://www.redmond.gov/development/CodesAndRules/StandardizedDetails

With Site Plan Entitlement approval, the applicant shall contact Puget Sound Energy (Street Lighting division) for coordination and development of a Work Sketch plan to include any proposed work on PSE-owned lights and or poles. The final PSE Street Lighting plan is required to be included in the final plan set prior to final approval of the Coordinated Civil Review.

To begin the PSE Lighting coordination process, fill out the Street Lighting information request form here: https://www.pse.com/en/construction-services/pole-services

Code Authority: RZC 21.52.030.F, RZC Appendix 2.A.11

g. **Temporary Pedestrian Access Plan.** The applicant is required to provide a temporary pedestrian access plan for approval by the City prior to any construction on the project site. This plan needs to show how pedestrian traffic passing by the proposed development will be accommodated during the entire length of the construction phase.

A pedestrian access plan should provide pedestrian protection with barriers or covered walkways that parallel existing facilities along the street frontage on the same side of the street on which the development is occurring. These routes must be accessible for persons with disabilities per the current ADA regulations and standards, including the provision of ramps, minimum widths, a detectable edge, and smooth surfaces for wheelchair access. If, under extenuating circumstances, a parallel accessible route cannot be provided along the street frontage adjacent to the

development, pedestrians must be detoured with advance signing in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). This route must be accessible for people with low or no vision. The developer may be required to install temporary crosswalks and street lighting as part of this detour.

In order to keep existing routes open during the construction of new structures adjacent to existing sidewalks, pedestrian protection must be in place and inspected prior to construction adjacent to and at the same grade or above, as detailed in IBC 3306.1 (see table below) to protect pedestrians from falling debris. Pedestrian protection should be designed to provide sturdiness, adequate light for nighttime use and safety, and proper sight distance at intersections and crosswalks. Plans and details for the construction of these covered walkways shall be included as part of the civil construction plan set.

Table 3306.1. PROTECTION OF PEDESTRIANS

HEIGHT OF CONSTRUCTION	DISTANCE FROM CONSTRUCTION TO SIDEWALK, WALKWAY, OR LOT LINE	TYPE OF PROTECTION REQUIRED
8 feet or less	Less than 5 feet	Construction railings
	5 feet or more	None
More than 8 feet	Less than 5 feet	Barrier and covered walkway
	5 feet or more, but not more than one-fourth the height of construction	Barrier and covered walkway
	5 feet or more, but between one-fourth and one-half the height of construction	Barrier
	5 feet or more, but exceeding one-half the height of construction	None

Code Authority: MUTCD 2023 (or latest revision) sections 6D.01, 6D.02, & 6D.05
Condition Applies: Civil Construction

2. Development Engineering – Water and Sewer
   Reviewer: Zheng Lu, Senior Utility Engineer
   Phone: 425-556-2844
   Email: zlu@redmond.gov

   a. **Water Service.** Water service will require a developer extension of the City of Redmond water system as follows:

   - **Phase 1** proposes additions to the existing parking garage located at the northwest corner of NE 73rd Way and 164th Avenue NE.
     A new 4-inch water service line will be installed as proposed by the applicant. The existing 2-inch water service may be abandoned in accordance with Redmond standards. No extension of the public water main is required.
   - **Phase 2** proposes two 12-story buildings immediately south of the existing RTC shopping center where surface parking is currently located.

     Approximately 650 feet of the existing 12-inch water main located on the north side of the two proposed buildings shall be abandoned and relocated to the new access street. Fire hydrants shall be installed at locations approved by the Redmond Fire Department. The fire lines and Fire Department Connection (FDC) lines shall be reconnected serving the existing Redmond Town Center building to the north.

     Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the west side of the west building and connect to the existing 12-inch water main along 164th Avenue NE.

     Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the east side of the east building and connect to the existing 12-inch water main along 166th Avenue NE.

   - **Phase 3** proposes the demolition of the existing BJ's Restaurant building at 7211 166th Ave NE and the construction of an 8-story mixed-use residential building at the northwest corner of Bear Creek Parkway and 166th Avenue NE.

     Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the east side of the east building and connect to the existing 12-inch water main along 166th Avenue NE.

- Phase 4 proposes partial demolition of the commercial spaces at the northwest corner of the RTC shopping center parking garage and proposes the construction of a 7-story mixed-use residential building at the same location.

  Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the north side of the building and connect these services to the existing 12-inch water main along NE 76th Street.

- Phase 5 proposes partial demolition of the commercial spaces at the northeast corner of the RTC shopping center parking garage and construction of a 7-story mixed-use residential building at the same location.

  Construct at least two adequately sized residential and commercial water services and a 6-inch fire line on the north side of the building and connect these services to the existing 12-inch water main along NE 76th Street.

Code Authority: RZC 21.17.010.D

b. Sewer Service. Sewer service will require a developer extension of the City of Redmond sewer system as follows:

- Phase 1 proposes additions to the existing parking garage at the northwest corner of NE 73rd Way and 164th Avenue NE.

  An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of the garage building.

- Phase 2 proposes two 12-story buildings immediately south of the existing RTC shopping center where surface parking is currently located.

  Replace approximately 470 feet of the existing 8-inch sewer main with a 10-inch sewer main along 164th Avenue NE, between Bear Creek Parkway and NE 73rd Way and connect two 8-inch side sewers from the proposed west building to this new sewer main.

  Replace approximately 450 feet of the existing 8-inch sewer main with the 10-inch sewer main along 166th Avenue NE, between Bear Creek Parkway and

NE 73rd Way and connect two 8-inch side sewers from the proposed new east building to this new sewer main.

An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of two buildings.

- Phase 3 proposes the demolition of the existing BJ's Restaurant building at 7211 166th Ave NE and the construction of an 8-story mixed-use residential building at the northwest corner of Bear Creek Parkway and 166th Avenue NE.

  Connect two 8-inch side sewers from the proposed new east building to the 10-inch sewer main along 166th Avenue NE, between Bear Creek Parkway and NE 73rd Way, which was installed in Phase 2 construction.

  An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of this building.

- Phase 4 proposes partial demolition of the commercial spaces at the northwest corner of the RTC shopping center parking garage and proposes the construction of a 7-story mixed-use residential building at the same location.

  Replace approximately 610 feet of the existing 8-inch sewer main with a 10-inch sewer main along 164th Avenue NE, from NE 73rd Way to north and connect two 8-inch side sewers from the proposed phase 4 building to this new sewer main.

  An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of this building.

- Phase 5 proposes partial demolition of the commercial spaces at the northeast corner of the RTC shopping center parking garage and construction of a 7-story mixed-use residential building at the same location with approximately 140 residential units and 14,800 square feet of commercial area.

Replace approximately 600 feet of the existing 8-inch sewer main with a 10-inch sewer main along 166th Avenue NE from NE 73rd Way to north and connect two 8-inch side sewers from the proposed Phase 5 building to this new sewer main.

An additional sewer connection charge, as outlined in a City Resolution currently under consideration by the City Council to fund the upgrade of the regional sewer lift station, force main, and downstream sewer upsizing, shall be paid prior to occupancy of this building.

Code Authority: RZC 21.17.010.D

c. Easements. Easements shall be provided for all water and sewer improvements as required in the Design Requirements for Water and Sewer System Extensions. Easements for the water and sewer mains shall be provided for City of Redmond review at the time of construction drawing review. All easements must be recorded prior to construction drawing approval.

Code Authority: RZC 21.74.020.C, RZC Appendix 3.VII

d. Sewer System Study. The City of Redmond is currently working on a rezone of the Leary Way sewer basin to support higher-density, mixed-use development. As part of this effort, the Public Works Department has retained a consultant engineering firm to evaluate the capacity and performance of the existing sanitary sewer system and to identify recommended improvements to the City's collection and conveyance infrastructure, including the upsizing of the regional sewer lift station. The study includes planning-level cost estimates and has informed the development of a capital improvement project (CIP). It also establishes additional sewer connection charges for future developments to recover infrastructure costs. The study focuses on the downstream areas of Leary Way, Bear Creek Parkway, and the associated lift station. The City will be responsible for constructing the regional improvements, with associated costs recouped through additional connection charges. As part of this coordinated effort, the Redmond Town Center developer is responsible for replacing and upsizing the sewer mains along 164th Avenue NE and 166th Avenue NE per Sewer General Plan and will be required to pay the additional connection charge as outlined in the sewer system study. The additional sewer connection charge shall be as established in the City Council resolution as described in Paragraph 'b' above.

Code Authority: RZC Appendix 3, Growth Management Act, King Count Comprehensive Plan, WAC 173-240

e. **Permit Applications.** Water meter and side sewer applications shall be submitted for approval to the Development Engineering Division. Permits and meters will not be issued until all improvements are constructed and administrative requirements are approved. In certain limited circumstances, at the sole determination of the City of Redmond, water meter and/or side sewer permits may be issued prior to completion of improvements and/or administrative requirements. In such cases, various additional guarantees or requirements may be imposed as determined by the Development Engineering Division. All reimbursement fees shall be paid prior to issuance of water and side sewer permits if applicable.

Code Authority: RMC 13.08.010; RMC 13.12.120

3. Development Engineering – Stormwater/Clearing and Grading
Reviewer: Jody Conyers, Stormwater Engineer
Phone: 425-556-2468
Email: jconyers@redmond.gov

a. Water Quantity Control.

i. Project lies within the Downtown Regional Stormwater Facility Basin. Stormwater quantity control will be provided by the City of Redmond upon payment of the Downtown Capital Facility Charge. Phase 2 will remove existing 36-inch pipe and upgrade to a new 48-inch pipe in the access road north of phase 2 buildings. All current buildings connecting to the old 36-inch pipe will be connected to the new 48-inch pipe. Phase 2 will directly discharge to the water quality ponds and then directly discharge to the Sammamish River. Phases 1,3,4 and 5 will tie into the upgraded 48-inch pipe and continue on through the water quality ponds and then directly discharge to the Sammamish River.

ii. Provide for overflow routes through the site for the 100-year storm.

Code Authority: RMC 15.24.080.I

b. Water Quality Control.

i. Basic water quality treatment shall be provided in a privately maintained existing water quality pond. Treatment is required for the 6-month, 24-hour return period storm.

ii. The project intends to address any additional Enhanced water quality needs using proprietary stormwater treatment facilities that are approved by City code.

Code Authority: RMC 15.24.080.H

c. **Public Stormwater Easements.** Public easements will be required for any public stormwater conveyance systems on private property. Easements shall be provided for City of Redmond review at the time of construction drawing approval. The existing and proposed easements shall be shown on the civil plans. Prior to acceptance of the easement(s) by the City, the developer will be required to remove or subordinate any existing private easements or rights to encumber the property to be dedicated. Prior to construction drawing approval, fully executed and recorded offsite easements shall be provided to the Development Engineering Division. Additionally, prior to construction drawing approval, fully executed and recorded offsite or onsite easements shall be provided to the Development Engineering Division.

Code Authority: RZC 21.74.020.C

d. **Private Stormwater Easements.** Private stormwater easements will be required where drainage systems are located across adjacent properties and will remain under private ownership. Maintenance of private drainage systems will be the responsibility of the property owners benefiting from the easement. Prior to construction drawing approval, fully executed and recorded easements shall be provided to the Development Engineering Division. Additionally, prior to construction drawing approval, fully executed and recorded offsite or onsite easements shall be provided to the Development Engineering Division.

Code Authority: RZC 21.74.020.C

e. **Clearing and Grading.** No site-specific requirements.

Code Authority: RZC 21.74.020.J, RMC 15.24.050, RMC 15.24.080, RMC 15.24.082

f. **Temporary Erosion and Sediment Control (TESC).** Rainy season work permitted October 1st through April 30th with a Wet Weather Plan (WWP) incorporated into the CCR plan set. The WWP will be used to apply for a separate WWP permit (as needed) after the Civil SITE Construction permit issuance, and additional WWP permit fees may apply based on the fee schedule at that time.

Code Authority: RMC 15.24.080

g. **Department of Ecology Notice of Intent Construction Stormwater General Permit.** Notice of Intent (NOI) must be submitted to the Department of Ecology (DOE) at least 60 days prior to construction on a site that disturbs an area of one acre or larger. Additional information is available at: https://ecology.wa.gov/Regulations-

Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit

Code Authority: Department of Ecology Rule

h. **Regional Capital Facilities Charge:** A Regional Capital Facilities Charge applies to this project, located in the Downtown Sub-basin. Please see the Development Engineering Fee Schedule for current fee information.

Code Authority: RMC 13.20.045 (Downtown), RMC 13.20.040 (Citywide)

4. Natural Resources

Reviewer: Jessica Atlakson, Environmental Scientist
Phone: 425-556-2874
Email: jatlakson@redmond.gov

a. **Permanent Dewatering.** Permanent dewatering, including the use of subfloor drains, is prohibited for this site because it is located within the Critical Aquifer Recharge Area.

Code Authority: RMC 13.07.085

b. **Temporary Construction Dewatering**. If temporary construction dewatering is necessary, all documentation must be submitted in accordance with RMC 13.25 and the City's Temporary Construction Dewatering Operating Policy during the review process, including a Temporary Construction Dewatering Feasibility Study and Temporary Construction Dewatering Plan. Civil plan profiles shall depict the seasonal high groundwater level elevation on profiles for all underground elements, including crane footing, foundations, elevator pits, utilities, and stormwater infiltration facilities.

Temporary Construction Dewatering Operating Policy: https://www.redmond.gov/DocumentCenter/View/8140/Temporary-ConstructionDewatering-Operating-Policy-PDF

Code Authority: RMC 13.25

c. **Underground Elevator Cylinders**. Elevators shall meet wellhead and groundwater protection performance standards, including encasement of any underground hydraulic elevator cylinders and using vegetable oil for hydraulic fluid.

Code Authority: RMC 15.24.095

d. Wellhead and Groundwater Protection. Wellhead and groundwater performance standards shall be met as per RMC 15.24.095, including providing the City with all well monitoring and decommissioning reports. A description of meeting these standards shall be provided in the Stormwater Pollution Prevention Plan.

Code Authority: RMC 15.24.095

e. Discovery of Soil Contaminants during Construction. Report any contaminants to the City during project construction and remediate in accordance Washington State reporting and cleanup processes of the Model Toxics Control Act, WAC 173-340.

Code Authority: RMC 15.24.095

5. Fire Department
Reviewer: Scott Turner, Assistant Fire Marshal
Phone: 425-556-2273
Email: sturner@redmond.gov

The current submittal is generally adequate for LAND-2023-00296 Approval but does not fully represent compliance with all requirements. The following conditions are integral to the approval and shall be complied with in Civil Drawings, Building Permit Submittals, Fire Code Permit submittal, and/or other applicable processes:

a. Site Plan Condition

1. Required fire access shall meet all requirements of Redmond Fire Department Standard (RFDS) 2.0: Access and Addressing.
2. Addresses for all structures and suites within will be assigned during the civil review process and shall conform to Redmond Fire Department Addressing Standards.
3. Emergency Medical Services (EMS) access per RMC 15.06 is to be provided to all buildings. The required striping and signage for this location shall be determined in the civil review process.
4. Fire service access and appurtenances shall not be obstructed from deliveries, trash, storage, or other building functions.
5. Required fire access roadways not in the public way are required to be recorded in an Emergency Vehicle Access Easement (EVAE).
6. Required fire access roadways shall be able to support the weight of fire department vehicles: 77,000 pounds and a point load of 45,000 pounds over a 24”x24” pad, or as determined by the City of Redmond Engineer. The access roadways shall be in place when the building exceeds one story above grade.

7. Striping and signage are required for all fire access roadways and will be determined in the civil review process.

b. Fire Protection Plan

1. The building shall be fully sprinklered as per the IFC, NFPA 13 and RFDS 5.0.
2. All areas shall have compliant Class I standpipe coverage, as per IFC, NFPA 14 and RFDS 4.0. Temporary standpipe coverage is required per IFC and RFDS 4.0.
3. All areas shall have an IFC, NFPA 72, and RFDS 9.0 compliant fire detection and alarm system.
4. Fire hydrants shall be located to meet required commercial hydrant spacing and to meet fire flow requirements in the International Fire Code and RMC 15.06. Exact locations will be determined in the civil review process.
5. Hydrants must be in place and serviceable prior to the delivery, use, or storage of combustible building materials on-site or when Type 1A construction is complete.
6. Primary and secondary fire department connections are required and shall meet the requirements of RFDS 5.0
7. During construction, fire mitigation for adjacent buildings may be required per the International Building Code (IBC) and the International Fire Code (IFC) as amended by RMC 15.06.013 A. (59). Proposed plans for fire mitigation shall be submitted with the building permit submittal documents.
8. The water supply capacity shall be capable of providing 3,500 gallons per minute (gpm) to the site and meet all requirements of the City of Redmond Engineer.
9. Per Appendix B (Fire Flow) of the IFC as amended by RMC 15.06, a building separation may be required to limit the fire flow of any one portion of the building to 3,500 gpm. Initial fire flow calculations based on the proposed building square footage and building construction type have been calculated in the SPE process and shall be updated in the civil review and building permit review.
10. See the Fire Code Permit section for other Fire Protection requirements.

c. Change or Modification

1. Determination of adequate fire flow as per RFDS 3.0: Fire Flow has been approximated in the SPE. Any changes in the size and building type of the structure at the time of building permit submittal could result in building changes including the addition of fire walls.
2. If an underground tank is discovered on site, a separate fire permit for removal is required.
3. Required fire access roadways, or "Fire Lanes", may be established at the time of plan review, pre-construction site inspection, and/or post construction site inspection. Additional fire lanes, marking, or re-marking

may be required anytime during the life of the development upon evaluation by and direction of the Fire Marshal.

d. Fire Code Permits

As part of the fire protection plan for this building, all IFC construction permits as described in the IFC Chapter 105.7 as amended by RMC 15.06.013 A.(17) are required. This may include but is not limited to the following permits:

1. Fire Alarm and detection systems and related equipment for an NFPA 72 compliant fire alarm.
2. Fire Sprinkler systems and related equipment for an NFPA 13 compliant fire sprinkler system(s).
3. Standpipe systems for an NFPA 14 compliant standpipe system(s).
4. Fire Pumps and related equipment
5. Emergency Responder Radio
6. Flammable Combustible Liquids
7. Gates and Barricades across fire apparatus access roads
8. Places of Assembly
9. Fixed Fire Suppression systems
10. Solar Photovoltaic systems
11. Smoke Control or exhaust systems
12. Smoke control shall be installed as specified in the IBC and IFC. Depending on the smoke control requirements and design, outside technical review and inspections may be required at the applicant's expense.
12. Demolition of existing structures shall require a permit.
13. Removal of existing underground storage tanks requires a permit.

Code Authority: RMC 15.06; RZC Appendix 2, Redmond Fire Department Standards and Redmond Standard Specifications and Details

6. Planning Department

Reviewer: Alex Hunt, Senior Planner
Phone: 425-556-2475
Email: ahunt@redmond.gov

a. Development Agreement. Development shall be subject to the terms of the executed Development Agreement (LAND-2023-00297). Amendments to the proposed development shall be processed as established in Section 4.5 of the executed Development Agreement.

Code Authority: RZC 21.76

b. **Tree Preservation Plan.** A Tree Health Assessment and Tree Preservation Plan depicting all significant and landmark trees required to be preserved as part of the site development must be provided with the Site Plan Entitlement for each phase.

Code Authority: RZC 21.72.060.D

c. **Exceptional Amenities for Additional Height.** As part of the Exceptional Amenities for Additional Height (EAAH) program, the priority techniques chosen for the development shall be applied across the project limits as required by RZC 21.10.050.C for the development of buildings up to 12 stories tall.

Code Authority: RZC 21.10.050.C

d. **Affordable Housing.** Proposed affordable housing units shall comply with the implementation provisions of RZC 21.20.040, and each phase that includes residential units designated as affordable shall be required to record an Affordable Housing Agreement pursuant to RZC 21.20.080.

Code Authority: RZC 21.20

e. **Noise Report.** A noise report prepared by a qualified acoustical consultant must be submitted and approved prior to civil drawing approval. The noise report shall comply with RMC 6.36 and provide sound attenuation measures.

Code Authority: RMC 6.36.060

f. **Private Open Space.** For each phase containing residential dwelling units, the applicant shall demonstrate compliance with the private usable open space requirements of RZC 21.10.130E.

Code Authority: RZC 21.10.130
Condition Applies: Site Plan Entitlement

g. **Bonds.** Bonds for Landscaping, Tree Preservation, Tree Replacement and Mitigation shall be provided no less than 5 days prior to request for civil construction drawing(s) signatures. Drafts of the Bond Agreements, Bond quantity Worksheets and Bond Calculation Worksheets shall be submitted

at time of Civil Construction Application. If not provided at time of CCR submittal, entire submittal will be rejected for intake.

Code Authority: RZC 21.767.090.F
Condition Applies: Civil Construction Permit

h. Publicly Accessible Open Space. Prior to the issuance of a certificate of occupancy for each phase, a public access easement for any publicly accessible open space and pedestrian network in that phase must be recorded with the King County Recorder's Office. The public access easement(s) shall be in a form approved by the City to ensure that the open space and pedestrian network will remain accessible to the public for the life of the development. This shall be a covenant running with the land, binding on the assigns, heirs, and successors of the applicant.

Code Authority: RZC 21.76.020.D.5.b.

i. Archeological and Historical Preservation: A professional archaeological monitor shall be present to monitor all ground disturbing activities, and an archaeological Monitoring and Inadvertent Discovery Plan (MIDP) shall be prepared and submitted to DAHP and the interested Tribes for review prior to ground disturbance.

Code Authority: RZC 21.30.070.D
Condition Applies: Civil Construction & Building Permit

j. Construction Parking Requirements and Contact Information. A sign shall be posted on-site visible to the public throughout the duration of all construction activity per the Construction Contact Sign Handout. Construction activities consist of all site work including, but not limited to grading, landscaping, infrastructure and building permit related construction. Applicant and contractor shall work with city planner prior to mylar signing to determine location(s) of sign(s). Contact information shall remain up-to-date and visible at all times. The assigned city planner shall be notified within two business days when contact person has been changed and a picture of the updated sign shall be e-mailed. Construction Parking requirements for the project shall be denoted on the bottom portion of the sign per handout instructions.

Code Authority: RZC 21.76.070.B.3.a.ii.A; Comprehensive Plan TR-19

k. **Agency Permits.** The applicant shall be responsible for identifying and obtaining all required permits from other agencies, including local, regional, state and federal permits.

Code Authority: RZC 21.76.070.B
Condition Applies: As determined by the permitting agency

7. Potholing

Reviewer: Jody Conyers, Senior Engineer and Zheng Lu, Utility Senior Engineer
Phone: 425-556-2468 and 425-556-2844
Email: jconyers@redmond.gov and zlu@redmond.gov

All existing utilities at the location of the proposed water/sewer mains, storm and service line crossings shall be potholed prior to submittal of first Civil Plan Review.

Potholing in the City Right-of Way requires a permit, approved traffic control plans, and a performance bond before commencing work. The developer shall include in the Right-of-Way permit, a list of potholing numbers along with the potholing information for each number, such as utility name, type of facility and the reason for potholing.

The developer shall do the following during and after potholing:

1. Follow City of Redmond Detail 203 for pothole restoration.
2. Protect existing traffic loops.
3. Survey all potholing locations.

Based on the final survey, a modified design of sewer, water and storm facilities may be necessary to avoid conflict with existing utilities.

All potholing information shall be included in the plans and profiles of water, sewer and storm design in first submittal of CCR review. The developer shall add clearance information on the water/sewer/storm profiles at all crossings of existing and proposed utilities. Minimum clearance of one foot is required between the sewer/water mains and other utilities including storm sewer.

Code Authority: Water and Wastewater System Extensions Design Requirements Section IV. 3. M and Section V. 3. K; Stormwater Technical Notebook, Issue No. 8, Amended June 5, 2019; Stormwater Technical Notebook, Issue No. 9, Effective July 1, 2022

B. Compliance with City of Redmond Codes and Standards

This approval is subject to all applicable City of Redmond codes and standards, including the following:

Transportation and Engineering

RZC 21.10.150	Downtown Pedestrian System
RMC 6.36	Noise Standards
RZC 21.52	Transportation Standards
RZC 21.40.010.E	Design Requirements for Parking Facilities
RZC 21.54	Utility Standards
RMC 12.08	Street Repairs, Improvements & Alterations
RMC 12.12	Required Improvements for Buildings and Development
RMC 12.16	Highway Access Management
RZC 21.76.100.F.9.C	Nonconforming Landscaping and Pedestrian System Area
RZC 21.76.020.G	Site Construction Drawing Review
RZC 21.76.020.G.3	Preconstruction Conference
RZC 21.76.090.F	Performance Assurance
RZC Appendix 2	Construction Specification and Design Standards for Streets and Access
City of Redmond	Record Drawing Requirements, November 2024
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)

Water and Sewer

RMC 13.04	Sewage and Drainage
RMC 13.08	Installing and Connecting Water Service
RMC 13.10	Cross-Connection and Backflow Prevention
RZC 21.17.010	Adequate Public Facilities and Services Required
RZC Appendix 3	Design Requirements for Water and Wastewater System Extensions
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)
City of Redmond	Design Requirements: Water and Wastewater System Extensions – April 2019.

Stormwater/Clearing and Grading

RMC 13.25	Temporary Construction Dewatering
RMC 15.24	Clearing, Grading, and Storm Water Management
RZC 21.32.080	Types of Planting
RZC 21.64	Critical Areas
RZC 21.64.040	Frequently Flooded Areas
RZC 21.64.050	Critical Aquifer Recharge Areas
RZC 21.64.060	Geologically Hazardous Areas
City of Redmond	Standard Specifications and Details (current edition at the time of this approval letter issued)
City of Redmond	Stormwater Technical Notebook, Issue No. 9, Effective July 1, 2022
Department of Ecology	Stormwater Management Manual for Western Washington (July 2019)

Fire

RMC 15.06	Fire Code
RZC Appendix 2	Construction Specification and Design Standards for Streets and Access
City of Redmond	Fire Department Design and Construction Guide
City of Redmond	Fire Department Standards

Planning

RZC 21.10:	Downtown
RZC 21.58, 60, 62	Design Standards
RMC 3.10	Impact Fees
RZC 21.32	Landscaping and Tree Protection
RZC 21.34	Exterior Lighting Standards
RMC 6.36	Noise Standards
RZC 21.38	Outdoor Storage and Service Areas
RZC 21.40	Parking Standards
RZC 21.64	Critical Areas
RZC 21.44	Signs
RZC 21.50	Transition Area Overlay Areas
RZC Appendix 1	Critical Areas Reporting Requirements

Building

RMC 15.08	Building Code
RMC 15.12	Electrical Code
RMC 15.14	Mechanical Code
RMC 15.16	Plumbing Code

RMC 15.18	Energy Code
RMC 15.20	Ventilation and Indoor Air Quality Code

Development Agreement LAND-2023-00297

REDMOND TOWN CENTER DEVELOPMENT AGREEMENT

This DEVELOPMENT AGREEMENT ("Agreement") is entered into this ____ day of _____, 2025 ("Effective Date"), by and between the City of Redmond ("City"), a Washington municipal corporation, and Fairbourne Properties, LLC ("Owner"), a Delaware limited liability company. The City and Owner are referred to collectively as the "Parties" and individually as a "Party."

RECITALS

A. Owner is planning the development of land located at 7525 166th Avenue NE in Redmond, Washington and legally described on the attached Exhibit A (the "Property"). The Property consists of four parcels: Parcel 7202410030, Parcel 7202410010, Parcel 7202410050, and Parcel 7202410020. The Property is located in the Redmond Town Center in the City's Town Center ("TWNC") zone.

B. As allowed by Redmond Zoning Code ("RZC") 21.76.070.P.2.a, Owner has prepared a master plan entitled "Redmond Town Center Master Planned Development" dated _____ ("Master Plan") to provide for coordinated development of the Property. Owner has applied for review under the State Environmental Policy Act, and approval of the Master Plan and this Development Agreement under City File Nos. SEPA-2023-00298, LAND-2023-00296, and LAND-2023-00297 respectively. The Master Plan has been the subject of a public review process that included public review and comment at a neighborhood meeting and recommendations for approval by the City's Design Review Board and Technical Committee. The Redmond City Council also conducted a public hearing to obtain further public comment on the Master Plan and this Agreement.

C. The existing site development includes: six two-story commercial retail buildings: Buildings 3A, 3D, 3B, 3C, 4E, and 4F; two parking garages: I Garage, and G Garage; a single-story restaurant --Building 4B; and a surface parking lot labeled 4IC.

D. The development plan includes site improvements, a two-story addition to an existing parking garage (I Garage), four mixed-use residential buildings (Buildings 4IC-East, 4B, 3A and 3D) and two scenarios for the Building 4IC-West—either a mixed-use residential building or a mixed-use office building ("the Project"). The Project will be developed across multiple, distinct phases during the duration of the Agreement.

E. Environmental impacts of the development proposed by the Master Plan and Site Plan Entitlements were identified and considered through the State Environmental Policy Act ("SEPA") Checklist prepared on November 6, 2023 and Determination of Nonsignificance issued by the Technical Committee on December 6, 2024.

F. Completion of the Project in accordance with this Agreement will promote the goals and policies of the Redmond Comprehensive Plan, including but not limited to, allowing residents and visitors greater access to major employment and transit hubs, emphasizing regional

retail as part of mixed-use developments, and providing a mix of retail and commercial opportunities that meet a range of needs from daily goods and services to niche and boutique retailers, to restaurants and entertainment. The Comprehensive Plan goals furthered by the Project include, but are not limited to: FW-GR-1, FW-CTR-1 , FW-DT-1. LU-7, LU-8, HO-10, HO-13, DT-3, DT-4, DT-5, DT-11, DT-12, and DT-14.

G. RCW 36.70B.170 through 36.70B.210 authorize cities to enter into development agreements with property owners to govern the future development of real property. A development agreement between Owner and the City is a collaboration that will provide mutual benefit for the Parties and the residents and businesses of downtown Redmond.

H. By executing this Agreement, the Parties intend to set forth their mutual agreements and understandings as they relate to the development of the Property and the Project.

AGREEMENT

PURSUANT TO RCW 36.70B.170 through 36.70B.210 and in consideration of, and subject to, the mutual promises, benefits, and obligations set forth herein, the City and Owner enter into the following Development Agreement and agree to be bound by its terms.

1. Land and FAR. The Property governed by this Agreement, exclusive of public right-of-way, consists of approximately 841,913 square feet of land located at 7525 166th Avenue NE, 7345 164th Avenue NE, 7530 164th Avenue NE in Redmond, Washington and legally described on the attached Exhibit A (the "Property"). The Property governed by this Agreement is depicted on Exhibit B to this Agreement. Future dedications of land for right-of-way or other public use or improvements and future acquisitions of right-of-way the City or other public agencies through condemnation or otherwise shall not reduce the land area used for calculating compliance with applicable land use regulations, the development rights provided for in this Agreement, or development rights provided through applicable land use regulations.

2. The Project. The Project is anticipated to be developed in phases. Phase 1 is located on Parcel 7202410020 and will consist of a 2-story addition to an existing parking garage. The current Phase 2 includes two subphases—Phases 2A and 2B. Phase 2A (Building 4IC-East Building) will consist of a 12-story residential building and Phase 2B (Building 4IC-West Building) is expected to include either a 12-story mixed-use residential building or a 12-story office building. The three remaining phases will consist of 7-story mixed-use residential buildings as outlined on page 25 of the Master Plan (Exhibit C) and are identified as Buildings 4B, 3A, and 3D. The Project also proposes limited demolition of up to three buildings to occur in multiple phases as outlined in the Master Plan. To achieve additional building height above the base building height outlined in Table RZC 21.10.050B, the Project will provide Extraordinary Amenities for Additional Height ("EAAH") in accordance with RZC 21.10.050.D. A proposed path for compliance is outlined in the Master Plan (Exhibit C). The Project will also include a publicly accessible linear plaza, enhanced pedestrian crossings connecting NE 74th St with Bear Creek Parkway, plaza and pedestrian improvements to 74th Street, additional bike infrastructure and traffic calming at 164th and 166th Streets, preserve additional trees beyond what is required by Code, and green roofs on non-mechanical or amenity areas of the new buildings (except for the two-story addition to the existing parking garage which does not need to comply with EAAH).

Notably, the Project was also able to eliminate all below grade parking on the Project to avoid negative impacts to the ground water aquifer associated with dewatering.

3. Conformance with Master Plan. The Redmond City Council approved the Master Plan on _____, 2025. Approval of the development shown in the Master Plan and identified in this Agreement is specifically conditioned upon provision of the public amenities and other features identified in the Master Plan and/or this Agreement. The Project shall substantially conform to the Master Plan, including amendments thereto as provided for in RZC 21.76.090(D). In the event of a conflict between the Master Plan and this Agreement, this Agreement shall control.

4. Vested Rights.

4.1 Development Regulations. Development of the Project shall be vested to and governed by City development regulations in effect as of June 27, 2025, pursuant to the provisions of RZC 21.10.150.B as it exists on the Effective Date of this Agreement. Except as expressly stated otherwise herein, any amendments to or additions made during the term of this Agreement to City development regulations shall not apply to or affect the conditions of development of the Project. As used in this Agreement, "development regulations" shall be deemed to include regulations, policies, and guidelines addressing zoning, environmental review (including SEPA procedures and substantive SEPA policies), building and site design, utilities, stormwater, transportation concurrency and other laws, ordinance, policies, and administrative regulations and guidelines of the City governing land development.

4.2 Exemptions. The following are exempt from vesting under this Agreement:

4.2.1 Plan review fees, inspection fees, and transportation, school, and fire impact fees established by schedules, charts, tables, or formulae;

4.2.2 Water, sewer, stormwater, stormwater capital facility charges and other utility connection charges, stormwater monthly billing, general facility charges, Cascade Water Alliance charges, Metro charges, and monthly service charges;

4.2.3 Amendments to building, plumbing, mechanical, fire, and other construction codes adopted pursuant to RCW 19.27 and 19.27A; and

4.2.4 Other City enactments that are adopted pursuant to state or federal mandates (such as, but not limited to, the City's NPDES Municipal Stormwater Permit) that preempt the City's authority to vest regulations.

4.3 City's Reserved Rights. Notwithstanding any other provisions of this Agreement, pursuant to RCW 36.70B.170(4) the City reserves authority to impose new or different officially adopted regulations of general applicability to the extent required by a serious threat to

public health and safety, as determined by the Redmond City Council after written notice and an opportunity to be heard has been provided to Owner.

4.4 Amendments to Agreement and Master Plan. This Agreement and the Master Plan may be amended administratively if the request does not increase the overall project density as described below in this section, does not reduce the public benefits described in Sections 12-20 of this Agreement, does not include a use not allowed under regulations to which the project is vested, and does not reduce the limit for minimum pedestrian generating and retail sales uses outlined in Section 10.3. When reviewing this administrative modification, due to the conceptual nature of a phased Master Plan, the total amount of square footage or number of dwelling units approved under the Master Plan is that density which was analyzed in the Traffic Impact Analysis (Exhibit E). The location of vehicular and pedestrian access points may be amended through the site plan entitlement deviation procedure, as outlined in the Master Plan and Section 6.1 below. Any amendment not meeting the criteria in this subsection must be approved by the Redmond City Council using the process for consideration of development agreements set forth in the RZC. Changes to the proposed compliance method for providing EAAH in accordance with RZC 21.10.050.D shall not be deemed an Amendment to this Agreement.

5. Term. The term of this Agreement shall be ten (10) years, except as provided in this Section. The Redmond Zoning Code currently limits the term of a master plan approval in Downtown to ten (10) years, with the potential for a five (5) year extension. The City and Owner intend for this Agreement to be in effect for a term concurrent with the Master Plan and intend that any request for extension of the Master Plan will be processed concurrently with an extension of this Agreement, and that any expiration of the Master Plan shall cause this Agreement to expire. The City and Owner agree that if the Master Plan is extended, the term of this Agreement shall likewise be extended for the term of the Master Plan.

6. Development Approvals.

6.1 Flexibility. Detailed plans for development of the Property shall be as approved through the site plan entitlement process, the coordinated civil review process and other approval processes set forth in the RZC, as applicable. The Master Plan is intended to be an overall approved development umbrella, with certain right-of-way improvements, public infrastructure, and public benefits to be delivered in certain phases. As noted in Section 2 of this Agreement, the Master Plan includes two scenarios for development of Building 4IC-West—Site Planning Concept One consists of mixed used multifamily building; Site Planning Concept Two consists of an office building. The Master Plan is not intended to require a specific order to the phased development; square footages, building shapes, or building footprints on specific parcels; or require or preclude access points to/from parcels if deviations to access are sought during the Site Plan Entitlement process. Such graphics and text in the Master Plan shall not constrain the process of designing and approving individual developments, which shall address applicable city-wide and Downtown design guidelines, codes, and standards.

6.2 Conditions. The City shall not impose any condition on the Project, or on any development proposal within the Project, that is inconsistent with the Master Plan, except as authorized in this Agreement or otherwise authorized by applicable City codes or state or federal

regulations, including but not limited to those codes and regulations set forth in Section 4.2 against which Owner is not vested, or under those circumstances set forth in Section 4.3.

6.3 Development Site/Land Division. The size, configuration and number of legal lots or development parcels within the Property may be modified if approved by the City without amendment of the Master Plan through boundary line adjustments, lot consolidations, binding site plans, short plats, subdivisions or the creation of condominiums. Any future land division or consolidation shall not impact the ultimate size of open spaces, infrastructure, or other required public plazas and amenity spaces or public benefits or improvements, unless permitted as an administrative amendment to this Agreement and unless the City obtains like public amenity space, public benefits, or infrastructure.

7. Phasing of Development.

7.1 Description of Phases. Owner will develop the Property in up to five phases that are described in the Master Plan (Exhibit C) at pages 72-76. Amendment of the phasing plan, including the order of commencement for each phase, may be administratively approved by agreement of Owner and the City staff as long as all infrastructure, public amenity space, and public benefits associated with each respective phase are consistent with the public benefits table included in the Master Plan, and each phase provides for adequate mitigation of the impacts associated with the development proposed in that phase.

7.2 Street and Right-of-Way Improvements. Owner will construct the street improvements in phases as shown in the Master Plan and required by the Master Plan conditions of approval in order to mitigate the transportation impacts associated with the Project. The improvements and associated right-of-way are generally shown on pages 60-65, 84 and 91 of the Master Plan (Exhibit C). Changes to the Project that result in administrative amendments to this Agreement under Section 4.5 will not require additional street and/or right of way improvements beyond those described in the Master Plan and this Agreement, so long as the change to the Project generates the same or fewer vehicle trips and/or generally maintains the same trip distribution to the surrounding roadway network as the Project prior to the amendment, based on the methodology of the Transportation Impact Analysis accompanying the Master Plan. Easements and dedications shall be provided for the City of Redmond's review at the time of construction drawing approval and finalized for recording prior to the issuance of a civil site permit. The construction of any street frontage improvement, and the dedication of each completed street frontage improvement and associated right-of-way shall be completed prior to the issuance of a civil site permit in the phase for which the improvement is required, whichever is sooner. Should Owner desire to construct improvements designated for future phases at an earlier time, such work shall be subject to City approval and shall be coordinated with the City. The improvements shall be designed and constructed in accordance with the Master Plan and shall comply with City of Redmond standards and code requirements.

7.3 Utilities. Any required water mains, sewer mains, and storm drainage facilities will be installed in public right-of-way or in easements acceptable to the City. Any necessary right-of-way and easements shall be dedicated or conveyed to the City. Construction of such improvements shall be in accordance with City standards, including but not limited to, the

City's standard construction details and the City of Redmond Stormwater Manual. Owner will construct improvements as shown in the Master Plan in phases according to the phasing schedule approved as part of that Plan. No additional utility improvements will be required to be constructed by Owner, except as outlined in Section 7.4 and as may be necessary to meet state or federal mandates against which Owner is not vested under Section 4.2 and except as may be required by the City under circumstances described in Section 4.3. Changes to the Project that result in administrative amendment to this Agreement will not result in additional utility requirements beyond those described in the Master Plan and its conditions of approval, provided that there is no increase in stormwater runoff as the result of the amendment and provided that the utility demands of the amendment do not exceed the capacity of the proposed Master Plan utilities or the City utility system used by the Project. Deviations from the Master Plan that provide materially equivalent utility service and that comply with City standards may be proposed by the Owner and approved administratively by the City staff without amendment of the Master Plan or this Agreement.

7.4 Additional Sewer Connection Charge. The Owner acknowledges that sewer infrastructure improvements are needed to support additional zoning density in the Redmond Town Center zone. Owner agrees to pay any applicable additional connection charge that is assessed by the City through a Council-approved resolution. If no additional connection charge is assessed through an approved resolution, Owner acknowledges that no additional development can occur unless and until the sewer system is upgraded as required to support the increased flows only from the proposed development. Both Owner and City acknowledge that (i) interim upgrades to the sewer system, including piecemeal upgrades to the lift station, that do not create the necessary capacity for the full Basin are not the preferred method of creating additional capacity, and, (ii) in the event the City does not pass a resolution based on an equitable share of the costs which have been incurred by the City to design, engineer, construct, and install the sewer system improvements, the financial burden to upgrade the entire basin system may be unfeasible for Owner to support entirely, even with a Reimbursement Agreement in place. Therefore, in the event the City does not pass a resolution, Owner and City agree to work in good faith to determine if interim improvements that support this development are available, provided said interim improvements are deemed reasonable and proportionate.

8. Transportation Impact Fees and Credits.

8.1 Generally. Except as otherwise provided in this Agreement, Owner shall pay transportation impact fees for the Project in effect at the time building permits are issued for each building.

8.2 Calculation of Transportation Impact Fees. The City's method and procedure for calculating net new project demand for mobility units for purposes of transportation impact fees shall account for structures currently existing on the Property ("Existing Structure"). There are three Existing Structures on the Property that are anticipated to be replaced with a new structure. The City agrees that, for purposes of evaluating Transportation Impact Fees, Owner will receive credit for 8,738 s.f. of shopping center use in Building 4B, 47,799 s.f. of shopping center use space in Building 3A, and 41,287 s.f. shopping center use for the Building 3D, as detailed in the Traffic Impact Analysis dated March 28, 2025 (Exhibit E). Upon demolition of any Existing

Structure, credit for reduction of existing demand for mobility units attributable to such Existing Structure shall automatically accrue to the owner of the Existing Structure. The credit may be used in whole or part by such owner to reduce the demand for mobility units attributable to such owner's development within the Master Plan Property or may be assigned to another owner or developer of property within the Master Plan Property. Credits may only be used in the calculation of net new mobility unit demand for development within the Master Plan Property and may not be used in connection with any development located outside of the Master Plan Property. Consistent with the Redmond Municipal Code (RMC) 3.10.120, at the time of building permit issuance, the Owner may choose to use the City's standard traffic impact fee rates outlined in the schedules in RMC 3.10.100 for the year of the building permit issuance, or have an independent study conducted to develop unique transportation impact fee rates. All independent fee calculation studies shall meet the standards outlined in RMC 3.10.120 and shall be submitted to the City for review and approval.

8.3 Credits against Transportation Impact Fees. Per the City of Redmond Municipal Code Chapter 3.10, Section 3.10.130.A, whenever a development approval is conditioned upon a developer's conveyance of land for and/or construction of specified system improvements, the developer shall be entitled to a credit against the impact fee that would be imposed for the value of the land or property interest conveyed and/or the actual cost of construction. The total amount of credit granted shall not exceed the total amount of the impact fee the Owner is required to pay upon completion of the Project. If the amount of credits in a particular phase exceeds the amount of the impact fee required for that phase, Owner may apply the remaining credit against impact fees required for future phases of development in the Project.

In consideration of Owner constructing the transportation improvements as set forth in this agreement and shown in the Master Plan, the city shall credit against all Redmond transportation impact fees due to the City the total project cost (including land value, design, permit fees, construction costs, and right-of-way dedications) of improvements made and listed in the Redmond Transportation Facilities Plan (TFP) or subsequently added to the plan or its successor. If not already part of the TFP, City staff shall propose for City Council decision the inclusion in the TFP of all transportation improvements listed below. In the event Owner pays all or part of the cost of a TFP project in lieu of construction, the credit shall be determined consistent with RMC 3.10.130.A.1.

8.3.1 Street frontage improvements and mid-block pedestrian crossing improvements on Bear Creek Parkway
8.3.2 Street frontage improvements on NE 76th Street
8.3.3 Intersection improvements at NE 76th Street/166th Ave NE

In order to accommodate Owner construction of transportation improvements prior to City Council decision on inclusion in the TFP, and pursuant to Redmond Municipal Code Chapter 3.10, Section 3.10.130.A, the total cost of improvements shall be estimated prior to any impact fee payment made by Owner and credited against such payment. Owner shall be required to provide a performance assurance device acceptable to the City for the amount of such credit. If the Redmond City Council has approved amendment of the TFP to include any or all the improvements described above as transportation improvements, City shall release Owner from its performance assurance requirement upon completion of the transportation improvements, pursuant to Redmond Municipal Code Chapter 3.10, Section 3.10.130.D. In the event the City Council has approved

amendment of the TFP and the transportation improvements described above are not included, Owner shall pay the remaining traffic impact fees equal to the amount of the credit received. If the City Council has not yet voted on the TFP by the completion of the Project, Owner shall be required to extend or provide a new performance assurance device in the amount of such credit for the time period of the extension.

9. Transportation Management.

9.1 Transportation Mitigation. On-site street and right of way improvements required to mitigate the transportation impacts associated with the Project are outlined in the Master Plan. No additional on-site or off-site transportation mitigation will be required for construction of the Project. Changes to the Project that result in administrative amendments to this Agreement will not result in additional transportation mitigation beyond those described in the Master Plan and this Agreement, so long as the change to the Project generates the same or lesser trips as anticipated with the development outlined in Master Plan, based on the methodology of the Transportation Impact Analysis accompanying the Master Plan.

9.2 Transportation Concurrency Certificate for Development Proposed on or before December 31, 2030. Pursuant to RZC 21.52.010.B.7, development proposed in a building permit application submitted to the City on or before December 31, 2030 as part of Phase I or subsequent phases, as described in the Master Plan, shall be deemed to have met the transportation concurrency requirements set forth in the RZC, so long as the change to the Project generates the same or lesser trips as the project approved as part of the Master Plan, based on the methodology of the Transportation Impact Analysis (Exhibit E) accompanying the Master Plan.

9.3 Transportation Concurrency Certificate for Development Proposed After December 31, 2030. No building permit shall be issued for any new development proposed in a building permit application submitted to the City after December 31, 2030 until the transportation concurrency requirements set forth in RZC 21.52.010 as of the date of this Agreement have been satisfied.

10. **Pedestrian Generating Uses.** Table RZC 21.10.050.B provides that "[n]ew development must retain or replace existing pedestrian generating and retail sales uses." The Code further allows an applicant to modify areas allocated to pedestrian generating and retail sales uses, subject to a minimum floor area to be negotiated as a condition to any Development Agreement.

10.1 Pedestrian Generating Uses Definition. Pedestrian generating uses are not defined in the Code. The Parties agree that pedestrian generating uses include the following subset of uses: Retail; Food and Beverage; personal service uses (subset of Business and Service); copy centers and parcel and mail centers; the customer service portion of financial institutions; Arts, Entertainment, Recreation, and Assembly, Amusement, Sports, Recreation Establishments, and Athletic Clubs and Fitness Centers.

10.2 Applicability of Pedestrian Generating and Retail Sales Uses Requirement. The City interprets new development to include any

changes of use within the Project Limit. Even though the Master Plan will only impact the existing pedestrian generating and retail sales uses located within Buildings 4IC-East, 4IC-West, 4B, 3A and 3D, and the I Garage as shown in the Master Plan (Exhibit C), the minimum floor area for pedestrian generating and retail sales uses will apply to all buildings within the Project Limit.

10.3 **Minimum Required Pedestrian Generating and Retail Sales Uses.** The Parties agree that the minimum pedestrian generating and retail sales uses as defined in subsection 10.1 to be retained within the Project Limit is _170,000 s.f. This minimum limit will apply upon the Effective Date of this Agreement. Owner will submit to the City an annual report during the Term of this Agreement upon request from the City (which request shall be no more frequently than once per calendar year). If an existing tenant vacates space designated as a pedestrian generating or retail sales use, the vacant space shall not, on a stand-alone basis, cause Owner to fall out of compliance with this provision.

11. Phasing Exceptional Amenities for Additional Height. The Master Plan demonstrates the Project's compliance with RZC 21.10.050.D to obtain the additional height for the Project. RZC 21.10.050.D.1.c.v.C provides that, "[i]f construction of a multi-building development is to be phased, each phase shall provide for a proportionate installation of amenities." The currently anticipated phasing plan to provide exceptional amenities for additional height under the Residential Option and the Office Option is outlined on p. 23 of the Master Plan (Exhibit C).

11.1 **Fee in Lieu.** RZC 21.10.050.D.1.c.v.C provides that "[n]o phase may depend upon the future construction of amenities unless the development agreement includes a phasing plan that will ensure the public benefit of the amenity is received through on-site development or in-lieu fee payment within a prescribed time horizon." In the Office Option, if the office building at Building 4IC-West is built prior to the residential building at Building 4IC-East, Owner shall pay into escrow a fee in lieu as calculated in Section 11.1.1. If the residential building at Building 4IC-East does not begin construction by the earlier of (i) five years following completion of the office building at Building 4IC-West, or, (ii) the expiration of this Agreement, the fee in lieu shall be released from escrow and paid to the City by the 30th of the following Month. If the fee is paid to the City, the fee in lieu would satisfy the affordable housing requirements for the residential building planned at Building 4IC-East. If the residential building at Building 4IC-East begins construction within the timeframe outlined above, the fee in lieu shall be released from escrow and returned to the Owner by the 30th of the month following commencement of construction.

11.1.1 **Fee in Lieu Calculation.** The fee has been calculated using the fee-in lieu provisions in RZC 21.20.050.B.2 in effect as of the Effective Date of this agreement. The Parties agree that the calculated fee

shown in Exhibit D of this Agreement is the initial fee for the fee in lieu. The fee will be adjusted for the final unit counts included in Building 4IC-East at the time of SPE application (if applicable) and increased by the Seattle Area Case-Schiller Home Price Indes on an annual basis from the date of execution of the Development Agreement until payment.

11.2 Local Commercial Uses. One method for providing EAAH is to provide "10% of new ground level commercial space or a total of 7,000 square feet of total commercial space dedicated to local commercial," as defined in RZC Table 21.10.050C. Total commercial space includes all tenant space within the Project site. A proposed tenant will be determined to fall within the "local commercial" definition at the time of the initial Tenant Improvement permit application and will continue to be considered a "local commercial" use even if the business expands to additional locations in the future. If this method is used, Owner will demonstrate initial compliance by documenting in each Site Plan Entitlement application for a new building its compliance with this provision. After receipt of the Certificate of Occupancy issued for the first building constructed under this Master Plan utilizing EAAH, Owner will submit to the City a subsequent annual report during the Term of this Agreement upon request from the City (which request shall be no more frequently than once per calendar year). Vacant space or an existing tenant vacating space shall not, on a stand-alone basis, cause Owner to fall out of compliance with this provision.

11.3 Small Commercial Uses. An additional method for providing EAAH is to provide "the lesser of 25% or 4,000 s.f. of new commercial space no larger than 1,000 square feet." If this method is used, Owner will demonstrate initial compliance by documenting in each Site Plan Entitlement application for a new building its compliance with this provision. After receipt of the Certificate of Occupancy issued for the first building constructed under this Master Plan utilizing EEAH, Owner will submit to the City a subsequent annual report during the Term of this Agreement upon request from the City (which request shall be no more frequently than once per calendar year). Vacant space, or an existing tenant vacating space shall not, on a stand-alone basis, cause Owner to fall out of compliance with this provision.

11.4 Sustainable Development. Owner will achieve LEED Platinum certification, or equivalent, for all new buildings in Phases 2-5. The addition to the parking garage (Phase 1) is not required to achieve any green building certification. Owner will, as a condition of issuance of a Certificate of Occupancy for each new building, provide the certification of compliance with this requirement for the building seeking a Certificate of Occupancy.

12. Enhanced Tree Preservation. Owner will preserve up to 60% of existing significant trees, while the code requires only 35% preservation, as outlined in page 73 of the Master Plan (Exhibit C). The percentage of trees to be retained may be reduced as an administrative amendment so long as the total amount of trees to be preserved exceeds 45% on the development site.

13. Linear Pedestrian Plaza. Owner will construct, operate, and maintain an approximately 20,566 square feet multi-purpose pedestrian plaza that connects 73rd Way with Bear

Creek Parkway, as depicted in the approved Master Plan (Exhibit C) to be constructed with Buildings 4IC-East and 4IC-West, whichever is first. Owner shall maintain the plaza in a safe, clean, and sanitary condition. The public shall be allowed access to the public plaza at all times except during periods that the plaza must be closed for any necessary maintenance or repair. Owner may establish reasonable rules for the use of the plaza as long as such rules do not unreasonably limit public access.

14. NE 74th Street Improvements. Owner will convert NE 74th Street from 164th Street NE to 166th Street NE into a pedestrian-first public plaza by incorporating alternative paving, additional landscaping, street furniture and lighting. These improvements will create or maintain approximately 71,731 square feet of dedicated additional open space and pedestrian space. The new 74th St paving design will extend across 164th and 166th streets with tabletop intersections to provide traffic calming and prioritize pedestrian circulation. The timing of the proposed improvements will coincide with the development of the adjacent Buildings 3A or 3D, whichever comes first. Buildings 3A and 3D are currently anticipated to occur to be constructed in Phases 4 and 5, respectively.

15. Mid-Block Crossing(s). Owner will construct mid-block crossing at 73rd Way between 164th and 166th Ave with Phase 2, as part of the 4IC buildings, and additional mid-block crossings at 72nd Way and Bear Creek Parkway between 164th and 166th Street as part of the construction of Building 4B, currently anticipated to be constructed in Phase 3.

16. Additional Intersection Improvements. Owner will construct enhanced pedestrian intersection improvements at 166th and 76th Street, (similar to the existing Leary and Cleveland St intersection) including signalized pedestrian crossing from the light rail station, raised crossing and accessible curb ramps extensions, and special paving. These improvements will be constructed as part of Phase 3.

17. Green Roofs. The proposed project will include green roofs on non-mechanical or amenity areas of new building rooftops, excluding the two-story garage addition at the I Garage.

18. Bike Infrastructure. Owner will construct bicycle facilities on NE 164th Street and NE 166th Street to link existing bike lanes and trails through the site and connect to the new light rail station. The bicycle improvements along NE 164th Street will occur as part of the construction of Building 4IC-West, currently anticipated to be built in Phase 2A. The bicycle improvements along NE 166th Street will occur as part of the construction of Building 4IC-East, currently anticipated to be built in Phase 2B.

19. Enhanced Pedestrian Oriented Design. The Owner will provide several enhancements intended to improve the pedestrian experience consistent with the precedent character examples outlined in pages 30-35 of the Master Plan (Exhibit C). Specifically, Owner will provide (1) overhead weather protection along new commercial retail facades that exceed code requirements, (2) pedestrian scaled lighting through building mounted lighting, light bollards, or pedestrian scaled light poles at pedestrian gateways, (3) a minimum of 100 SF of furnished seating groups/gathering areas at the Linear N-S Pedestrian Plaza between buildings 4ICW and 4ICE and Gateways 1 and 2, (4) and overhead catenary lighting or art installation between buildings 4ICW

and 4ICE. These enhanced Pedestrian-Oriented Design elements will be provided on a phased basis during the corresponding construction phase of new building construction physically closest to the respective improvement. The NE 74th St. enhancements will be completed with the earlier of Phase 4 or 5.

20. Groundwater aquifer impact mitigation. RZC 21.10.050 permits one story of below grade parking to serve as replacement retail parking. Despite this allowance, Owner agrees that no new below-grade parking will be constructed as part of the Project.

21. Public Benefit. The City agrees that the commitments made by Owner under this Agreement provide sufficient public benefit to meet the requirements of RZC 21.76.070.L.3.e.

22. Transfer of Ownership. In the event of transfer of ownership of all or any portion of the Property, the benefits accruing to, and the obligations placed upon the Owner under this Agreement shall run with the land and title to the Property and inure to the benefit of, and be binding upon, each person having any right or title or other legal interest in the Property with respect to that party's interest in the Property. This Agreement shall be deemed to create privity of contract and estate with and among all persons and entities acquiring any interest in the Property subsequent to the date hereof.

23. Miscellaneous Provisions.

23.1 Code Citations. All citations and references to the Redmond Zoning Code and Redmond Municipal Code in this Agreement shall refer to those provisions in force as of the date of this Agreement.

23.2 Recording. This Agreement shall be recorded with the King County Recorder's Office. The provisions of this Agreement shall run with the land and be binding upon and inure to the benefit of the Parties, their successors in interest and assigns.

23.3 Amendments. Amendments to this Agreement shall be governed by Section 4.5 above.

23.4 Specific Performance. The Parties specifically agree that damages are not an adequate remedy for breach of this Agreement and that the Parties are entitled to specific performance of all terms of this Agreement by any Party in default hereof.

23.5 Governing Law - Venue. This Agreement shall be governed and construed in accordance with the laws of the State of Washington, notwithstanding any conflicts of law provisions. Venue for any litigation under this Agreement shall be King County Superior Court.

23.6 Notices. All notices and other communications required or otherwise provided for by this Agreement shall be in writing and shall be given to the following persons:

City of Redmond:
Attention: Carol Helland
Director of Planning and
Community Development
P.O. Box 97010
Mail Stop: 4SPL
Redmond, WA 98073-9710

Fairbourne Properties LLC
Attention: _____'=
200 S Michigan Avenue, Suite 400
Chicago, IL 60601

And to its Attorney:
Attention: Rebecca Mueller
Redmond City Attorney
P.O. Box 97010
Mail Stop: 4SPL
Redmond, WA 98073-9710

And to its Attorney:
McCullough Hill, PLLC
Attention: Katie Kendall
701 Fifth Avenue, Suite 6600
Seattle, WA 98104

The Parties may, from time-to-time, notify each other in writing of changes in the names and addresses of persons to receive notices and communications and such changes shall become effective upon receipt by the non-notifying Party. Notices shall be deemed received within three days after being placed in the United States Mail, properly addressed and postage prepaid, or upon personal delivery.

23.7 Full Understanding – Construction. The Parties each acknowledge, represent and agree that they have read this Agreement, that they fully understand the terms thereof; that they have had the opportunity to be fully advised by their legal counsel and any other advisors with respect thereto; and that they are executing this Agreement after sufficient review and understanding of its contents.

23.8 Attorney's Fees. If either Party institutes litigation against the other Party to enforce any provision of this Agreement or to redress any breach thereof, the prevailing Party shall be entitled to recover its costs and reasonable attorney's fees incurred in such litigation.

23.9 Severability. If any section, sentence, clause or phrase of this Agreement is determined to be invalid or unconstitutional by any court of competent jurisdiction, the remaining sections, sentences, clauses and phrases shall remain viable and in full force and effect.

23.10 Counterparts. This Agreement may be executed in counterparts, with each Party sending a .pdf of its signature to the other Party via email transmission. This Agreement, when fully executed and signature pages exchanged as provided herein shall be effective as the original document.

23.11 Equal Opportunity to Participate in Drafting. The Parties have participated and had an equal opportunity to participate in the drafting of this Agreement. No ambiguity shall be construed against any Party based upon a claim that such Party drafted the ambiguous language.

23.12 Exhibits. This Agreement includes the following Exhibits:

Exhibit A: Legal Description of the Property
Exhibit B: Depiction of the Property
Exhibit C: Master Plan
Exhibit D: Fee-in-Lieu Calculation
Exhibit E: Traffic Impact Analysis

23.13 Final and Complete Agreement. This Agreement constitutes the final and complete expression of the Parties on all subjects relating to the development of the Property. This Agreement supersedes and replaces all prior agreements, discussions and representation on all subjects relating to the development of the Property. Neither Party is entering into this Agreement in reliance on any oral or written promises, inducements, representations, understandings, interpretations or agreements other than those contained in this Agreement and the exhibits hereto.

23.14 Effect of Expiration or Termination. Upon expiration or sooner termination of this Agreement, all rights and obligations of the Parties under this Agreement shall terminate and be of no further effect. All development for which a permit is issued after the expiration or termination of this Agreement shall be required to comply with all applicable development regulations in effect at that time and shall be required to pay impact fees in effect at the time of permit issuance. All development for which a permit is issued after expiration or termination of this Agreement shall be required to satisfy any applicable concurrency requirements notwithstanding the issuance of any concurrency certificate during the effective period of this Agreement. All development for which a permit is issued after the expiration or sooner termination of this Agreement shall be subject to SEPA review if not previously completed and may be conditioned to mitigate any environmental impacts of such development, notwithstanding any mitigation provided during the term of this Agreement and the City shall not be required to credit any mitigation provided during the term of this Agreement against any mitigation subsequently determined necessary to mitigate the environmental impacts of any development for which a permit is issued after expiration or sooner termination of this Agreement. It is the intent of the Parties that the requirements of this Agreement shall apply only during its term and that once this Agreement has expired or is terminated, all rights created by the terms of this Agreement will have expired or terminated. All conditions of any permit approvals shall continue to apply, however, as long as the development approved by such permits remains on the Property.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first set forth above.

FAIRBOURNE PROPERTIES, LLC **a Delaware limited liability company**	**CITY OF REDMOND**
By: _____	**By: _____**
	Angela Birney
Its Manager	**Its: Mayor**
Date:_____	**Date: _____**

Attest:

Cheryl D. Xanthos, City Clerk

APPROVED AS TO FORM:

Rebecca Mueller, City Attorney

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of _____ to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____

_____
Printed:_____
NOTARY PUBLIC in and for Washington
Residing at: _____

My appointment expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Angela Birney is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Mayor of the CITY OF REDMOND, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____

_____
Printed: _____
NOTARY PUBLIC in and for Washington
Residing at: _____
My appointment expires: _____

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

SITE NOTES

SITE ADDRESSES:
7530 164TH AVE NE
7345 164TH AVE NE
7330 164TH AVE NE
7211 166TH AVE NE
REDMOND, WA 98052

TAX ACCOUNT NOS.:
720241-0010-00
720241-0010-91
720241-0020-08
720241-0030-06
720241-0050-01
720241-0134-01

ZONING:
TWNC – TOWN CENTER NEIGHBORHOOD COMMERCIAL

ZONING AGENCY:
CITY OF REDMOND
PLANNING DEPARTMENT
15670 NE 85TH STREET
REDMOND, WA 98073
(425) 556-2440

SETBACKS:
CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW. CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE GOVERNING JURISDICTION INDICATES THAT STRUCTURES ON THIS PROPERTY COMPLIED WITH MINIMUM SETBACK AND HEIGHT REQUIREMENTS FOLLOWING CONSTRUCTION.

FLOOD ZONE:
THIS SITE APPEARS ON NATIONAL FLOOD INSURANCE RATE MAP, DATED AUGUST 19, 2020, COMMUNITY PANEL NO. 53033C0386H, AND IS SITUATED IN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

AREA:
PARCEL 1-A AS SHOWN CONTAINS 338,510 SQUARE FEET OR 7.7711 ACRES, MORE OR LESS.
PARCEL 1-B AS SHOWN CONTAINS 123,429 SQUARE FEET OR 2.8335 ACRES, MORE OR LESS.
PARCEL 1-C AS SHOWN CONTAINS 362,023 SQUARE FEET OR 8.3109 ACRES, MORE OR LESS.
PARCEL 1-E AS SHOWN CONTAINS 18,409 SQUARE FEET OR 0.4226 ACRES, MORE OR LESS.
PARCEL 5-C AS SHOWN CONTAINS 67,556 SQUARE FEET OR 1.5509 ACRES, MORE OR LESS.(NOT INCLUDED IN TITLE REPORT)
PARCEL 5-D AS SHOWN CONTAINS 24,998 SQUARE FEET OR 0.5739 ACRES, MORE OR LESS.

TOTAL SITE AS SHOWN CONTAINS 934,915 SQUARE FEET OR 21.4627 ACRES, MORE OR LESS.

*PARKING SPACE COUNT:
PARKING SPACES TOTAL 1,664 INCLUDING 45 DISABLED PARKING SPACES AND 5 ELECTRIC VEHICLE STATIONS. 7 PARKING SPACES CONVERTED TO CAR WASH AREA NOT INCLUDED.

SUBSTRUCTURES:
BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN CONTACT THE UTILITY OWNER/AGENCY.

TELECOMMUNICATIONS/FIBER OPTIC DISCLAIMER:
RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT CONTACTED EACH OF THE MANY COMPANIES, IN THE COURSE OF THIS SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT RIGHTS-OF-WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS ALWAYS, CALL 1-800-424-5555 BEFORE CONSTRUCTION.

DESCRIPTION:

PARCEL A:
PARCELS 1-A AND 1-B, REDMOND TOWN CENTER, A BINDING SITE PLAN, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 176 OF PLATS, PAGES 56 THROUGH 67, INCLUSIVE, IN KING COUNTY, WASHINGTON; AND REVISED PARCEL 1-C, REDMOND TOWN CENTER, AMENDED BINDING SITE PLAN OF PARCELS 1-C AND 1-D, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 271 OF PLATS, PAGES 89 THROUGH 92, INCLUSIVE, IN KING COUNTY, WASHINGTON; AND PARCEL 1-E, REDMOND TOWN CENTER, AMENDED BINDING SITE PLAN OF PARCELS 1-C AND 1-E, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 261 OF PLATS, PAGES 11 THROUGH 16, INCLUSIVE, IN KING COUNTY, WASHINGTON;

PARCEL A-1:
THOSE CERTAIN NON-EXCLUSIVE EASEMENTS AS DESCRIBED IN THAT CERTAIN FIRST AMENDED AND RESTATED DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR REDMOND TOWN CENTER DATED DECEMBER 17, 1996, BY AND BETWEEN TOWN CENTER ASSOCIATES AND WALLS, BUTLER, MADDEN & TEEL, L.P., RECORDED DECEMBER 30, 1996 UNDER RECORDING NO. 9612301015 AND AMENDED BY INSTRUMENTS RECORDED UNDER RECORDING NOS. 9710220652, 9812040966, AND 20191206000770, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: NOT PLOTTABLE.

PARCEL A-2:
THOSE CERTAIN EASEMENTS AS DESCRIBED IN THAT CERTAIN EASEMENT AGREEMENT DATED MAY 2, 1996, BY AND BETWEEN TOWN CENTER ASSOCIATES AND LAKE WASHINGTON SCHOOL DISTRICT NO. 414, RECORDED MAY 3, 1996 UNDER RECORDING NO. 9605031084, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: IDENTIFIES COMMON AREAS IN ENTIRE BINDING SITE PLAN BEING ROADWAYS WITHIN BINDING SITE PLAN. BLANKET OVER ROADWAYS.

PARCEL A-3:
THOSE CERTAIN NON-EXCLUSIVE EASEMENTS AS DESCRIBED IN THAT CERTAIN EASEMENT AGREEMENT DATED AUGUST 28, 1997, BY AND BETWEEN TOWN CENTER ASSOCIATES AND REDINN HOTEL, L.P., RECORDED FEBRUARY 26, 1998 UNDER RECORDING NO. 9802262288, IN KING COUNTY, WASHINGTON, BEING A RE-RECORDING OF DOCUMENT RECORDED UNDER RECORDING NO. 9709030819.

SURVEYOR'S NOTE: IDENTIFIES COMMON AREAS IN ENTIRE BINDING SITE PLAN BEING ROADWAYS WITHIN BINDING SITE PLAN. BLANKET OVER ROADWAYS.

PARCEL A-4:
THOSE CERTAIN NON-EXCLUSIVE EASEMENTS AS DESCRIBED IN THAT CERTAIN EASEMENT AGREEMENT DATED MARCH 13, 1998, BY AND BETWEEN TOWN CENTER ASSOCIATES AND RECREATIONAL EQUIPMENT, INC., RECORDED MARCH 13, 1998 UNDER RECORDING NO. 9803131453, AND AMENDED BY INSTRUMENTS RECORDED UNDER RECORDING NOS. 20020405002627 AND 20020910000707, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: IDENTIFIES COMMON AREAS IN ENTIRE BINDING SITE PLAN BEING ROADWAYS WITHIN BINDING SITE PLAN. BLANKET OVER ROADWAYS.

PARCEL A-5:
THOSE CERTAIN GRANT OF EASEMENTS AS DESCRIBED IN THAT CERTAIN EASEMENT AGREEMENT DATED JULY 12, 1999, BY AND BETWEEN PPR REDMOND RETAIL LLC AND PPR REDMOND OFFICE LLC, RECORDED JULY 12, 1999 UNDER RECORDING NO. 19990712002115, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: IDENTIFIES COMMON AREAS IN ENTIRE BINDING SITE PLAN BEING ROADWAYS WITHIN BINDING SITE PLAN. BLANKET OVER ROADWAYS AND AS DESCRIBED IN RECORDED DOCUMENT.

PARCEL A-6:
THOSE CERTAIN EASEMENT GRANT AS DESCRIBED IN THAT CERTAIN PROJECT AGREEMENT DATED AUGUST 27, 2002, BY AND BETWEEN PPR REDMOND RETAIL LLC, PPR REDMOND OFFICE LLC AND REDMAR PROPERTY L.P., RECORDED AUGUST 30, 2002 UNDER RECORDING NO. 20020830002260, IN KING COUNTY, WASHINGTON, AND AMENDED BY THAT CERTAIN UNRECORDED FIRST AMENDMENT TO PROJECT AGREEMENT.

SURVEYOR'S NOTE: NOT PLOTTABLE.

PARCEL A-7:
THOSE CERTAIN GRANT OF EASEMENTS AS DESCRIBED IN THAT CERTAIN OPERATION AND EASEMENT AGREEMENT DATED AUGUST 31, 2012, BY AND BETWEEN PPR REDMOND RETAIL LLC, PPRT REDMOND OFFICE I LLC AND PPRT REDMOND OFFICE I LLC, RECORDED OCTOBER 8, 2012 UNDER RECORDING NO. 20121008000641, AND AMENDED BY INSTRUMENT RECORDED UNDER RECORDING NO. 20130529002316, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: NOT PLOTTABLE, IDENTIFIES UTILITY EASEMENTS IN COMMON ROADWAY AREAS AND ROADWAY EASEMENTS BEING ROADWAY WITHIN BINDING SITE PLANS.

PARCEL A-8:
THAT CERTAIN EASEMENT GRANT AS DESCRIBED IN THAT CERTAIN EASEMENT AGREEMENT DATED SEPTEMBER 2, 1997, BY AND BETWEEN REDINN HOTEL, L.P. AND TOWN CENTER ASSOCIATES, RECORDED SEPTEMBER 3, 1997 UNDER RECORDING NO. 9709030820, IN KING COUNTY, WASHINGTON; (BENEFITS PARCELS 1-A OF SAID REDMOND TOWN CENTER, A BINDING SITE PLAN).

PARCEL A-9:
THOSE CERTAIN EASEMENTS FOR CURB CUTS, ENTRANCES, DRIVE AISLES AND RAMPS, AND FOR PEDESTRIAN AND VEHICULAR TRAFFIC AS ESTABLISHED BY DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS – PARCEL 5-B REDMOND TOWN CENTER, RECORDED DECEMBER 29, 2015, UNDER RECORDING NUMBER 20151219000777, AND AMENDED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 20190712000715.

PARCEL D:
NEW PARCEL 5-D, REDMOND TOWN CENTER, AMENDED BINDING SITE PLAN OF PARCEL 5-B, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 271 OF PLATS, PAGES 70 THROUGH 74, INCLUSIVE, IN KING COUNTY, WASHINGTON.

PARCEL D-1:
THOSE CERTAIN NON-EXCLUSIVE EASEMENTS AS DESCRIBED IN THAT CERTAIN FIRST AMENDED AND RESTATED DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR REDMOND TOWN CENTER DATED DECEMBER 17, 1996, BY AND BETWEEN TOWN CENTER ASSOCIATES AND WALLS, BUTLER, MADDEN & TEEL, L.P., RECORDED DECEMBER 30, 1996 UNDER RECORDING NO. 9612301015 AND AMENDED BY INSTRUMENTS RECORDED UNDER RECORDING NOS. 9710220652, 9812040966, AND 20191206000770, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: NOT PLOTTABLE.

PARCEL D-4:
THOSE CERTAIN NON-EXCLUSIVE EASEMENTS AS DESCRIBED IN THAT CERTAIN EASEMENT AGREEMENT DATED MARCH 13, 1998, BY AND BETWEEN TOWN CENTER ASSOCIATES AND RECREATIONAL EQUIPMENT, INC., RECORDED MARCH 13, 1998 UNDER RECORDING NO. 9803131453, AND AMENDED BY INSTRUMENTS RECORDED UNDER RECORDING NOS. 20020405002627 AND 20020910000707, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: IDENTIFIES COMMON AREAS IN ENTIRE BINDING SITE PLAN BEING ROADWAYS WITHIN BINDING SITE PLAN. BLANKET OVER ROADWAYS.

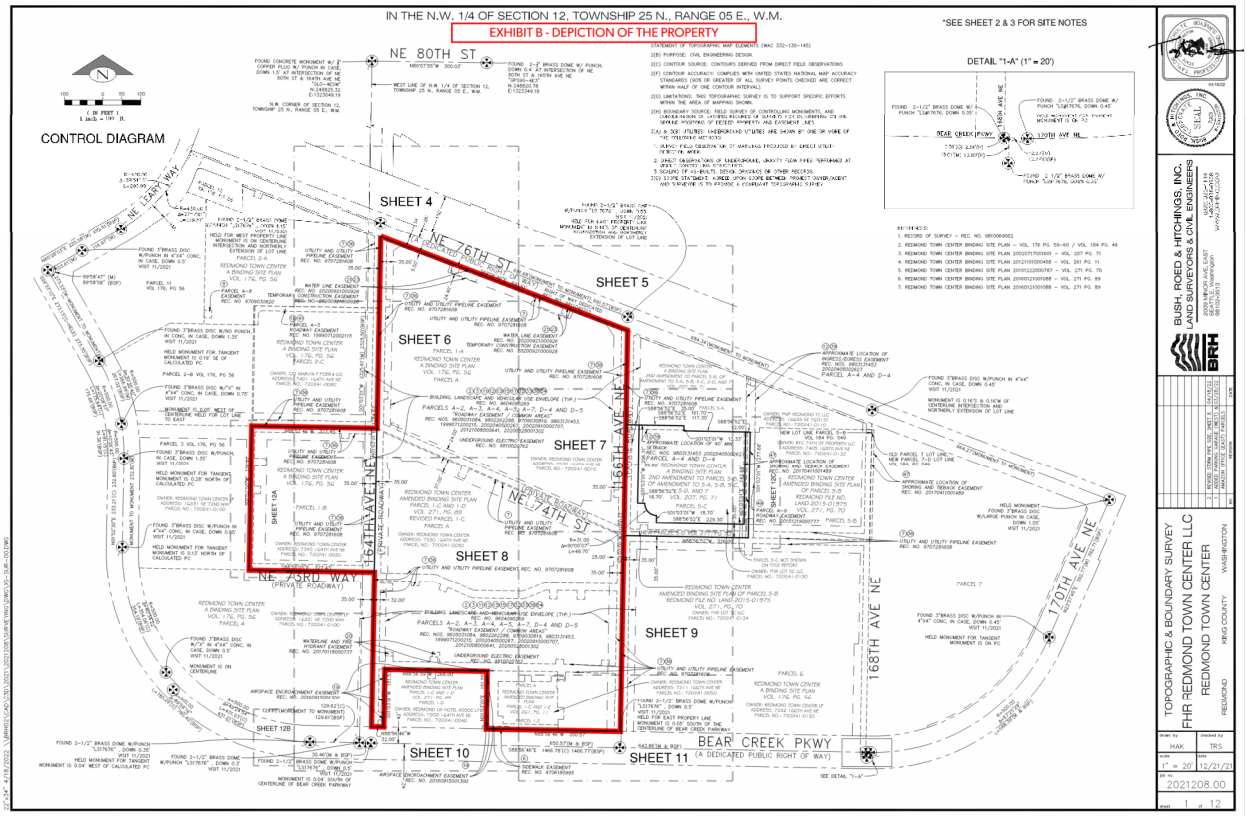
PARCEL D-5:
THOSE CERTAIN GRANT OF EASEMENTS AS DESCRIBED IN THAT CERTAIN EASEMENT AGREEMENT DATED JULY 12, 1999, BY AND BETWEEN PPR REDMOND RETAIL LLC AND PPR REDMOND OFFICE LLC, RECORDED JULY 12, 1999 UNDER RECORDING NO. 19990712002115, IN KING COUNTY, WASHINGTON.

SURVEYOR'S NOTE: IDENTIFIES COMMON AREAS IN ENTIRE BINDING SITE PLAN BEING ROADWAYS WITHIN BINDING SITE PLAN. BLANKET OVER ROADWAYS AND AS DESCRIBED IN RECORDED DOCUMENT.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY CHICAGO TITLE INSURANCE COMPANY, GUARANTEE/CERTIFICATE NO. 214299-SC, DATED OCTOBER 25, 2021. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

EXHIBIT B

DEPICTION OF THE PROPERTY



REDMOND
TOWN CENTER
MASTER PLANNED
DEVELOPMENT

Redmond, WA

GGLO

Hines
Fairbourne Properties
May 20, 2025
Round 3 Resubmittal

PROJECT TEAM

Owner

Fairbourne Properties
One East Wacker Drive, Suite 3110
Chicago, Illinois 60601

Contact:
Laura Faber
lfaber@fairbourne.com
312.667.1716
www.fairbourne.com

Development Manager

Hines
One East Wacker Drive, Suite 3110
Chicago, Illinois 60601

Contact:
Patrick Woodruff
Patrick.Woodruff@hines.com
206.839.8424
www.hines.com

Architect, Landscape Architect, Urban Design

GGLO
1301 Fifth Avenue
Suite 2200
Seattle, Washington 98101
206.467.5828

Contact:
Mitch Ptacek
mptacek@gglo.com
206.902.5478
www.gglo.com

Transportation Engineer

Transportation Engineering NorthWest | TENW
11400 SE 8th St
Suite 200
Bellevue, WA 98004

Civil Engineer

Coughlin Porter Lundeen | CPL
801 2nd Ave
Suite 900
Seattle, WA 98104

Structural Engineer

Magnusson Klemencic Associates | MKA
1301 5th Ave
Suite 3200
Seattle, WA 98101

Parking Consultant

HWA Parking
9600 Great Hills Trail
Suite 150 W
Austin, Texas 78759

LOCATION

1.INTRODUCTION

- Project Introduction
- Project Goals
- Site Context
- History and Culture
- Site History
- Development History
- Adjacent Developments
- Existing Pedestrian and Bike Analysis
- Adjacent Land Use Map
- View Corridor
- Critical Area Plan
- Adjacent Developments
- Site Context Plan
- Existing Town Center
- Site Survey
- Town Center Zone
- Zoning Summary

2.DESIGN CONCEPT

- Existing Project Data Summary
- Proposed Masterplan
- Building Data Matrix and Unit type
- Pedestrian Generating uses and Retail
- Parking Data
- Frontage Plan
- Proposed and Existing Masterplan
- Proposed Ground Level
- Proposed Level 2 - Parking Level
- Overall Massing Views
- Bulk and Scale Diagrams
- Shadow Studies
- Concept Render Views

3. OPEN SPACE PLAN

- Existing Open Space
- Proposed Open Space
- Proposed Bike Route and Pedestrian
- Ground Level Plan
- Roof Level Plan
- Conceptual Landscape Plan
- Open Space Programs
- Open Space Tracts/Easements
- Public Amenities/Outdoor Plazas
- Cultural Facilities
- Tree Preservation Plan

4. SITE DEVELOPMENT

- Phasing Plan
- Conceptual Transportation Plan
- Conceptual Roadway Sections
- Conceptual Grading Plan
- Conceptual Stormwater Plan
- Conceptual Sewer Plan
- Conceptual Water Plan
- Fire Access Plan

5. APPENDIX

- Public Notice Site Plan
- Proposed Buildings
  - Phase 1 - I Garage Expansion
  - Phase 2 - Building 4IC
  - Phase 3 - Building 4B
  - Phase 4 - Building 3A
  - Phase 5 - Building 3D
- Existing G Garage Modifications
- Phase 1 - TIA

SECTION 1 - INTRODUCTION

PROJECT INTRODUCTION

INTRODUCTION

As Redmond leads the way in reinventing suburban downtowns, the Redmond Town Center Master Plan seeks to reinvent a car-dependent suburban shopping center and office park into a walkable mixed use development easily accessible by bike and transit. In addition to bringing new residents and employees to the site, the plan will enliven the pedestrian ground plane, energize the street scape, provide a more engaging retail experience, expand public gathering spaces, replace existing surface parking lots, and provide a mix of uses to promote a truly "18hr x 7 day" town center.

LOCATION

The project boundary at the south side of downtown encompasses approximately 19 acres at the heart of the original 120 acre Redmond Town Center Area. The site is generally bounded by 76th St and the Redmond Connector to the North, 164th and 166th to the East and West, and Bear Creek Parkway to the South. The plan maintains and supports the existing retail core center on 74th St while providing improved connections to the surrounding neighborhood and open space that was remains in preservation from the original masterplan.

PROJECT GOALS

NEIGHBORHOOD AXON VIEW
NTS

PROJECT GOALS

Reinvention of an auto-oriented retail shopping center and office park into a true mixed-use, transit oriented, walkable town center to better serve the Redmond Community.

NEW FRONT DOOR AND DENSITY SURROUNDING DOWNTOWN AND REGIONAL TRANSIT

The addition of light rail to the neighborhood is a game changer, both for Redmond Town Center and for the Region as a whole, providing predictable, timely connectivity to Bellevue, Seattle, SeaTac Airport, and other major population centers throughout the Pacific Northwest. Repositioning the project to create a more engaging streetscape and ground plane to pull pedestrian traffic into the heart of the project from the new light rail station, while creating new transit oriented housing and jobs, which will combine to support a thriving retail town center immediately adjacent to downtown Redmond. Site gateways 1 and 2, as described on pp 30 are focal points of this design, creating an urban edge and represent the primary front doors to Redmond Town Center with porosity and pathways into the site.

ACTIVATION OF THE GROUND PLANE & STREETSCAPE

An active and engaging ground plane is critical to the creation of the type of retail that will be successful in a post-Covid world. Pedestrian friendly street design, indoor/outdoor spaces, and public gathering zones to encourage cross pollination amongst the mix of uses will help transition the current “campus” setting into a true “community” space.

PEDESTRIAN AND BICYCLE CONNECTIVITY THROUGH SITE

Proposed development will include associate streetscape improvements, traffic calming, new bike lanes, enhanced pedestrian crossing to prioritize and encourage pedestrian and bicycle traffic through the site, all focused on the center core and associated new public plazas and green spaces.

CREATE A DYNAMIC 18 HOUR A DAY X 7 DAY A WEEK SITE NEIGHBORHOOD

A true mixed-use neighborhood relies on a mix of uses activating the ground plane throughout the day along with a full time resident population. The additional residential and office density create the necessary critical mass of population to drive the desired retail merchandising mix. Creating density of jobs and housing in walkable Transit Oriented Development “T.O.D.” sites reduces the traffic impact of development and the environmental burden of new growth. New housing will include a min. 20% affordable units at 60% AMI and support local business.

MITIGATE INFRASTRUCTURE / ENVIRONMENTAL IMPACT

Added density will be thoughtfully designed to mitigate impacts and enhance the surrounding environment. The project took great strides to reduce ground water impacts by eliminating below grade parking. All new buildings will be designed to LEED Platinum rating or equivalent.

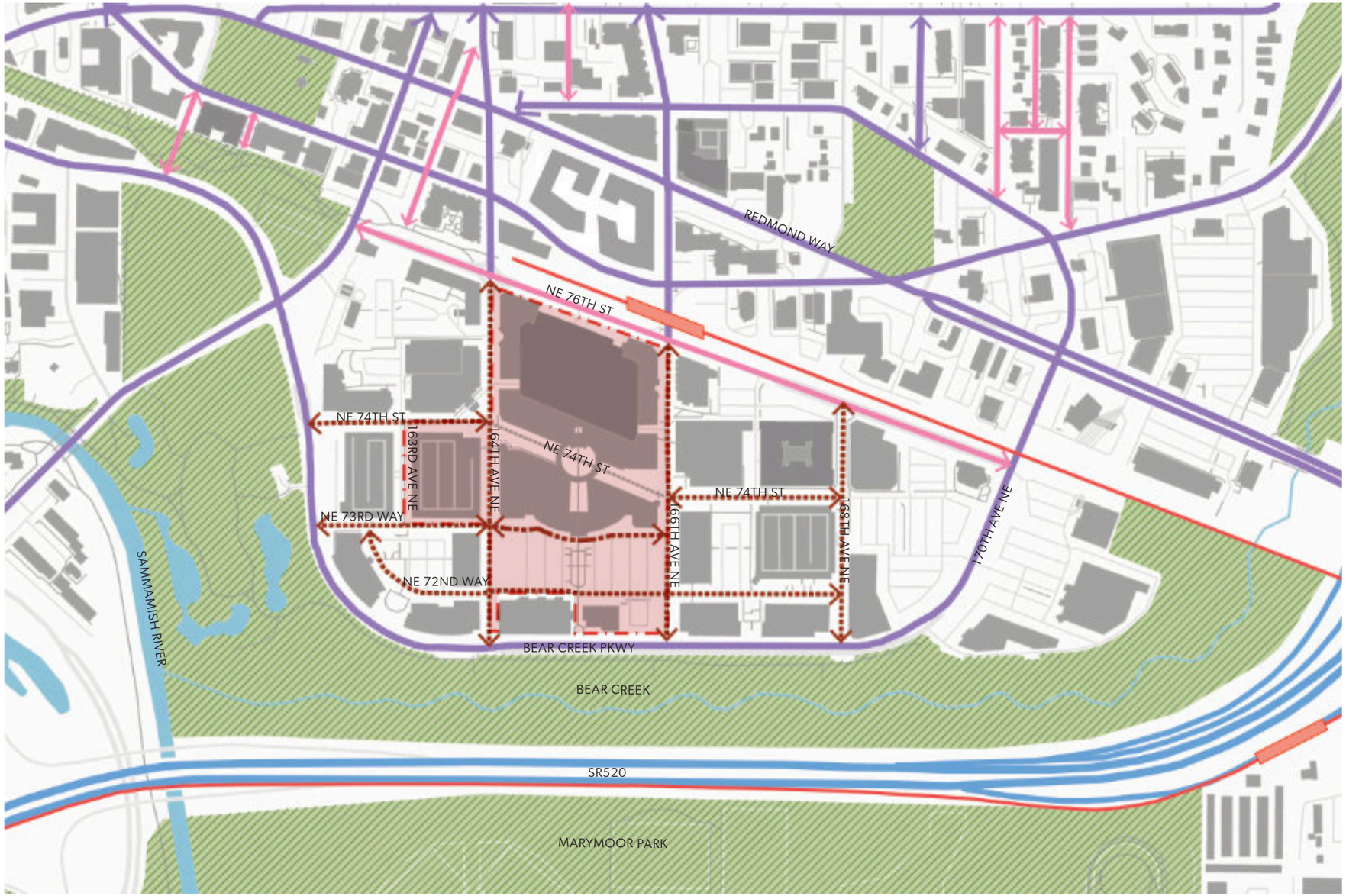
GREATER DIVERSITY OF BUILDING DESIGN + CHARACTER

Proposed residential development will diversify the current office campus / regional mall, and allow for a transition to a more natural neighborhood like Park Lane in Kirkland or Ballard Avenue in Seattle. Throughout the center, the ground plane will continue to contain a mix of uses that will engage with the street and sidewalk.

PUBLIC BENEFITS

Please see the proposed Development Agreement Public Benefits Scorecard for additional details on the project goals and benefits.

SITE CONTEXT



LEGEND

- PROJECT BOUNDARY
- LIGHT RAIL
- LIGHT RAIL STATION
- SR520
- ARTERIAL STREET (EXISTING PUBLIC STREET)
- ACCESS STREET (EXISTING PUBLIC STREET)
- EXISTING PRIVATE STREET
- WATERWAYS
- OPEN SPACE AND NATURAL LANDSCAPE

SITE CONTEXT MASTER PLAN
NTS

SITE HISTORY

1934 AERIAL PHOTO - LOOKING SOUTH
NTS

1990 AERIAL PHOTO - REDMOND GOLF LINKS
NTS

Historic Derby Days

Microsoft Halo Launch Party

Redmond Car Show

HISTORIC REDMOND

Archaeological sites at Bear Creek and the Marymoor Park date to the early to mid Holocene approximately 10,000 years ago. The area is located in the traditional territory of the Salish people, including the Muckleshoot, Tulalip,and Stillaguamish tribes.

The first European settlers did not arrive at the land adjacent to the Sammamish Slough until the 1870s, with the first post office established in 1881. The area was initially referenced to as Salmonberg due to the abundant Salmon population before being official named Melrose and eventually Redmond in 1883.

REDMOND GOLF LINKS

James and Rose Hubbart incorporated Redmond Golf Links on August 8, 1931. They laid out the golf course on what had once been Luke McRedmond's homestead now the site of Redmond Town Center. The Golf Links Clubhouse occupied what had been Luke's daughter's home and hotel, now referred to as the Justice White House on Leary Way.

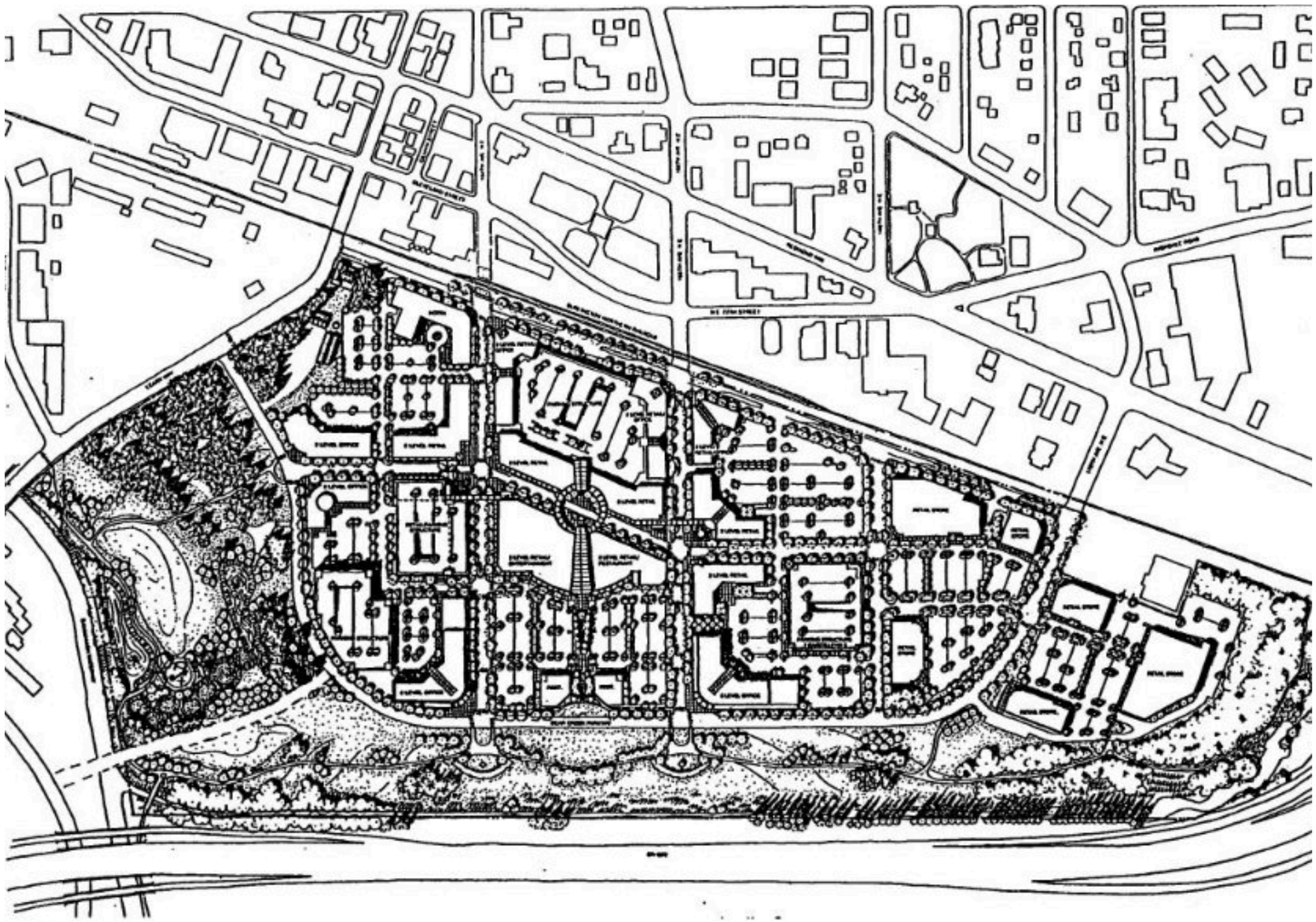
In 1978, concerned citizens formed Civic Action on Redmond Environment (CARE), a group which opposed the area being developed into a shopping center. The 1979 mayoral race featured the discussion of keeping the golf course as is or changing it.

REDMOND TODAY

Today, Redmond enjoys a diverse and growing economic base. The community is home to some of the major high-tech firms in the country, including Microsoft, Nintendo of America, Honeywell, General Dynamics Airborne Electronic Systems, and Medtronic Emergency Response Systems. Redmond is also the headquarters of such businesses as Genie Industries. A strong retail sector is enhanced by Redmond Town Center, an open-air mixed-use center featuring 110 stores, 22 restaurants, one hotel, and 600,000 square feet of office space.

From an original incorporated area of three square blocks, the City has expanded to its present size of over 17.25 square miles. Regional growth around the Eastside will continue to impact Redmond as more people and businesses are attracted to the area.

DEVELOPMENT HISTORY



1995 TOWN CENTER MASTER PLAN
NTS

PROJECT HISTORY

- **120-acre Golf Course annexed in 1986,** after a 6-year annexation process
- Planned for a Regional Shopping Center and Mixed-Use Development in 1995
- Annexation ordinance contained **37 conditions,** or objectives, for development of the golf course:
  - Retail Center as the **Focal point for Downtown**;
  - **Utilize Density** at the Center of the Project to **minimize land area** and ensure **preservation of Open Space;**
  - Include a **mix of uses** - including Retail, Office, Residential;
  - **Active Open Space and Public Amenities;**
  - **Engage with Downtown Redmond;**
  - **Encourage Pedestrian Circulation** to Downtown Redmond
- The 37 Conditions, codified in 1986 and further refined in the Master Plan, still represent design best practices.

1995 TOWN CENTER MASTER PLAN PLANNING CONCEPTS

- Consistency with Redmond's character
- Project integration with downtown Redmond
- Focus on pedestrians
- Site integration and comparison shopping
- Convenient, unobtrusive parking
- Visual connections with Redmond
- Preservation of the green gateway to Redmond

ADJACENT DEVELOPMENTS

ADJACENT DEVELOPMENTS MAP
NTS

LEGEND

- PROJECT BOUNDARY
- UNDER CONSTRUCTION
- COMPLETED
- DESIGN OR UNDER REVIEW

1. REDMOND CENTRAL
2. REDMOND CENTRAL
3. PENNY LANE III-LOT 18
4. PENNY LANE II
5. AUTHENTIC MOTORCARS
6. ANDERSON PARK HOTEL
7. BRIGHT ANGELS ACADEMY
8. BEAR CREEK SHOPPING CENTER INFILTRATION UPGRADES
9. BILL BROWN BUILDING SIGNAGE AND CANOPIES
10. PORCH AND PARK
11. BARBER BOUNDARY LINE ADJUSTMENT
12. REDMOND RIVERWALK CONDOMINIUM-RECLADDING PROJECT
13. CLEVELAND
14. CITY-OWNED BUILDING DEMOLITION
15. AMLI REDMOND WAY
16. MCDONALDS REMODEL
17. ANDERSON PARK WALL CONDUIT
18. ANDERSON PARK APARTMENTS
19. THE STELVIO
20. LAKE HILLS TRUNK AND NORTHWEST LAKE SAMMAMISH INTERCEPTOR UPGRADE
21. LMC MARYMOOR SOUTH PARK
22. HOMEGROWN

EXISTING PEDESTRIAN AND BIKE ANALYSIS

LEGEND

- PROJECT BOUNDARY
- LIGHT RAIL
- LIGHT RAIL STATION
- SR520
- EXISTING MULTI-USE TRAIL (PAVED)
- EXISTING BIKE LANES
- WALK RADIUS
- LIGHT RAIL STATION
- BUS STOP

EXISTING PEDESTRIAN AND BIKE ANALYSIS MAP

NTS

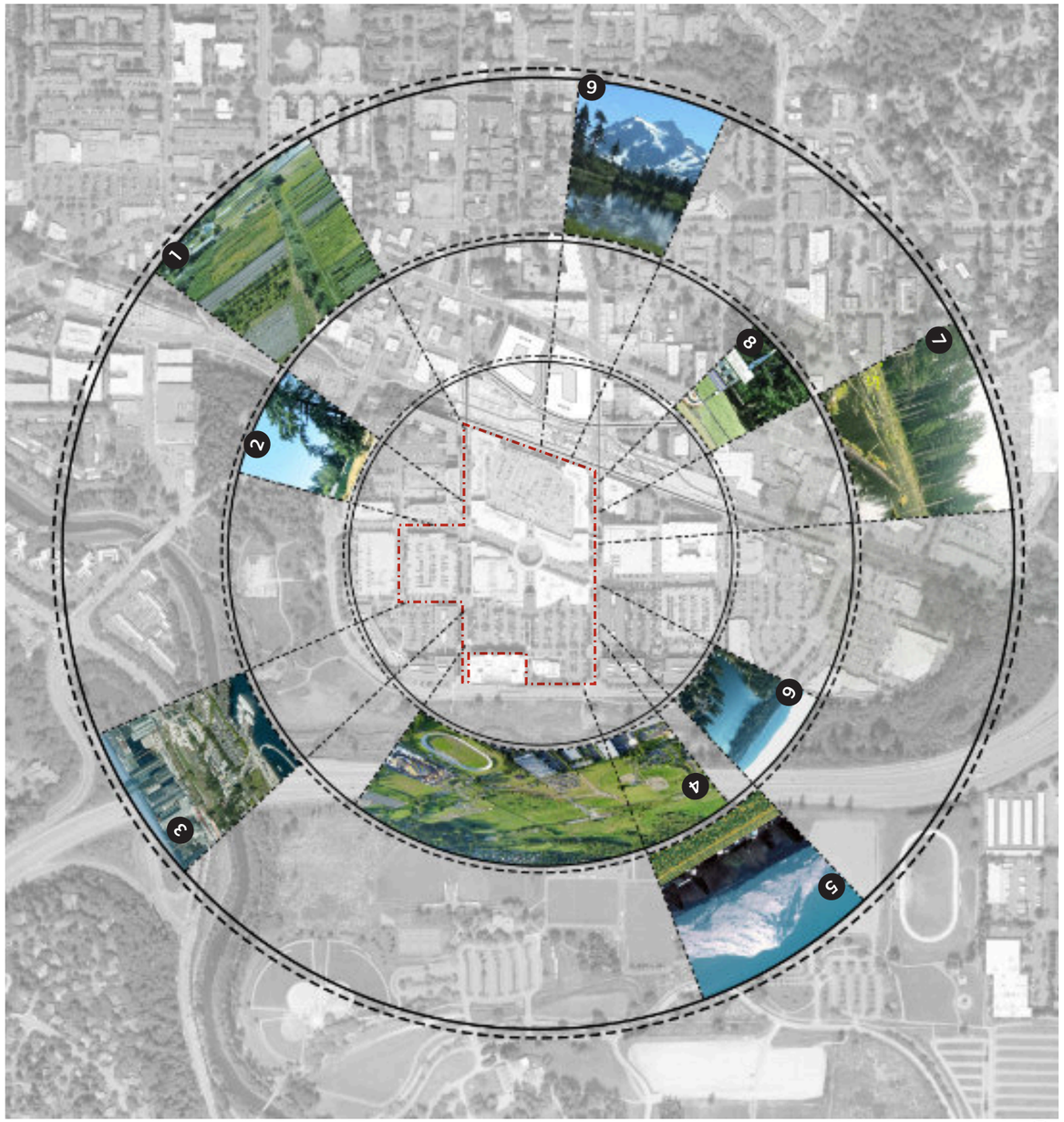
ADJACENT LAND USE MAP

LEGEND

- PROJECT BOUNDARY
- OFFICE
- RESIDENTIAL (SINGLE FAMILY, LOW DENSITY)
- RESIDENTIAL (MULTI FAMILY, MEDIUM & HIGH DENSITY)
- RESIDENTIAL MIXED-USE
- RETAIL
- PUBLIC INSTITUTION (SCHOOL, BANK, ETC.)
- HOTEL/ HOSPITALITY
- PARK AND OPEN SPACE
- PARKING

ADJACENT LAND USE MAP
NTS

VIEW CORRIDOR



VIEW CORRIDOR MAP

NTS

Sammamish Valley

Heron Rookery Park

Downtown Bellevue

Marymoor Park

Mount Rainier

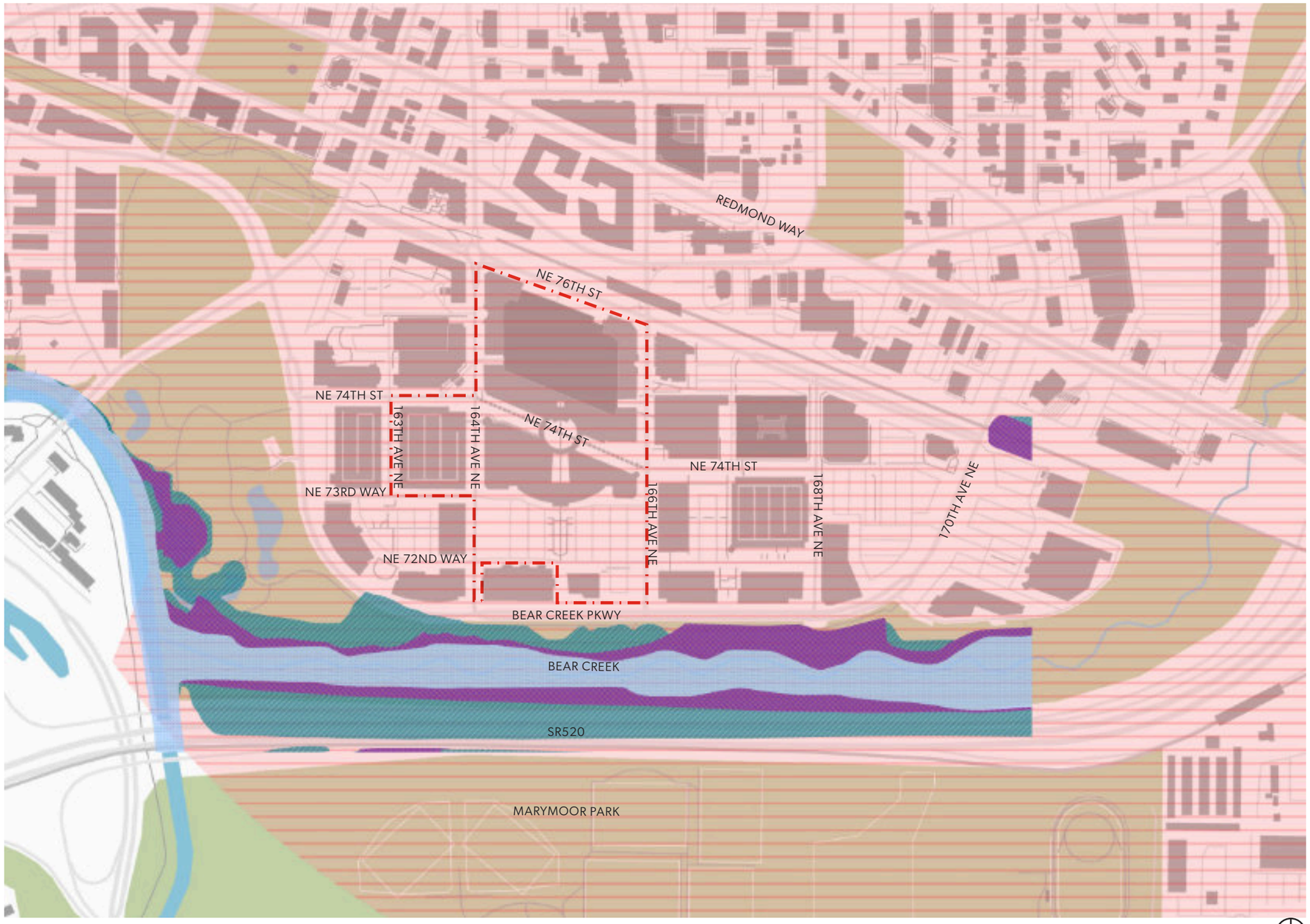
Lake Sammamish

Redmond Watershed Preserve

Hartman Park

Mount Baker

CRITICAL AREA PLAN

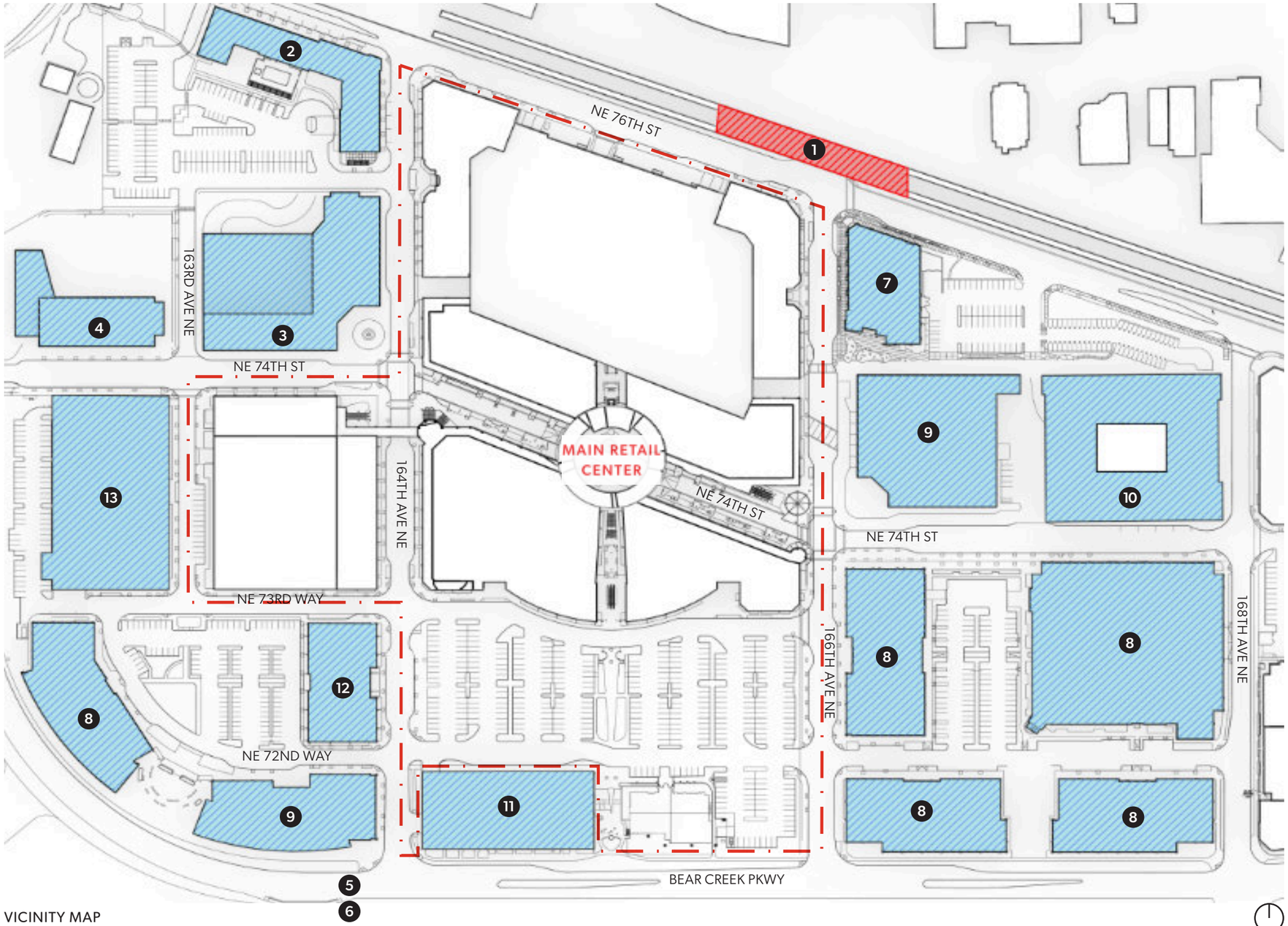


LEGEND

- PROPERTY LINE
- ZONE X - 0.2% ANNUAL CHANCE FLOOD HAZARD
- ZONE AE - 1% ANNUAL CHANCE FLOOD HAZARD
- ZONE AE - REGULATORY FLOODWAY
- CARA I

CRITICAL AREA PLAN
NTS

SITE CONTEXT PLAN

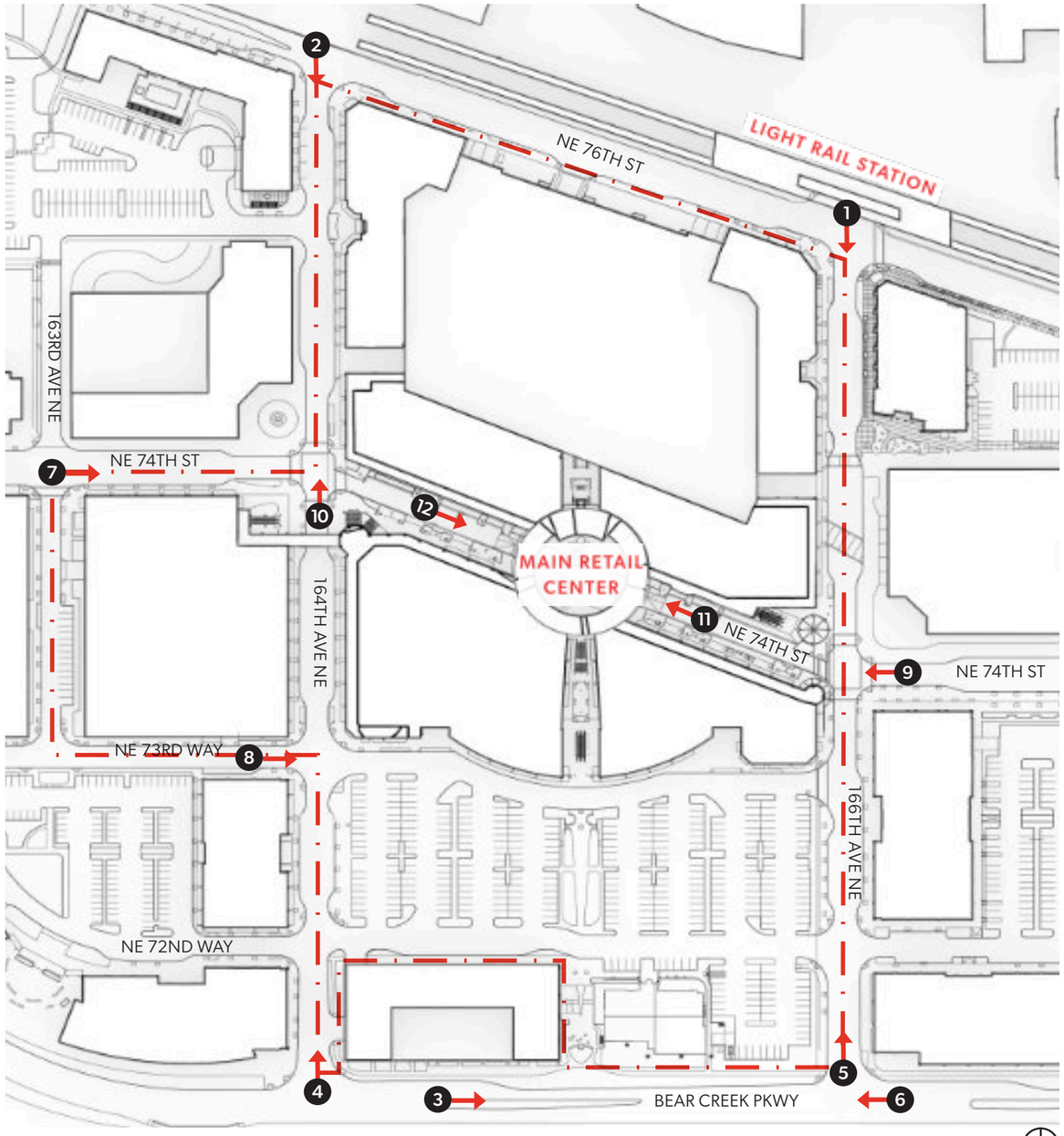


VICINITY MAP
NTS

LEGEND

- PROJECT BOUNDARY
- 1 LIGHT RAIL STATION
- 2 RESIDENCE INN BY MARRIOTT SEATTLE
- 3 SEATTLE MARRIOTT REDMOND
- 4 LAKE WASHINGTON SCHOOL DISTRICT
- 5 BEAR CREEK PARKWAY
- 6 BEAR CREEK TRAIL
- 7 VOLKSWAGEN OFFICE
- 8 MICROSOFT OFFICE
- 9 AMAZON OFFICE
- 10 TALISMAN MULTIFAMILY BUILDING
- 11 ARCHER HOTEL
- 12 AT&T CORPORATE OFFICE
- 13 PARKING GARAGE

EXISTING TOWN CENTER



VICINITY MAP
NTS

1

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3

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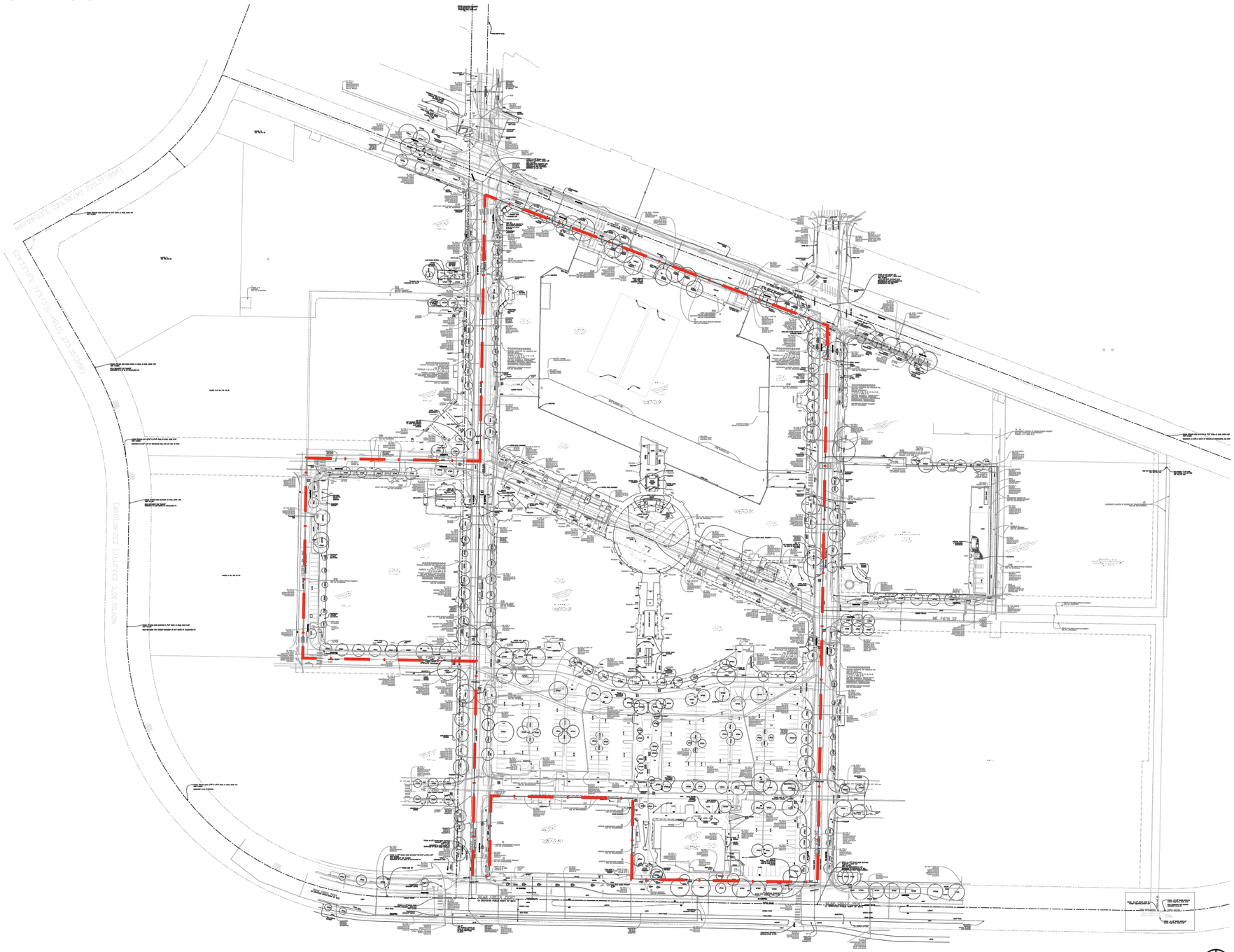
12

SITE SURVEY



SITE SURVEY
0' 100' 200'

SITE ADDRESS:

7530 164TH AVE NE
7345 164TH AVE NE
7330 164TH AVE NE
7211 166TH AVE NE
REDMOND, WA 98052

TAX ACCOUNT NOS:

720241-0010-00
720241-0010-91
720241-0020-08
720241-0050-01

ZONING:

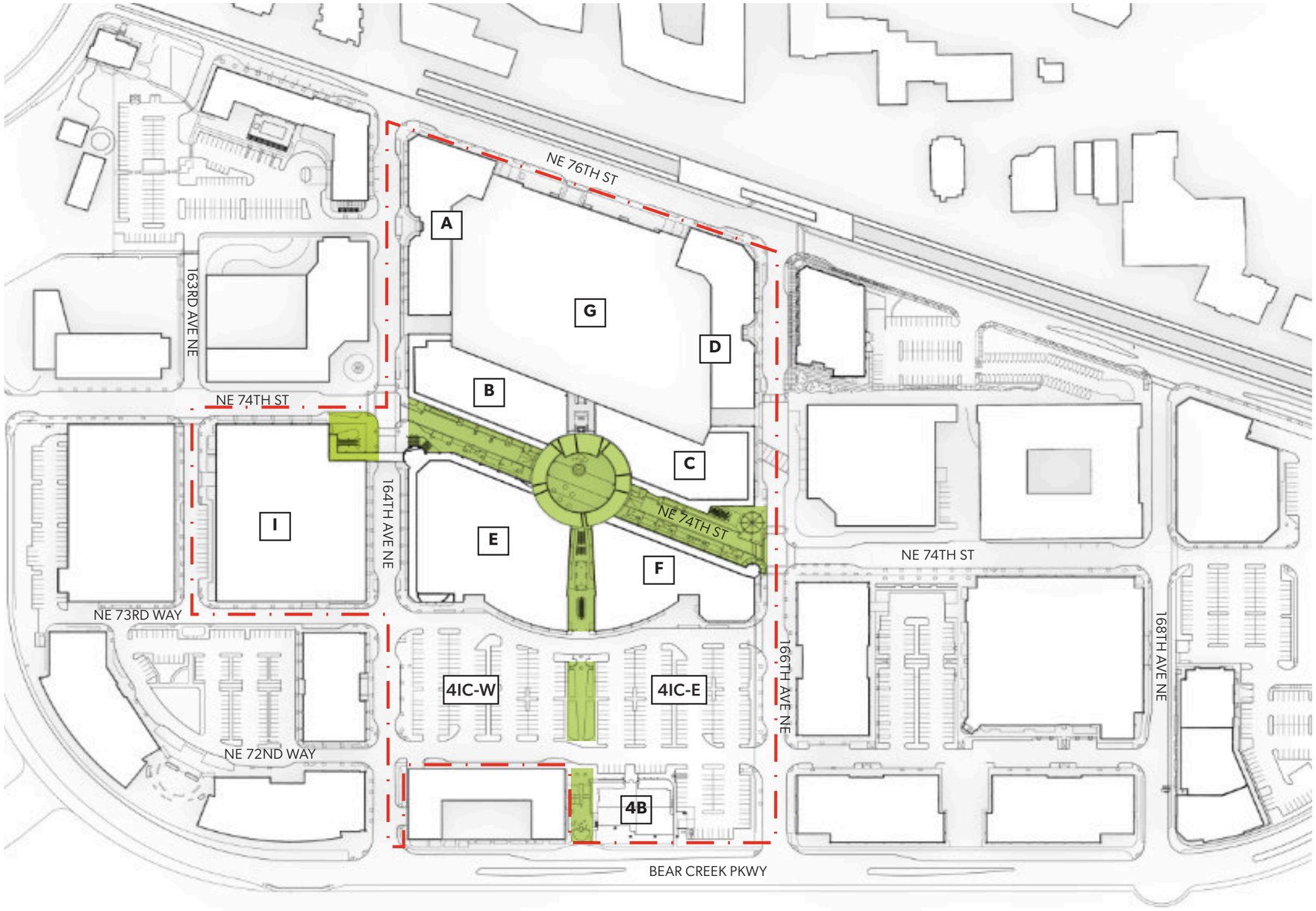
TWNC - TOWN CENTER NEIGHBORHOOD COMMERCIAL

AREA:

PARCEL 1-A AS SHOWN CONTAINS 338,510 SQUARE FEET OR 7.7711 ACRES, MORE OR LESS.
PARCEL 1-B AS SHOWN CONTAINS 123,429 SQUARE FEET OR 2.8335 ACRES, MORE OR LESS.
PARCEL 1-C AS SHOWN CONTAINS 362,023 SQUARE FEET OR 8.3109 ACRES, MORE OR LESS.
PARCEL 1-E AS SHOWN CONTAINS 18,409 SQUARE FEET OR 0.4226 ACRES, MORE OR LESS.

TOTAL SITE AREA: 842,371 SQUARE FEET (19.34 ACRES)

EXISTING PROJECT DATA SUMMARY



EXISTING MASTERPLAN
NTS

LEGEND

- PROJECT BOUNDARY
- # EXISTING BUILDING
- EXISTING GROUND LEVEL PUBLIC OPEN SPACE

BLDG	COMMERCIAL GROSS AREA SQ FT	
BLDG A	LEVEL 1	23,451 SF
	LEVEL 2	24,348 SF
	TOTAL	47,799 SF
BLDG B	LEVEL 1	25,095 SF
	LEVEL 2	22,928 SF
	TOTAL	48,023 SF
BLDG C	LEVEL 1	23,885 SF
	LEVEL 2	22,243 SF
	TOTAL	46,128 SF
BLDG D	LEVEL 1	20,264 SF
	LEVEL 2	21,023 SF
	TOTAL	41,287 SF
BLDG E	LEVEL 1	59,872 SF
	LEVEL 2	54,844 SF
	TOTAL	114,716 SF
BLDG F	LEVEL 1	31,380 SF
	LEVEL 2	29,464 SF
	TOTAL	60,844 SF
BLDG G	LEVEL 1	0 SF (No Commercial)
BLDG I	LEVEL 1	26,458 SF
BLDG 4B	LEVEL 1	8,738 SF
	TOTAL	393,993 SF

PEDESTRIAN GENERATING USE SUMMARY

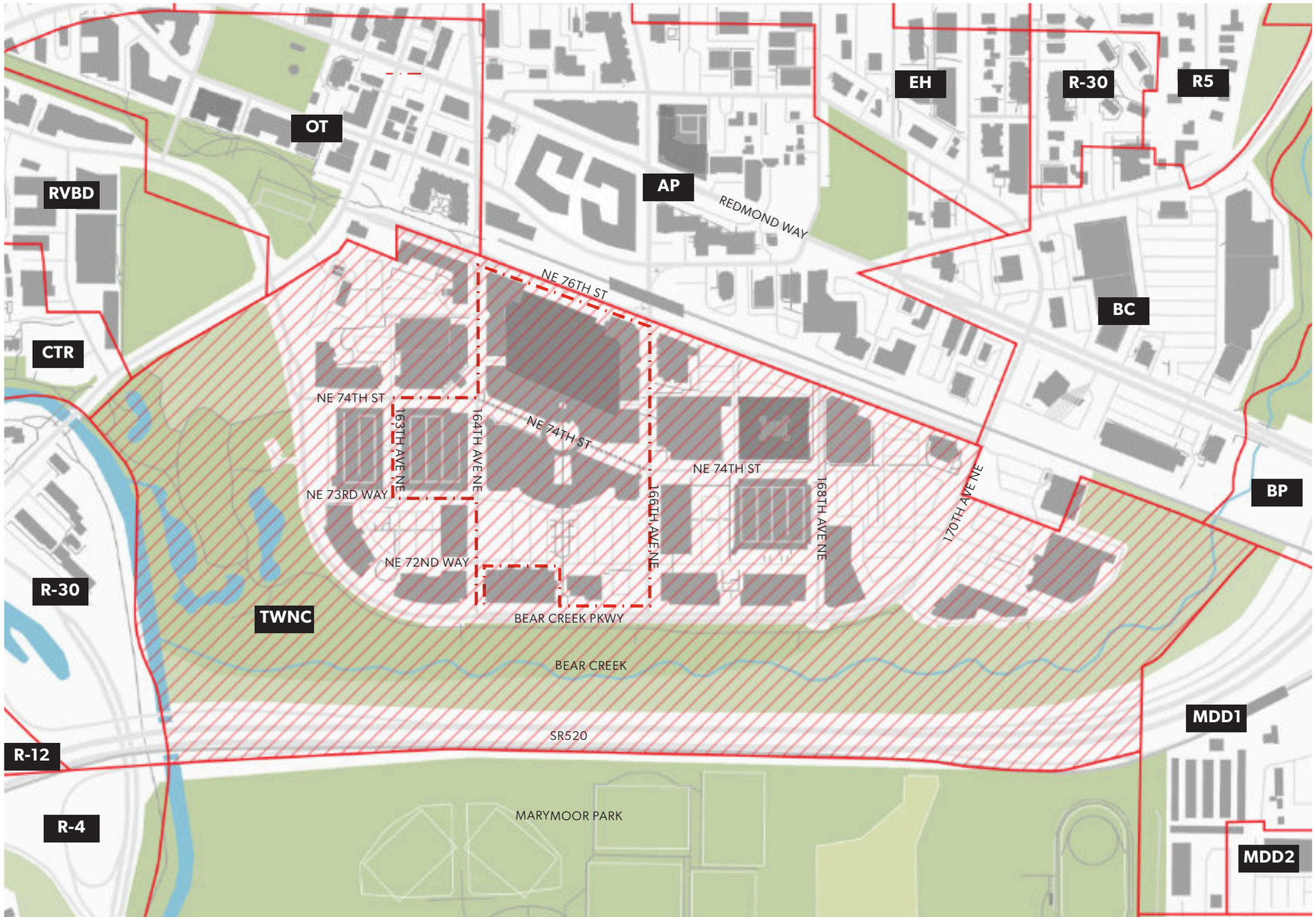
BUILDING		NON-PEDESTRIAN GENERATING LEASABLE SF	PEDESTRIAN GENERATING LEASABLE SF	TOTAL LEASABLE SF	% PEDESTRIAN GENERATING
BUILDING A	LEVEL 1	12,040	11,381	23,421	48.59%
	LEVEL 2	25,764	0	25,764	0.00%
	BUILDING TOTAL	37,804	11,381	49,185	23.14%
BUILDING B	LEVEL 1	0	25,210	25,210	100.00%
	LEVEL 2	5,526	18,208	23,734	76.72%
	BUILDING TOTAL	5,526	43,418	48,944	88.71%
BUILDING C	LEVEL 1	8,831	14,999	23,830	62.94%
	LEVEL 2	0	22,780	22,780	100.00%
	BUILDING TOTAL	8,831	37,779	46,610	81.05%
BUILDING D	LEVEL 1	0	20,264	20,264	100.00%
	LEVEL 2	19,695	0	19,695	0.00%
	BUILDING TOTAL	19,695	20,264	39,959	50.71%
BUILDING E	LEVEL 1	13,878	44,231	58,109	76.12%
	LEVEL 2	3,001	51,871	54,872	94.53%
	BUILDING TOTAL	16,879	96,102	112,981	85.06%
BUILDING 4B	LEVEL 1	0	8,738	8,738	100.00%
BUILDING F	LEVEL 1	11,082	21,742	32,824	66.24%
	LEVEL 2	6,992	20,387	27,379	74.46%
	BUILDING TOTAL	18,074	42,129	60,203	69.98%
BUILDING I	LEVEL 1	18,645	8,147	26,792	30.41%
EXISTING CENTER TOTAL		**125,454**	**267,958**	**393,412**	**68.11%**

DEVELOPMENT AGREEMENT MINIMUM PEDESTRIAN GENERATING USE TO BE MAINTAINED	**170,000**

NOTE:

1) The square footage areas in table above are based on current leaseable square footage, while the table on the previous page are based on early as-built drawing, which has lead to a slight discrepancy between the data.

TOWN CENTER ZONE



LEGEND

PROJECT BOUNDARY

ZONE BOUNDARY

TOWN CENTER ZONE MAP

NTS

ZONING SUMMARY

ZONING SUMMARY

GENERAL PROJECT INFO

ZONING: TOWN CENTER (TWNC)
OVERLAY: N/A
CRITICAL AREAS:
- 100 year Floodplain
- CARA Zone 1

EASEMENTS: SEE SURVEY
PARCELS: 720241-0010-00; 720241-0010-91; 720241-0020-08; 720241-0050-01
SITE AREA: 841,913SQUARE FEET (19.33 ACRES)

21.10.050 TOWN CENTER (TWNC) ZONE

A. PURPOSE:
Town Center is one of the City's primary gathering places. Its mix of shops and restaurants, offices, hotel rooms and conference facilities, and eventually residences in the heart of the City is intended to bring people together during the day and evening for planned or casual meetings. The design of the buildings, street patterns, and public plazas are modern yet reflect the historic district in adjacent Old Town. Improvements in walking connections between the two districts will help both areas thrive. The long-term vision for Town Center is that it will continue to develop as a major gathering and entertainment place within the community, that its trails will be connected to Marymoor Park by a grade-separated connection across SR 520, and that transit service to and from the center will provide a choice equal in attractiveness to automobiles, walking, and biking. The design and development of this zone seeks to ensure that development here integrates with and positively influences future redevelopment of the greater Downtown area, and retains traditional building styles, street patterns, variety of uses, and public amenities.

B. TABLE 21.10.050A: MAXIMUM DEVELOPMENT YIELD
- Height: 5 stories base; max 12 stories
- Max. Lot Coverage: 100 percent

C. TABLE 21.10.050B: REGULATIONS COMMON TO ALL USES
- Setbacks
  - Side Commercial: 0 feet
  - Rear Commercial: 0 feet
  - Side Residential: 0 feet
  - Rear Residential: 10 feet
- Other Standards
  - Min. Height: n/a
  - Max. Building Height without TDRS, GBP, or EAAH
    - Mixed-use area: 4 stories
    - Hotel and conference center: 8 stories
    - Other Hotel: 6 stories
    - Residential: 5 stories
    - With 2nd floor setbacks and bulk and mass mitigation: 6 stories
  - Max. Building Height with TDRS and GBP
    - TDRs: 1 additional floor
    - GBPs: 1 additional floor
    - Not more than 8 stories max
  - Max. Building Height with EAAH
    - 12 stories
  - Max. Height Within Shorelines
    - 35 feet
  - Max. Lot Coverage
    - 100 percent
  - Base FAR Without TDRs
    - Must retain or replace existing pedestrian generating and retail sales uses. Development may modify areas allocated to pedestrian generating and retail sales uses, subject to a minimum floor area to be negotiated as a condition to any Development Agreement.
  - Allowed Residential Density
    - Floor area for residential uses is exempt from TDR requirements. The ground floor level shall include a mix of pedestrian-oriented uses.

D. EXCEPTIONAL AMENITIES FOR ADDITIONAL HEIGHT
- Requirements:
  - Must be entirely located within the Town Center Mixed-Use subarea
  - A development agreement is required
  - A master plan is required
  - The City may require the applicant to pay for an independent technical review
- Limitations:
  - May not be used with TDRS or GBP to increase height.
  - Max. 12 stories
  - Max. 9 stories of usable floor area
  - Max. 3 additional stories above-grade parking with no more than one story of subterranean parking, and the following additional requirements are met:
    - .75 stalls per unit
    - 2 stalls per 1000 SF office / business
    - 3.5 stalls per 1000 SF retail / food and bev
    - Must be fully dedicated stalls
    - May replace displaced existing retail parking
  - Subterranean parking can only replace existing retail surface parking; limited to a max. 1 story below grade. Associated dewatering shall not create adverse impacts. A conceptual model including dewatering radius of influence will be submitted during site plan entitlement to demonstrate dewatering feasibility and no adverse impacts to City

Table 21.10.050C - Exceptional Amenities for Additional Height

	Priority Technique	Incentive
1	Affordable housing and larger units: • Min. 20% of units affordable at 60% AMI. There is no requirement to also provide 10% designated for 80% AMI that would ordinarily be required under RZC Chapter 21.20. And One of the following thresholds is met: • A. Min. 10% two bedrooms units and min. 5% three bedrooms. • B. The greater of 35% or 15 of affordable units have two bedrooms and the greater of 15% or 10 units have three bedrooms. And • All affordable units shall be electric-ready	4 Stories
2	Small and Local Businesses: 10% of new ground level commercial space or a total of 7,000 sf of total commercial space dedicated to local commercial.	1 story
3	Small and Local Businesses: The lesser of 25% or 4,000 sf of new commercial space no larger than 1,000 sf to encourage and support startup and new businesses.	1 story
4	Sustainable Development	
	A. ILFI Zero Energy certification or register and achieve verification through the New Buildings Institute (NBI) Zero Energy, or equivalent, for all new buildings.	3 stories (not combinable with options B, C, or D)
	B. 100% of the new buildings are ILFI Living Building Challenge (LBC) 4.0 certified, or equivalent.	2 stories (combinable with option C)
	C. Purchase green power for 100% of the new buildings for 5 years.	1 story (must be combined with either option B or option D)
	D. LEED Platinum, or equivalent, for all new buildings.	1 story (combinable with option C)

supply wells.
- Additional Height Requirements:
  - Techniques and incentives in Table 21.10.050C shall apply across the D.A. project limit.
  - Provide priority techniques first.
  - Each phase shall provide a proportionate installation of amenities and may not depend on future phases.
  - Sustainable development equivalent techniques shall be a condition of the D.A.
- Table 21.10.050C - Exceptional Amenities for Additional Height

E. GENERAL ALLOWED USES AND CROSS-REFERENCES
- As Shown in Table 21.10.050.1 and 21.10.050.1
- Proposed uses are classified as Permitted uses.

F. ALLOWED USES AND BASIC DEVELOPMENT STANDARDS
- Parking Requirements as Shown in Table 21.10.050D
  - 4 - Multifamily Residential
    - Min. 1 / unit; Max 2.25 / unit
    - Plus .25 spaces / unit for guest parking
    - Curbside parking can meet up to 25% of required
  - 8 - Retail Sales
    - Min. 3.5 / 1,000 gfa; Max 5 / 1,000 gsa
    - Min. 1 / unit; Max 2.25 / unit plus .25 spaces / unit for guest parking
  - Sit-down Restaurants
    - Min. 9 / 1,000 gsa; Max 9 / 1,000 gsa
  - Take-out Restaurants
    - Min. 10 / 1,000 gsa; Max 10 / 1,000 gsa

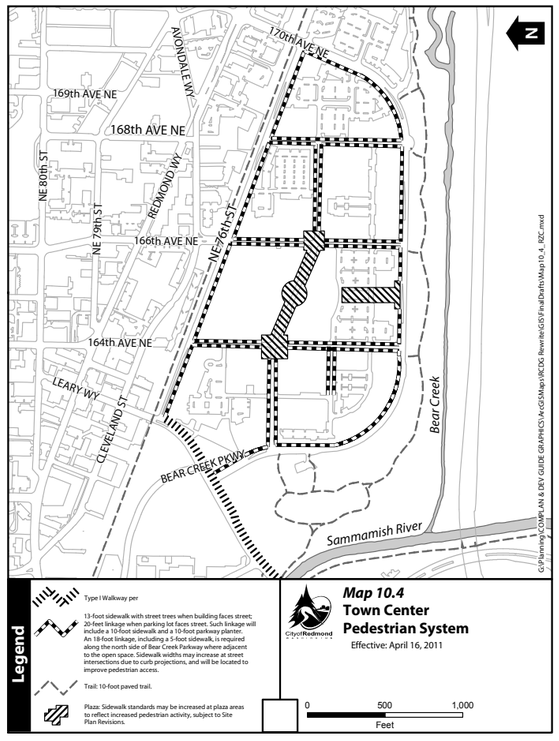
21.10.130 DOWNTOWN RESIDENTIAL SITE REQUIREMENTS

B. DOWNTOWN RESIDENTIAL DENSITIES TABLE 21.10.130A
- Min. Site Area per table
- Max. Dwelling Units per net acres
  - N/A - regulated by bulk, height, parking, open space, and other development standards.
    - Min. 1 / unit; Max 2.25 / unit
    - Plus .25 spaces / unit for guest parking
    - Curbside parking can meet up to 25% of required
- Max. Lot Coverage - N/A
  - 12,000 SF

C. RESIDENTIAL LOT COVERAGE
Not Applicable

D. RESIDENTIAL SETBACK REQUIREMENTS
Not Applicable

E. RESIDENTIAL USABLE OPEN SPACE
General - Provide residents a place, to relax, and/or recreate without the need to leave their building. Common open space includes: plazas, rooftop gardens, and recreation rooms.
- Common Usable Open Space
  - Min. 100 SF per unit
  - Max. 20% of the project site
- Size Requirements
  - 12' min. length and width
  - Min. 200 sf area
  - Min. 18' area width to be combined with pedestrian access paths



21.10.150 PEDESTRIAN SYSTEM

C. Pedestrian System Description

21.10.160 USING TRANSFER OF DEVELOPMENT RIGHTS

D. 1.25 MAXIMUM NONRESIDENTIAL FAR
- Additional Commercial FAR allowed by purchasing TDRs or with the FAR bonus under the Green Building Program (GBP)
- TDRs or compliance with the GBP is not required for residential floor area within the maximum building height
- Parking area is excluded is excluded from FAR

21.20.030 AFFORDABLE HOUSING GENERAL REQUIREMENTS AND INCENTIVES

- Min. 10 % of units to be affordable at 80% AMI
- 50% AMI Low-Cost Affordable units count as 2 Affordable units

21.40.10 VEHICLE PARKING STANDARDS

D. REQUIRED OFF-STREET PARKING
- Administrator may approve alternative minimum parking requirements for specific uses on specific.
- Parking Near Frequent Transit
  - Multifamily structures
    - Min. 0 / unit, Max 1 / unit
  - General Retail
    - Min. 0 / 1,000 gfa, Max 3 / 1,000 gfa
  - Business and Service
    - Min. 0 / 1,000 gfa, Max 3 / 1,000 gfa
  - Food and Beverage
    - Min. 0 / 1,000 gfa, Max 5 space / 1,000 gfa

21.40.20 BICYCLE PARKING REQUIREMENTS

TABLE 21.40.020 BICYCLE PARKING REQUIREMENTS
- Multifamily structures
  - Long Term 1 / unit
  - Short Term 1 / 20 units
- General sales and services
  - Long Term 1 / 12,000 sf gfa
  - Short Term 1 / 2,000 sf gfa
- Eating and drinking establishments
  - Long Term 1 / 12,000 sf gfa
  - Short Term 1 / 2,000 sf gfa
- Offices
  - Long Term 1 / 4,000 sf gfa
  - Short Term 1 / 40,000 sf gfa

21.62.020 DOWNTOWN DESIGN STANDARDS

D. CORNER LOTS - BUILDING DESIGN
- Encourage pedestrian activity
- Traditional Downtown "main street" character
- Orient pedestrian entrances toward the corner

E. OPEN SPACE
- Residential Usable Open Space - See 21.10.130
- On-Site Recreational Amenities
  - Irrigated planters with seating
  - At least one on-site amenity, such as a recreation room of 300 or more square feet

F. RESIDENTIAL STANDARDS
- Minimum Residential Courtyard Dimensions
  - 55' min. width
- If 50 % is open to the street, the area that is contiguous with the courtyard, in the setback area, can be counted as usable open space
- Residential Access Building
  - Orientation - ensure primary entry orientation toward the street or front yard and covered
  - Min. 8' wide
  - Connect to the pedestrian system
  - Locate ground floor units and ground floor foyers/ lobbies 2'-4' above adjoining pedestrian system grade
- Required Residential Facade Modulation
  - Street facades shall be modulated every 40'
  - 4' min. modulation depth, may be reduced to 2' with balconies
  - 5' min. modulation depth
    30' max. width
  - 120' max building width except for ground floor commercial portions
- Residential Parking and Access
  - Via alley or private streets is preferred
  - 20' min garage door setback from curb

I. TOWN CENTER ZONE
Emphasize uses along street frontages and sidewalk designs integrated into building architecture

- Design Criteria
  - Site buildings to enclose common space or provide enclosure to the street
  - Encourage varieties of shapes, angles, and reliefs in the upper stories of structures over four stories
  - Avoid large buildings and continuous flat facades
  - Ground floor - provide pedestrian interest and activity
  - Arcades, colonnades, and awnings are encouraged
  - Provide easy and open access to the external public areas or plazas
  - Scale of structures should relate to each other
  - Orient building entrances to the street
  - Uses should be oriented externally as well as internally
  - Buildings should abut the sidewalks on at least one side and orient the primary entrance toward the street
  - Outdoor pedestrian areas shall include special paving treatments, landscaping, and seating areas.
  - Encourage pedestrian circulation from the project to the Cleveland Street Retail area.
  - Link proposed development to walkways, trails, and bicycle systems in the surrounding area

21.72.080 TREE REPLACEMENT REQUIREMENTS

- A minimum 35% of significant trees shall be retained.
- Significant trees - replace by 1 new tree
- Landmark trees - replaced by 3 new trees
- Exceptions
  - No replacement required for hazardous, dead, diseased, injured, or declining trees
  -

PROPOSED EXCEPTIONAL AMENITIES FOR ADDITIONAL HEIGHT

The proposal intends to provide the following exceptional amenities to allow for an additional height increase beyond the baseline code height limit. The exceptional amenities and additional height increase would apply to all applicable development phases.

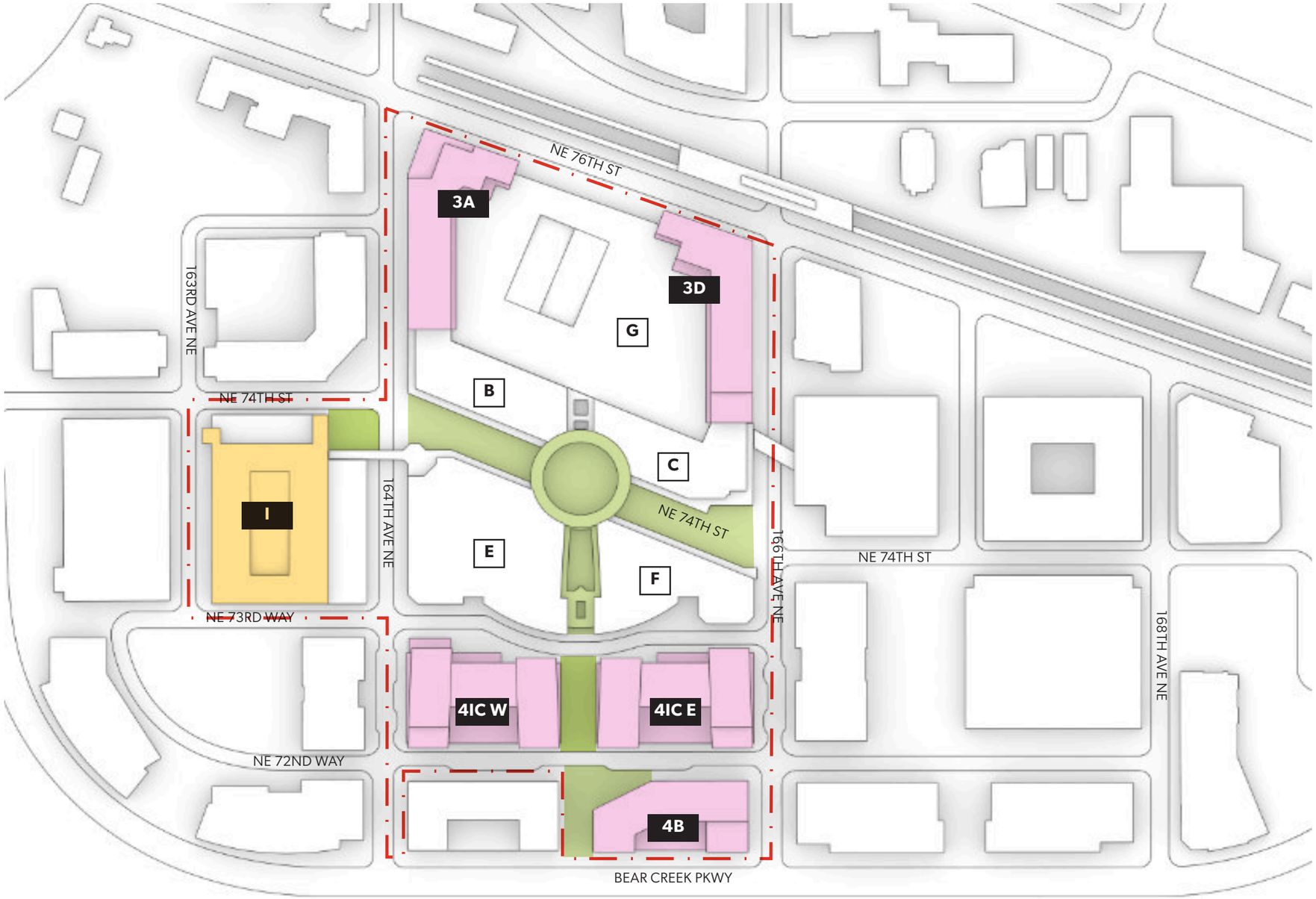
	TECHNIQUE	STORIES
	Allowable Base Height	5 Stories
1	Affordable housing and larger units: • Min. 20% of units affordable at 60% AMI. There is no requirement to also provide 10% designated for 80% AMI that would ordinarily be required under RZC Chapter 21.20. • A. Min. 10% two bedrooms units and min. 5% three bedrooms. • All affordable units shall be electric-ready	4 Stories
2	Small and Local Businesses: 10% of new ground level commercial space or a total of 7,000 sf of total commercial space dedicated to local commercial.	1 story
3	Small and Local Businesses: The lesser of 25% or 4,000 sf of new commercial space no larger than 1,000 sf to encourage and support startup and new businesses.	1 story
4	Sustainable Development	
	D. LEED Platinum, or equivalent, for all new buildings.	1 story
	Allowable Height with Incentives	12 stories

NOTES

- Specific equivalency compliance path to be determined at SPE application for each Phase.
- Alternative paths to be approved by the Director and will not require a revision to the MPD, See pp 10 of the D.A.

SECTION 2 - DESIGN CONCEPT

PROPOSED MASTERPLAN - ALL RESIDENTIAL OPTION



PROPOSED MASTERPLAN
NTS

LEGEND

- PROPOSED MPD BOUNDARY

SITE AREA: 934,915 SQUARE FEET OR 21,4627 ACRES

3A NEW BUILDING 3A
- 7 STORY MIXED-USE RESIDENTIAL

3D NEW BUILDING 3D
- 7 STORY MIXED-USE RESIDENTIAL

4IC NEW BUILDINGS 4IC
- TWO NEW 12 STORY MIXED-USE RESIDENTIAL

OR

- (1) 12 STORY MIXED-USE RESIDENTIAL AND (1) 12 STORY MIXED-USE OFFICE

4B NEW BUILDING 4B
- 7 STORY RESIDENTIAL

I EXISTING I GARAGE ADDITION
- 2 STORY ADDITION TO EXISTING 2 STORY PARKING GARAGE
74TH STREET
- FUTURE STREET AND PLAZA IMPROVEMENTS

NEW BUILDINGS ADDED OR MODIFIED

EXISTING BUILDINGS

NEW/MODIFIED GROUND LEVEL PUBLIC OPEN SPACE

Exhibit C

BUILDING DATA MATRIX AND UNIT TYPE

DEVELOPMENT AREA NOTES:

- Square Footage and Unit Count numbers in this table below are approximate and based on conceptual level of design. Maximum "Not-To-Exceed" density shall apply to the metrics used in the Transportation Impact Analysis (TIA) for the project. TIA numbers took the below approximate figures, grossed up by 5 - 10%, and then rounded them to create a conservative estimate of the total development impact and allow for appropriate flexibility as design is completed. See table 1 and 2 of the TIA for analyzed assumptions.
- Pedestrian Generating and Retail Sales Uses are provided, per RZC Section 21.10.050B.
- New Mixed-use Residential buildings include a mix of Pedestrian Oriented Uses as depicted on the plans on page 15 of the MPD, and in the appendix.
- Unit Type and Counts are estimates only, and subject to change at SPE, subject to EAAH requirements and the maximum density thresholds established by this MPD and the TIA.
- Phasing may not be sequential per the numerical order as defined in the DA.

PHASE	BLDG	COMMERCIAL RETAIL	OFFICE		RESIDENTIAL			AMENITY	SERVICES	CIRC	TERRACE	TOTAL BLDG AREA	PARKING		
		AREA	LOBBY AREA	OFFICE AREA	UNITS	AREA	LEASING AREA	AREA	AREA	AREA	AREA	LESS PARKING AND TERRACE	STALLS	AREA	RESI/OFFICE RATIO
PHASE 01	I GARAGE	-	-	-	-	-	-	-	-	1,440	-	0	284	107,060	-
PHASE 02 ALL RESIDENTIAL OPTION	4IC - RESI (WEST)	11,820	-	-	252	201,350	2,570	11,020	21,720	44,020	12,060	292,500	189	86,320	0.75/UNIT
	4IC - RESI (EAST)	11,810	-	-	252	201,350	2,570	21,590	21,780	44,020	12,060	303,050	189	86,300	0.75/UNIT
PHASE 02 RESIDENTIAL AND OFFICE OPTION	4IC - OFFICE (WEST)	10,530	4,410	245,530	-	-	-	6,970	28,900	24,440	15,240	320,780	255	107,110	1.04/ 1,000 SF
	4IC - RESI (EAST)	11,810	-	-	252	201,350	2,570	21,590	21,780	44,020	12,060	303,050	189	86,300	0.75/UNIT
PHASE 03	4B - RESI	2,690	-	-	136	110,570	1,870	9,070	7,620	18,820	9,820	150,640	102	48,330	0.75/UNIT
PHASE 04	3A - RESI	16,070	-	-	148	119,830	1,530	7,340	9,360	21,340	6,860	175,470	110	28,090	0.74/UNIT
PHASE 05	3D - RESI	14,800	-	-	140	113,300	1,670	7,600	7,330	18,980	7,670	163,680	104	25,600	0.74/UNIT
TOTAL RESIDENTIAL OPTION		**57,190**	**-**	**-**	**928**	**746,400**	**10,210**	**56,620**	**67,810**	**148,620**	**48,470**	**1,072,930**	**978**	**381,700**	
TOTAL RESIDENTIAL AND OFFICE OPTION		**55,900**	**4,410**	**245,530**	**676**	**545,050**	**7,640**	**52,570**	**74,990**	**129,040**	**51,650**	**1,101,210**	**1,044**	**402,490**	

UNIT TYPE AND COUNT | ALL RESIDENTIAL OPTION

UNIT TYPE	4IC All RESI		4B		3A		3D	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
STUDIO/OPEN 1	174	34.5	46	33.8%	48	32.4%	47	33.6%
1 BED/1 BED+	228	45.2	62	45.6%	68	45.9%	65	46.4%
2 BEDS/2 BEDS+	72	14.3	19	14.0%	24	16.2%	20	14.3%
3 BEDS	30	6.0	9	6.6%	8	5.4%	8	5.7%
TOTAL	504	100%	136	100%	148	100%	140	100%

UNIT TYPE AND COUNT | RESIDENTIAL AND OFFICE OPTION

UNIT TYPE	4IC RESI+OFFICE		4B		3A		3D	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
STUDIO/OPEN 1	87	34.5	46	33.8%	48	32.4%	47	33.6%
1 BED/1 BED+	114	45.2	62	45.6%	68	45.9%	65	46.4%
2 BEDS/2 BEDS+	36	14.3%	19	14.0%	24	16.2%	20	14.3%
3 BEDS	15	6.0	9	6.6%	8	5.4%	8	5.7%
TOTAL	252	100%	136	100%	148	100%	140	100%

OPEN SPACE

GROUND LEVEL PUBLIC OPEN SPACE

PHASE	BLDG	EXISTING GROUND LEVEL PUBLIC OPEN SPACE	NEW/MODIFIED GROUND LEVEL PUBLIC OPEN SPACE
PHASE 01	I GARAGE	7,030 SF	0 SF
PHASE 02	4IC - RESI (WEST)	7,401 SF	20,566 SF
	4IC - RESI (EAST)	0 SF	0 SF
PHASE 03	4B - RESI	7,260 SF	11,510 SF
PHASE 04	3A - RESI	71,731 SF	71,731 SF
PHASE 05	3D - RESI	0 SF	0 SF
	TOTAL	**93,422 SF**	**103,807 SF**
			(10,385 SF and 11.1 % increase)

NOTE:

1) The ground level public open space for the Resi and Office options are the same.

2) See Spaces Highlighted on the Masterplan on Page 25.

MULTIFAMILY OPEN SPACE ACCESSIBLE ONLY TO BUILDING TENANTS

PHASE	BLDG	PROPOSED MULTIFAMILY OPEN SPACE
PHASE 01	I GARAGE	-
PHASE 02 ALL RESIDENTIAL OPTION	4IC - RESI (WEST)	23,080 SF
	4IC - RESI (EAST)	21,870 SF
PHASE 02 RESIDENTIAL AND OFFICE OPTION	4IC - OFFICE (WEST)	-
	4IC - RESI (EAST)	21,870 SF
PHASE 03	4B - RESI	18,890 SF
PHASE 04	3A - RESI	14,200 SF
PHASE 05	3D - RESI	15,270 SF

NOTE:

See Section 5 for Multi-family Open Space Areas.

MULTIFAMILY OPEN SPACE:

21.10.120.E.1.A

At least 100 square feet per residential unit of open space retail shall be provided, up to a maximum area of 20 percent of the site.

PARKING SUMMARY - FULL BUILD-OUT

PROPOSED ALL RESIDENTIAL SCHEME

AS IS COMMERCIAL RATIOS		
SUMMARY		
TOTAL EXISTING COMMERCIAL SF	393,993	

COMMERCIAL PARKING SUMMARY

TOTAL OWNED PARKING STALLS	1,914	
LESS MSFT, LWSD, AMZN, ATT ENCUMBRANCES*	(505)	
NET DEDICATED PARKING	***1,409***	***3.58 / 1,000 SF***

PHASE 1 & 2 COMMERCIAL RATIOS - I GARAGE AND 4IC DEV		
SUMMARY		
TOTAL EXISTING COMMERCIAL SF	393,993	
SF COMMERCIAL ADDED	23,630	
NEW TOTAL COMMERCIAL SF	417,623	

COMMERCIAL PARKING SUMMARY

EXISTING TOTAL OWNED STALLS	1,914	
4-IC SURFACE STALLS REMOVED	(297)	
I GARAGE STALLS ADDED	284	
TOTAL OWNED PARKING STALLS	1,901	
LESS MSFT, LWSD, AMZN, ATT ENCUMBRANCES*	(505)	
NET DEDICATED PARKING	***1,396***	***3.34 / 1000 SF***

PHASE 1 & 2 RESI RATIOS		
SUMMARY		
TOTAL RESI UNITS 4IC	504	
TOTAL PARKING COUNT (3 LEVELS ABOVE)	***378***	***.75 / UNIT***

PHASE 3 COMMERCIAL RATIOS - BJ'S LOT DEV		
SUMMARY		
TOTAL EXISTING COMMERCIAL SF	417,623	
NET SF COMMERCIAL ADDED	(6,048)	
NEW TOTAL COMMERCIAL SF	411,575	

COMMERCIAL PARKING SUMMARY

EXISTING TOTAL OWNED STALLS	1,901	
4-IC SURFACE STALLS REMOVED	(63)	
TOTAL OWNED PARKING STALLS	1,838	
LESS MSFT, LWSD, AMZN, ATT ENCUMBRANCES*	(505)	
NET DEDICATED PARKING	***1,333***	***3.24 / 1000 SF***

PHASE 3 RESI RATIOS		
SUMMARY		
RESI UNITS 4IC	504	
RESI UNITS 4B	136	
TOTAL RESI UNITS	640	
4IC PARKING COUNT	***378***	***.75 / UNIT***
4B PARKING COUNT	***102***	***.75 / UNIT***
TOTAL PARKING COUNT	***480***	***.75 / UNIT***

PHASE 4 & 5 COMMERCIAL RATIOS - 3A & D RESI DEV		
SUMMARY		
TOTAL EXISTING COMMERCIAL SF	411,575	
NET SF COMMERCIAL ADDED	(58,216)	
NEW TOTAL COMMERCIAL SF	353,359	

COMMERCIAL PARKING SUMMARY

EXISTING TOTAL OWNED STALLS	1,838	
G GARAGE, LESS STALLS DEDICATED TO NEW RESIDENTIAL	(80)	
TOTAL OWNED PARKING STALLS (INCLUDES 70 EXISTING STALLS DEDICATED TO RESI)	1,758	
LESS MSFT, LWSD, AMZN, ATT ENCUMBRANCES*	(575)	
NET DEDICATED PARKING	***1,183***	***3.35 / 1000 SF***

PHASE 4 & 5 RESI RATIOS		
SUMMARY		
RESI UNITS 4IC	504	
RESI UNITS 4B	136	
RESI UNITS 3A & 3D	288	
TOTAL RESI UNITS	928	
4IC PARKING COUNT	***378***	***.75/ UNIT***
4B PARKING COUNT	***102***	***.75/ UNIT***
3A & 3D PARKING COUNT	***214***	***.75/ UNIT***
TOTAL PARKING COUNT	***694***	***.75/ UNIT***

NOTES:

- Commercial Square Footage are approximate and will shift over time given changing BOMA standards, etc. See table 1 and 2 of the TIA for analyzed assumptions.
- Encumbered stalls are those that are dedicated per existing lease agreements.
- Parking figures are approximate and based on schematic level of design. Exact parking numbers may shift at SPE per the maximums established by the TIA, this Master Plan, and the Code.

ENCUMBRANCES FOOTNOTES:

- MSFT: 55 G Garage Stalls *(Operation and Easement Agreement Section 4.7)*
- LWSD: 97 I Garage Stalls *(LWSD Easement Agreement Recital #2)*
- Amazon: 183 I Garage Stalls *(First Amendment to Easement Agreement Section 1b)*
- Amazon: 73 G Garage Stalls *(First Amendment to Easement Agreement Section 1a) & (Second Amendment to Easement Agreement Section 1)*
- AT&T: 97 I Garage Stalls *(Operation and Easement Agreement Section 4.5)*

PARKING SUMMARY - FULL BUILD-OUT

PROPOSED RESIDENTIAL AND OFFICE SCHEME

AS IS COMMERCIAL RATIOS		
SUMMARY		
TOTAL EXISTING COMMERCIAL SF	393,993	

COMMERCIAL PARKING SUMMARY

TOTAL OWNED PARKING STALLS	1,914	
LESS MSFT, LWSD, AMZN, ATT ENCUMBRANCES*	(505)	
NET DEDICATED PARKING	***1,409***	***3.58 / 1,000 SF***

PHASE 1 & 2 COMMERCIAL RATIOS - I GARAGE AND 4IC DEV		
SUMMARY		
TOTAL EXISTING COMMERCIAL SF	393,993	
SF COMMERCIAL ADDED	22,340	
NEW TOTAL COMMERCIAL SF	416,333	

COMMERCIAL PARKING SUMMARY

EXISTING TOTAL OWNED STALLS	1,914	
4-IC SURFACE STALLS REMOVED	(297)	
I GARAGE STALLS ADDED	284	
TOTAL OWNED PARKING STALLS	1,901	
LESS MSFT, LWSD, AMZN, ATT ENCUMBRANCES*	(505)	
NET DEDICATED PARKING	***1,396***	***3.35 / 1,000 SF***

PHASE 1 & 2 OFFICE RATIOS		
SUMMARY		
TOTAL OFFICE SF	245,530	
RESI UNITS 4IC	252	
TOTAL RESI UNITS	252	
4IC OFFICE PARKING COUNT	***255***	***1.04 / 1,000 SF***
4IC RESI PARKING COUNT	***189***	***.75 / UNIT***

PHASE 3 COMMERCIAL RATIOS - BJ'S LOT DEV		
SUMMARY		
TOTAL EXISTING COMMERCIAL SF	416,333	
NET SF COMMERCIAL ADDED	(6,048)	
NEW TOTAL COMMERCIAL SF	410,285	

COMMERCIAL PARKING SUMMARY

EXISTING TOTAL OWNED STALLS	1,901	
4-IC SURFACE STALLS REMOVED	(63)	
TOTAL OWNED PARKING STALLS	1,838	
LESS MSFT, LWSD, AMZN, ATT ENCUMBRANCES*	(505)	
NET DEDICATED PARKING	***1,333***	***3.25 / 1,000 SF***

PHASE 3 RESI AND OFFICE RATIOS		
SUMMARY		
TOTAL OFFICE SF	245,530	
RESI UNITS 4IC	252	
RESI UNITS 4B	136	
TOTAL RESI UNITS	388	
4IC OFFICE PARKING COUNT	***255***	***1.04 / 1,000 SF***
4IC RESI PARKING COUNT	***189***	***.75 / UNIT***
4B PARKING COUNT	***102***	***.75 / UNIT***

PHASE 4 & 5 COMMERCIAL RATIOS - 3A & D RESI DEV		
SUMMARY		
TOTAL EXISTING COMMERCIAL SF	410,285	
NET SF COMMERCIAL ADDED	(58,216)	
NEW TOTAL COMMERCIAL SF	352,069	

COMMERCIAL PARKING SUMMARY

EXISTING TOTAL OWNED STALLS	1,838	
G GARAGE, LESS STALLS DEDICATED TO NEW RESIDENTIAL	(80)	
TOTAL OWNED PARKING STALLS (INCLUDES 70 EXISTING STALLS DEDICATED TO RESI)	1,758	
LESS MSFT, LWSD, AMZN, ATT ENCUMBRANCES*	(575)	
NET DEDICATED PARKING	***1,183***	***3.36 / 1,000 SF***

PHASE 4 & 5 RESI AND OFFICE RATIOS		
SUMMARY		
TOTAL OFFICE SF	245,530	
RESI UNITS 4IC	252	
RESI UNITS 4B	136	
RESI UNITS 3A & 3D	288	
TOTAL RESI UNITS	676	
4IC OFFICE PARKING COUNT	***255***	***1.04 / 1,000 SF***
4IC RESI PARKING COUNT	***189***	***.75 / UNIT***
4B PARKING COUNT	***102***	***.75 / UNIT***
3A & 3D PARKING COUNT	***214***	***.74 / UNIT***

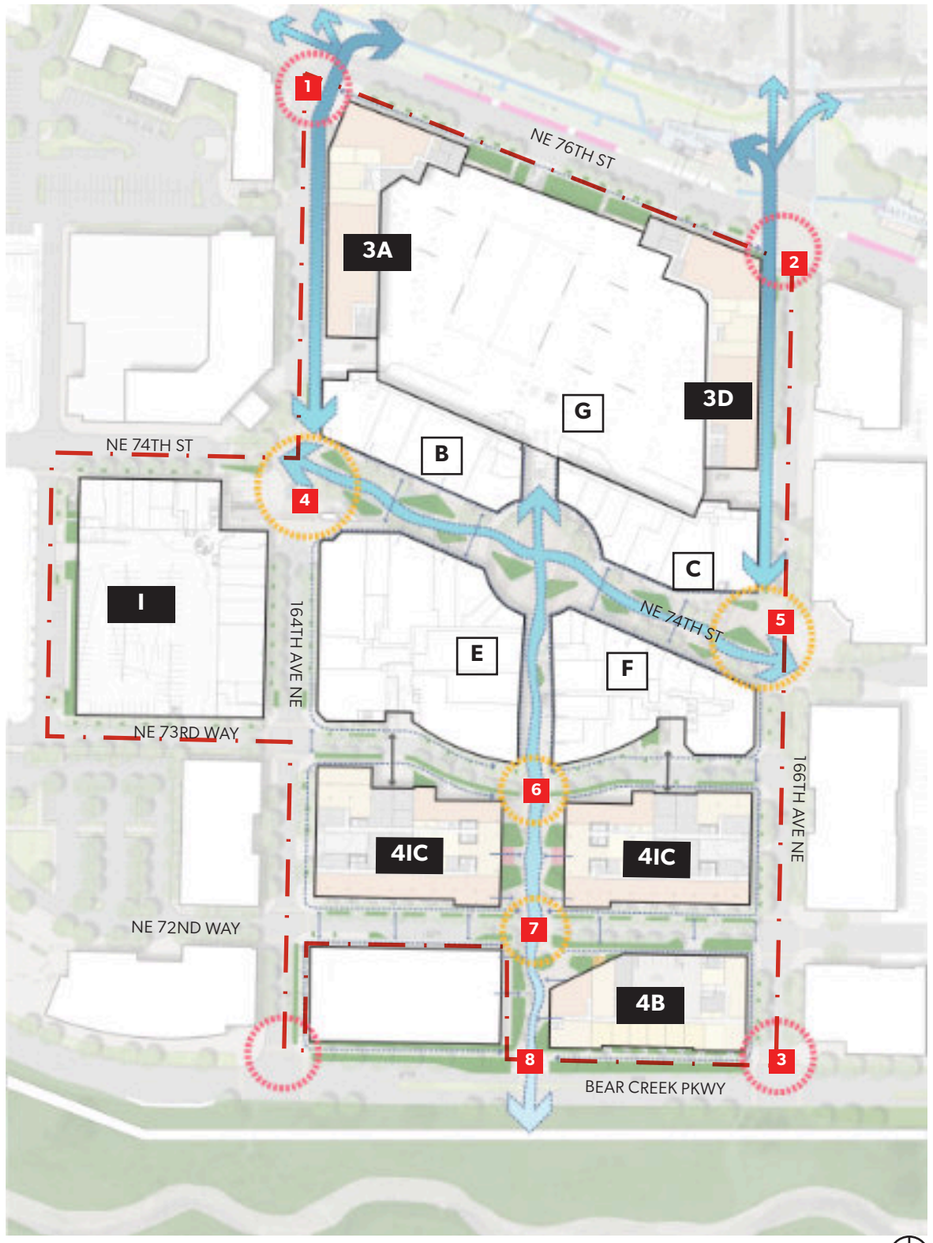
NOTES:

- Commercial Square Footage are approximate and will shift over time given changing BOMA standards, etc. See table 1 and 2 of the TIA for analyzed assumptions.
- Encumbered stalls are those that are dedicated per existing lease agreements.

ENCUMBRANCES FOOTNOTES:

- MSFT: 55 G Garage Stalls *(Operation and Easement Agreement Section 4.7)*
- LWSD: 97 I Garage Stalls *(LWSD Easement Agreement Recital #2)*
- Amazon: 183 I Garage Stalls *(First Amendment to Easement Agreement Section 1b)*
- Amazon: 73 G Garage Stalls *(First Amendment to Easement Agreement Section 1a) & (Second Amendment to Easement Agreement Section 1)*
- AT&T: 97 I Garage Stalls *(Operation and Easement Agreement Section 4.5)*

URBAN DESIGN DIAGRAM



OPEN SPACE DIAGRAM

0' 100' 200'

LEGEND

- PROJECT BOUNDARY
- AMENITY SPACE
- LOBBY ENTRY
- GREEN SPACE
- PEDESTRIAN CIRCULATION
- PEDESTRIAN ACCESS
- LOADING ZONE ALIGNMENT
- CENTRAL PEDESTRIAN PATHWAY
- VEHICLE AND PEDESTRIAN GATEWAY
- BICYCLE AND PEDESTRIAN GATEWAY
- 1 DOWNTOWN REDMOND GATEWAY
- 2 LIGHT RAIL STATION GATEWAY
- 3 BEAR CREEK PARKWAY GATEWAY - EAST
- 4 74TH PEDESTRIAN ZONE GATEWAY - WEST
- 5 74TH PEDESTRIAN ZONE GATEWAY - EAST
- 6 RETAIL GATEWAY
- 7 BEAR CREEK PARKWAY & 72ND WAY GATEWAY
- 8 BEAR CREEK PARKWAY GATEWAY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

Town Center Mixed Use Subarea Gateways

As described in the Downtown Design Standards, the project subarea should emphasize pedestrian connections similar to the Old Town Zone while providing a transition to the neighboring Bear Creek and adjacent office zones.

A primary design objective was to increase the porosity at site gateways to draw pedestrians into the site. Gateways 1 and 2 adjacency to Downtown and the Light Rail Station are the primary pedestrian entries and act as the site's front door. Gateways 3 and 8 provide improved multi-modal gateways while creating new connections to the existing Bear Creek Open Space.

The design team has identified key internal and external site gateways that are of special importance to the project design. Development at these gateways should celebrate the urban edge condition and incorporate Architectural and Landscape character guidelines as described in the following pages. In addition to the provided guidelines, precedent imagery identifies a vision for the character of these locations. While the final future design will differ some from the precedent imagery, it should reflect the character of the images along with the guidelines. The provided gateway design guidelines are intended to be used conjunction with the existing City of Redmond Design Guidelines. The development of these guidelines was a collaborative effort with City staff and the Design Review Board during the MPD review.

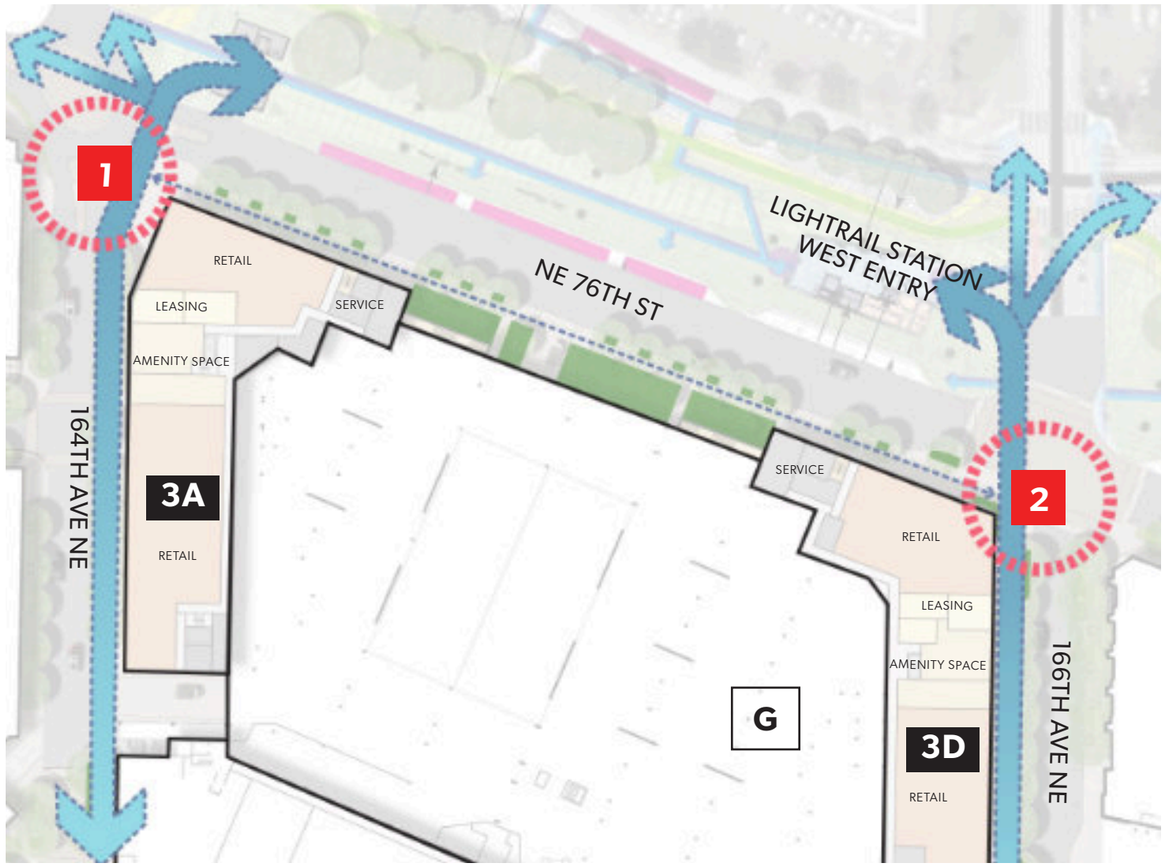
Creating open space connections is vital within the re-imagined Redmond Town Center. Safe and generous crossings at the new light rail access will serve a new influx of residents and visitors alike. Clear and defined bicycle circulation from Bear Creek Parkway into and around the site will provide easy access to all retail and residential frontages, as well as bike parking locations throughout. A defined central pedestrian spine will form a strong pathway into the heart of the retail core, while connecting to the entry and amenity spaces.

Proposed precedent imagery represents a design approach to showcase the movement of people, emphasize verticality, and create a playful active facade in place of horizontal concrete screening. While the final future design will differ some from the precedent imagery, it should reflect these goals.

The landscape design character throughout the site is intended to highlight the transition from urban at the north to more natural planting and landscape features as a visitor gets closer to Bear Creek.

NORTHERN MULTI-MODAL SITE ENTRY GATEWAYS

GATEWAY MAP



GATEWAY MAP
0' 50' 100'

NORTH 1 AND 2 GATEWAY

Most site visitors will approach and enter the site along the northern gateways either from downtown Redmond or from the new light rail station. These corner gateways create an urban edge and represent the primary front doors to Redmond Town Center. New table topped intersection improvements.

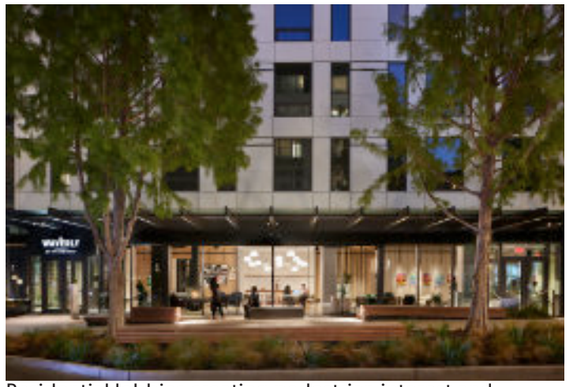
SUPPLEMENTAL DESIGN GUIDELINES

- Arrival - Entry for light rail passengers and from downtown;
- Prominent urban edge at street corner;
- Glazed storefront for ground level retail uses - encourage food and beverage tenants;
- Weather protection at face of building;
- Signage, lighting and potential art elements that enhance sense of arrival and site identity;
- Enhanced pedestrian crossing at Gateway 2;
- Bike lanes extend into site.
- Reinforce and celebrate the street corner by providing pedestrian entrances that orient toward the corner.

NOTE: Gateway design and precedent imagery intended to demonstrate design intent, not final design. Final design shall be included in SPE and shall meet the intent demonstrated in the above schematic design.

PRECEDENT IMAGES

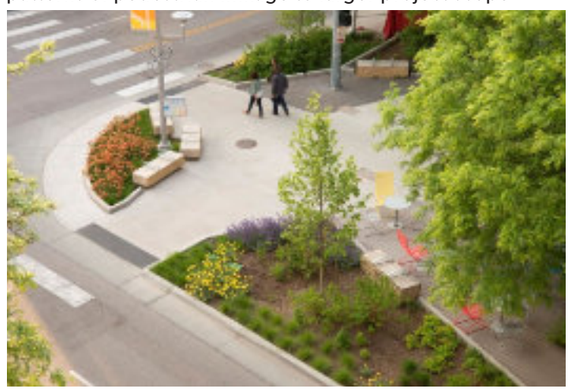
Activated Public Realm & Corner Retail



Residential lobbies creating pedestrian interest and contributing to experience of public realm

Overhead weather protection, street trees reinforced patterns of pedestrian linkage to larger project scope

Public Stair Works in concert with signage to create inviting frintage at 76th facade.



Landscape Buffer Planting at Intersection creates protected pedestrian space for retail

Food and Beverage Seating activates right of way areas

NORTHERN MULTI-MODAL SITE ENTRY GATEWAYS

GATEWAY 2 APPROACH, LOOKING SOUTH

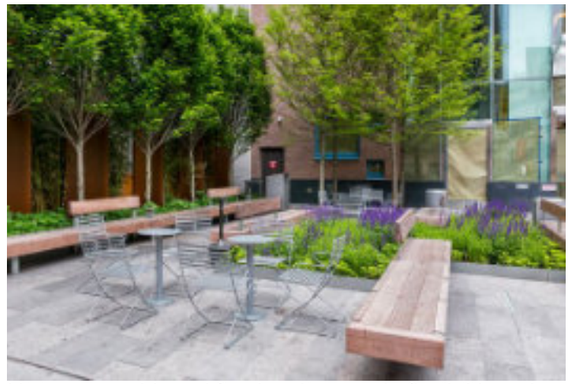
NOTE: Gateway design and precedent imagery intended to demonstrate design intent, not final design. Final design shall be included in SPE and shall meet the intent demonstrated in the above schematic design.

HARDSCAPE

Raised intersection promotes safe crossing and prioritizes pedestrians

Varied pavement creates dynamic spaces with integrated planting and lighting

FURNISHINGS


Mixing moveable and fixed seating create flexibility and variety of seating types.

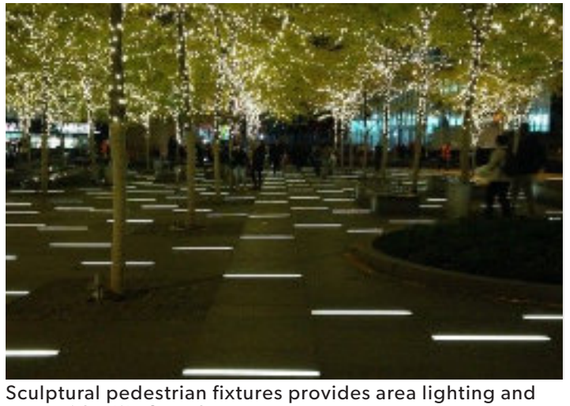
Lining circulation spaces with seating and low level lighting helps to define space and clarify travel routes.

Flexible and bold furnishings create vibrant hubs for activity and gathering

PLANTING/ LIGHTING

Linear seating arrangements create strong edges and protect planting areas

Simple blocks of planting with native/adaptive species help lower maintenance needs


Sculptural pedestrian fixtures provides area lighting and create identity for urban spaces

SOUTHERN MULTI-MODAL SITE ENTRY GATEWAYS

GATEWAY MAP

GATEWAY MAP
0' 50' 100'

166TH AND BEAR CREEK

The new mixed-use residential building 4B replaces existing surface parking and holds the street corner to signify multi-modal entry form Bear Creek parkway. The gateway will need to relate to both the pedestrian at the ground level while also serving as a vertical focal point with visibility from Hwy 520.

SUPPLEMENTAL DESIGN GUIDELINES

- Arrival - Entry from Bear Creek Parkway/166th Avenue;
- Large glazing for visibility to ground level uses;
- Landscape edge condition/buffer at Bear Creek Parkway;
- Weather protection at building entries;
- Signage and lighting that enhance site identity, safety and connection to Bear Creek Parkway and Marymoor Park.

NOTE: Gateway design and precedent imagery intended to demonstrate design intent, not final design. Final design shall be included in SPE and shall meet the intent demonstrated in the above schematic design.

PRECEDENT IMAGES

Residential Lobby presence at corner

Transparency, residential lobby and amenity that engages with pedestrian realm

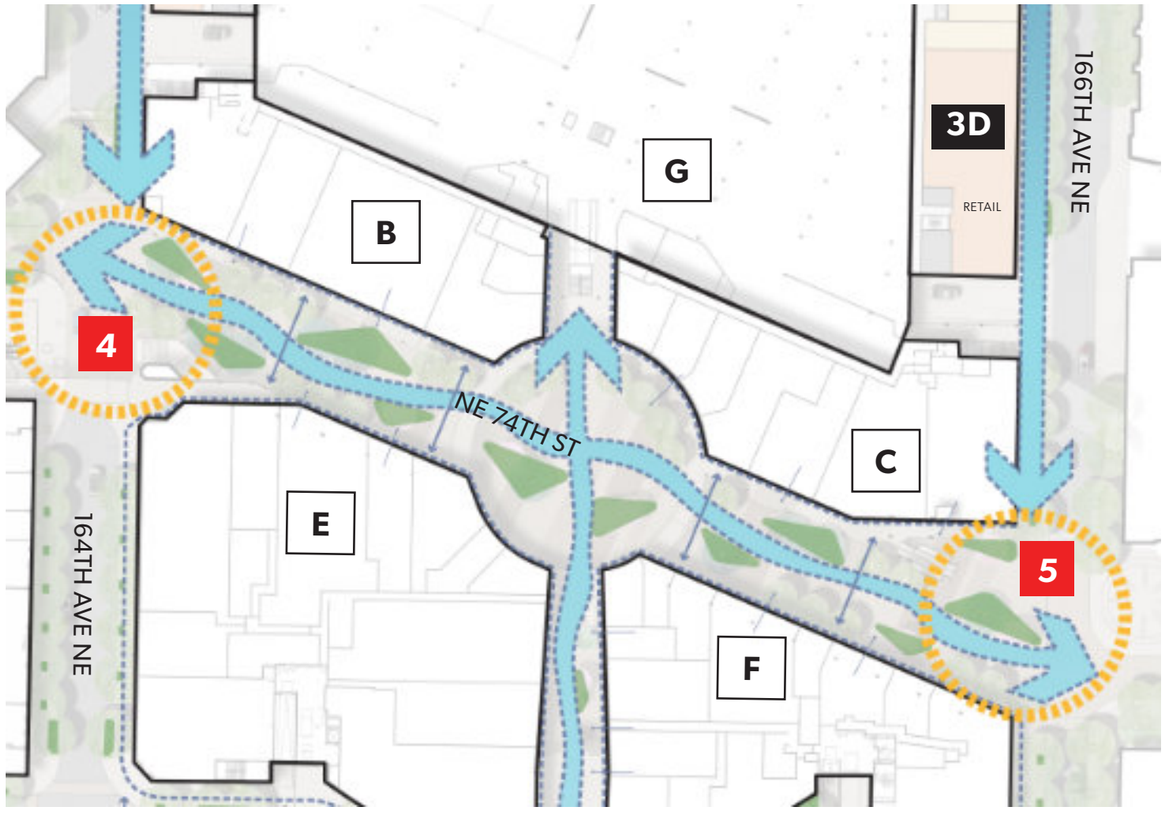
Overhead Weather Protection, Streetscape Planting

Native Planting Buffer at Bear Creek Parkway

Indentity Art Features in Pavement

74TH STREET GATEWAYS

GATEWAY MAP



GATEWAY MAP
0' 50' 100'

INTERNAL 74TH 5 AND 6 GATEWAY

Pedestrian focused streetscape and intersection improvements at 74th will pull the character of the pedestrian plaza across 164th and 166th to draw visitors into the heart of the site. The idea is to improve the visibility of 74th St from the northern gateways and signify the entry of a pedestrian first and vehicle second intersection.

SUPPLEMENTAL DESIGN GUIDELINES

- Entry to Pedestrian focus at NE 74th Street;
- Glazed storefront for ground level retail uses food and beverage tenants encouraged. Provide areas for potential outdoor dinning.
- Weather protection at building entrances;
- Signage, lighting and art elements that enhance site identity;
- Ground Level Planting and pavement patterns that limit the vehicular traffic and encourage pedestrian use. Table-topped intersections for traffic calming and enhanced pedestrian crossing;
- Visibility of vertical circulation;
- Pedestrian focused corridor - no vehicular use.

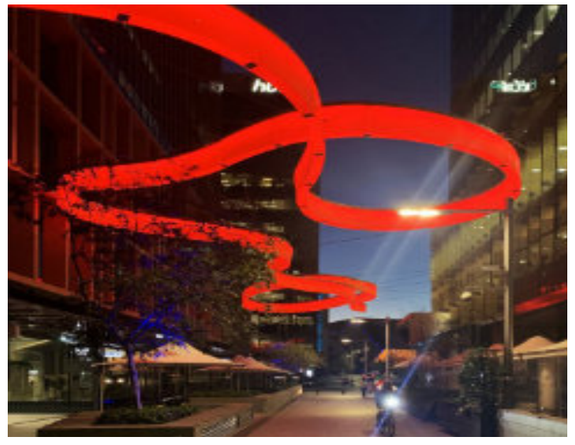
NOTE: Gateway design and precedent imagery intended to demonstrate design intent, not final design. Final design shall be included in SPE and shall meet the intent demonstrated in the above schematic design.

PRECEDENT IMAGES

Gateway 5: Vision for refreshed Retail Center, active pedestrian uses, enhanced landscape, public circulation

Landscape islands with integral seating help direct circulation and provide greenspace and respite.

Retail Seating to activate and create inviting atmosphere

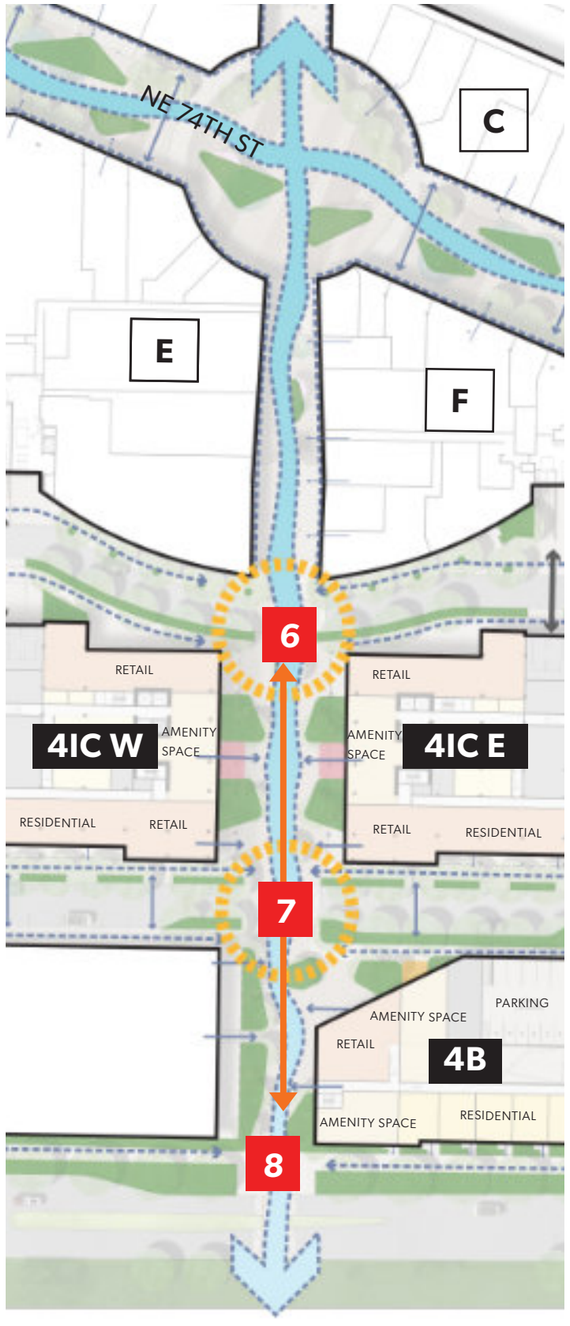


Sculptural lighting elements

Specialty Paving

INTERNAL PEDESTRIAN ORIENTED GATEWAYS

GATEWAY MAP



GATEWAY MAP

0' 50' 100'

PEDESTRIAN GATEWAYS

The internal north-south gateways are primarily pedestrian focused to extend the pedestrian only plazas across the internal private streets. The plaza and active frontages at each of these gateways act as stepping stones to provide interest and pull visitors through the site.

SUPPLEMENTAL DESIGN GUIDELINES

- North/ South Connection - focus on pedestrian-oriented uses;
- Extension of existing RTC Plaza Space at retail core. Building setback from sidewalk to provide shared public open space;
- Glazed storefront for ground level uses - retail proposed;
- Weather Protection at building entries;
- Signage, lighting and art elements that enhance site identity and pedestrian experience;
- Enhanced Planting mimicking natural systems and providing educational value;
- Pedestrian focused corridor - no vehicular use.

NOTE: Gateway design and precedent imagery intended to demonstrate design intent, not final design. Final design shall be included in SPE and shall meet the intent demonstrated in the above schematic design.

PRECEDENT IMAGES

Overhead weather protection. Ground floor activated by lobbies, retail and amenities

Enhanced plaza and planting with ample seating

Creative lighting that aids in safety and wayfinding

Enhance gather spaces with ample seating and art

Sprecialty paving that reinforces a sense of place

Shared multi-modal access within woonerf space

PROPOSED GROUND LEVEL

PROPOSED GROUND LEVEL - ALL RESIDENTIAL SCHEME

0' 100' 200'

PROPOSED GROUND LEVEL - RESIDENTIAL AND OFFICE SCHEME

0' 100' 200'

LEGEND

- PROJECT BOUNDARY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING
- PARKING ENTRY
- LOADING ENTRY
- PEDESTRIAN ENTRY
- COMMERCIAL
- COMMON RESI/OFFICE AMENITY
- RESIDENTIAL
- LEASING / MAIL
- CIRCULATION
- PARKING
- SERVICE
- OFFICE

PROPOSED LEVEL 2 - PARKING LEVEL

PROPOSED LEVEL 2 - ALL RESIDENTIAL SCHEME

0' 100' 200'

PROPOSED LEVEL 2 - RESIDENTIAL AND OFFICE SCHEME

0' 100' 200'

LEGEND

- PROJECT BOUNDARY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING
- COMMERCIAL
- COMMON RESI/OFFICE AMENITY
- RESIDENTIAL
- LEASING / MAIL
- CIRCULATION
- PARKING
- SERVICE

PROPOSED ROOF LEVEL

PROPOSED ROOF LEVEL - ALL RESIDENTIAL SCHEME

0' 100' 200'

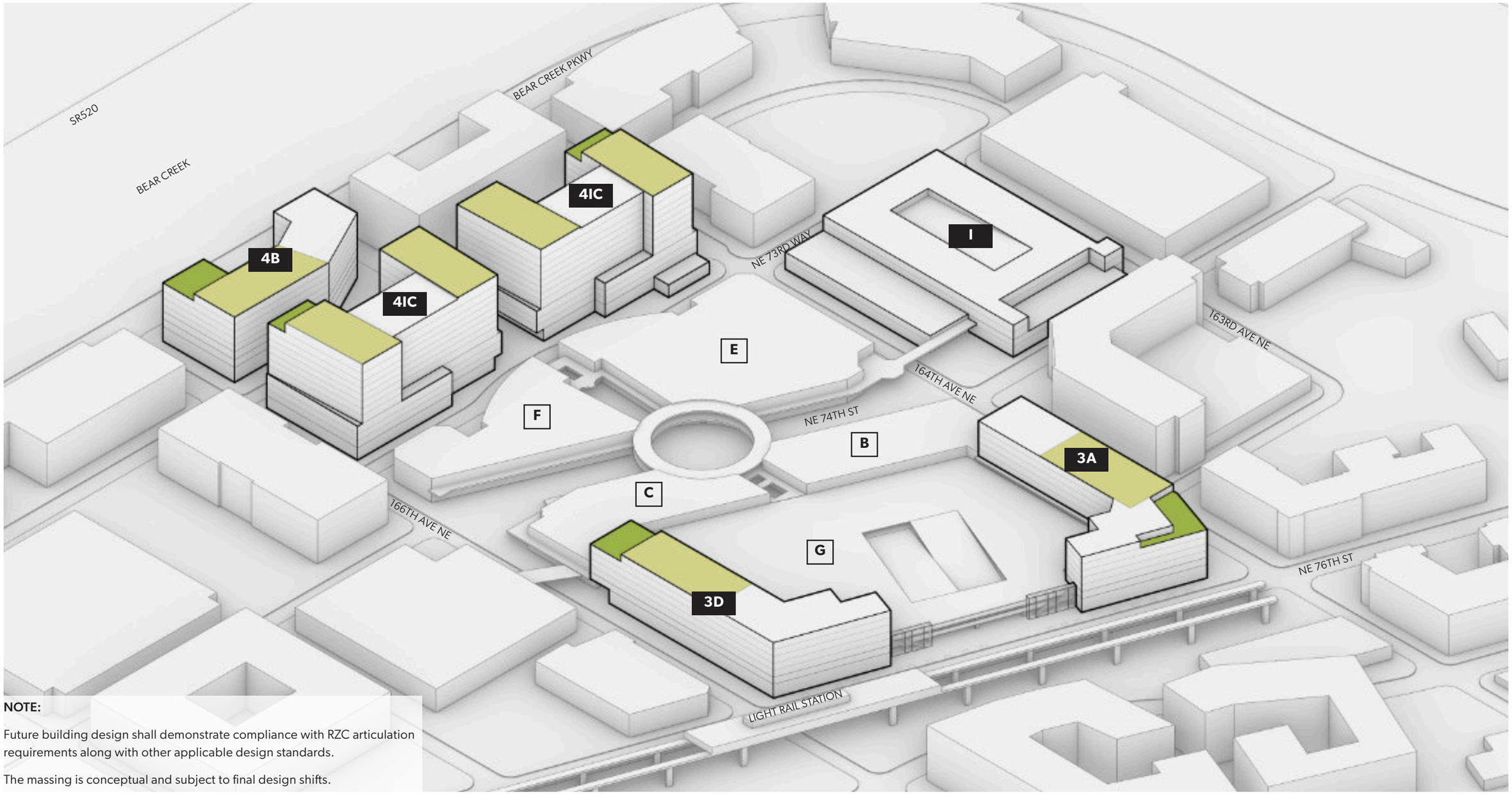
PROPOSED ROOF LEVEL - RESIDENTIAL AND OFFICE SCHEME

0' 100' 200'

LEGEND

- PROJECT BOUNDARY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING
- UNOCCUPIED GREEN ROOF
- BUILDING OPEN SPACE
- INTENDED NOT TO BE VEGETATED

OVERALL MASSING VIEWS - NORTHEAST PERSPECTIVE (4IC RESIDENTIAL SCHEME)



NOTE:

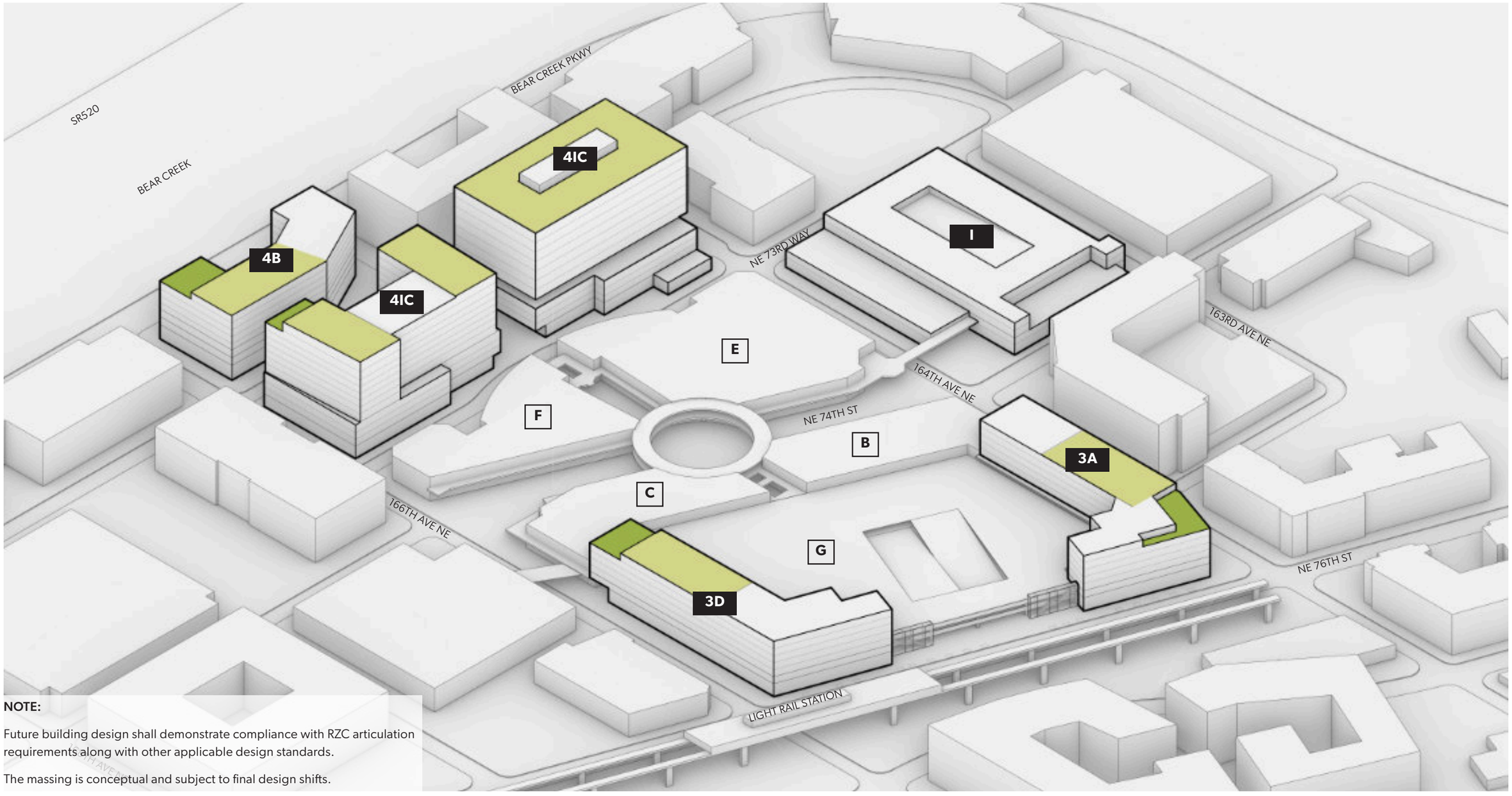
Future building design shall demonstrate compliance with RZC articulation requirements along with other applicable design standards.

The massing is conceptual and subject to final design shifts.

OVERALL MASSING VIEWS - NORTHEAST PERSPECTIVE (ALL RESIDENTIAL SCHEME)

NTS

OVERALL MASSING VIEWS - NORTHEAST PERSPECTIVE (4IC OFFICE SCHEME)



NOTE:

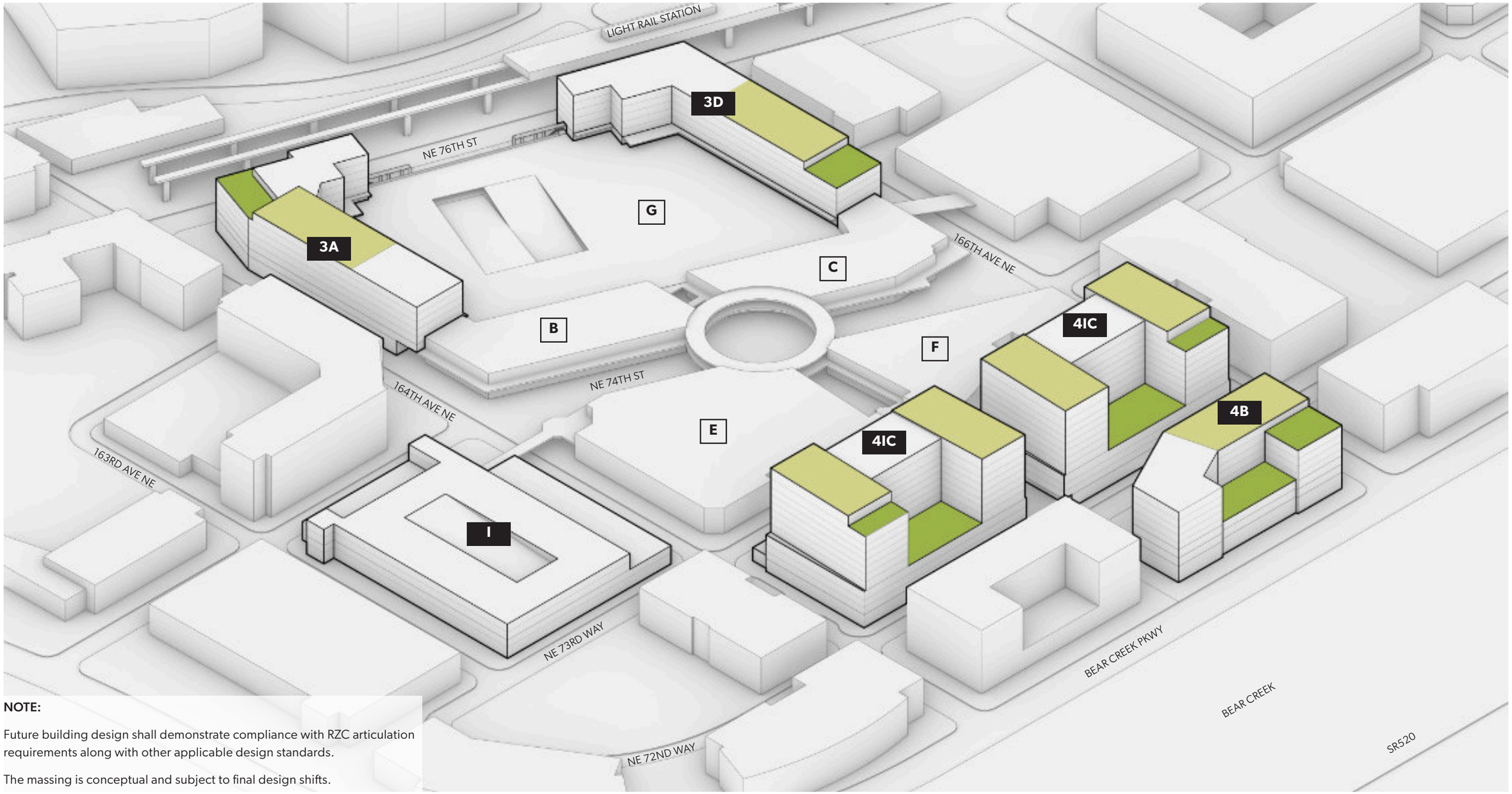
Future building design shall demonstrate compliance with RZC articulation requirements along with other applicable design standards.

The massing is conceptual and subject to final design shifts.

OVERALL MASSING VIEWS - NORTHEAST PERSPECTIVE (RESIDENTIAL AND OFFICE SCHEME)

NTS

OVERALL MASSING VIEWS - SOUTHWEST PERSPECTIVE (4IC RESIDENTIAL SCHEME)



NOTE:

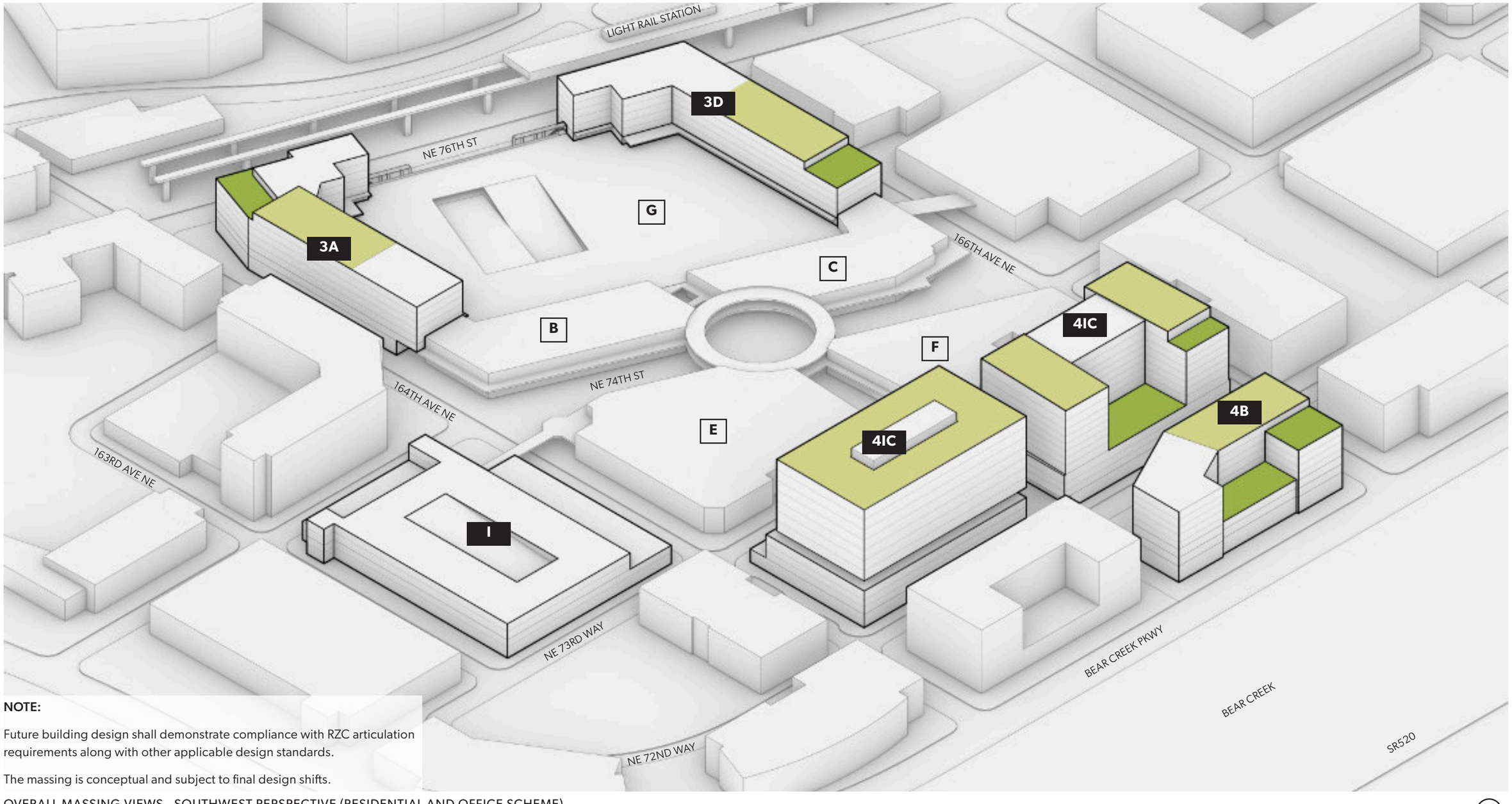
Future building design shall demonstrate compliance with RZC articulation requirements along with other applicable design standards.

The massing is conceptual and subject to final design shifts.

OVERALL MASSING VIEWS - SOUTHWEST PERSPECTIVE (ALL RESIDENTIAL SCHEME)

NTS

OVERALL MASSING VIEWS - SOUTHWEST PERSPECTIVE (4IC OFFICE SCHEME)



NOTE:

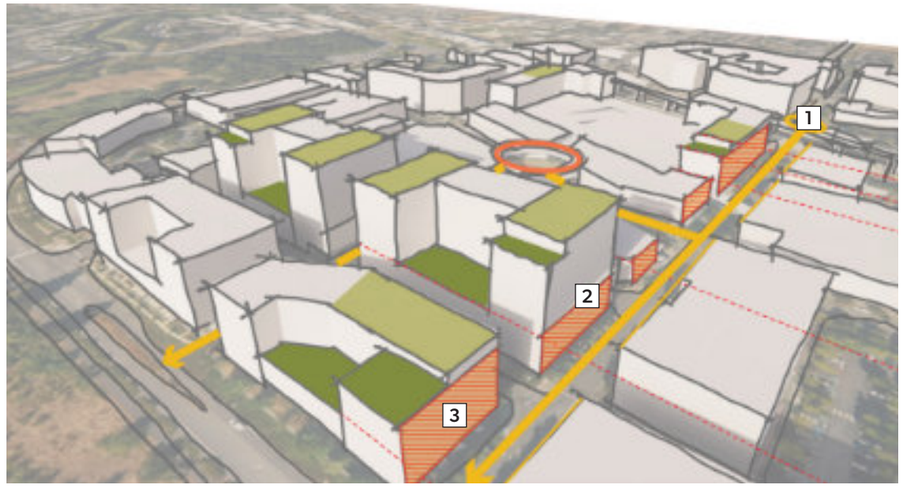
Future building design shall demonstrate compliance with RZC articulation requirements along with other applicable design standards.

The massing is conceptual and subject to final design shifts.

OVERALL MASSING VIEWS - SOUTHWEST PERSPECTIVE (RESIDENTIAL AND OFFICE SCHEME)

NTS

BULK AND SCALE DIAGRAMS (4IC ALL RESIDENTIAL SCHEME)



1 LIGHT RAIL STATION

2 RELIEF AT PODIUM

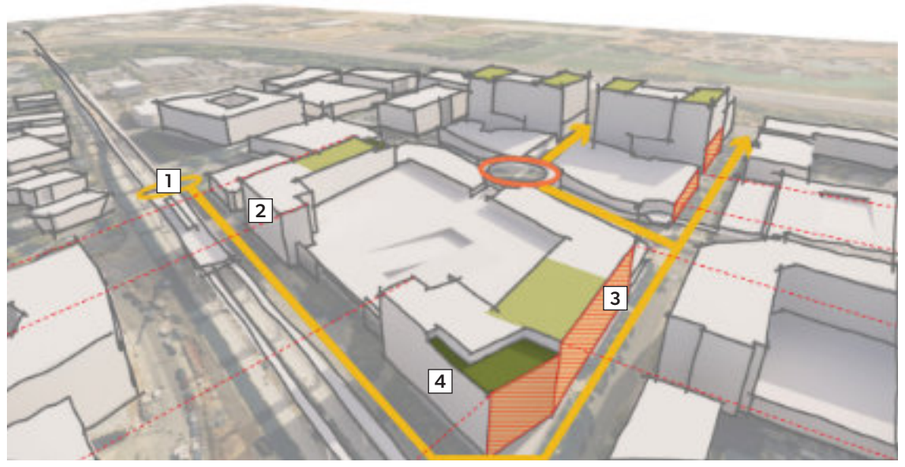
3 GROUND LEVEL ACTIVATION AND REGISTRATION OF PODIUM WITH MASSING ACROSS 166TH AVE NE

BULK AND SCALE DIAGRAMS (4IC ALL RESIDENTIAL SCHEME) - VIEW FROM SE

NTS

NOTE:

1).Note - conceptual massing design, buildings will go through additional design review to show compliance with modulation standards as part of an overall design composition.



1 LIGHT RAIL STATION

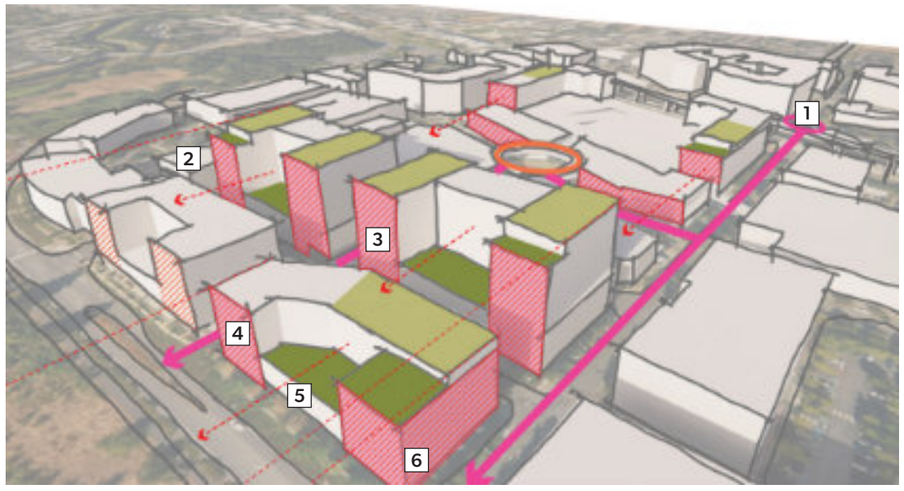
2 PROPOSED DEVELOPMENT SCALED TO MATCH ADJACENT EXISTING DEVELOPMENT

3 GROUND LEVEL ACTIVATION AND REGISTRATION OF PODIUM WITH MASSING ACROSS 164TH AVE NE

4 FACADE ORIENTED TO LIGHT RAIL

BULK AND SCALE DIAGRAMS (4IC ALL RESIDENTIAL SCHEME) - VIEW FROM NW

NTS



1 LIGHT RAIL STATION

2 EXISTING DEVELOPMENT

3 TERRACED MASSING AT SOUTH ORIENTATION

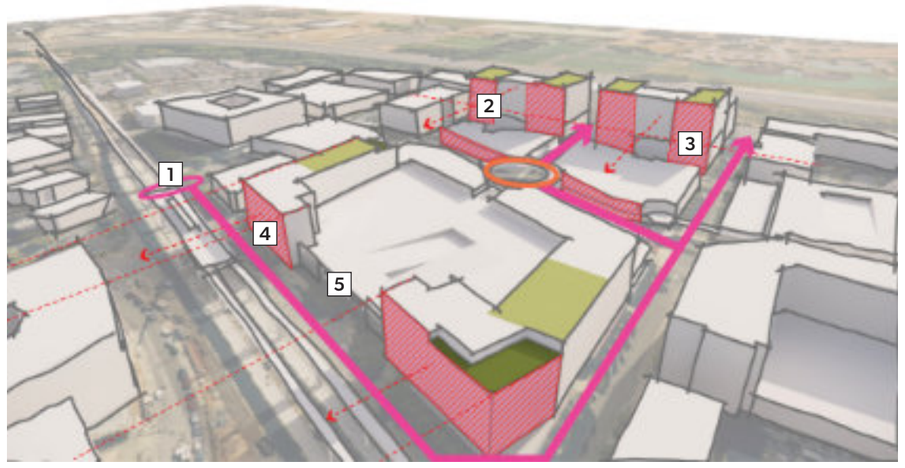
4 VERTICAL VARIATION OF MASSING AT LONG FACADE, REPETITION OF URBAN FORM

5 RELIEF AT BEAR CREEK PARKWAY

6 GATEWAY CORNER

BULK AND SCALE DIAGRAMS (4IC ALL RESIDENTIAL SCHEME) - VIEW FROM SE

NTS



1 LIGHT RAIL STATION

2 VERTICAL VARIATION OF MASSING AT LONG FACADE, REPETITION OF URBAN FORM

3 TERRACED MASSING AT NORTH ORIENTATION

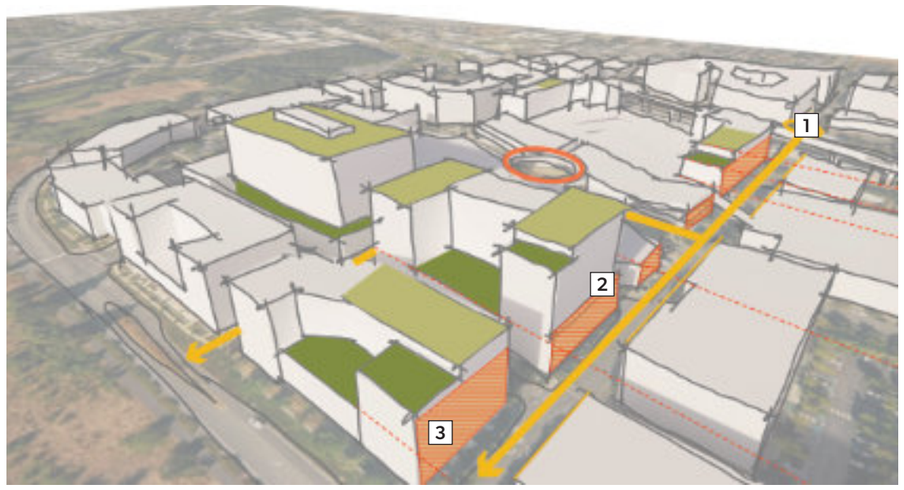
4 PROPOSED DEVELOPMENT SCALED TO MATCH ADJACENT EXISTING DEVELOPMENT

5 RELIEF AT METRO ORIENTED FACADES

BULK AND SCALE DIAGRAMS (4IC ALL RESIDENTIAL SCHEME) - VIEW FROM NW

NTS

BULK AND SCALE DIAGRAMS (4IC RESIDENTIAL AND OFFICE SCHEME)

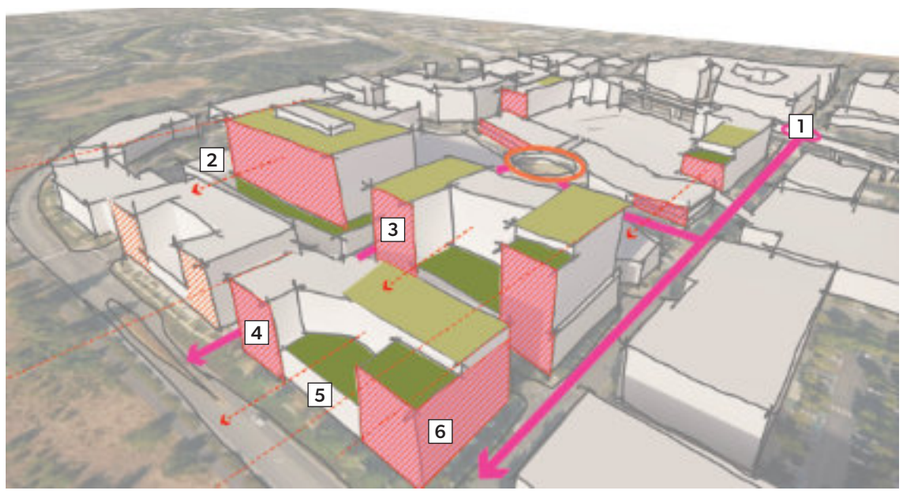


1 LIGHT RAIL STATION

2 RELIEF AT PODIUM

3 GROUND LEVEL ACTIVATION AND REGISTRATION OF PODIUM WITH MASSING ACROSS 166TH AVE NE

BULK AND SCALE DIAGRAMS (4IC RESIDENTIAL AND OFFICE SCHEME) - VIEW FROM SE
NTS



1 LIGHT RAIL STATION

2 EXISTING DEVELOPMENT

3 TERRACED MASSING AT SOUTH ORIENTATION

4 VERTICAL VARIATION OF MASSING AT LONG FACADE, REPETITION OF URBAN FORM

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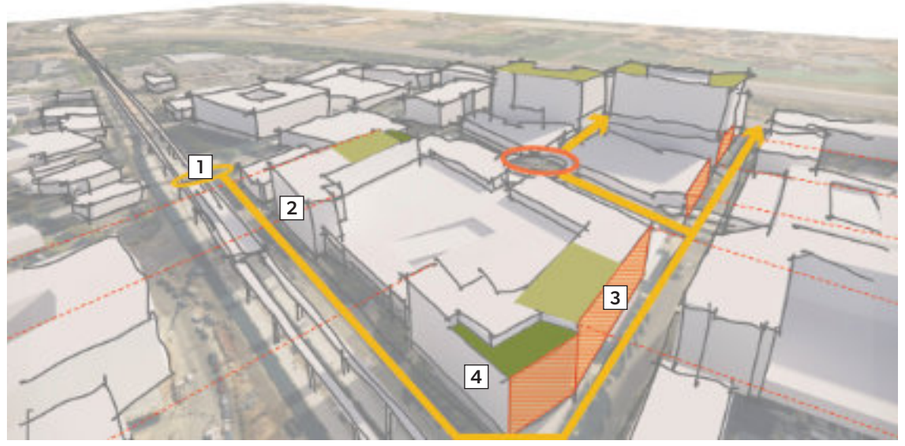
BULK AND SCALE DIAGRAMS (4IC RESIDENTIAL AND OFFICE SCHEME) - VIEW FROM SE
NTS

NOTE:

1).Note - conceptual massing design, buildings will go through additional design review to show compliance with modulation standards as part of an overall design composition.



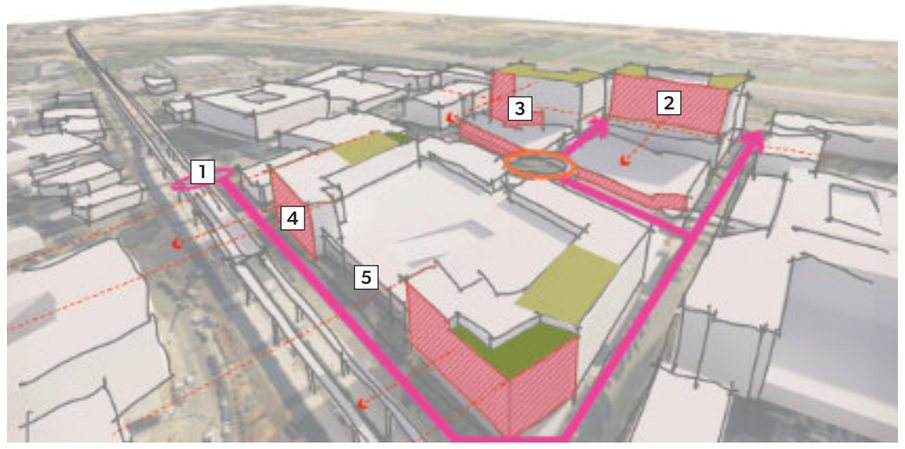
1 LIGHT RAIL STATION

2 PROPOSED DEVELOPMENT SCALED TO MATCH ADJACENT EXISTING DEVELOPMENT

3 GROUND LEVEL ACTIVATION AND REGISTRATION OF PODIUM WITH MASSING ACROSS 164TH AVE NE

4 FACADE ORIENTED TO LIGHT RAIL

BULK AND SCALE DIAGRAMS (4IC RESIDENTIAL AND OFFICE SCHEME) - VIEW FROM NW
NTS



1 LIGHT RAIL STATION

2 VERTICAL VARIATION OF MASSING AT LONG FACADE, REPETITION OF URBAN FORM

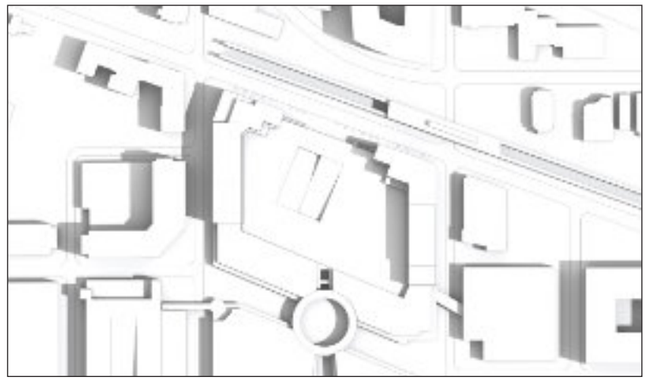
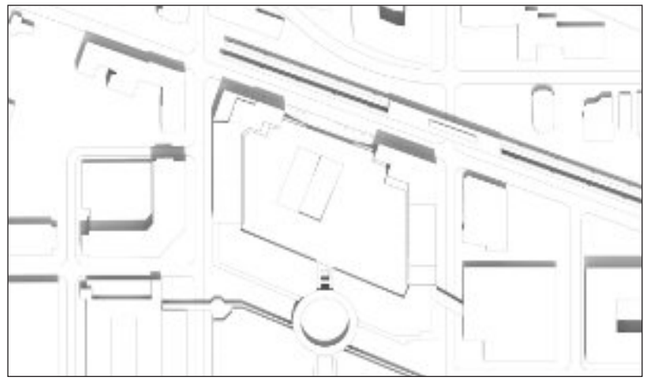
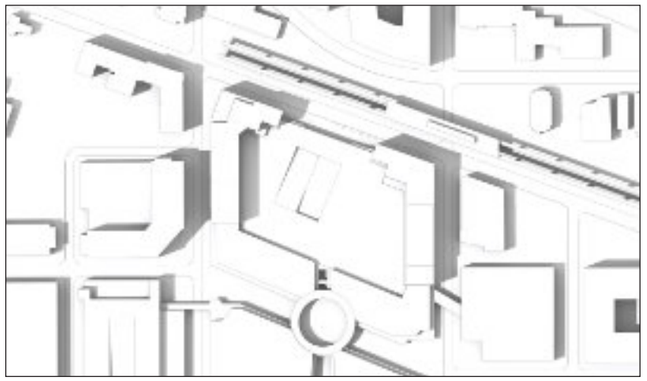
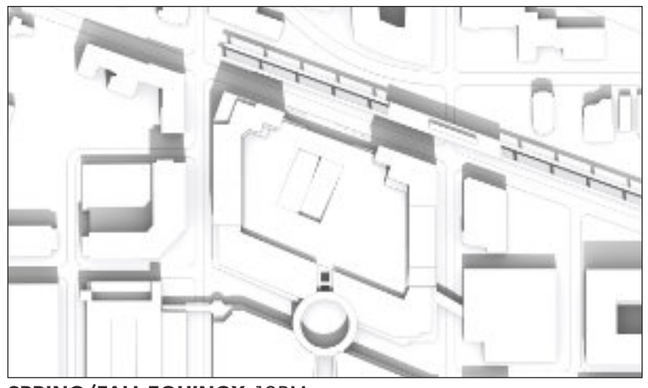
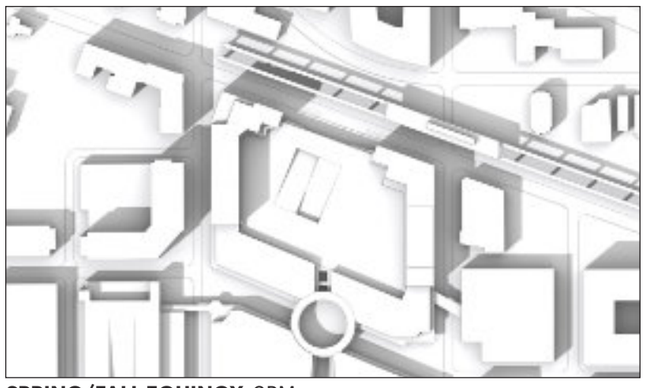
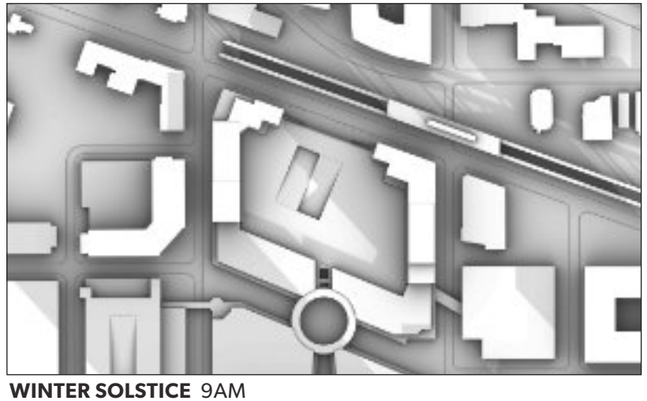
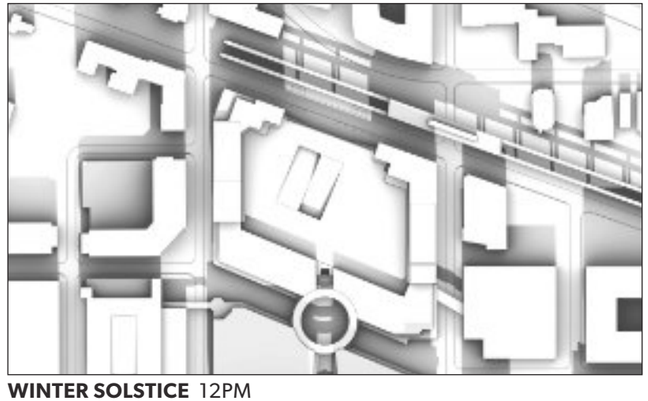
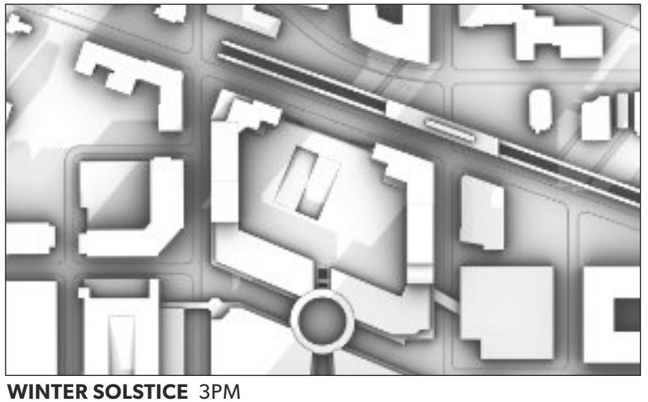
3 TERRACED MASSING AT NORTH ORIENTATION

4 PROPOSED DEVELOPMENT SCALED TO MATCH ADJACENT EXISTING DEVELOPMENT

5 RELIEF AT METRO ORIENTED FACADES

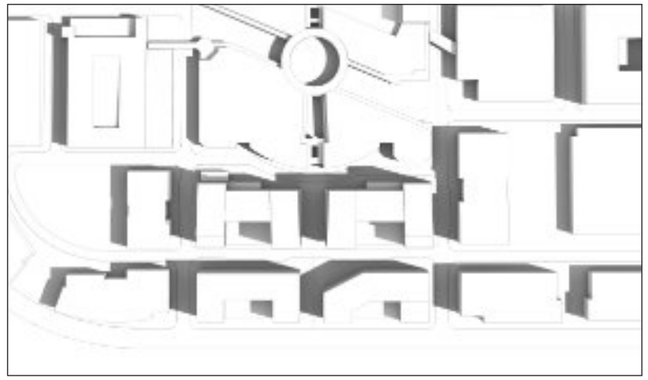
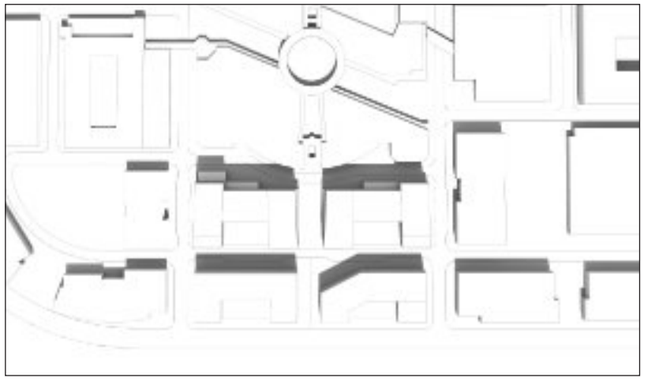
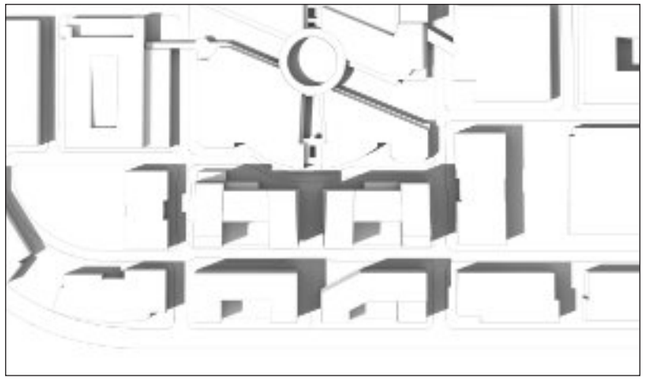
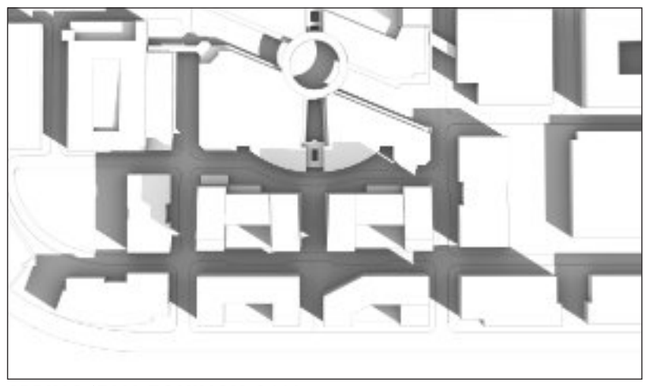
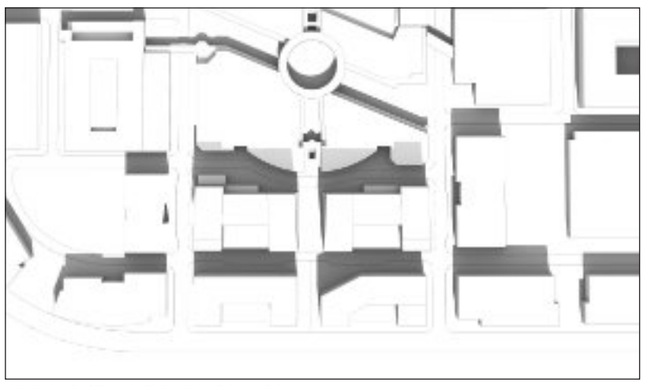
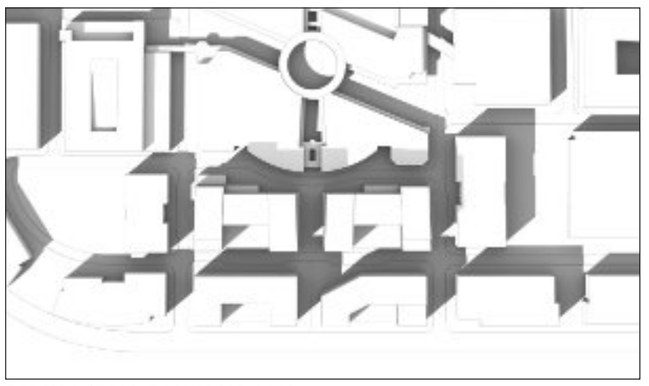
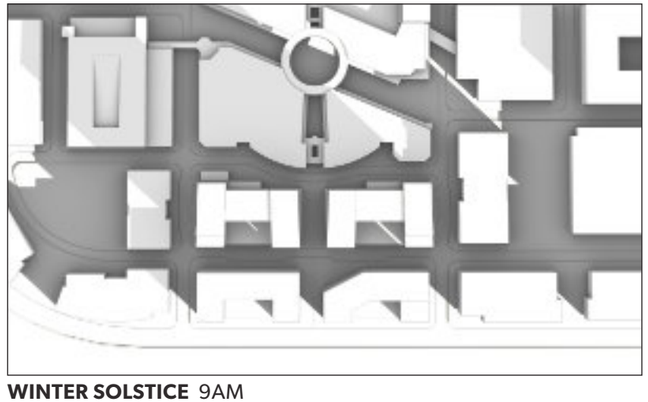
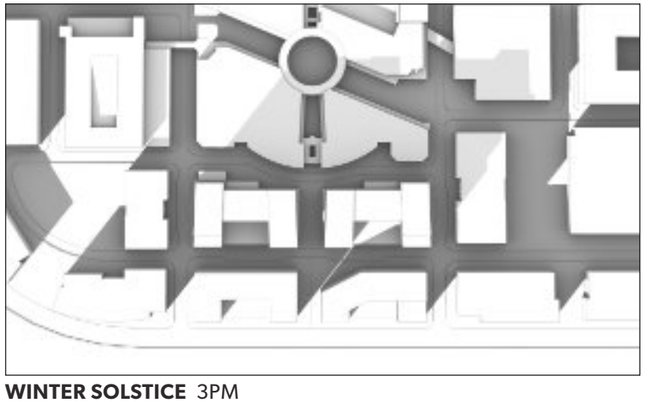
BULK AND SCALE DIAGRAMS (4IC RESIDENTIAL AND OFFICE SCHEME) - VIEW FROM NW
NTS

SHADOW STUDIES (NORTH)

	9AM	12PM	3PM
SUMMER SOLSTICE	 **SUMMER SOLSTICE** 9AM	 **SUMMER SOLSTICE** 12PM	 **SUMMER SOLSTICE** 3PM
SPRING/FALL EQUINOX	**SPRING/FALL EQUINOX** 9AM	 **SPRING/FALL EQUINOX** 12PM	 **SPRING/FALL EQUINOX** 3PM
WINTER SOLSTICE	 **WINTER SOLSTICE** 9AM	 **WINTER SOLSTICE** 12PM	 **WINTER SOLSTICE** 3PM

SHADOW STUDIES (NORTH)
NTS

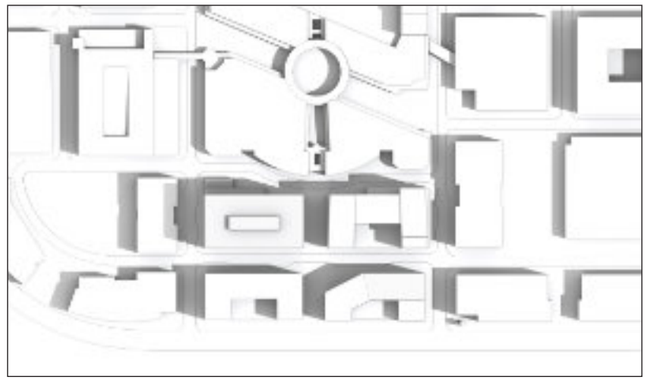
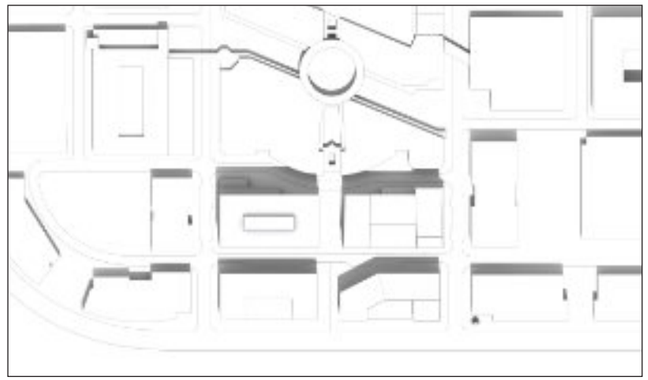
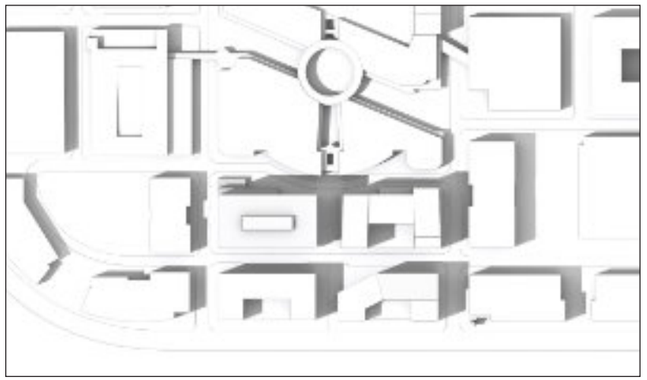
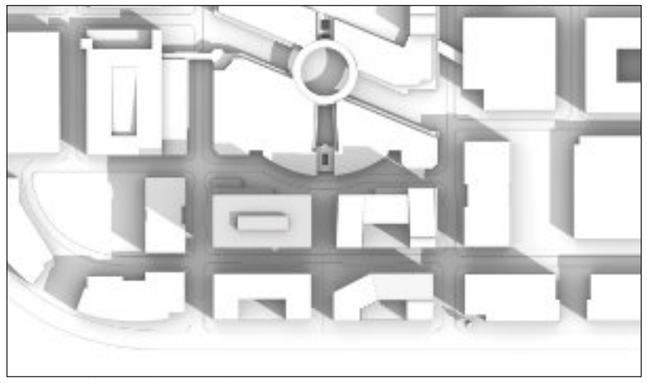
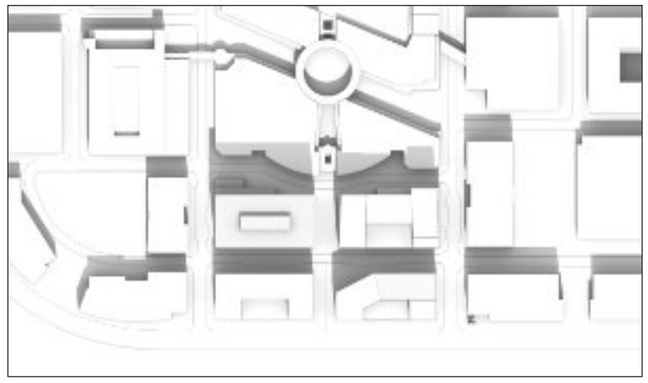
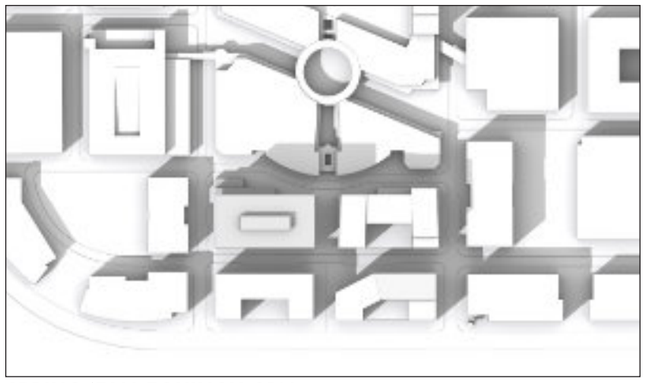
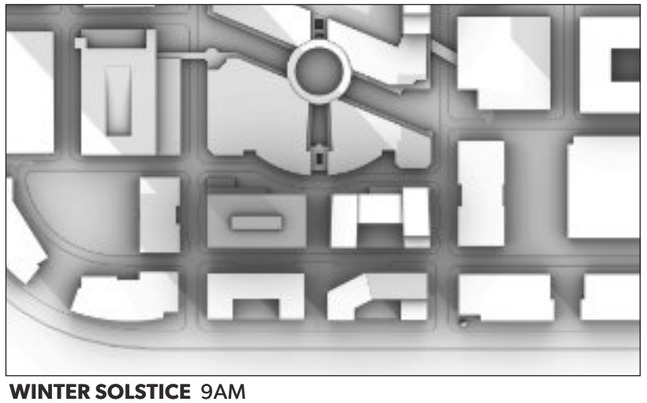
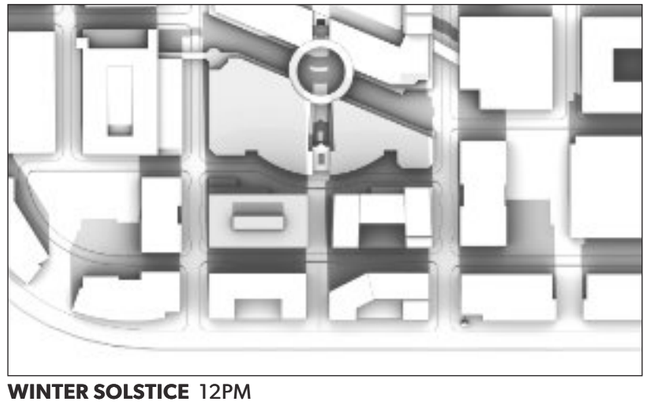
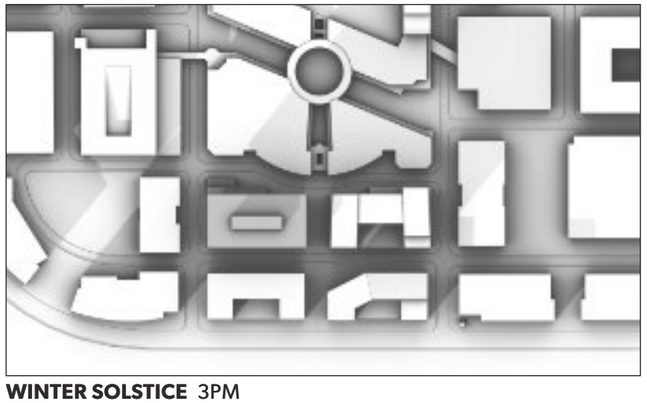
SHADOW STUDIES (SOUTH - ALL RESIDENTIAL SCHEME)

	9AM	12PM	3PM
SUMMER SOLSTICE	 **SUMMER SOLSTICE** 9AM	 **SUMMER SOLSTICE** 12PM	 **SUMMER SOLSTICE** 3PM
SPRING/FALL EQUINOX	 **SPRING/FALL EQUINOX** 9AM	 **SPRING/FALL EQUINOX** 12PM	 **SPRING/FALL EQUINOX** 3PM
WINTER SOLSTICE	 **WINTER SOLSTICE** 9AM	**WINTER SOLSTICE** 12PM	 **WINTER SOLSTICE** 3PM

SHADOW STUDIES (SOUTH - 4IC RESIDENTIAL SCHEME)

NTS

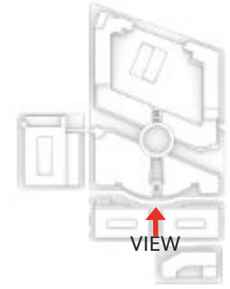
SHADOW STUDIES (SOUTH - 4IC RESIDENTIAL AND OFFICE SCHEME)

	9AM	12PM	3PM
SUMMER SOLSTICE	 **SUMMER SOLSTICE** 9AM	 **SUMMER SOLSTICE** 12PM	 **SUMMER SOLSTICE** 3PM
SPRING/FALL EQUINOX	 **SPRING/FALL EQUINOX** 9AM		 **SPRING/FALL EQUINOX** 3PM
WINTER SOLSTICE	 **WINTER SOLSTICE** 9AM	 **WINTER SOLSTICE** 12PM	 **WINTER SOLSTICE** 3PM

SHADOW STUDIES (SOUTH - 4IC OFFICE SCHEME)

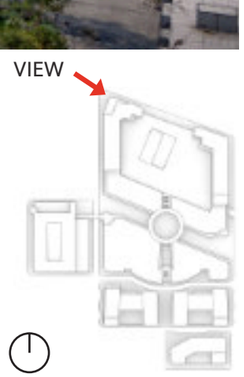
NTS

CONCEPT RENDER VIEWS - GROUND LEVEL (ALL RESIDENTIAL SCHEME)

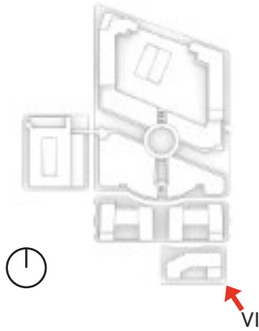


CONCEPT RENDER VIEWS (ALL RESIDENTIAL SCHEME)

View from NW Corner of Proposed Development, NE 76th St and future Light Rail Station



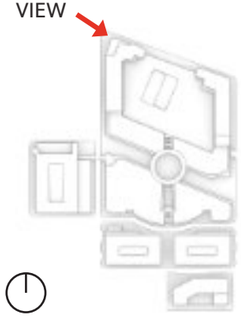
View from SE Corner of Proposed Development, Bear Creek Parkway



CONCEPT RENDER VIEWS (RESIDENTIAL AND OFFICE SCHEME)

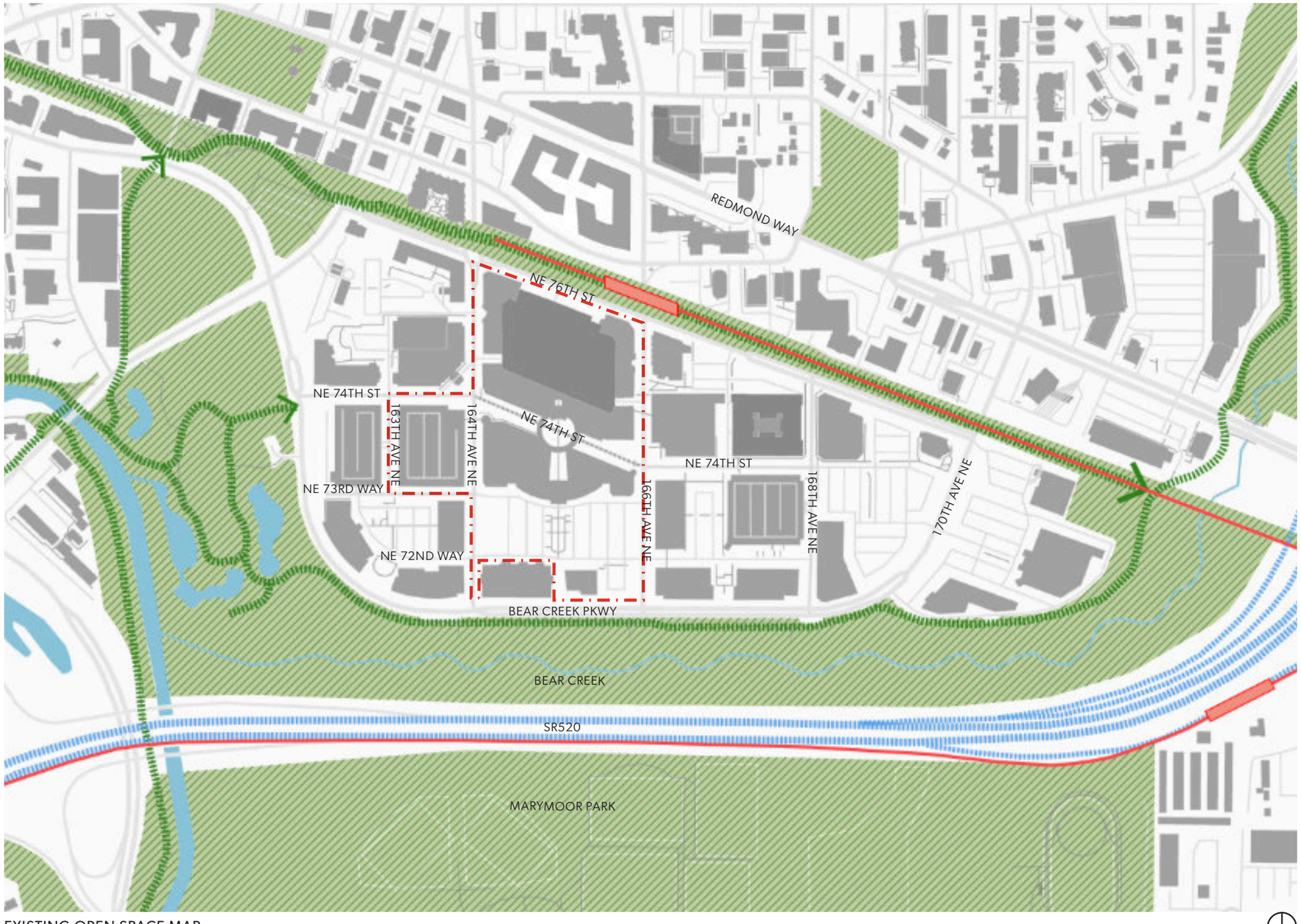
View from NW Corner of Proposed Development, NE 76th St and future Light Rail Station

VIEW



SECTION 3 - OPEN SPACE PLAN

EXISTING OPEN SPACE



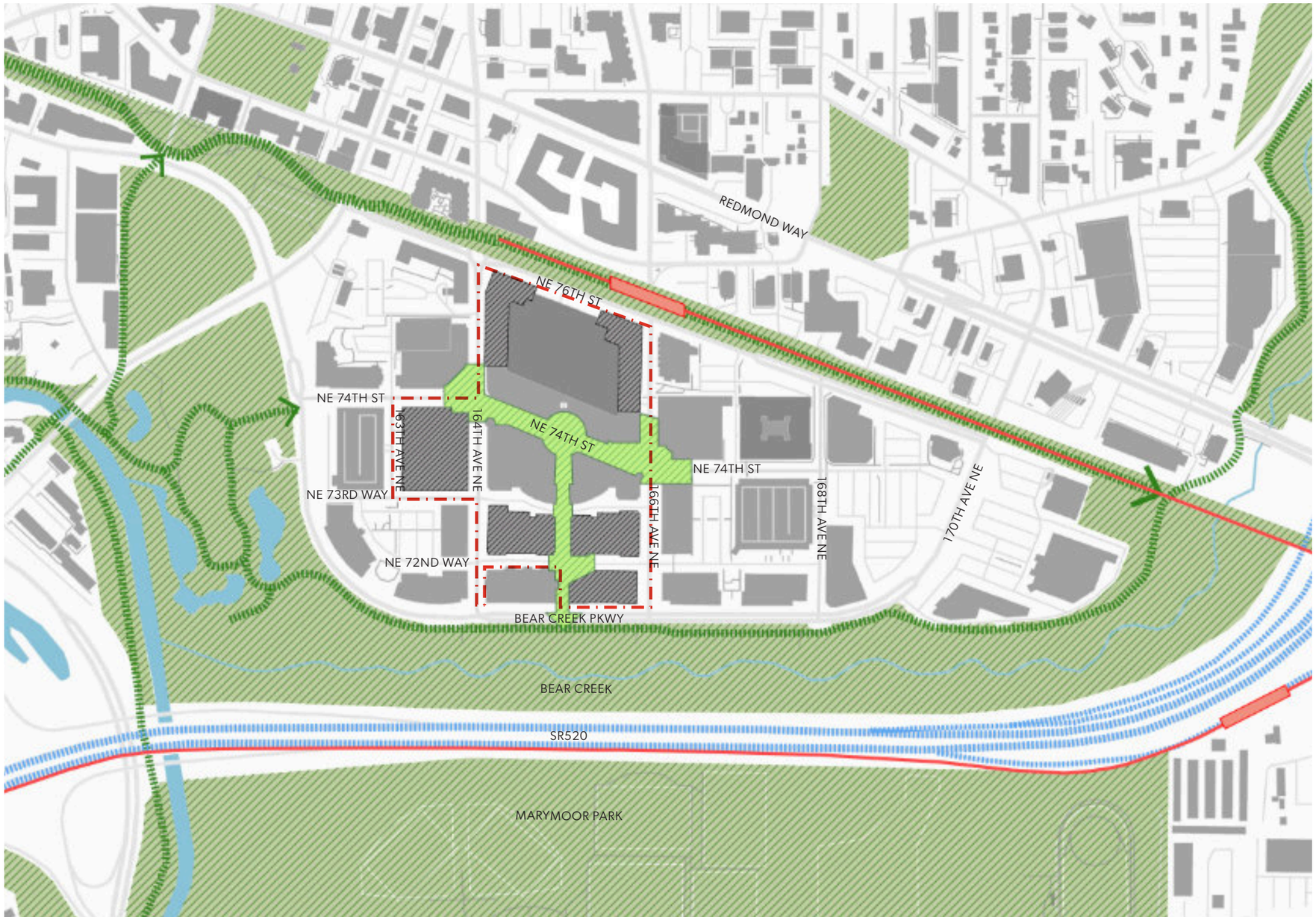
LEGEND

- PROPERTY LINE
- LIGHT RAIL
- SOUND TRANSIT STATION
- SR520
- EXISTING MULTI-USE TRAIL (PAVED)
- OPEN SPACE, NATURAL LANDSCAPE AND PARKS

EXISTING OPEN SPACE MAP

NTS

PROPOSED OPEN SPACE



LEGEND

- PROPERTY LINE
- LIGHT RAIL
- SOUND TRANSIT STATION
- SR520
- EXISTING MULTI-USE TRAIL (PAVED)
- OPEN SPACE, NATURAL LANDSCAPE AND PARKS
- PROPOSED OPEN SPACE AND PLAZAS
- PROPOSED BUILDINGS

PROPOSED OPEN SPACE MAP

NTS

PROPOSED BIKE ROUTE AND PEDESTRIAN

LEGEND

- PROJECT BOUNDARY
- LIGHT RAIL
- SOUND TRANSIT STATION
- SR520
- EXISTING MULTI-USE TRAIL (PAVED)
- EXISTING BIKE LANES
- PROPOSED BIKE LANES
- PROPOSED PEDESTRIAN ROUTE
- WALK RADIUS
- PROPOSED BUILDINGS
- PROPOSED BIKE ROOMS

PROPOSED BIKE ROUTE AND PEDESTRIAN MAP

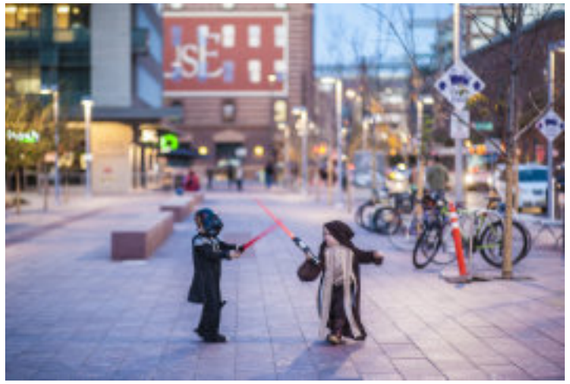
NTS

OPEN SPACE CHARACTER PRECEDENT IMAGES

Informal gathering spaces

Informal gathering spaces

Pedestrian streetscape



Flexible plaza spaces

Informal gathering spaces

Pedestrian streetscape

Opportunities for dining spill-out

Informal gathering spaces

Event programming opportunities

PROPOSED GROUND LEVEL

GROUND LEVEL MASTER PLAN - ALL RESIDENTIAL SCHEME

PROPOSED GROUND LEVEL - ALL RESIDENTIAL SCHEME

0' 100' 200'

GROUND LEVEL MASTER PLAN - RESIDENTIAL AND OFFICE SCHEME

PROPOSED GROUND LEVEL - RESIDENTIAL AND OFFICE SCHEME

0' 100' 200'

LEGEND

- PROJECT BOUNDARY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING
- PARKING ENTRY
- LOADING ENTRY
- PEDESTRIAN ENTRY

ROOF LEVEL PLAN

ROOF LEVEL PLAN - ALL RESIDENTIAL SCHEME

PROPOSED ROOF LEVEL - ALL RESIDENTIAL SCHEME

0' 100' 200'

ROOF LEVEL PLAN - RESIDENTIAL AND OFFICE SCHEME

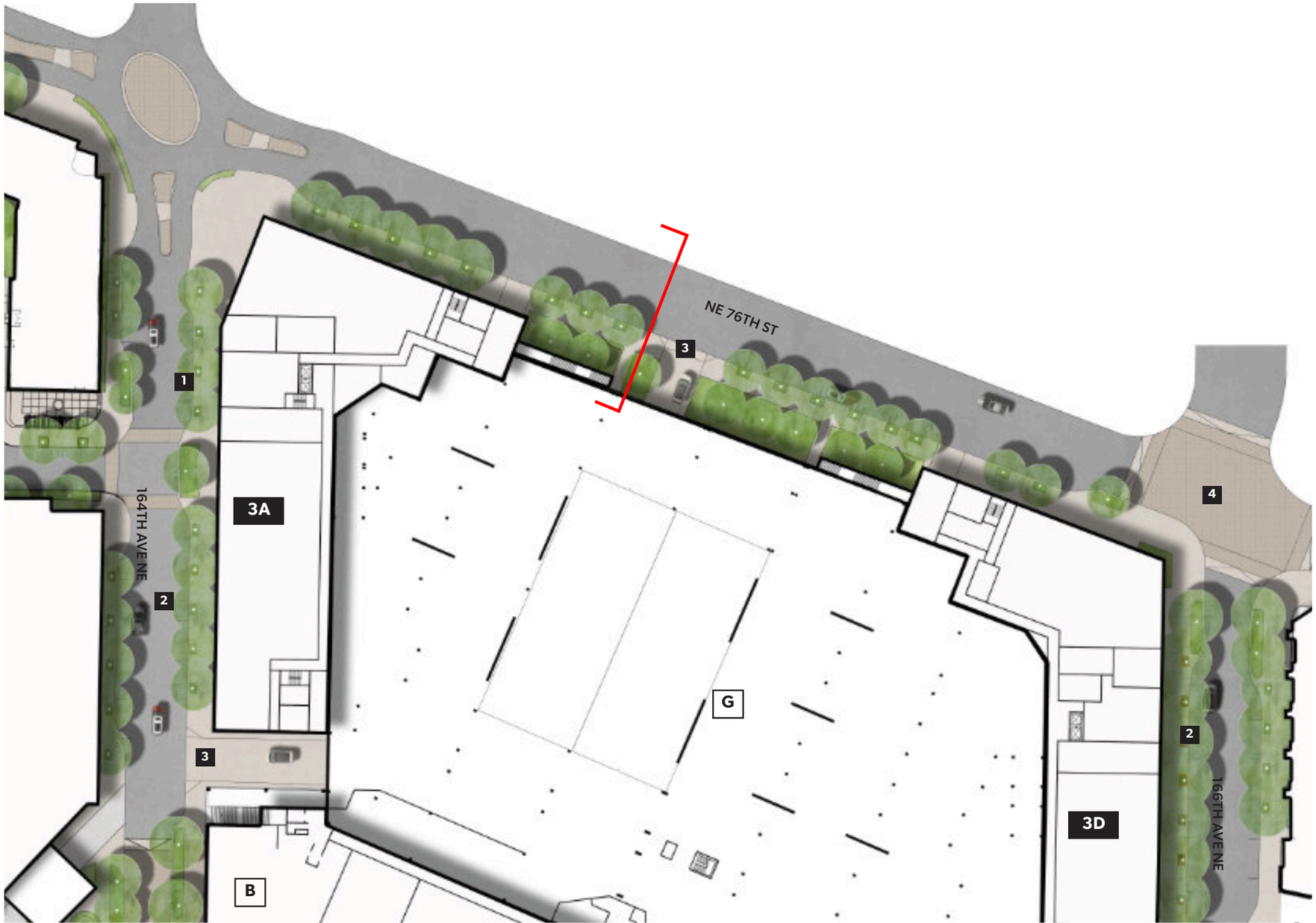
PROPOSED ROOF LEVEL - RESIDENTIAL AND OFFICE SCHEME

0' 100' 200'

LEGEND

- PROJECT BOUNDARY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING
- UNOCCUPIED GREEN ROOF
- BUILDING OPEN SPACE
- INTENDED NOT TO BE VEGETATED

CONCEPTUAL LANDSCAPE PLAN - NORTH



LEGEND

- 1 STREET TREES TO REMAIN
- 2 STREET PARKING
- 3 GARAGE ENTRY
- 4 ENHANCED CROSSWALK
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

CONCEPTUAL LANDSCAPE PLAN - NORTH

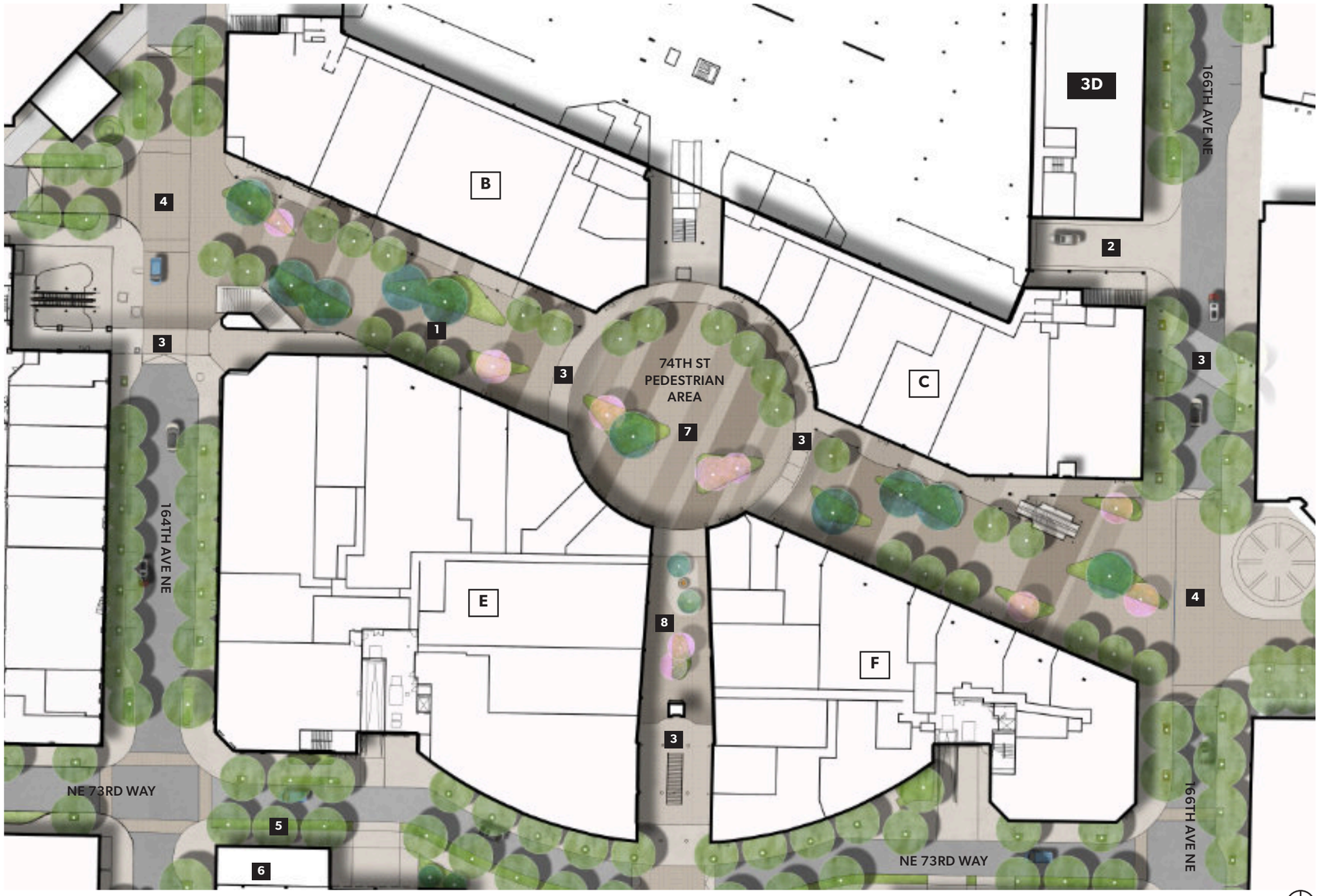
0' 35' 70'

NE 76TH STREET CONCEPTUAL STREET FRONTAGE SECTION

NE 76TH STREET SECTION

0' 4' 8'

CONCEPTUAL LANDSCAPE PLAN - CENTRAL



CONCEPTUAL LANDSCAPE PLAN - CENTRAL

0′ 35′ 70′

LEGEND

1. 74TH STREET ENHANCEMENTS (FUTURE PHASE)
2. GARAGE ENTRY
3. PEDESTRIAN BRIDGE
4. RAISED ENHANCED INTERSECTION
5. PROPOSED STREET TREES
6. BIKE ROOM ACCESS
7. CENTRAL COURT
8. PEDESTRIAN SPINE AT COMMERCIAL

EXISTING BUILDING

PROPOSED NEW OR MODIFIED EXISTING BUILDING

CONCEPTUAL LANDSCAPE PLAN - SOUTH (ALL RESIDENTIAL SCHEME)

CONCEPTUAL LANDSCAPE PLAN - SOUTH

0' 35' 70'

LEGEND

1 BIKE ROOM ACCESS
2 TRASH/LOADING
3 COMMERCIAL SPILLOUT
4 ENHANCED CROSSING
5 STREET TREES TO REMAIN
6 GARAGE ENTRY
7 LOBBY ENTRY
8 AMENITY TERRACE
9 GROUND RELATED UNITS WITH STOOPS
10 NEW STREETSCAPE
11 NEW STREET TREES
12 PEDESTRIAN CORRIDOR / OPEN SPACE

EXISTING BUILDING

PROPOSED NEW OR MODIFIED EXISTING BUILDING

CONCEPTUAL LANDSCAPE PLAN - SOUTH (RESIDENTIAL AND OFFICE SCHEME)

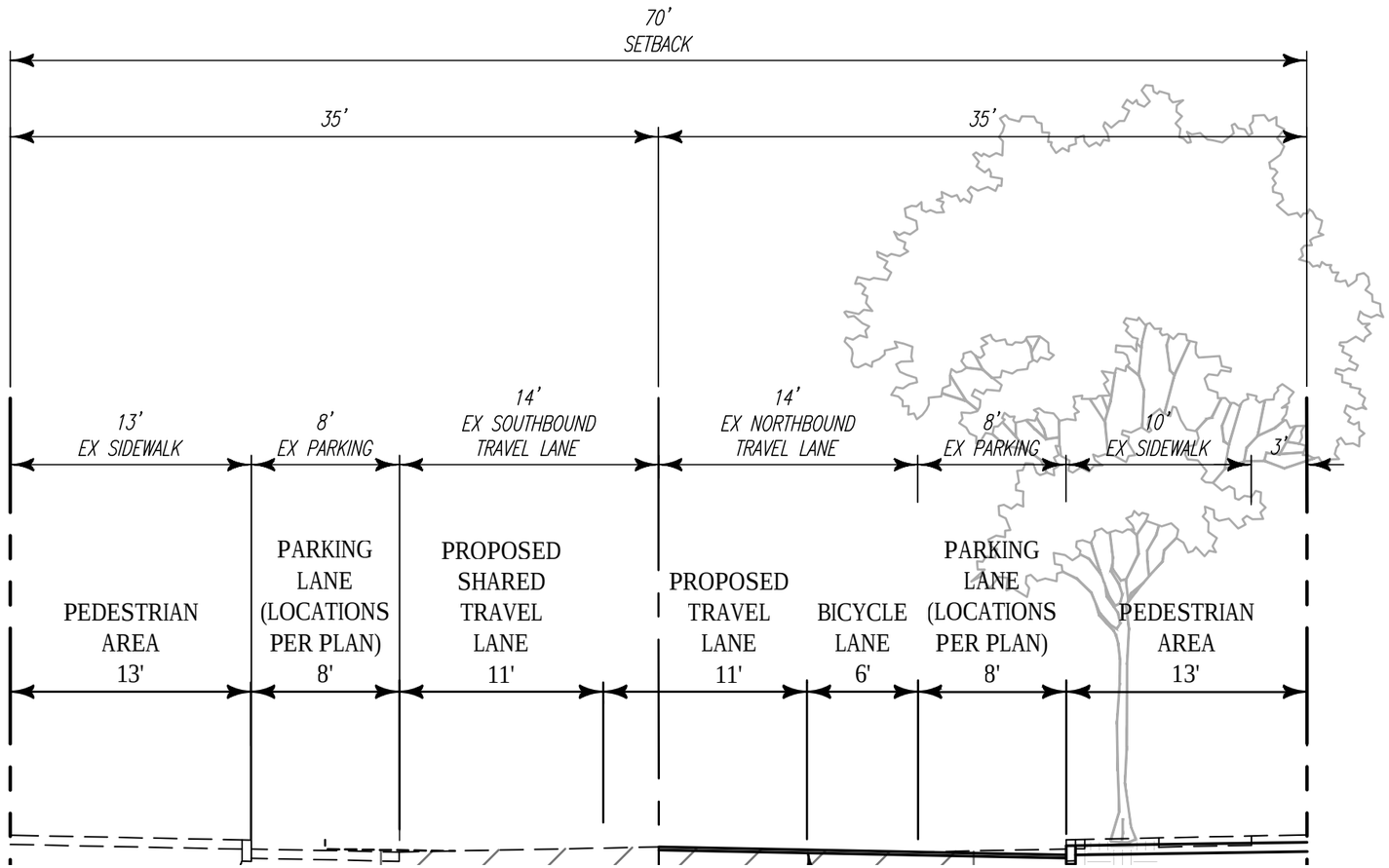
CONCEPTUAL LANDSCAPE PLAN - SOUTH

0' 35' 70'

LEGEND

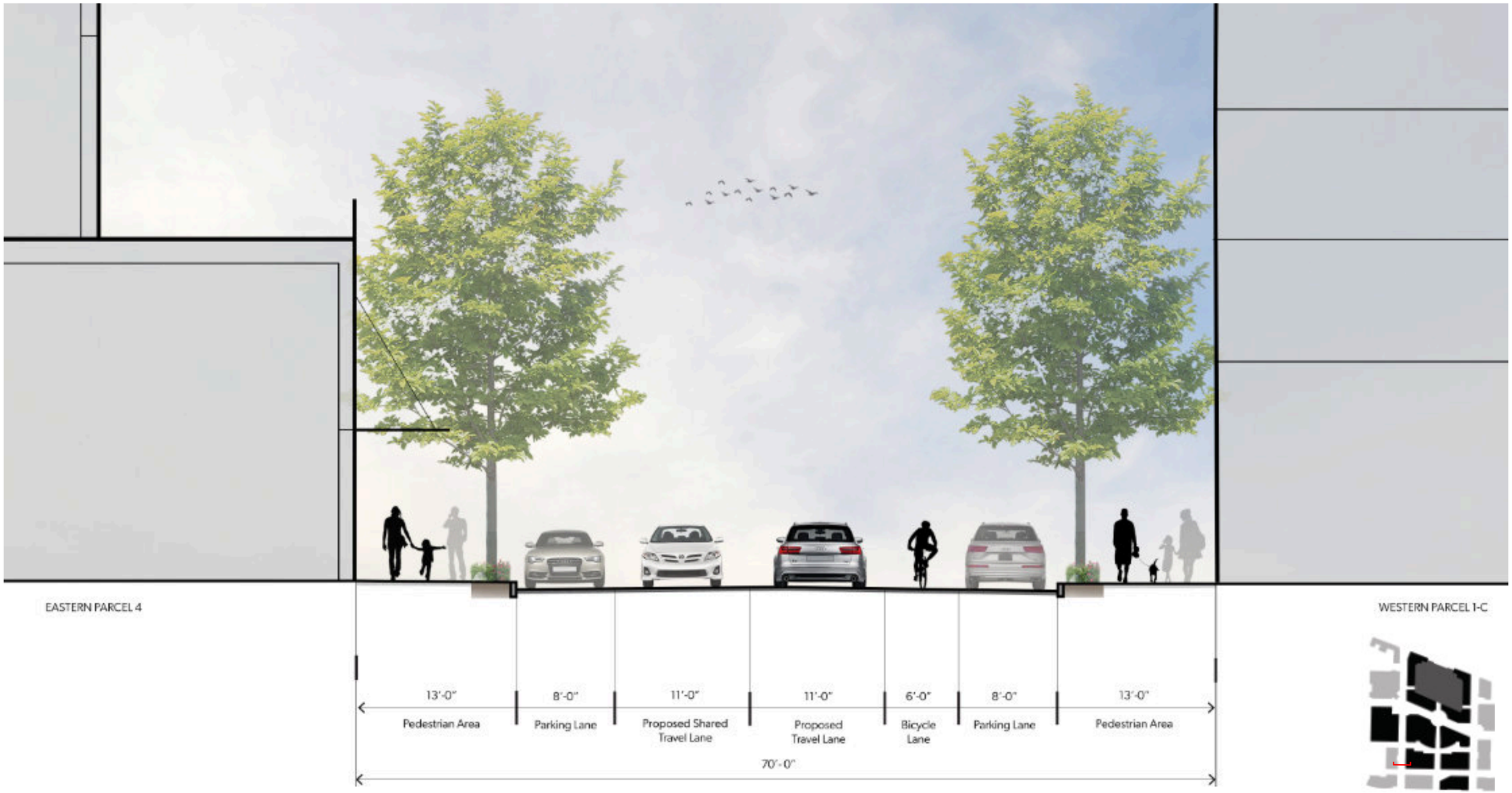
1 RETAIL
2 TRASH/LOADING
3 COMMERCIAL SPILLOUT
4 ENHANCED CROSSING
5 STREET TREES TO REMAIN
6 GARAGE ENTRY
7 LOBBY ENTRY
8 AMENITY TERRACE
9 GROUND RELATED UNITS WITH STOOPS
10 NEW STREETSCAPE
11 NEW STREET TREES
12 PEDESTRIAN CORRIDOR / OPEN SPACE
EXISTING BUILDING
PROPOSED NEW OR MODIFIED EXISTING BUILDING

EXISTING 164TH AVE NE STREET SECTION (PRIVATE)



164TH AVE NE CIVIL STREET SECTION
NOT TO SCALE

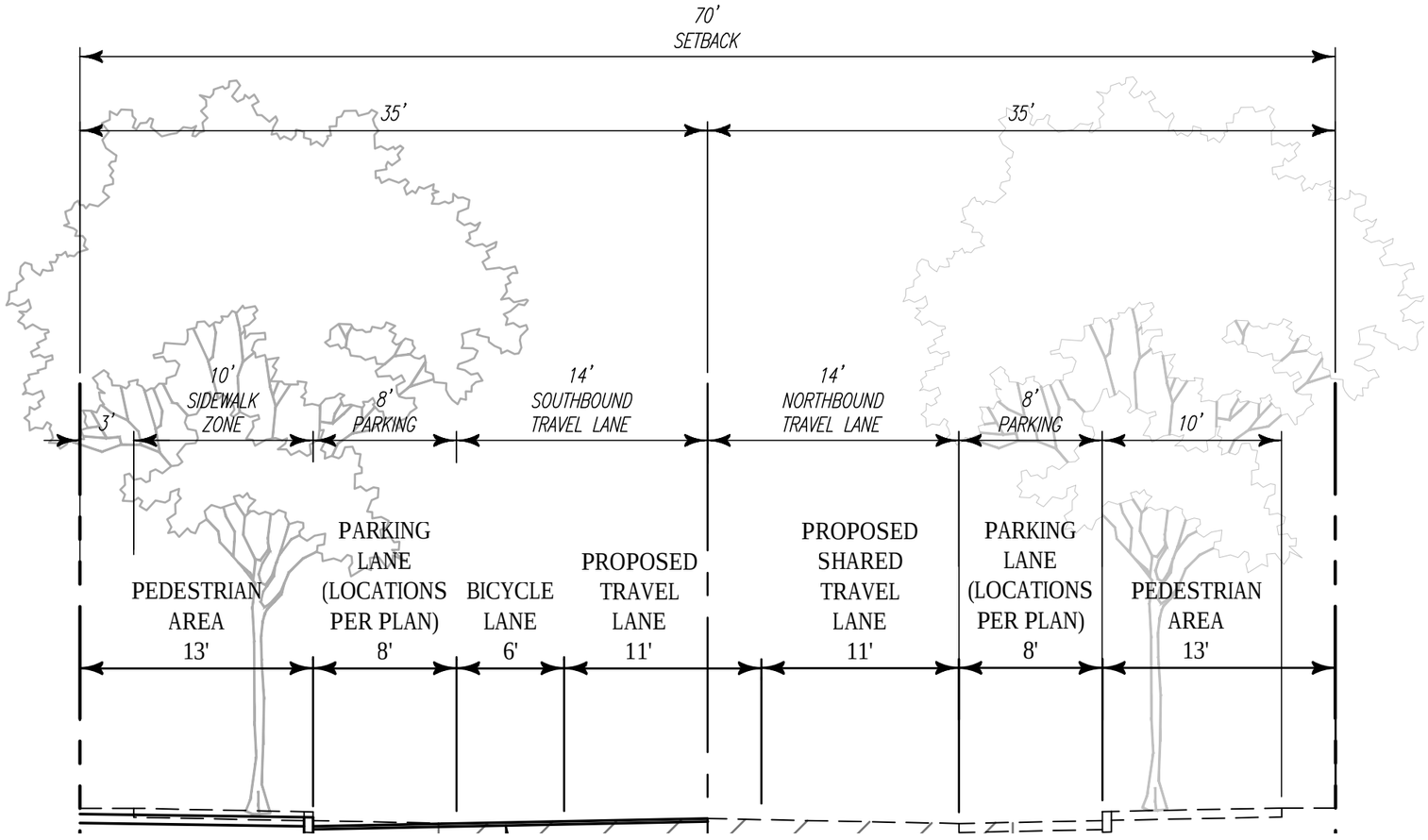
PROPOSED 164TH AVE NE STREET SECTION (PRIVATE)



PROPOSED 164TH AVE NE STREET SECTION

0' 4' 8'

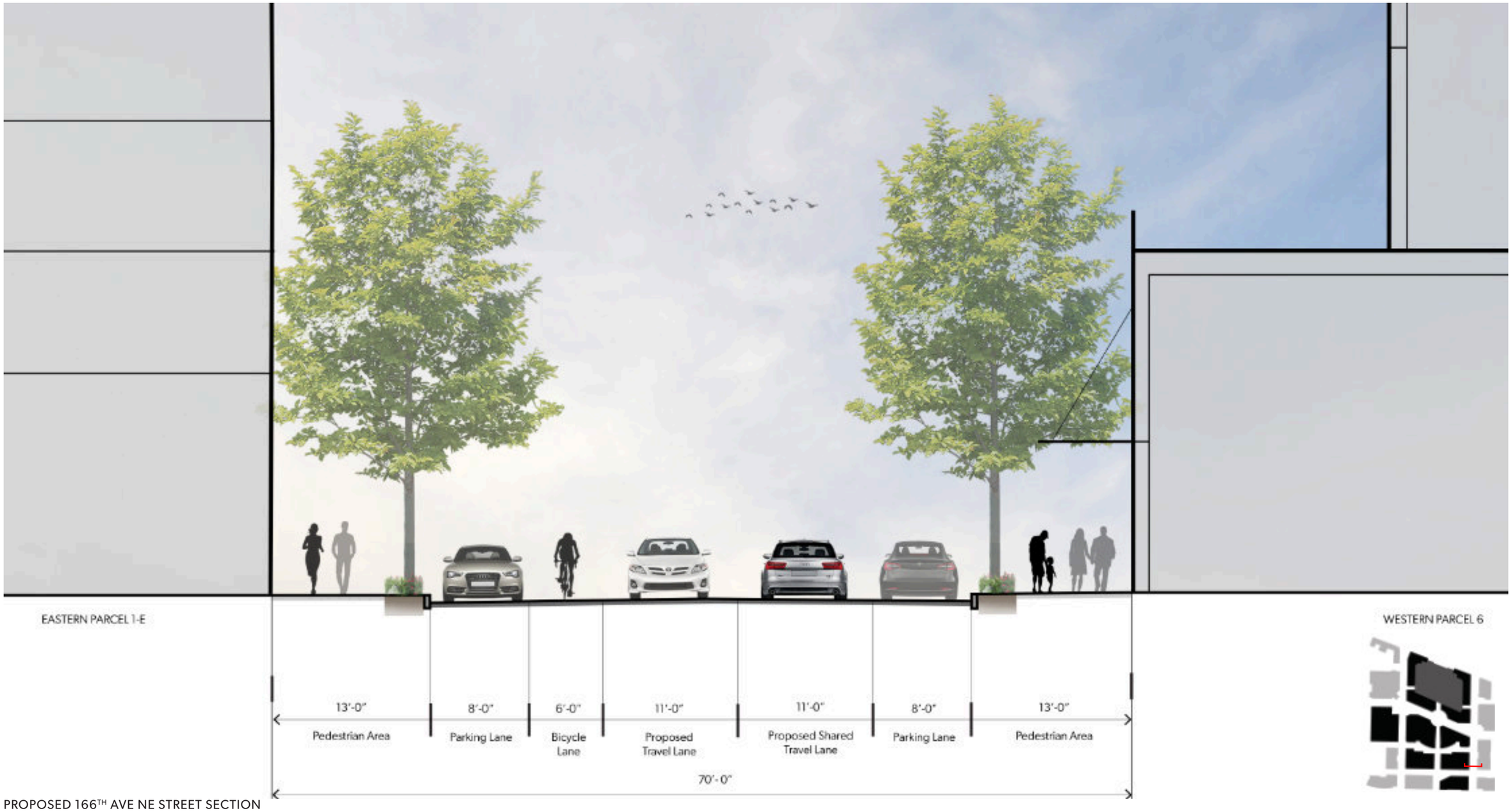
EXISTING 166TH AVE NE STREET SECTION (PRIVATE)



166TH AVE NE CIVIL STREET SECTION

NOT TO SCALE

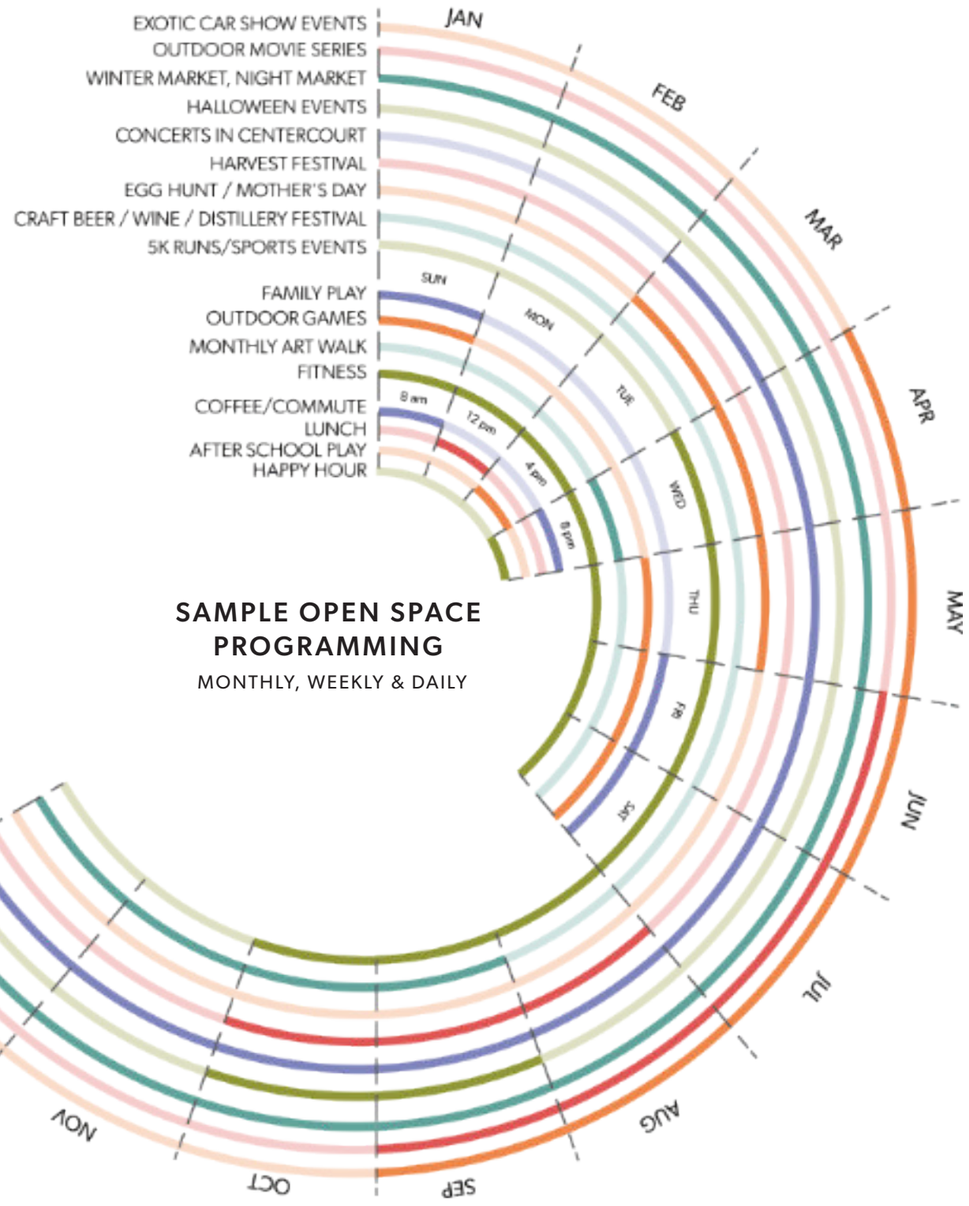
PROPOSED 166TH AVE NE STREET SECTION (PRIVATE)



PROPOSED 166TH AVE NE STREET SECTION

0' 4' 8'

OPEN SPACE PROGRAM



SAMPLE OPEN SPACE PROGRAMMING

MONTHLY, WEEKLY & DAILY

CENTER COURT EVENT SPACE

- CONCERTS
- OUTDOOR MOVIES
- PERFORMANCES AT CENTER COURT
- EXOTIC CAR SHOWS
- HOLIDAY TREE
- FLAGPOLE
- HOLIDAY MARKET
- HARVEST FESTIVAL
- HALLOWEEN EVENT
- SPRING EVENT/EASTER
- SUMMER EVENT/4TH OF JULY
- CHINESE NEW YEAR/ LUNAR NEW YEAR
- DIWALI FESTIVAL/ LIGHTING FESTIVAL
- ART WALK
- NIGHT MARKET
- CARNIVAL
- CRAFT BEER/WINE/DISTILLERY FESTIVAL

ACTIVE USES

- FIREPIT AREAS
- BIKE AMENITIES
- WALKING LOOPS
- OUTDOOR GAMES
- YOGA/TAI-CHI
- DOG AMENITIES

NEIGHBORHOOD COMPONENTS

- BULLETIN BOARD KIOSK
- BATHROOM ACCESS
- BOOK CART/LIBRARY
- DRINKING/ PET FOUNTAIN
- CURBSIDE PICK UP ZONES
- RIDESHARE ZONES

ICONIC ELEMENTS

- WATER FEATURE
- ICONIC ART
- LED CENTENARY LIGHTING
- SEASONAL LIGHT DISPLAYS
- STORMWATER SWALES
- GREEN ROOFS & WALLS

MOVABLE TABLE & CHAIRS

- SWINGS
- PICNIC
- HARVEST TABLE
- LOUNGE SEATING
- BUILT-IN PLATFORMS
- HAMMOCKS

RETAIL OPPORTUNITIES

- FOOD KIOSKS
- RETAIL KIOSKS/POP-UPS
- GEAR/GAME RENTAL

THEMES

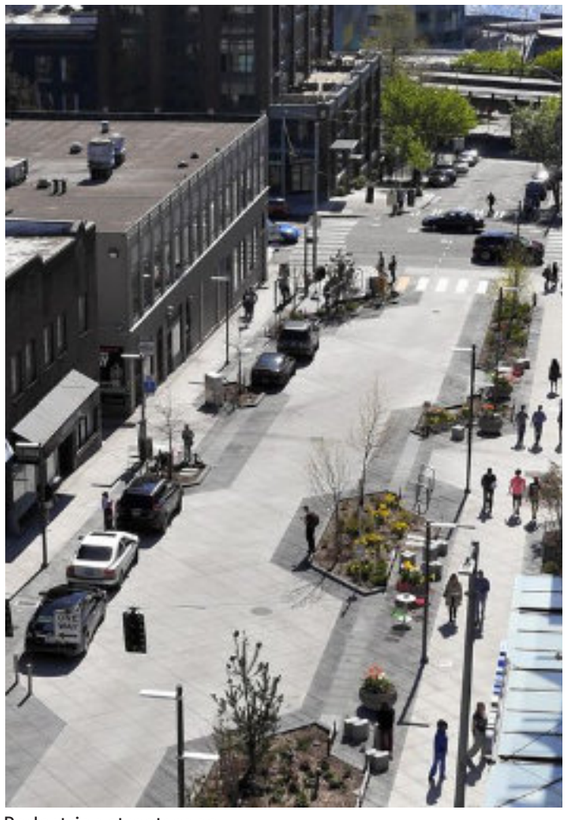
- CRAFT/ARTISAN
- FARM TO TABLE
- RAINWATER
- BEAR CREEK/WATERSHED

WOONERF/EASEMENTS PRECEDENT IMAGES

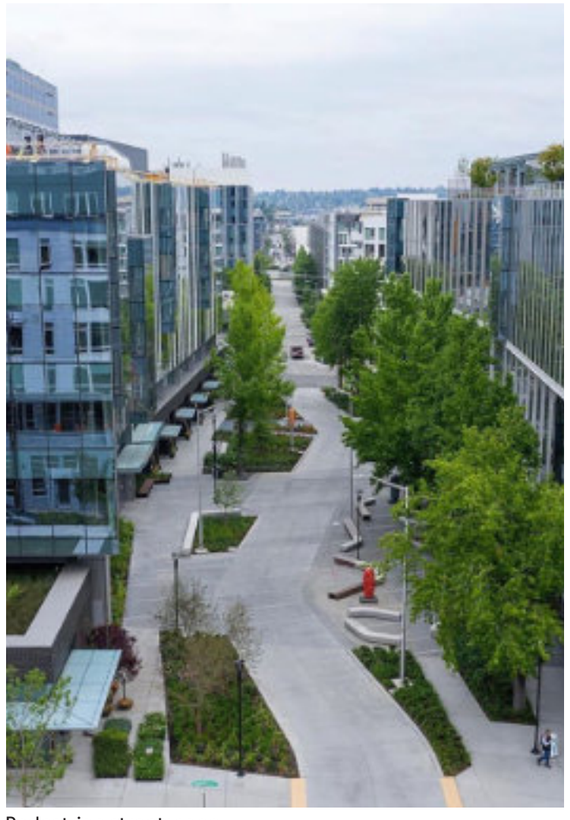
Pedestrian plaza

Pedestrian streetscape

Pedestrian streetscape

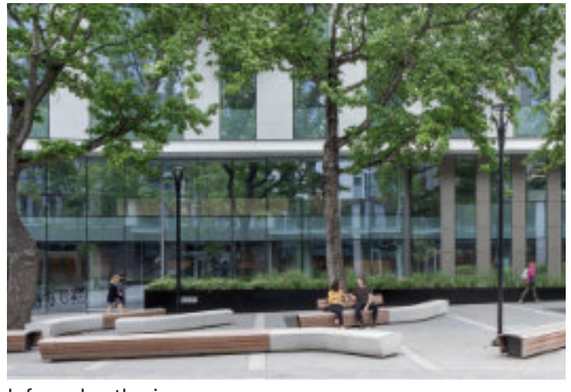


Pedestrian streetscape



Pedestrian streetscape

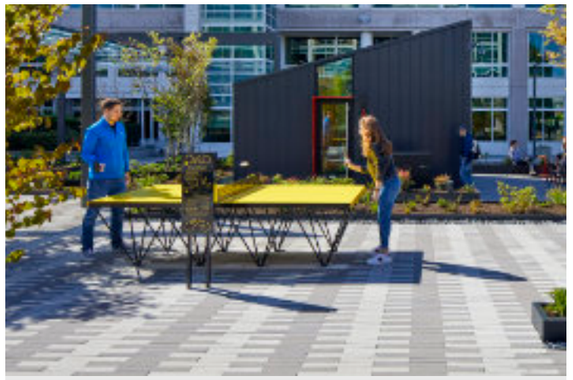
Informal gathering spaces



Informal gathering spaces

PUBLIC AMENITIES/OUTDOOR PLAZAS PRECEDENT IMAGES

Informal gathering spaces



Urban recreation opportunities

Informal gathering spaces

Spill out dining areas

Informal gathering spaces

Informal gathering spaces

Pedestrian streetscape

Bicycle street furniture

Bicycle street furniture

CULTURAL FACILITIES PRECEDENT IMAGES

Event programming opportunities

Community Events

Urban recreation opportunities

Flexible plaza spaces

Informal gathering spaces

Spill out dining areas

Community Events

Urban recreation opportunities

Event programming opportunities

TREE PRESERVATION PLAN

TREE PRESERVATION PLAN
NTS

LEGEND

- PROPERTY LINE
- SIGNIFICANT TREES TO BE REMOVED
- SIGNIFICANT TREES TO REMAIN
- UNREGULATED TREES TO BE REMOVED
- UNREGULATED TREES TO REMAIN
- OFF-SITE TREES

SUMMARY:

Existing Trees on Site: 191 Total
165 Significant

Significant Trees to Remain: 95

Landmark Trees on Site: N/A

Req Significant Tree Retention = 35%
Actual Significant Tree Retention = 59.4%

Replacement Trees Requires
Significant Trees (1:1) = 65 on-site,
4 R.O.W

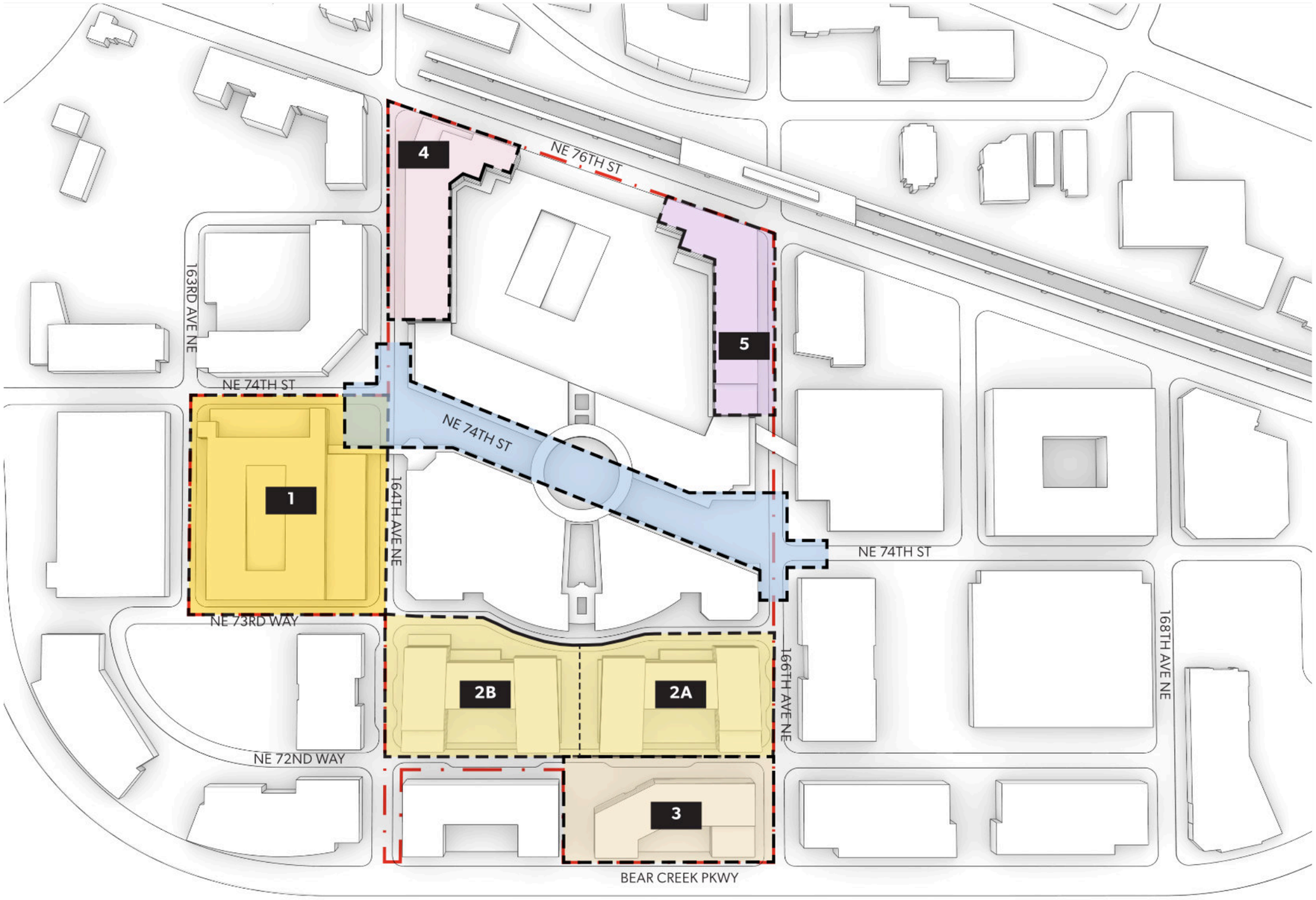
Landmark Tree (3:1) = N/A

Total Tree Required = 82

Actual Trees Provided = 82

SECTION 4 - SITE DEVELOPMENT

OVERALL PHASING PLAN



PHASING PLAN
NTS

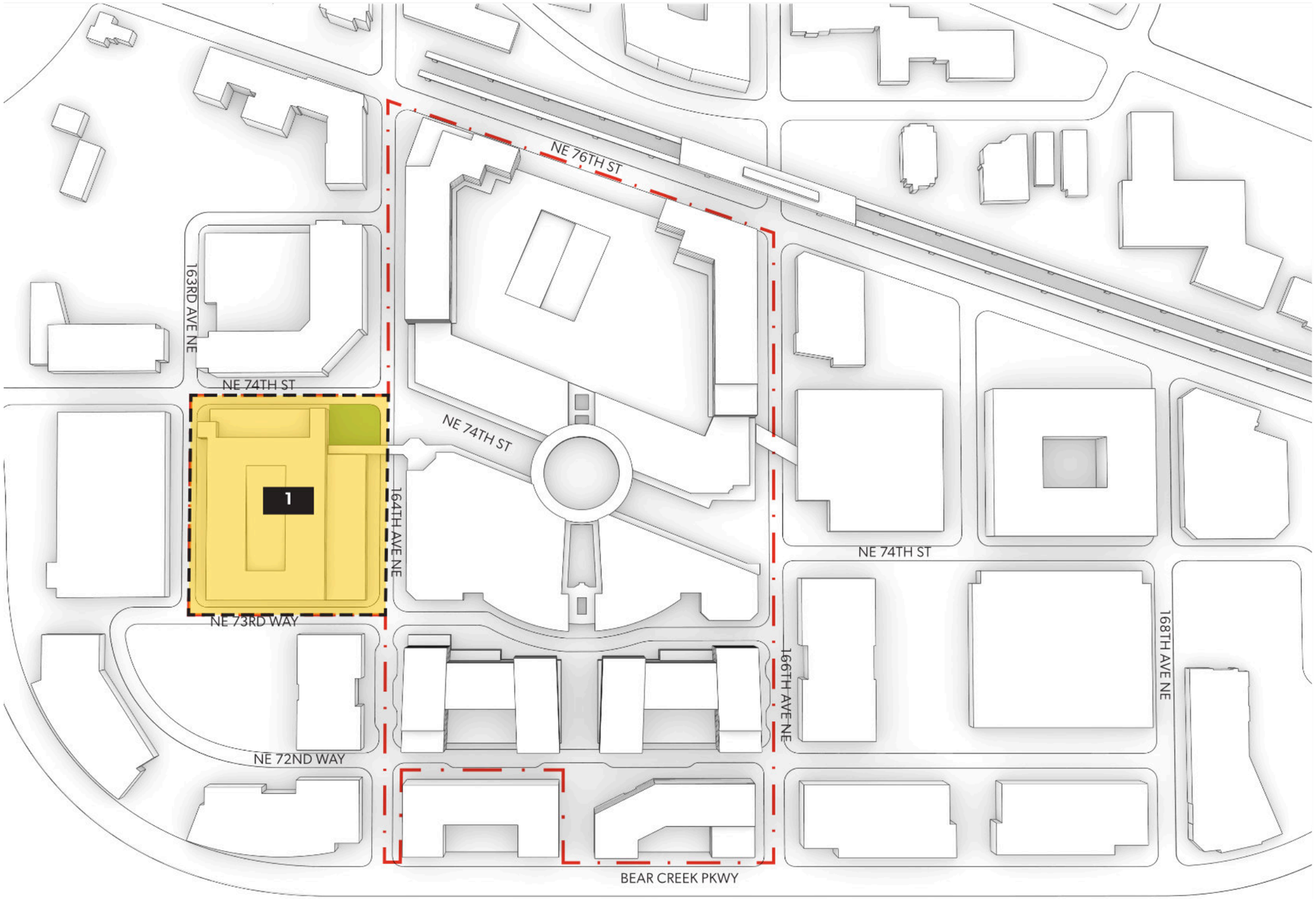
LEGEND

- PROJECT BOUNDARY
- **PHASE 1**
  EXISTING PARKING GARAGE ADDITION
  AREA: 123,430 SF (2.83 Acres)
- **PHASE 2**
  MIXED-USE RESIDENTIAL OR OFFICE
  AREA: 141,554 SF (3.25 Acres)
- **PHASE 3**
  RESIDENTIAL
  AREA: 50,894 SF (1.17 Acres)
- **PHASE 4**
  MIXED-USE RESIDENTIAL
  AREA: 39,210 SF (0.90 Acres)
- **PHASE 5**
  MIXED-USE RESIDENTIAL
  AREA: 35,922 SF (0.82 Acres)
- 74TH STREET PLAZA AND INTERSECTION IMPROVEMENTS TO BE COMPLETED WITH THE EARLY OF PHASE 4 OR PHASE 5 MIXED-USE RESIDENTIAL.

PHASING NOTES:

- Phasing may occur be out of numbered sequence.
- Public benefits will be provided with associated phase per this document and the development agreement.
- See Open Space Section 3, for precedent images of proposed Enhanced Pedestrian-Oriented Design, landscape areas, and streetscape improvements.

PHASING PLAN - PHASE 1



PHASING PLAN - PHASE 1
NTS

LEGEND

PROPOSED MPD BOUNDARY

PHASE 1
PARKING GARAGE

PHASE 1
NEW/MODIFIED GROUND LEVEL PUBLIC OPEN SPACE

(For Summary of New/Modified Public Open Space, Please see Section 2 Open Space page)

SUMMARY:

PROPOSED DEVELOPMENT

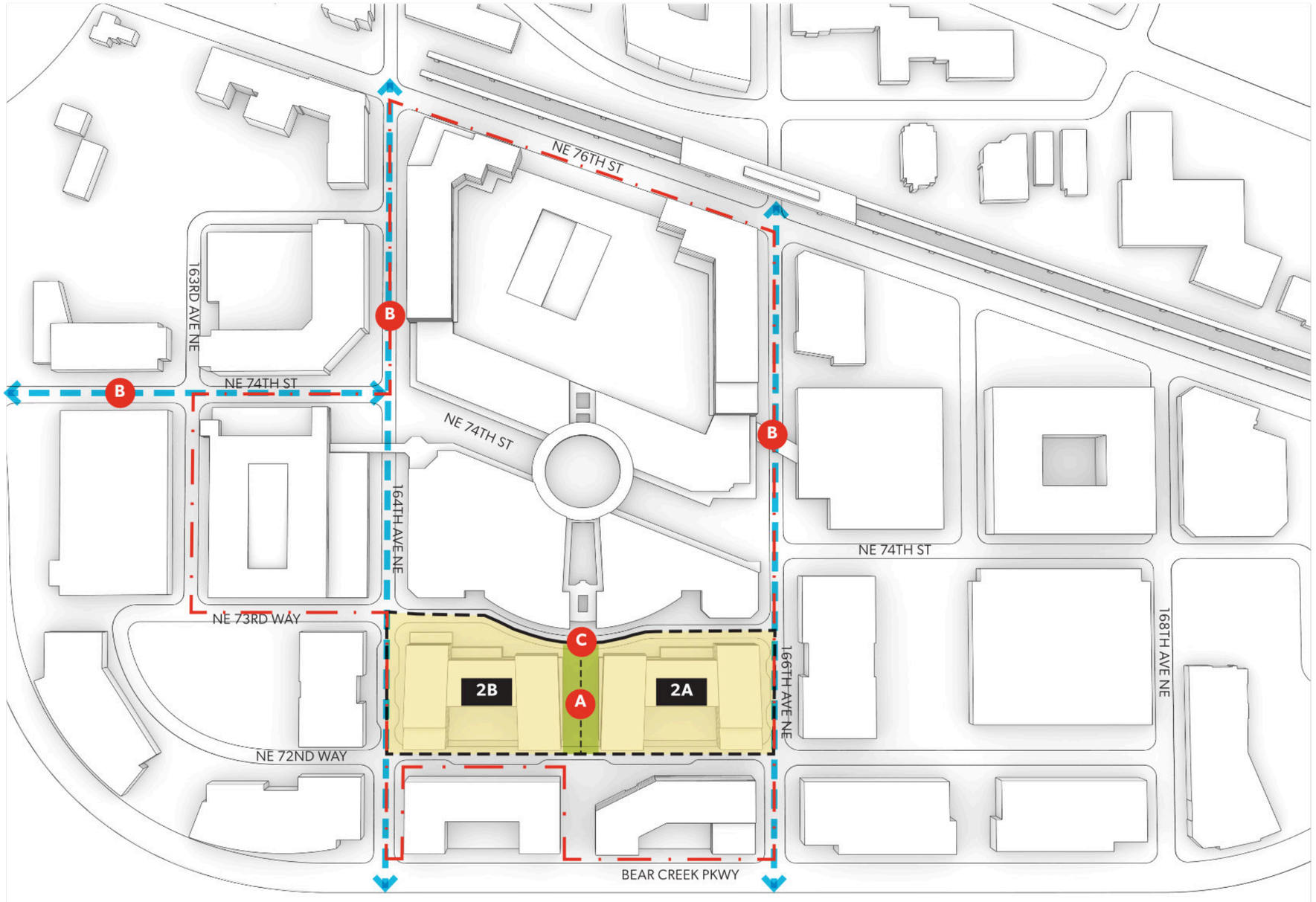
Two Story Addition to existing mixed-use parking garage with approximately 316 new parking stalls to replace existing allocated surface level parking and allow for new development.

MITIGATION AND PUBLIC BENEFITS

Ground water aquifer impact mitigation

Note: see public benefits scorecard for full description.

PHASING PLAN - PHASE 2



PHASING PLAN - PHASE 2
NTS

LEGEND

- PROPOSED MPD BOUNDARY
- PROPOSED BIKE LANES
- **PHASE 2** RESIDENTIAL/OFFICE
- **PHASE 2** PROPOSED GROUND LEVEL PUBLIC OPEN SPACE

(For Summary of New/Modified Public Open Space, Please see Section 2 Open Space page)

SUMMARY:

PROPOSED DEVELOPMENT

Two new 12 story mixed use building containing either residential units or office.

MITIGATION AND PUBLIC BENEFITS

Affordable Housing

Small and Local Retail

Sustainability

Ground water aquifer impact mitigation

Additional Trees Provided - in excess of min. required

Building Green Roofs

Enhanced Pedestrian-Oriented Design

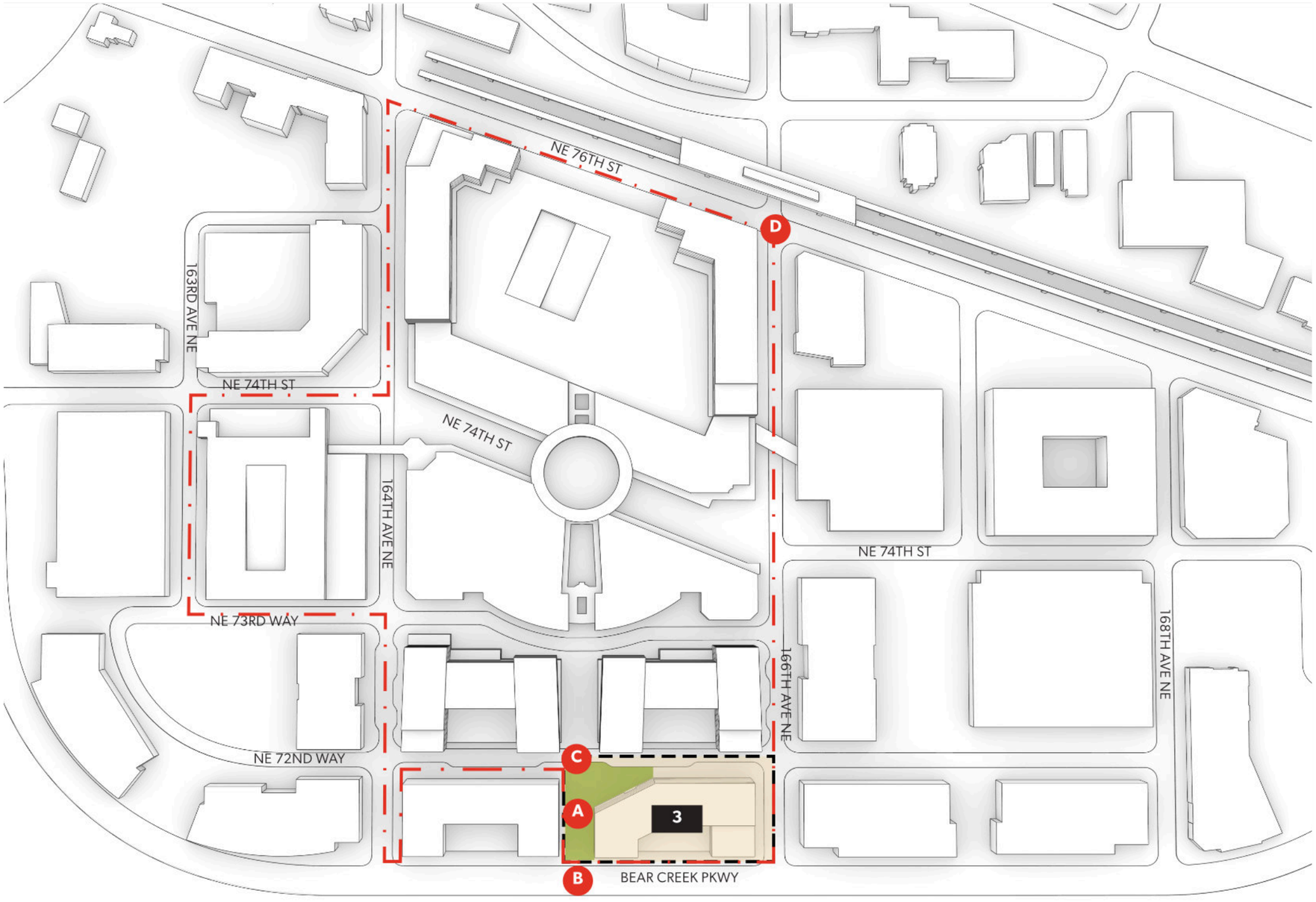
A Publicly accessible linear plaza open space connecting NE 74th St with Bear Creek Parkway

B Bike infrastructure and traffic calming at 164th and 166th and 74th St to connect to existing bike lanes.

C Pedestrian crossing and intersection improvements

Note: see public benefits scorecard for full description.

PHASING PLAN - PHASE 3



PHASING PLAN - PHASE 3
NTS

LEGEND

PROPOSED MPD BOUNDARY

PHASE 3
RESIDENTIAL

PHASE 3
NEW/MODIFIED GROUND LEVEL PUBLIC OPEN SPACE

(For Summary of New/Modified Public Open Space, Please see Section 2 Open Space page)

SUMMARY:

PROPOSED DEVELOPMENT

New seven story residential building

MITIGATION AND PUBLIC BENEFITS

Affordable Housing

Small and Local Retail

Sustainability

Ground water aquifer impact mitigation

Additional Trees Provided - in excess of min. required

Building Green Roofs

Enhanced Pedestrian-Oriented Design

A Publicly accessible linear plaza open space connecting NE 74th St with Bear Creek Parkway

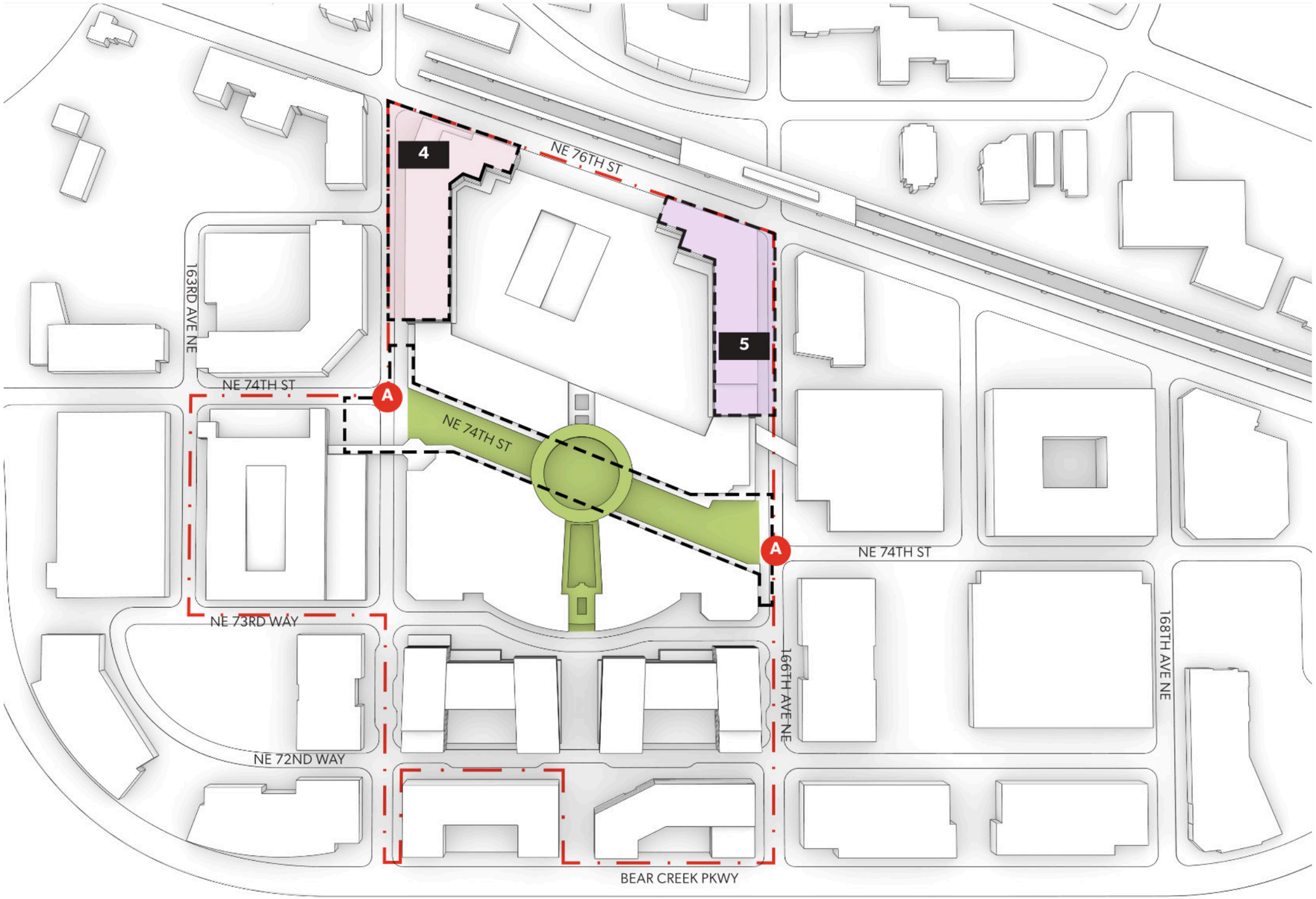
B Bear Creek Parkway Mid-block Crossing

C Pedestrian crossing and intersection improvements

D Pedestrian crossing and intersection improvements at 76th and 166th Street

Note: see public benefits scorecard for full description.

PHASING PLAN - PHASE 4 AND 5



PHASING PLAN - PHASE 4 AND 5
NTS

LEGEND

- PROPOSED MPD BOUNDARY
- **PHASE 4** RESIDENTIAL
- **PHASE 5** RESIDENTIAL
- NEW/MODIFIED GROUND LEVEL PUBLIC OPEN SPACE
  (For Summary of New/Modified Public Open Space, Please see Section 2 Open Space page)
- 74TH STREET PLAZA AND INTERSECTION IMPROVEMENTS TO BE COMPLETED WITH PHASE

SUMMARY:

PROPOSED DEVELOPMENT

Two seven story mixed-use residential buildings with ground floor commercial. New streetscape and pedestrian plaza at 74th St.

MITIGATION AND PUBLIC BENEFITS

- Affordable Housing
- Small and Local Retail
- Sustainability
- Ground water aquifer impact mitigation
- 74th Street Improvements Plaza and Pedestrian improvements
- Additional Trees Provided - in excess of min. required
- Building Green Roofs
- Enhanced Pedestrian-Oriented Design
- A Pedestrian crossing and intersection improvements

Note: see public benefits scorecard for full description.

CONCEPTUAL TRANSPORTATION PLAN | PHASE 1

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- GARAGE INGRESS ROUTE
- GARAGE EGRESS ROUTE
- GARAGE ENTRY POINT
- ROAD CROSS SECTION
- SIGHT TRIANGLE

CONCEPTUAL TRANSPORTATION PLAN | PHASE 1

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL GRADING PLAN | PHASE 1

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- 337 PROPOSED GRADES
- 320 EXISTING GRADES
- 7.3% PROPOSED SLOPE

NOTE:
All Sidewalk Cross Slopes Shall Target 1.5%, with 2.0% MAX for ADA Compliance

CONCEPTUAL GRADING PLAN | PHASE 1

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL STORMWATER PLAN | PHASE 1

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING STORM TO REMAIN
- EXISTING STORM TO REMOVE
- PROPOSED STORM
- EX 12" PVC — NEW/PROPOSED DIAMETER, PIPE MATERIAL

* Pollution Generating Impervious Surface:
Provided Enhanced Water Quality, Direct Discharge to Smmamish River via Existing Stormwater Ponds

** Non-pollution generating impervious surface (ie roof areas) to infiltrated to maximum extent feasible. Overflow to Direct Discharge to Sammamish River via Existing Stormwater Ponds

CONCEPTUAL STORMWATER PLAN | PHASE 1

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL SEWER PLAN | PHASE 1

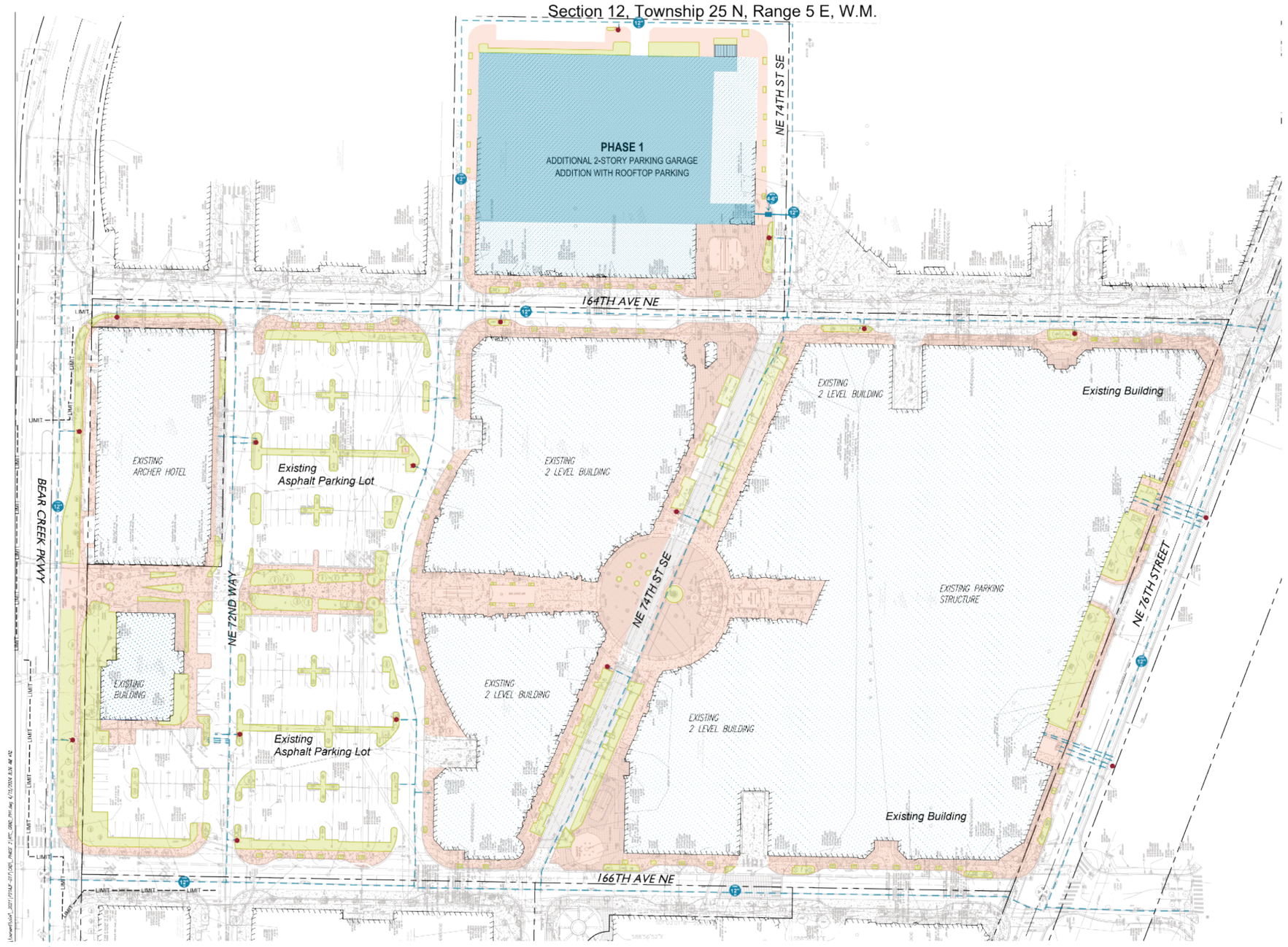
LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING SEWER TO REMAIN
- EXISTING SEWER TO REMOVE
- PROPOSED SEWER
- EX 8'' PVC — NEW/PROPOSED, DIAMETER, PIPE MATERIAL

CONCEPTUAL SEWER PLAN | PHASE 1

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL WATER PLAN | PHASE 1



LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING WATER TO REMAIN
- EXISTING WATER TO REMOVE
- PROPOSED WATER
- FIRE INFRASTRUCTURE
- INSTALLATION YEAR/PHASE (2000 / 12" / DI)
- PIPE MATERIAL

CONCEPTUAL WATER PLAN | PHASE 1

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

FIRE ACCESS PLAN | PHASE 1

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- REMOVED FIRE HYDRANT
- EMERGENCY VEHICLE ACCESS (SEE ROW & EASEMENT PLAN)
- EXISTING FIRE HYDRANT 150' RADIUS
- PROPOSED FIRE HYDRANT 150' RADIUS

FIRE ACCESS PLAN | PHASE 1

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL TRANSPORTATION PLAN | PHASE 2

Section 12, Township 25 N, Range 5 E, W.M.

LEGEND

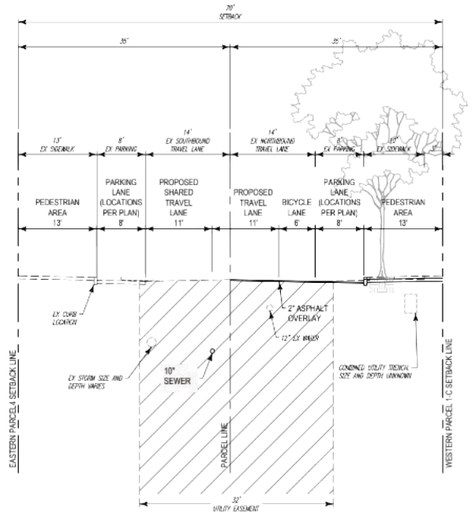
- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- GARAGE INGRESS ROUTE
- GARAGE EGRESS ROUTE
- GARAGE ENTRY POINT
- ROAD CROSS SECTION
- SIGHT TRIANGLE

CONCEPTUAL TRANSPORTATION PLAN | PHASE 2

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

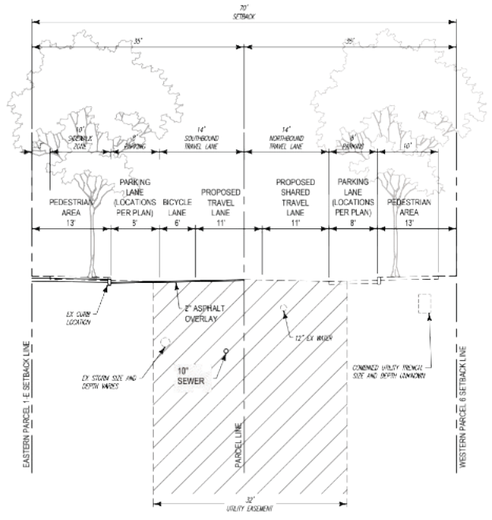
CONCEPTUAL ROADWAY SECTIONS | PHASE 2

Section 12, Township 25 N, Range 5 E, W.M.



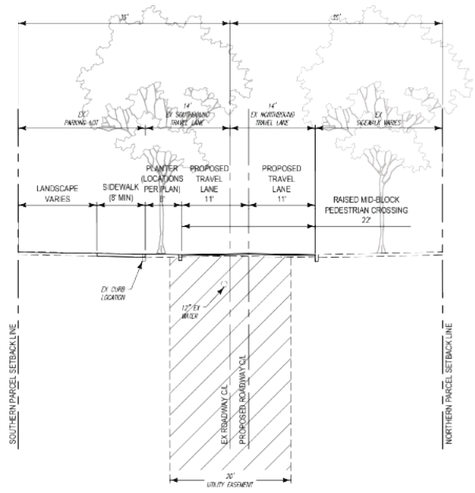
Section A-A: 164th Ave NE Section (Between NE 72nd Way and NE 73rd Way)

Scale 1"=10'



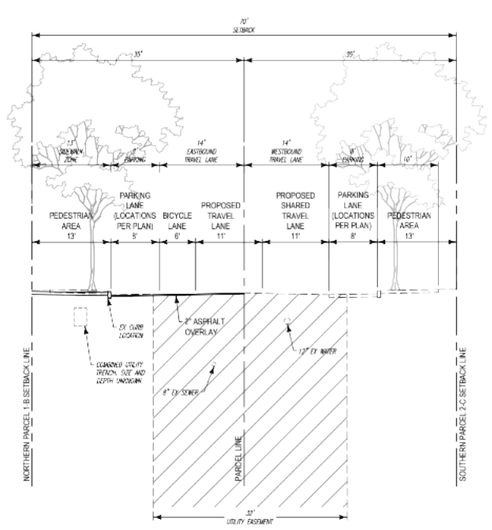
Section B-B: 166th Ave NE Section (Between NE 72nd Way and NE 76th Street)

Scale 1"=10'



Section C-C: NE 73rd Way Section (At Raised Mid-Block Crossing)

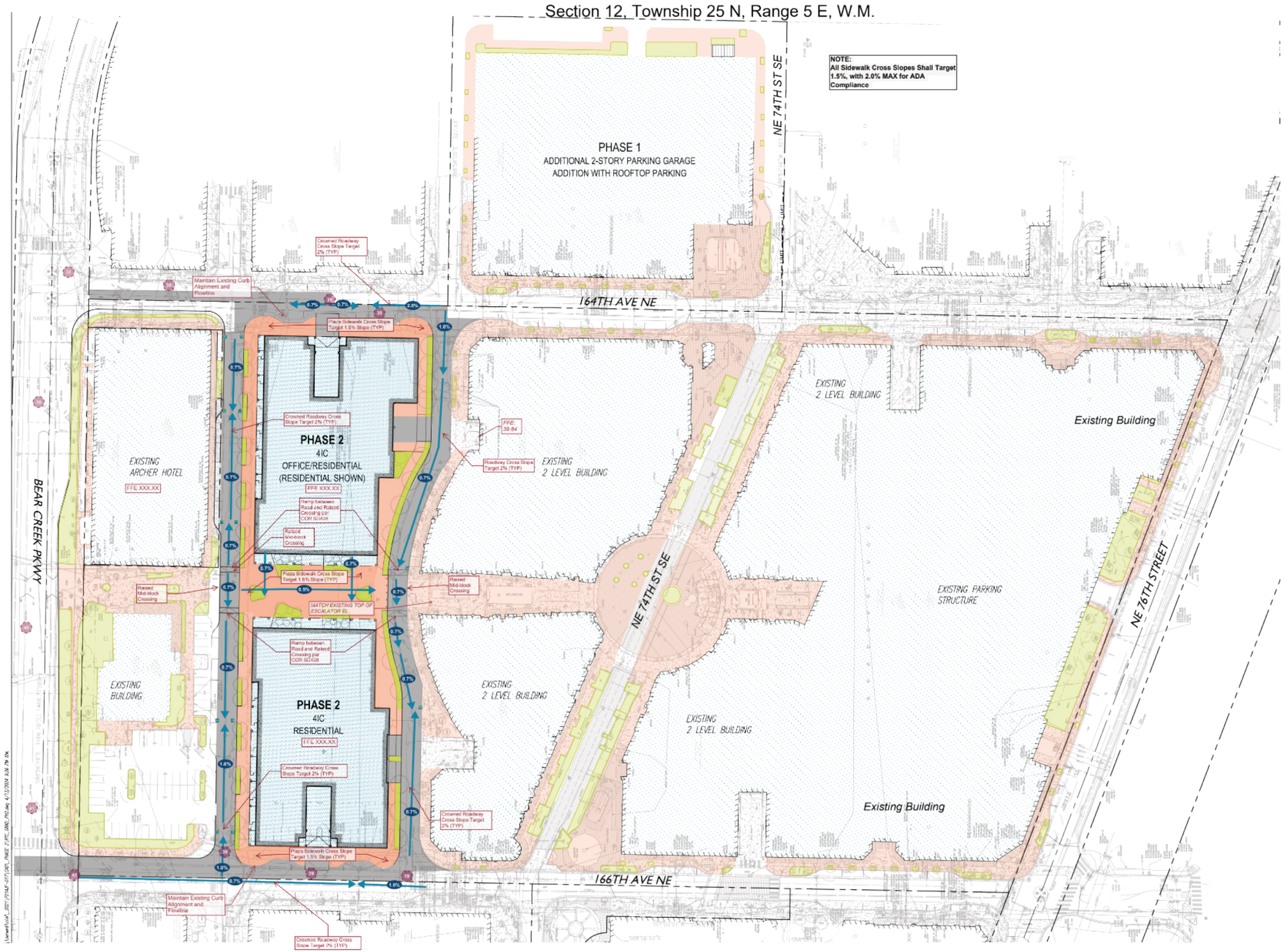
Scale 1"=10'



Section D-D: NE 74th Street SE (Between 164th Ave NE and Bear Creek Parkway)

Scale 1"=10'

CONCEPTUAL GRADING PLAN | PHASE 2



LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- 337 PROPOSED GRADES
- 320 EXISTING GRADES
- 7.3% PROPOSED SLOPE

NOTE:
All Sidewalk Cross Slopes Shall Target 1.5%, with 2.0% MAX for ADA Compliance

CONCEPTUAL GRADING PLAN | PHASE 2

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL STORMWATER PLAN | PHASE 2

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING STORM TO REMAIN
- EXISTING STORM TO REMOVE
- PROPOSED STORM
- NEW/PROPOSED
- DIAMETER
- PIPE MATERIAL

EX 12" PVC

* Pollution Generating Impervious Surface:
Provided Enhanced Water Quality, Direct Discharge to Smmamish River via Existing Stormwater Ponds

** Non-pollution generating impervious surface (ie roof areas) to infiltrated to maximum extent feasible. Overflow to Direct Discharge to Sammamish River via Existing Stormwater Ponds

CONCEPTUAL STORMWATER PLAN | PHASE 2

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CONCEPTUAL SEWER PLAN | PHASE 2

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING SEWER TO REMAIN
- EXISTING SEWER TO REMOVE
- PROPOSED SEWER
- NEW/PROPOSED
- DIAMETER
- PIPE MATERIAL

EX 8" PVC

Note: Sewer Additional Connection Charges, in accordance with City of Redmond Resolution No. [insert number], must be paid to the City prior to connecting any new buildings to the water or sewer system.

CONCEPTUAL SEWER PLAN | PHASE 2

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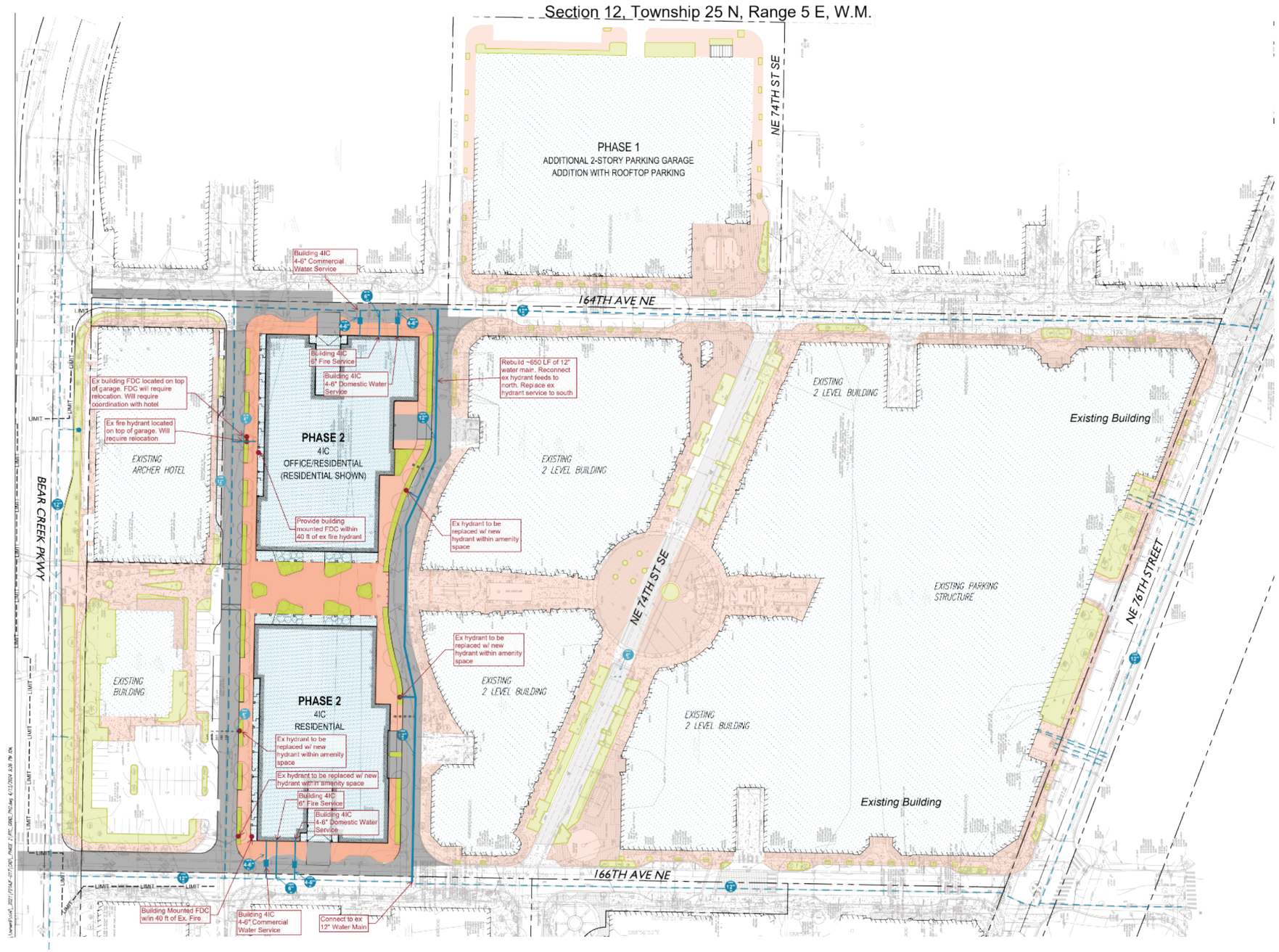
CONCEPTUAL WATER PLAN | PHASE 2



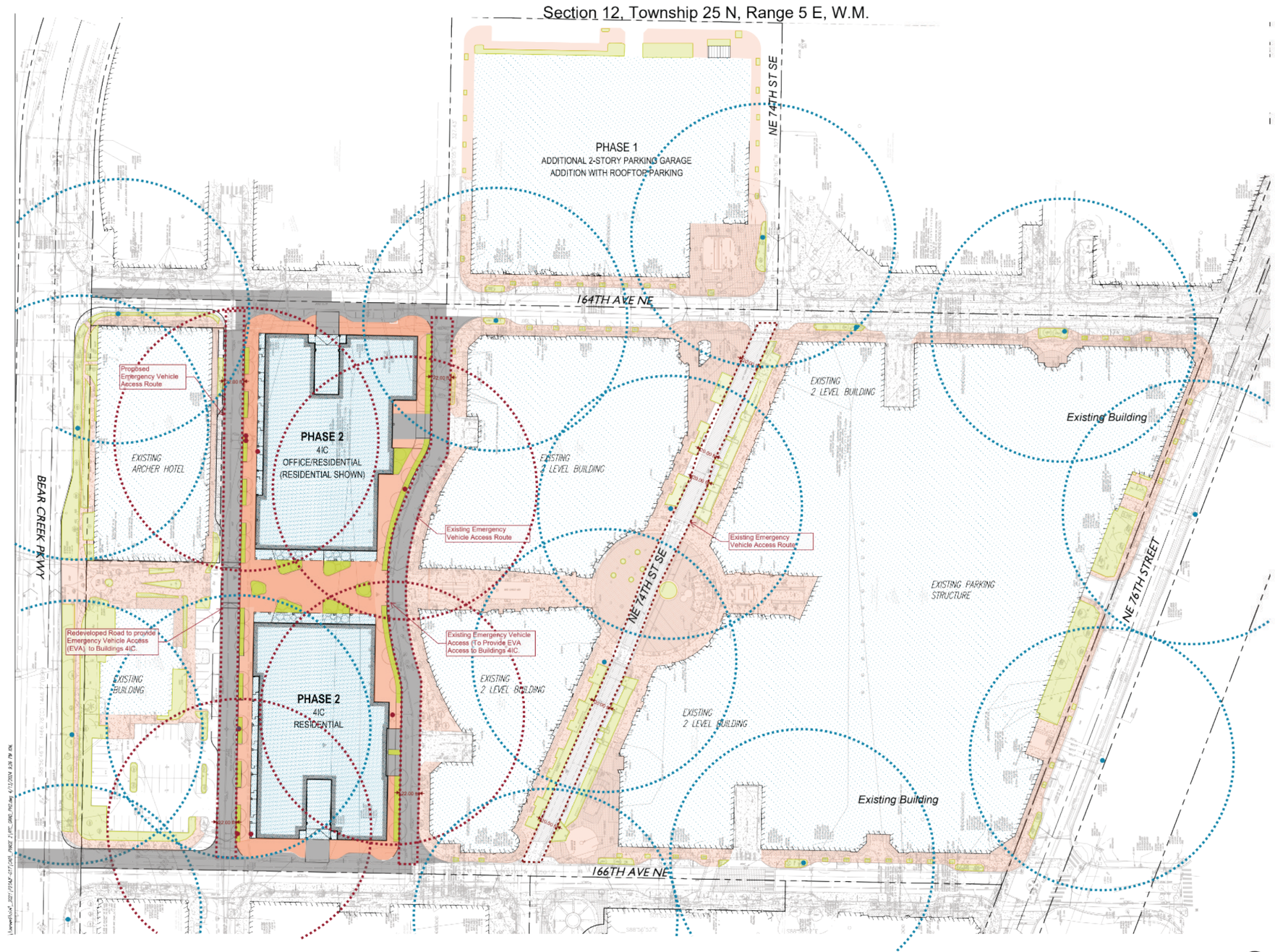
LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING WATER TO REMAIN
- EXISTING WATER TO REMOVE
- PROPOSED WATER
- FIRE INFRASTRUCTURE
- INSTALLATION YEAR/PHASE (2000 / 12" / DI)
- PIPE MATERIAL

CONCEPTUAL WATER PLAN | PHASE 2

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

FIRE ACCESS PLAN | PHASE 2



LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- REMOVED FIRE HYDRANT
- EMERGENCY VEHICLE ACCESS (SEE ROW & EASEMENT PLAN)
- EXISTING FIRE HYDRANT 150' RADIUS
- PROPOSED FIRE HYDRANT 150' RADIUS

FIRE ACCESS PLAN | PHASE 2

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL TRANSPORTATION PLAN | PHASE 3

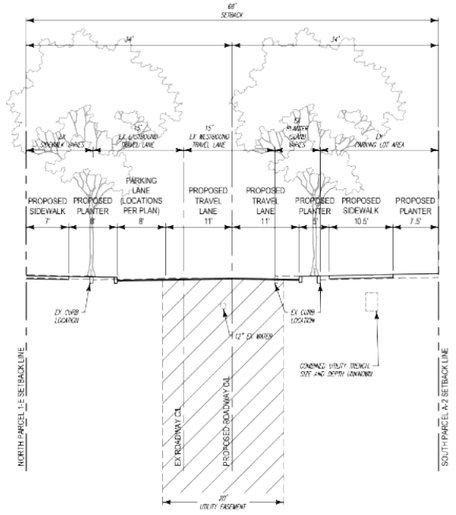
LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- GARAGE INGRESS ROUTE
- GARAGE EGRESS ROUTE
- GARAGE ENTRY POINT
- ROAD CROSS SECTION
- SIGHT TRIANGLE

CONCEPTUAL TRANSPORTATION PLAN | PHASE 3

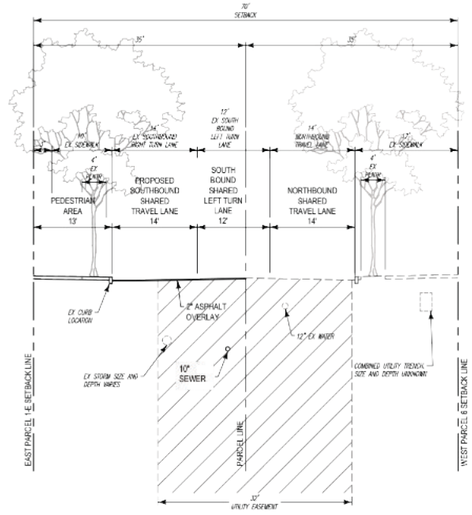
NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL ROADWAY SECTIONS | PHASE 3



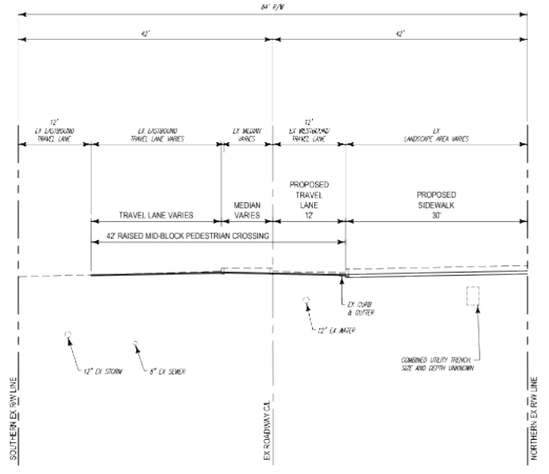
Section A-A: NE 72nd Way Section

Scale 1"=10'



Section B-B: 166th Ave NE Section (South of NE 72nd Way)

Scale 1"=10'



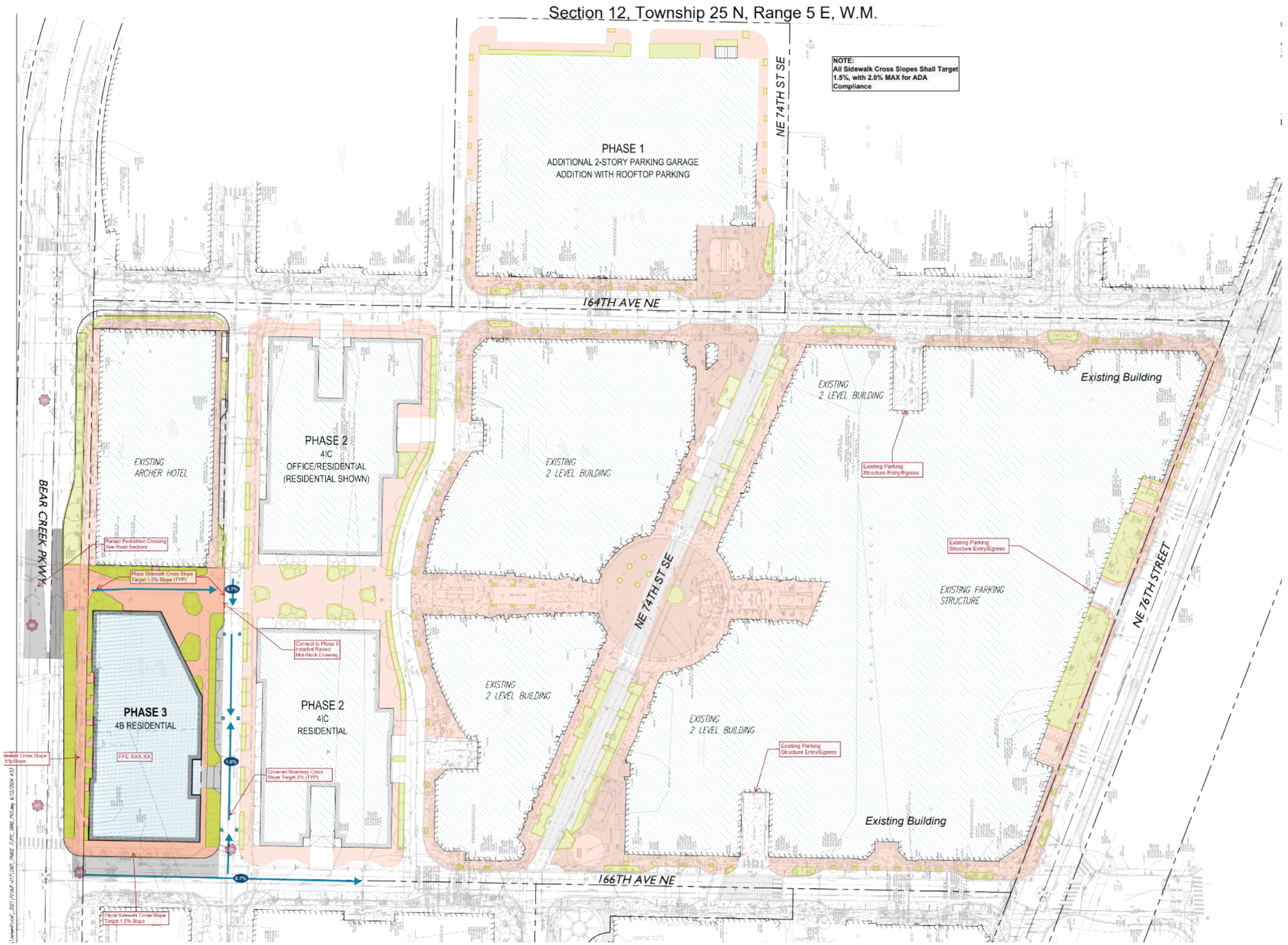
Section C-C: Bear Creek Parkway Crossing Section

Scale 1"=10'

CONCEPTUAL ROADWAY SECTIONS | PHASE 3

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL GRADING PLAN | PHASE 3



LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- 337 PROPOSED GRADES
- 320 EXISTING GRADES
- 7.3% PROPOSED SLOPE

NOTE:
All Sidewalk Cross Slopes Shall Target 1.5%, with 2.0% MAX for ADA Compliance

CONCEPTUAL GRADING PLAN | PHASE 3

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL STORMWATER PLAN | PHASE 3

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING STORM TO REMAIN
- EXISTING STORM TO REMOVE
- PROPOSED STORM
- NEW/PROPOSED
- DIAMETER
- PIPE MATERIAL

EX 12'' PVC

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CONCEPTUAL STORMWATER PLAN | PHASE 3

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

Exhibit C

CONCEPTUAL SEWER PLAN | PHASE 3

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING SEWER TO REMAIN
- EXISTING SEWER TO REMOVE
- PROPOSED SEWER
- NEW/PROPOSED
- DIAMETER
- PIPE MATERIAL

EX 8'' PVC

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CONCEPTUAL SEWER PLAN | PHASE 3

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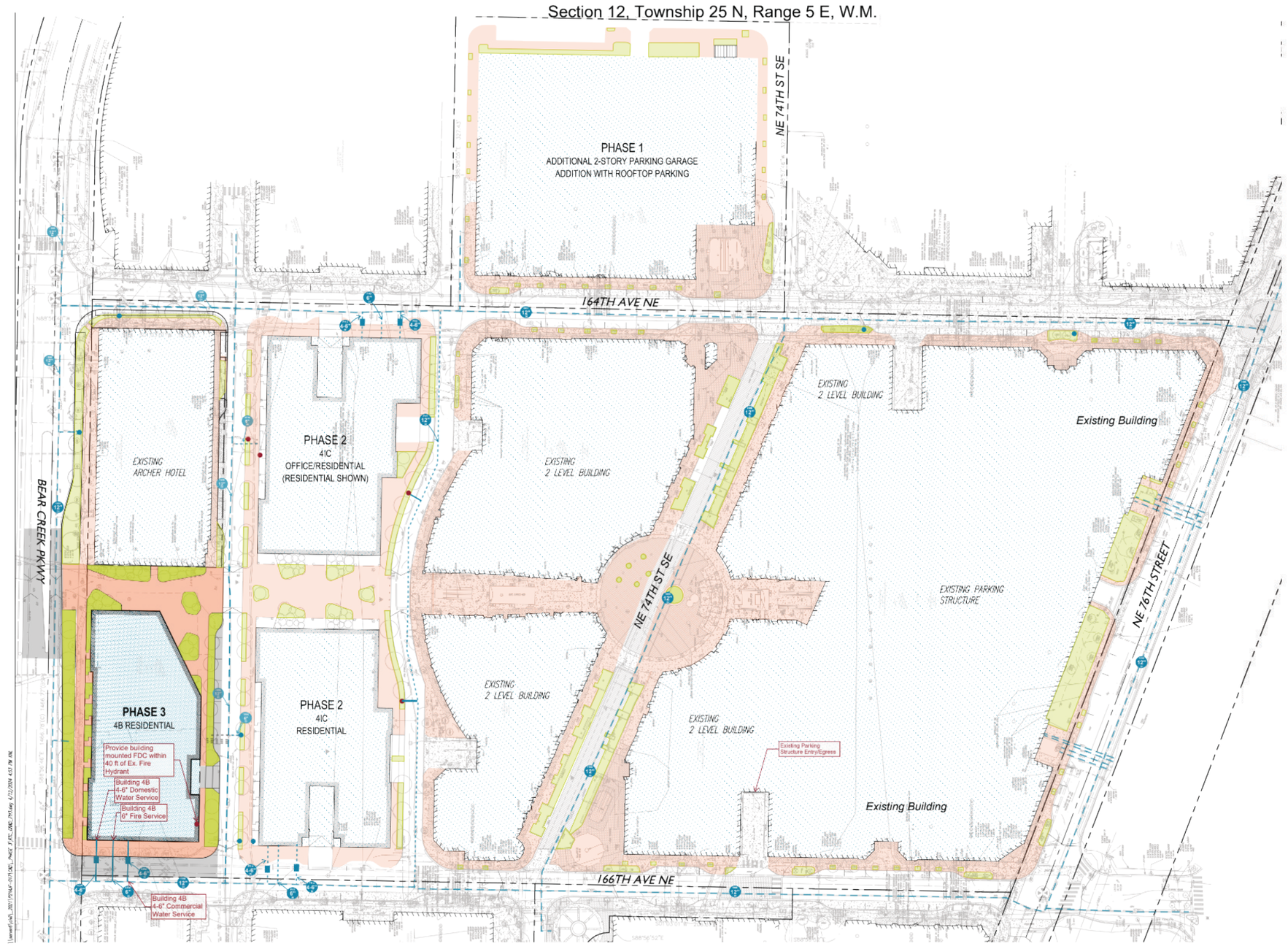
CONCEPTUAL WATER PLAN | PHASE 3



LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING WATER TO REMAIN
- EXISTING WATER TO REMOVE
- PROPOSED WATER
- FIRE INFRASTRUCTURE
- INSTALLATION YEAR/PHASE (2000)
- PIPE MATERIAL (12" DI)

CONCEPTUAL WATER PLAN | PHASE 3

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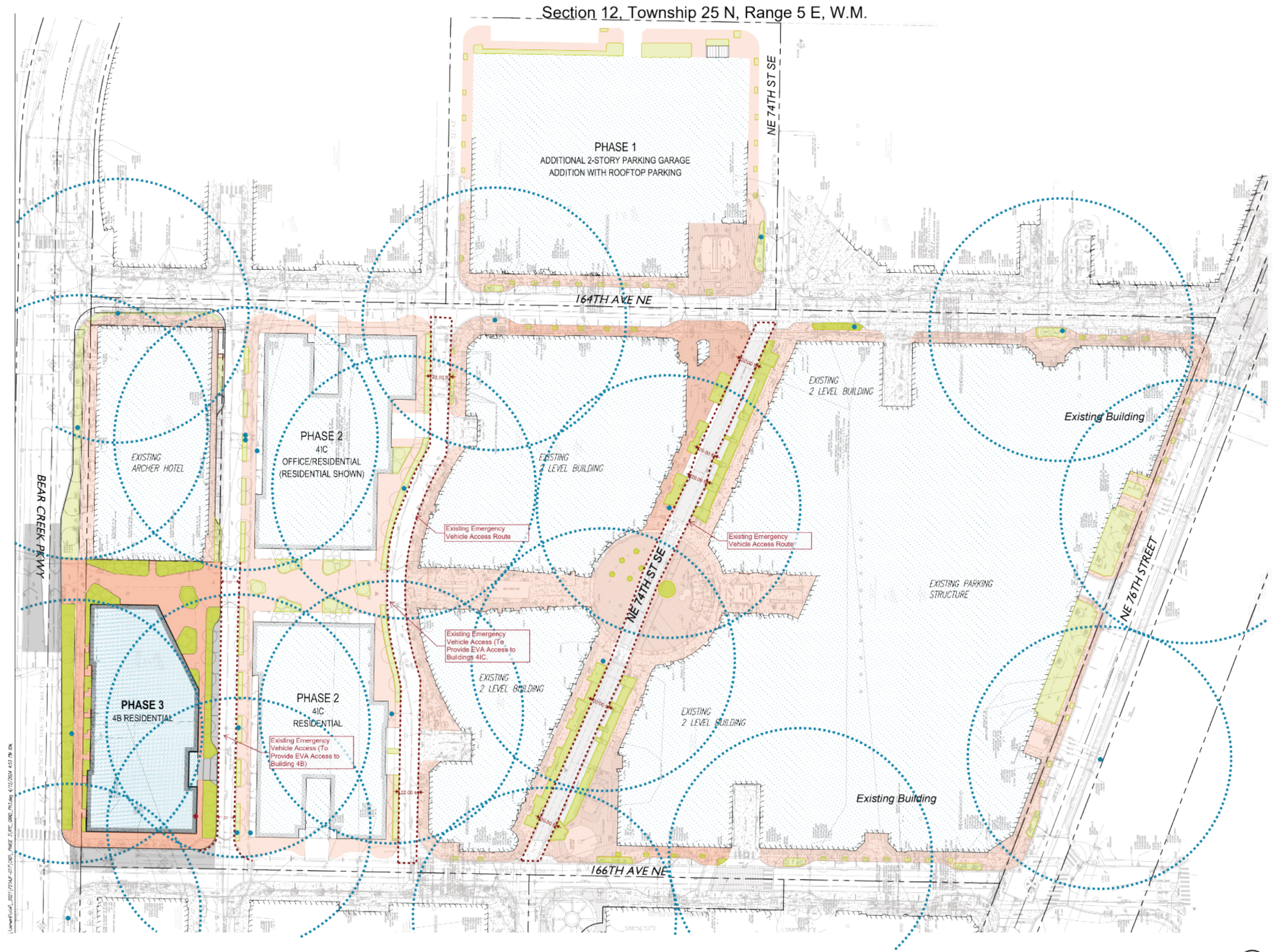
FIRE ACCESS PLAN | PHASE 3



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- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
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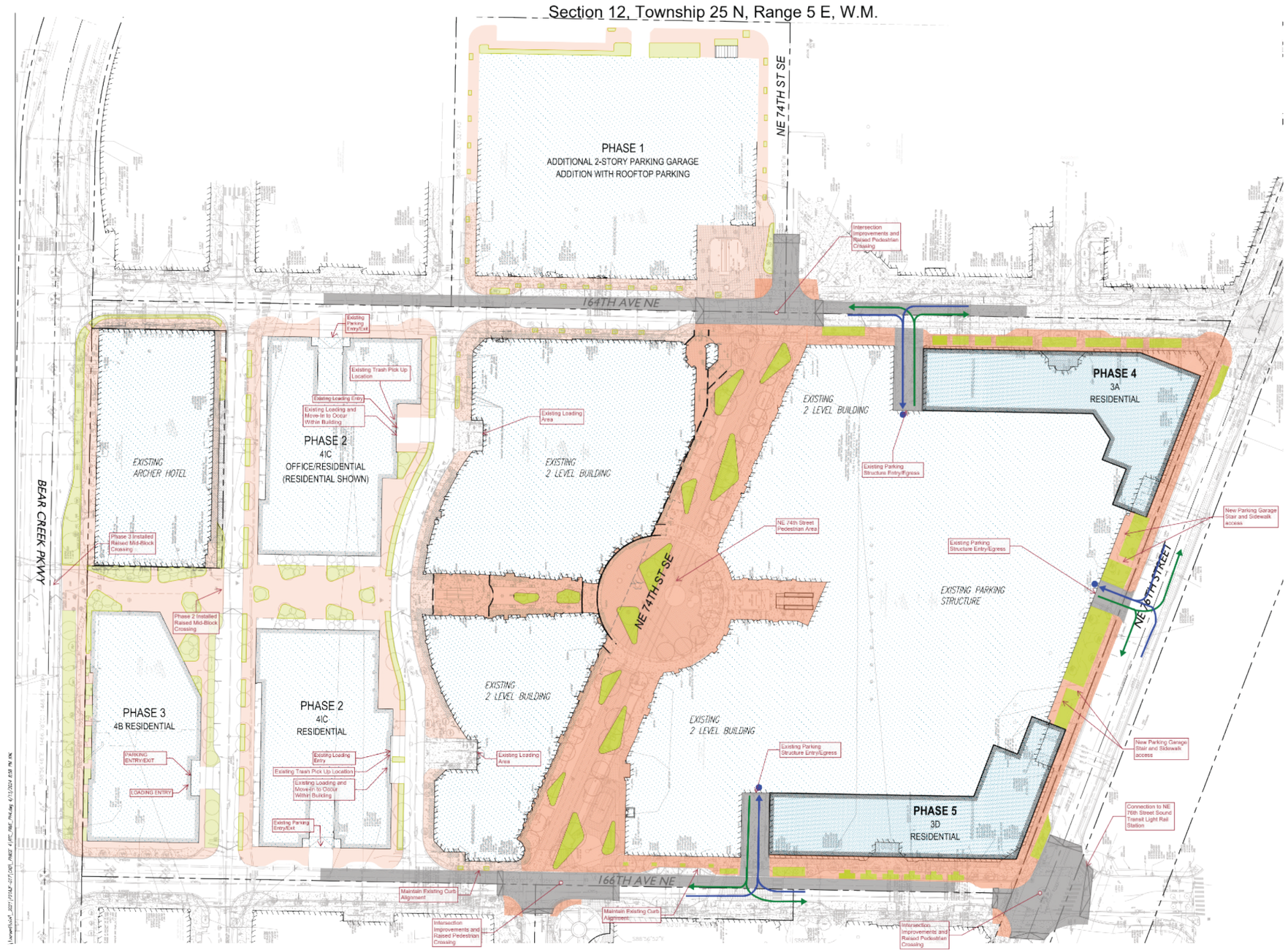
- EXISTING FIRE HYDRANT 150' RADIUS
- PROPOSED FIRE HYDRANT 150' RADIUS

FIRE ACCESS PLAN | PHASE 3

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL TRANSPORTATION PLAN | PHASE 4 AND 5



LEGEND

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- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
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- GARAGE INGRESS ROUTE
- GARAGE EGRESS ROUTE
- GARAGE ENTRY POINT
- ROAD CROSS SECTION
- SIGHT TRIANGLE

CONCEPTUAL TRANSPORTATION PLAN | PHASE 4 AND 5

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

CONCEPTUAL GRADING AND DRAINAGE PLAN | PHASE 4 AND 5

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
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NOTE:
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CONCEPTUAL GRADING PLAN | PHASE 4 AND 5

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CONCEPTUAL STORMWATER PLAN | PHASE 4 AND 5

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING STORM TO REMAIN
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- NEW/PROPOSED
- EX 12" PVC
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CONCEPTUAL STORMWATER PLAN | PHASE 4 AND 5
NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

Exhibit C

CONCEPTUAL SEWER PLAN | PHASE 4 AND 5

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING SEWER TO REMAIN
- EXISTING SEWER TO REMOVE
- PROPOSED SEWER
- EX 8'' PVC — NEW/PROPOSED, DIAMETER, PIPE MATERIAL

Note: Sewer Additional Connection Charges, in accordance with City of Redmond Resolution No. [insert number], must be paid to the City prior to connecting any new buildings to the water or sewer system.

CONCEPTUAL SEWER PLAN | PHASE 4 AND 5

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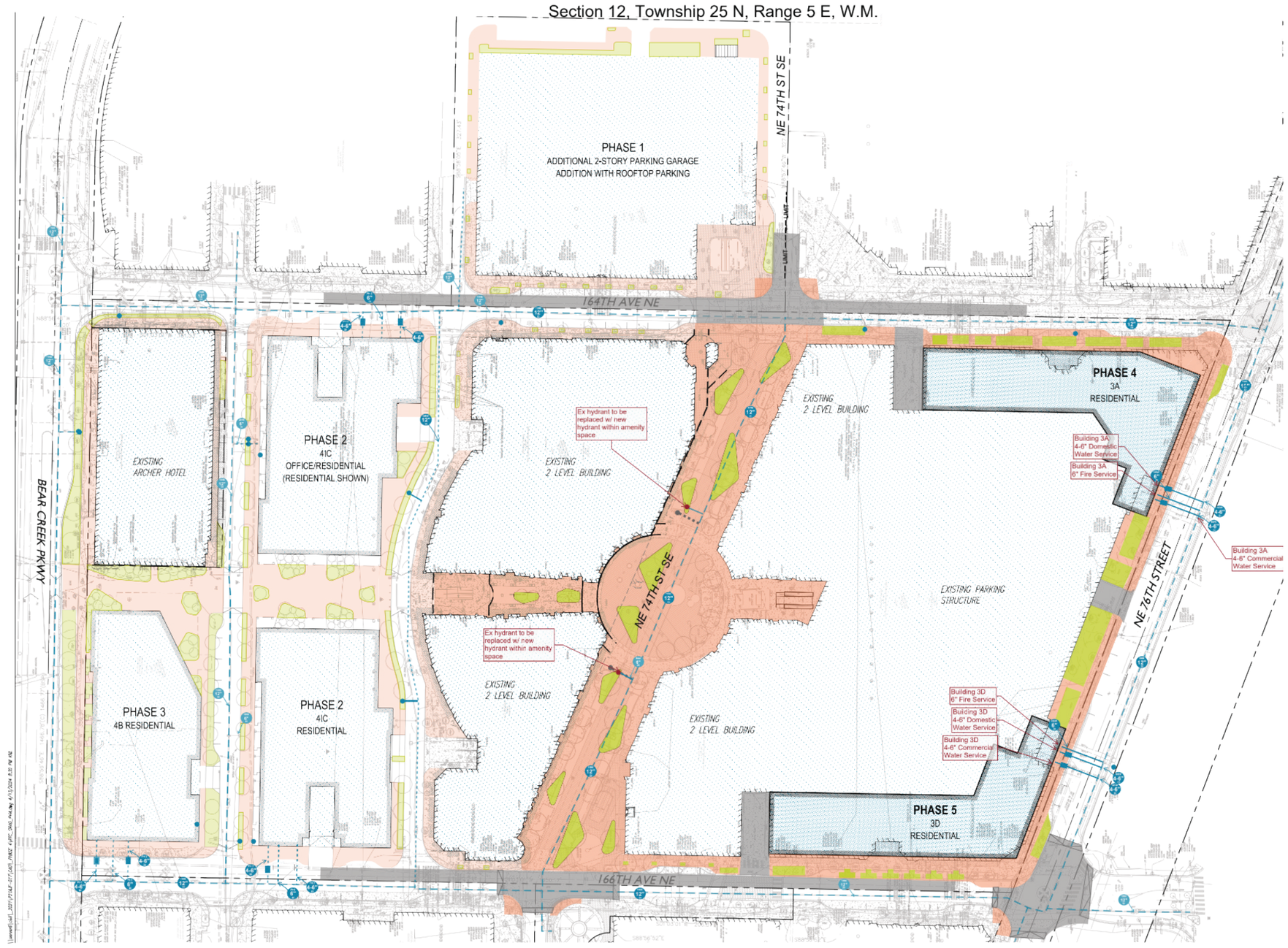
CONCEPTUAL WATER PLAN | PHASE 4 AND 5



LEGEND

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- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
- EXISTING WATER TO REMAIN
- EXISTING WATER TO REMOVE
- PROPOSED WATER
- FIRE INFRASTRUCTURE
- INSTALLATION YEAR/PHASE (2000)
- PIPE MATERIAL (12" DI)

CONCEPTUAL WATER PLAN | PHASE 4 AND 5

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FIRE ACCESS PLAN | PHASE 4 AND 5

LEGEND

- PROPERTY LINE
- EXISTING/PROPOSED BUILDING
- EXISTING/PROPOSED ROAD
- EXISTING/PROPOSED WALKWAY
- EXISTING/PROPOSED LANDSCAPING
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- EXISTING FIRE HYDRANT 150' RADIUS
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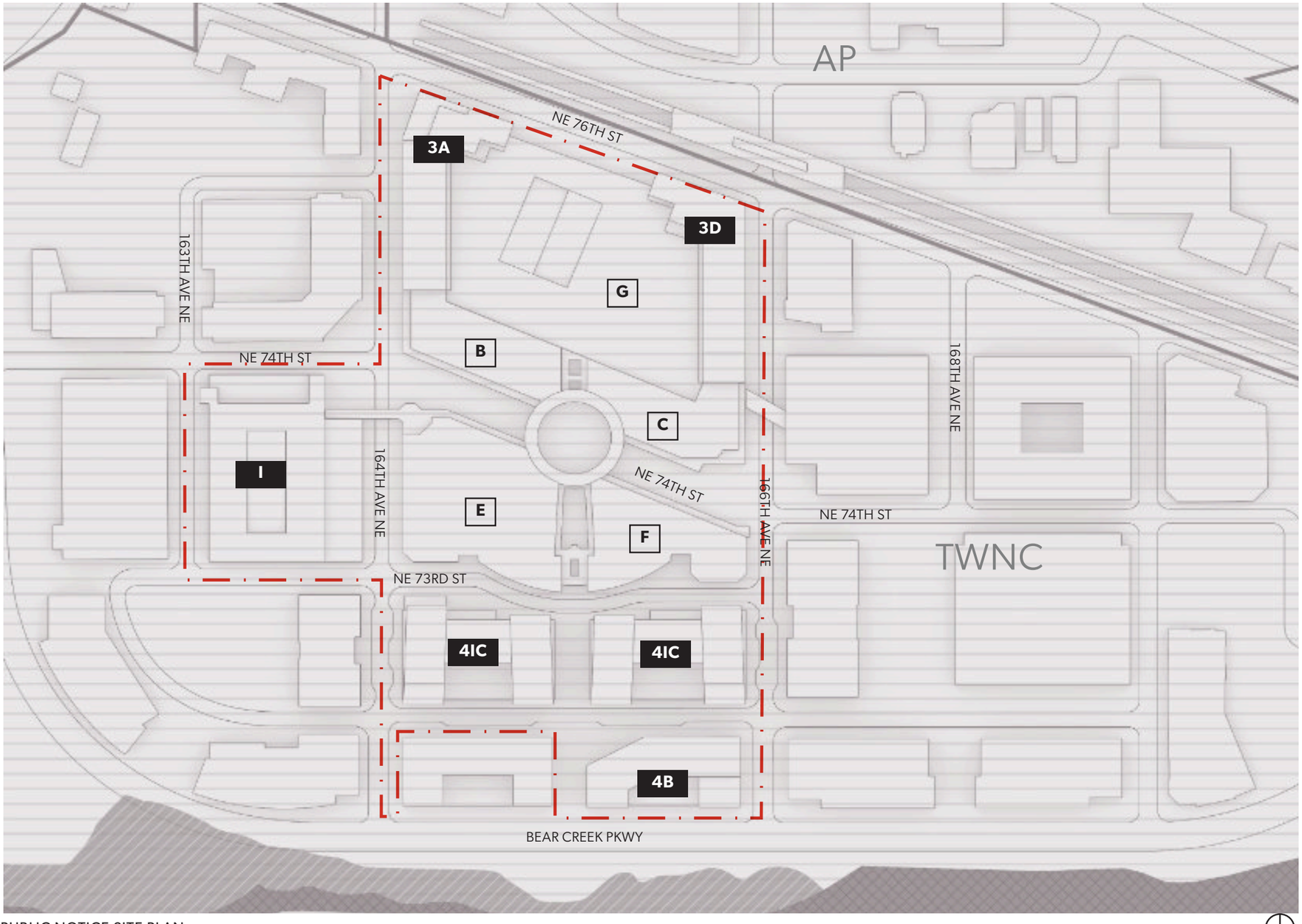
FIRE ACCESS PLAN | PHASE 4 AND 5

NOT TO SCALE - PLANS INCLUDED FOR REFERENCE ONLY, SEE CIVIL IMPROVEMENT PLANS FOR SCALED DRAWINGS

SECTION 5 - APPENDIX

PUBLIC NOTICE SITE PLAN - REDMOND TOWN CENTER MPD



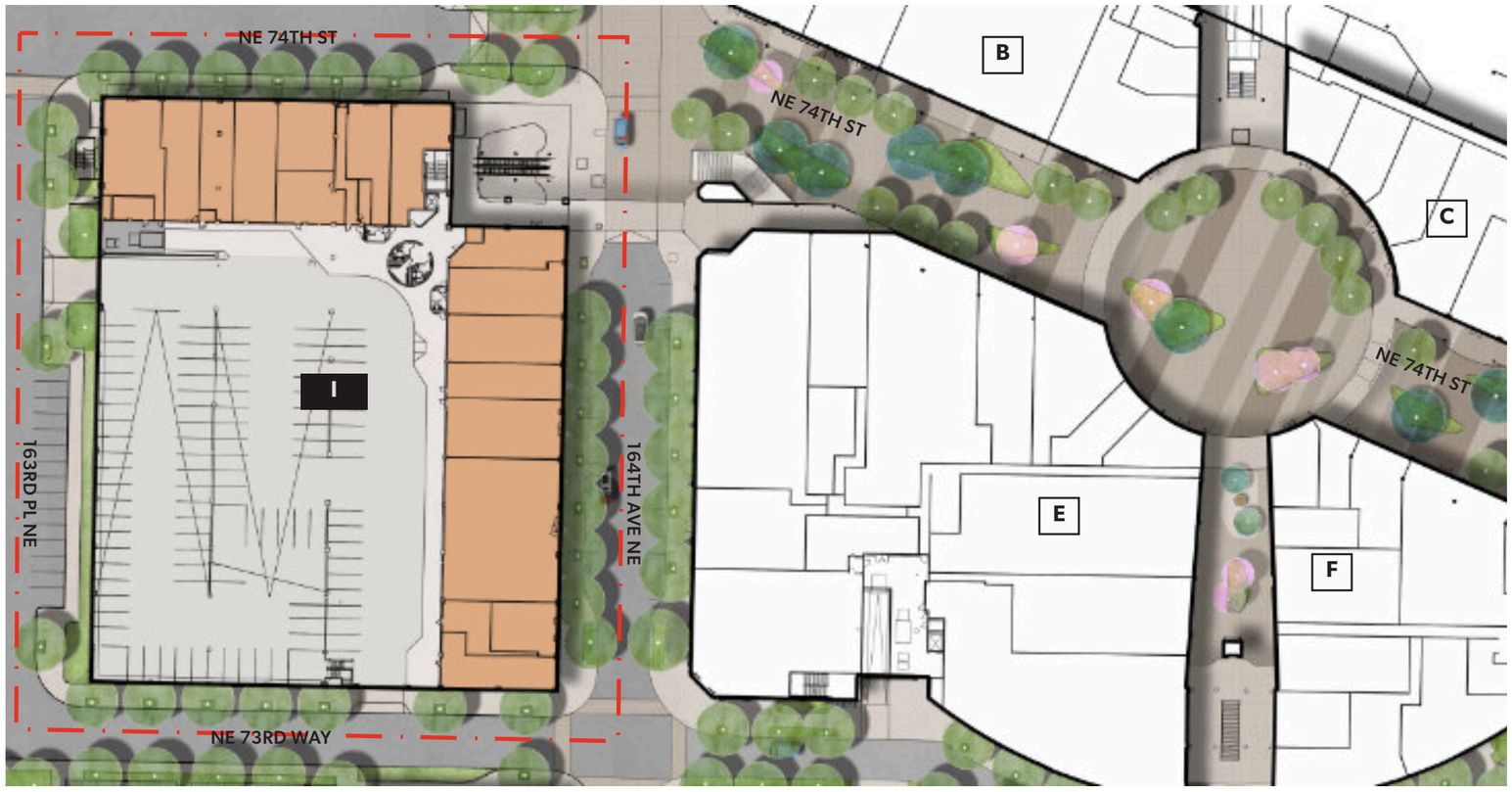
PUBLIC NOTICE SITE PLAN
NTS

LEGEND

- PROPOSED MPD BOUNDARY
  SITE AREA: 934,915 SQUARE FEET OR 21,4627 ACRES
- **3A** NEW BUILDING 3A
  - 7 STORY MIXED-USE RESIDENTIAL
- **3D** NEW BUILDING 3D
  - 7 STORY MIXED-USE RESIDENTIAL
- **4IC** NEW BUILDINGS 4IC
  - TWO NEW 12 STORY MIXED-USE RESIDENTIAL
  OR
  - TWO NEW 12 STORY MIXED-USE OFFICE
- **4B** NEW BUILDING 4B
  - 7 STORY RESIDENTIAL
- **I** EXISTING I GARAGE ADDITION
  - 2 STORY ADDITION TO EXISTING 2 STORY PARKING GARAGE
  74TH STREET
  - FUTURE STREET AND PLAZA IMPROVEMENTS
- ZONE X - 0.2% ANNUAL CHANCE FLOOD HAZARD
- ZONE AE - 1% ANNUAL CHANCE FLOOD HAZARD
- CARA I
- **#** EXISTING BUILDING

I GARAGE

BUILDING I - GARAGE



BUILDING I - GARAGE GROUND LEVEL SITE PLAN

0′ 40′ 80′

LEVEL	LEASING	RESIDENTIAL		COMMON RESI AMENITY	TERRACE
	AREA	UNITS	AREA	AREA	AREA
R					
04					
03					
02					
01					
Total	0	0	0	0	0

LEVEL	SERVICES	PARKING		CIRC	COMMERCIAL
	AREA	UNITS	AREA	AREA	AREA
R		142	53,530	720	
04		142	53,530	720	
03		224	80,308		
02		224	80,308		
01		119	53,530		26,458
Total	0	851	321,206	1,440	0

SUMMARY

Phase Area: 123,430 SF (2.83 Acres)

Number of Floors: 4 levels above ground,
1 level underground

Existing Parking Count: 567
Parking Count: 284
Total Parking Count: 851

MULTIFAMILY OPEN SPACE

None

NOTE

- Future building design shall demonstrate compliance with RZC articulation requirements.
- Future building design shall provide screening from BOH spaces in compliance with RZC design standards, including, but not limited to transparency, ornamental screening, or landscape screening.
- Square footage, unit counts, and space allocations are approximate, and subject to change within the limits of the TIA and Development Agreement.

LEGEND

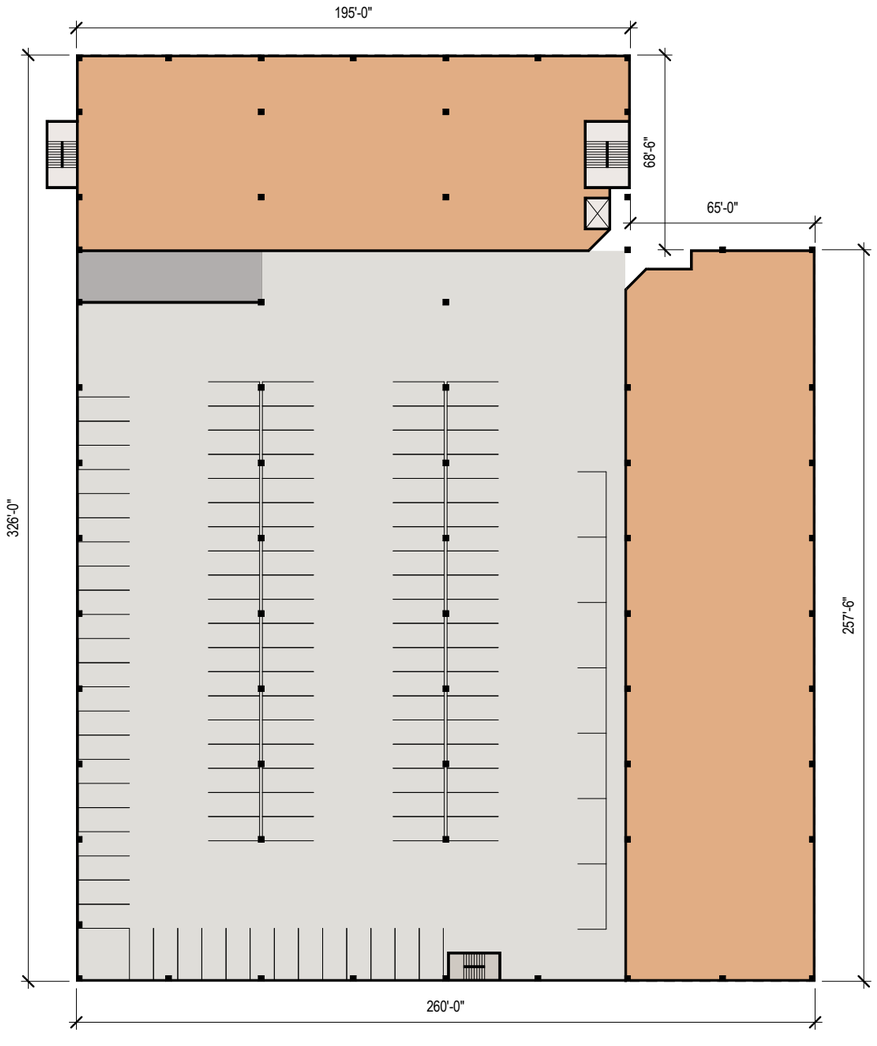
- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

BUILDING I - GARAGE

BUILDING I - GARAGE GROUND LEVEL SITE PLAN

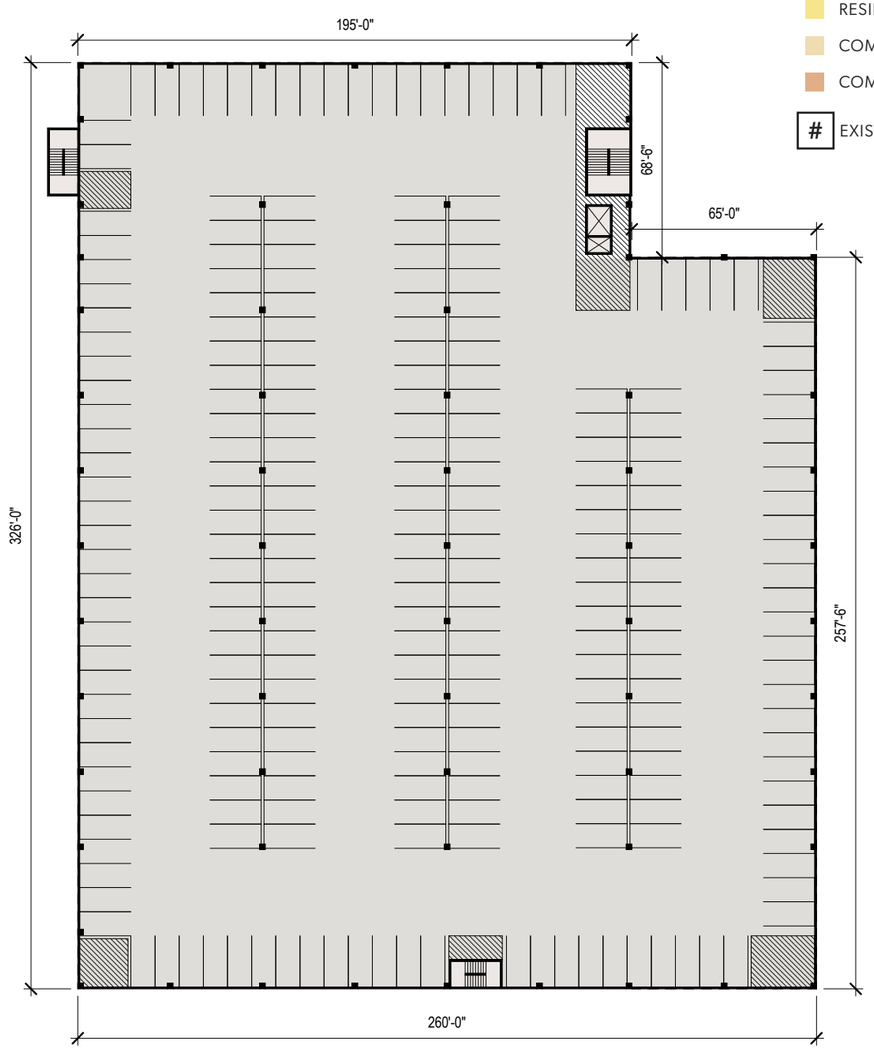
0' 25' 50'

BUILDING I - GARAGE



EXISTING LEVEL 01 FLOOR PLAN

0' 30' 60'



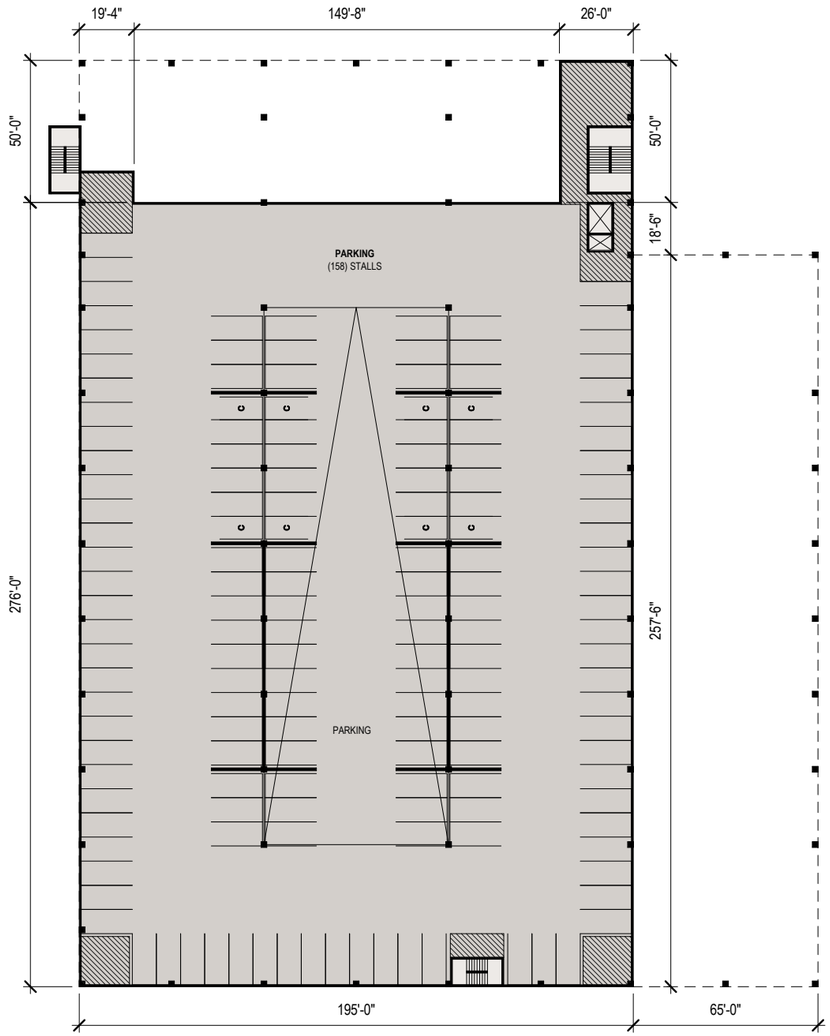
EXISTING LEVEL 02 - 03 FLOOR PLAN

0' 30' 60'

LEGEND

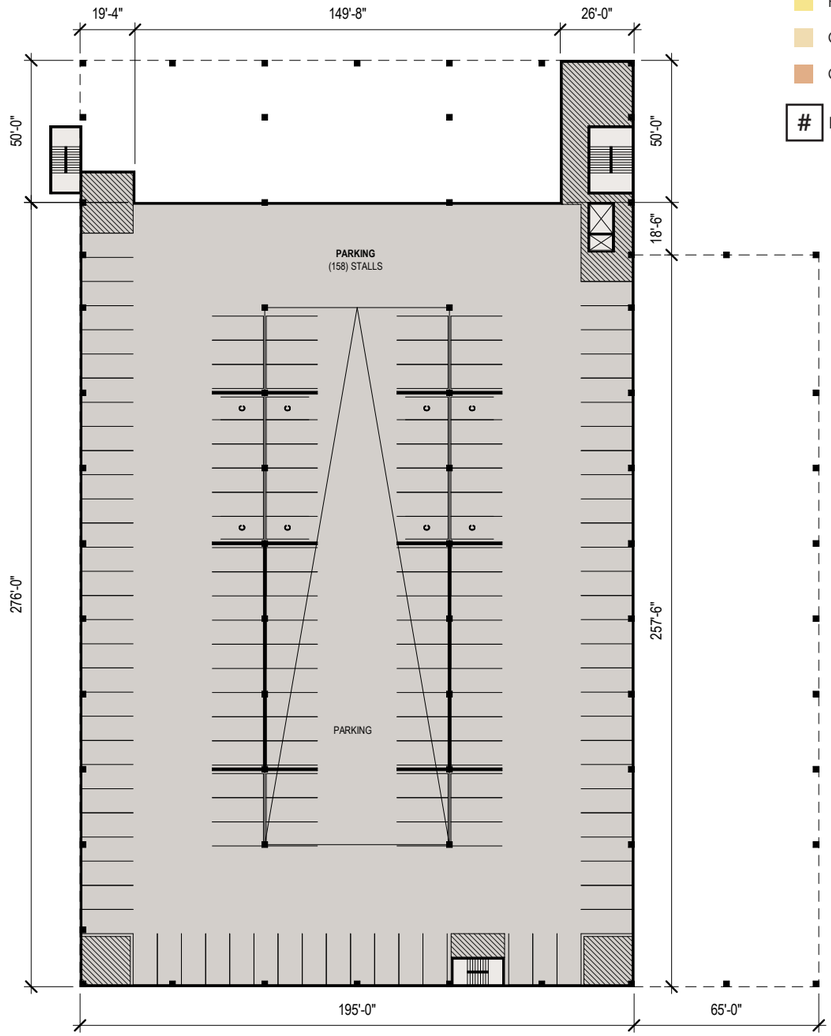
- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

BUILDING I - GARAGE



NEW LEVEL 04 FLOOR PLAN

0' 30' 60'



NEW LEVEL ROOF PLAN

0' 30' 60'

LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

4IC W RESIDENTIAL

BUILDING 4IC W - RESIDENTIAL

BUILDING 4IC - RESIDENTIAL GROUND LEVEL SITE PLAN

0' 40' 80'

LEVEL	LEASING	RESIDENTIAL		COMMON RESI AMENITY	TERRACE
	AREA	UNITS	AREA	AREA	AREA
12		26	20,210	1,710	2,000
11		30	23,930		
10		30	23,930		
09		30	23,930		
08		30	23,930		
07		30	23,930		
06		30	23,930		
05		27	21,860	2,070	10,060
04		19	15,700		
03					
02					
01	2,570			7,240	
Total	2,570	252	201,350	11,020	12,060

LEVEL	SERVICES	PARKING		CIRC	COMMERCIAL
	AREA	UNITS	AREA	AREA	AREA
12	860			3,700	
11	860			3,700	
10	860			3,700	
09	860			3,700	
08	860			3,700	
07	860			3,700	
06	860			3,700	
05	860			3,700	
04	3,170	31	15,150	4,530	
03	1,760	79	34,520	2,270	
02	1,760	79	34,520	2,270	
01	8,150		2,130	5,350	11,820
Total	21,720	189	86,320	44,020	11,820

LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY

EXISTING BUILDING

PROPOSED NEW OR MODIFIED EXISTING BUILDING

SUMMARY

Phase Area: 76,168 SF (1.75 Acres)

Number of Floors: 12

NOTE

- Future building design shall demonstrate compliance with RZC articulation requirements.
- Future building design shall provide screening from BOH spaces in compliance with RZC design standards, including, but not limited to transparency, ornamental screening, or landscape screening.
- Square footage, unit counts, and space allocations are approximate, and subject to change within the limits of the TIA and Development Agreement.
- New Mixed-use Residential buildings include a mix of Pedestrian Generating Uses as depicted on the plans.
- Per City Pre-app Guidance a floor shall not be counted as a usable floor if less than 50% gfa is usable.

MULTIFAMILY OPEN SPACE

21.10.120.E.1.A
At least 100 square feet per residential unit of open space shall be provided, up to a maximum area of 20 percent of the site.

Required: 25,200 SF
(100 square feet per unit)

Maximum Required: 15,233 SF
(20 percent of phase area)

Provided:
Terrace: 12,060 SF
Amenity: 11,020 SF
Total Multifamily Open Space: 23,080 SF = 12,060 SF (Terrace) + 11,020 SF (Amenity)

NOTE

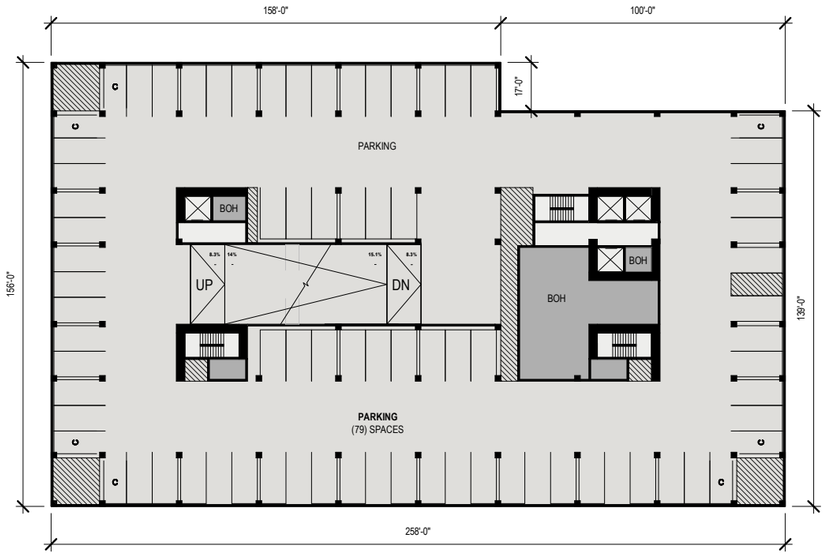
Ground level plaza areas are not included in the residential open space calculations.

BUILDING 4IC W - RESIDENTIAL

BUILDING 4IC - RESIDENTIAL GROUND LEVEL SITE PLAN

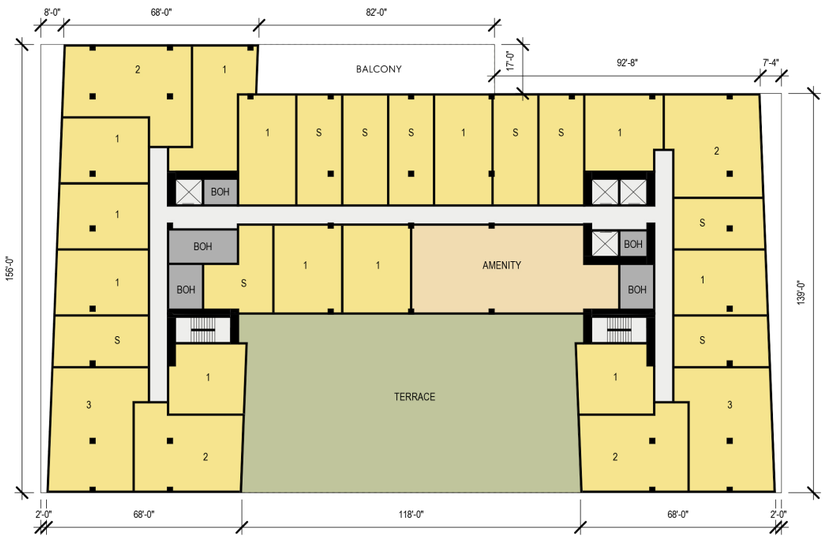
0' 25' 50'

BUILDING 4IC W - RESIDENTIAL



LEVEL 02 - 03 FLOOR PLAN

0' 30' 60'

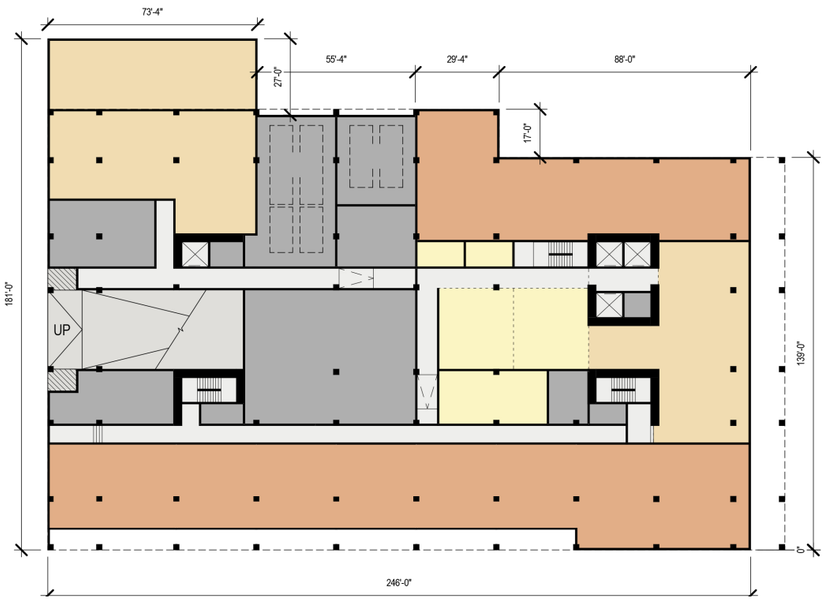


LEVEL 05 FLOOR PLAN

0' 30' 60'

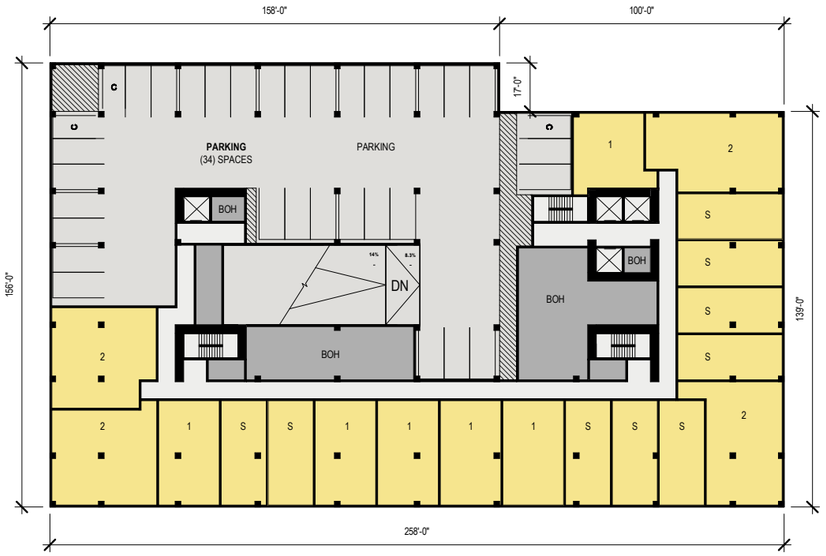
LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING



LEVEL 01 FLOOR PLAN

0' 30' 60'



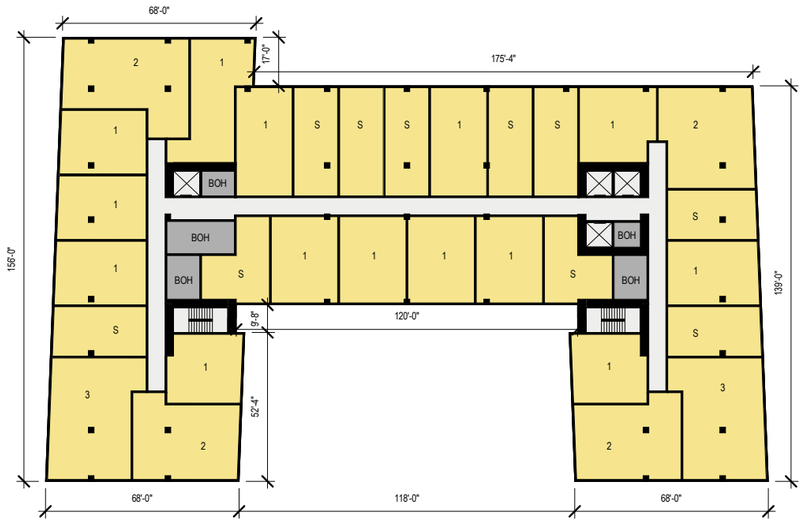
LEVEL 04 FLOOR PLAN

0' 30' 60'

BUILDING 4IC W - RESIDENTIAL

LEVEL 12 FLOOR PLAN

0' 30' 60'



LEVEL 06-11 FLOOR PLAN

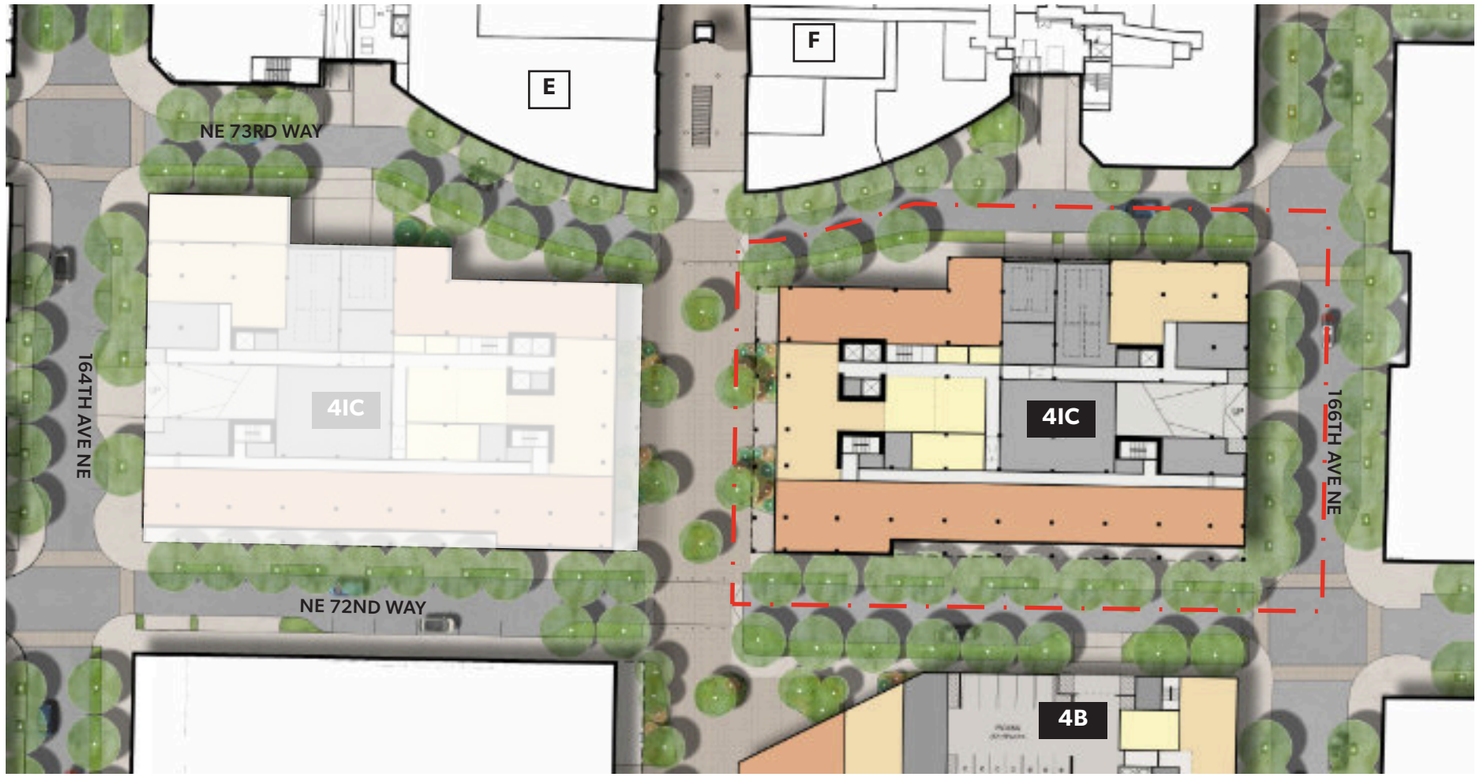
0' 30' 60'

LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

4IC E RESIDENTIAL

BUILDING 4IC E - RESIDENTIAL



BUILDING 4IC - RESIDENTIAL GROUND LEVEL SITE PLAN

0' 40' 80'

LEVEL	LEASING AREA	RESIDENTIAL UNITS	RESIDENTIAL AREA	COMMON RESI AMENITY AREA	TERRACE AREA
12		26	20,210	1,710	2,000
11		30	23,920		
10		30	23,920		
09		30	23,920		
08		30	23,920		
07		30	23,920		
06		30	23,920		
05		27	21,850	2,070	10,060
04		19	15,700		
03					
02					
01	2,570			5,400	
Total	2,570	252	201,350	9,180	12,060

LEVEL	SERVICES AREA	PARKING UNITS	PARKING AREA	CIRC AREA	COMMERCIAL AREA
12	870			3,700	
11	870			3,700	
10	870			3,700	
09	870			3,700	
08	870			3,700	
07	870			3,700	
06	870			3,700	
05	870			3,700	
04	3,170	31	15,140	4,540	
03	1,760	79	34,520	2,270	
02	1,760	79	34,520	2,270	
01	8,150		2,120	5,340	11,810
Total	21,780	189	86,320	44,020	11,810

LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY

EXISTING BUILDING

PROPOSED NEW OR MODIFIED EXISTING BUILDING

SUMMARY

Phase Area: 63,200 SF (1.45 Acres)

Number of Floors: 12

NOTE

- Future building design shall demonstrate compliance with RZC articulation requirements.
- Future building design shall provide screening from BOH spaces in compliance with RZC design standards, including, but not limited to transparency, ornamental screening, or landscape screening.
- Square footage, unit counts, and space allocations are approximate, and subject to change within the limits of the TIA and Development Agreement.
- New Mixed-use Residential buildings include a mix of Pedestrian Generating Uses as depicted on the plans.
- Per City Pre-app Guidance a floor shall not be counted as a usable floor if less than 50% gfa is usable.

MULTIFAMILY OPEN SPACE

21.10.120.E.1.A
At least 100 square feet per residential unit of open space shall be provided, up to a maximum area of 20 percent of the site.

Required: 25,200 SF
(100 square feet per unit)

Maximum Required: 12,640 SF
(20 percent of phase area)

Provided:
Terrace: 12,060 SF
Amenity: 9,810 SF
Total Multifamily Open Space: 21,870 SF = 12,060 SF (Terrace) + 9,810 SF (Amenity)

NOTE

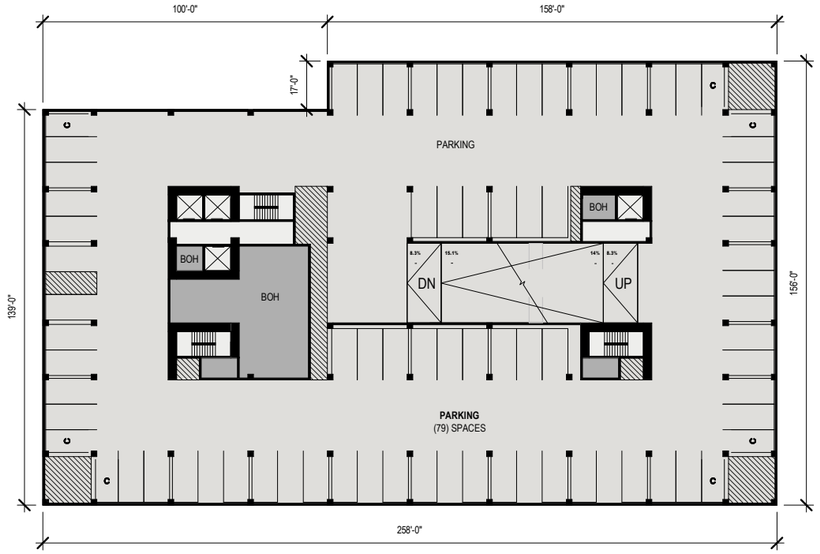
Ground level plaza areas are not included in the residential open space calculations.

BUILDING 4IC E - RESIDENTIAL

BUILDING 4IC - RESIDENTIAL GROUND LEVEL SITE PLAN

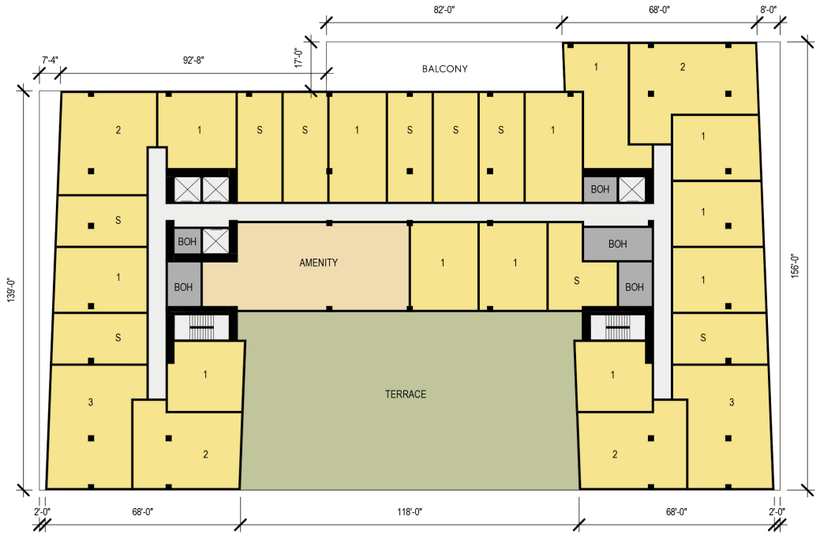
0' 25' 50'

BUILDING 4IC E - RESIDENTIAL



LEVEL 02 - 03 FLOOR PLAN

0' 30' 60'

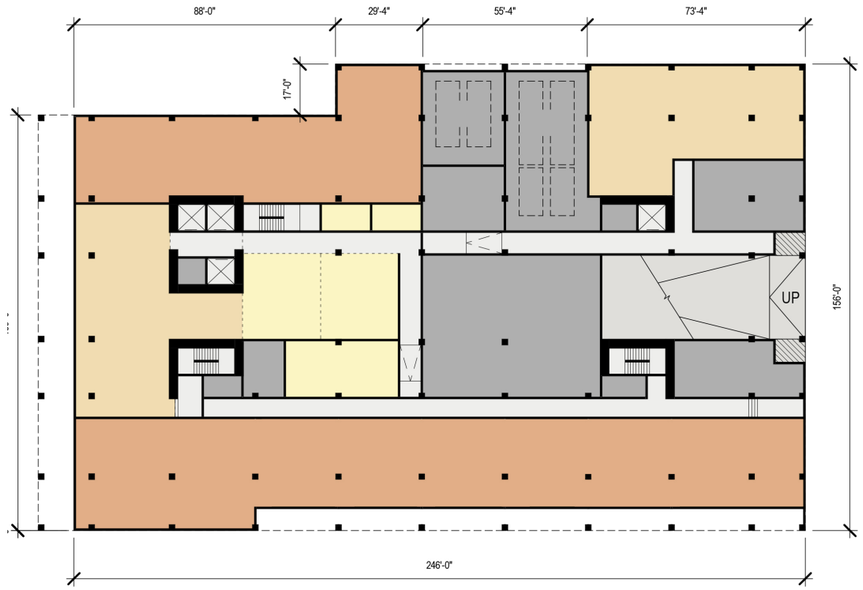


LEVEL 05 FLOOR PLAN

0' 30' 60'

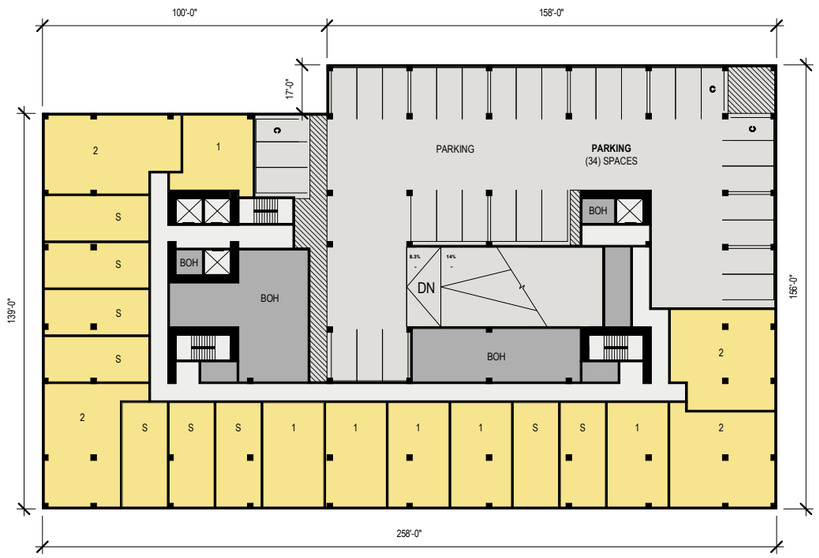
LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING



LEVEL 01 FLOOR PLAN

0' 30' 60'



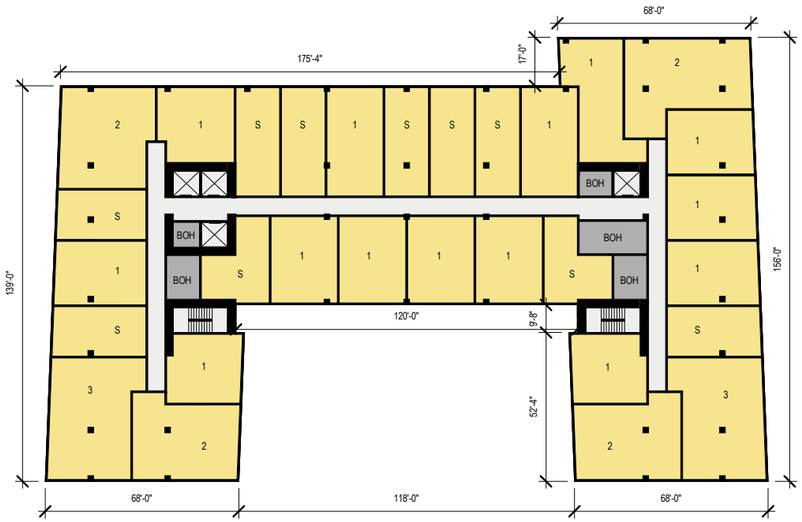
LEVEL 04 FLOOR PLAN

0' 30' 60'

BUILDING 4IC E - RESIDENTIAL

LEVEL 12 FLOOR PLAN

0' 30' 60'



LEVEL 06-11 FLOOR PLAN

0' 30' 60'

LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

4ICW OFFICE

BUILDING 4ICW - OFFICE

BUILDING 4IC - RESIDENTIAL AND OFFICE GROUND LEVEL SITE PLAN

0′ 40′ 80′

SUMMARY

Phase Area: 76,168 SF (1.75 Acres)

Number of Floors: 12

NOTE

- Future building design shall demonstrate compliance with RZC articulation requirements.
- Future building design shall provide screening from BOH spaces in compliance with RZC design standards, including, but not limited to transparency, ornamental screening, or landscape screening.
- Square footage, unit counts, and space allocations are approximate, and subject to change within the limits of the TIA and Development Agreement.
- Per City Pre-app Guidance a floor shall not be counted as a usable floor if less than 50% gfa is usable.

LEVEL	LOBBY AREA	OFFICE AREA	COMMON OFFICE AMENITY AREA	TERRACE AREA
12		32,260		
11		32,260		
10		32,260		
09		32,260		
08		32,260		
07		32,260		
06		32,260		
05		19,710		15,240
04				
03				
02				
01	4,410		6,970	
Total	4,410	245,530	6,970	15,240

LEVEL	SERVICES AREA	PARKING UNITS	PARKING AREA	CIRC AREA	COMMERCIAL AREA
12	1,910			1,690	
11	1,910			1,690	
10	1,910			1,690	
09	1,910			1,690	
08	1,910			1,690	
07	1,910			1,690	
06	1,910			1,690	
05	1,910			1,690	
04	1,260	87	35,070	2,220	
03	1,260	84	35,070	2,220	
02	1,260	84	35,070	2,220	
01	9,840		1,900	4,260	10,530
Total	21,780	255	107,110	24,440	10,530

LEGEND

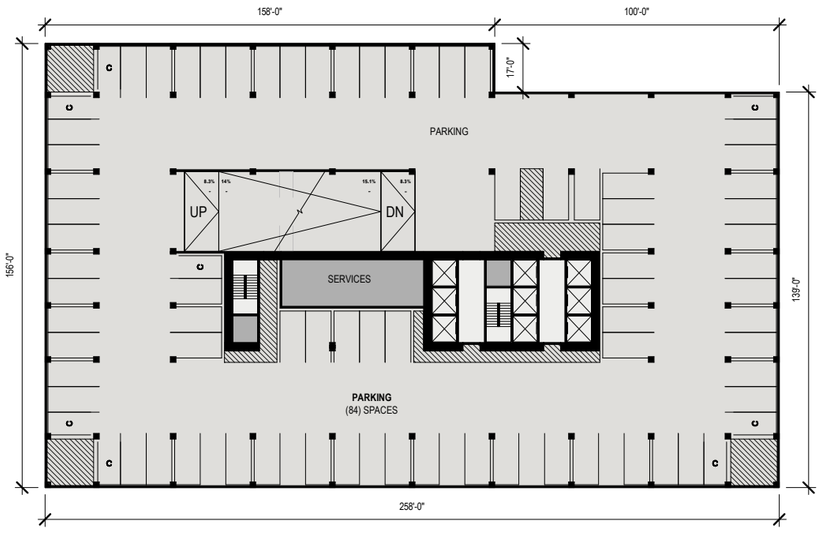
- LEASING / MAIL
- RESIDENTIAL
- COMMON OFFICE AMENITY
- COMMERCIAL
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

BUILDING 4ICW - OFFICE

BUILDING 4IC - RESIDENTIAL AND OFFICE GROUND LEVEL SITE PLAN

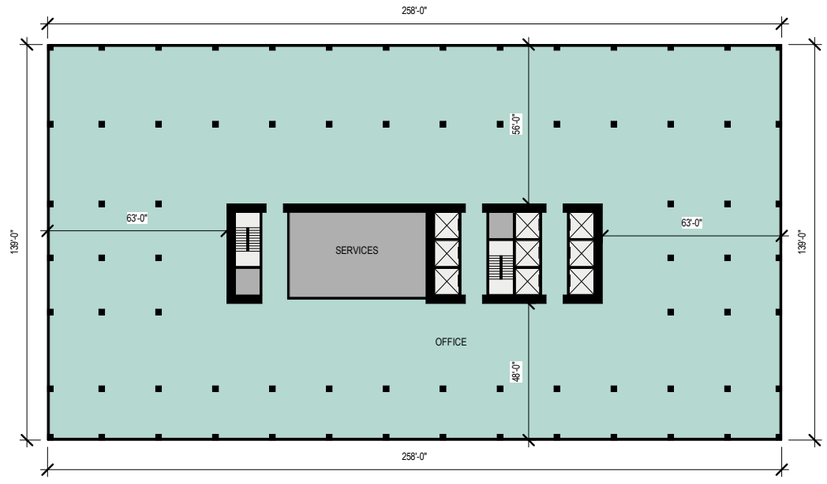
0' 25' 50'

BUILDING 4ICW - OFFICE



LEVEL 02 - 04 FLOOR PLAN

0' 30' 60'



LEVEL 06 - 12 FLOOR PLAN

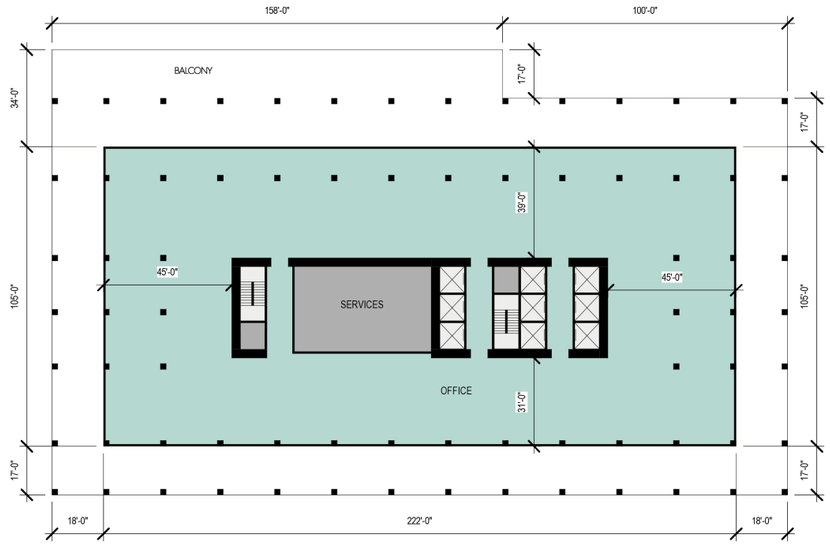
0' 30' 60'

LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON OFFICE AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

LEVEL 01 FLOOR PLAN

0' 30' 60'



LEVEL 05 FLOOR PLAN

0' 30' 60'

4B RESIDENTIAL

BUILDING 4B - RESIDENTIAL

BUILDING 4B - RESIDENTIAL GROUND LEVEL SITE PLAN

0' 40' 80'

LEVEL	LEASING	RESIDENTIAL		COMMON RESI AMENITY	TERRACE
	AREA	UNITS	AREA	AREA	AREA
08		20	16,170	1,120	3,920
07		26	21,160		
06		26	21,160		
05		26	21,160		
04		25	19,880	710	5,900
03					
02		7	5,990		
01	1,870	6	5,050	7,240	
Total	1,870	136	110,570	9,070	9,820

LEVEL	SERVICES	PARKING		CIRC	COMMERCIAL
	AREA	UNITS	AREA	AREA	AREA
08	510			2,450	
07	440			2,570	
06	440			2,570	
05	440			2,570	
04	840			2,750	
03	480	70	29,110	490	
02	1,640	20	11,570	2,680	
01	2,830	12	7,650	2,740	2,690
Total	7,620	102	48,330	18,820	2,690

SUMMARY

Phase Area: 50,894 SF (1.17 Acres)

Number of Floors: 8

NOTE

- Future building design shall demonstrate compliance with RZC articulation requirements.
- Future building design shall provide screening from BOH spaces in compliance with RZC design standards, including, but not limited to transparency, ornamental screening, or landscape screening.
- Square footage, unit counts, and space allocations are approximate, and subject to change within the limits of the TIA and Development Agreement.
- New Mixed-use Residential buildings include a mix of Pedestrian Generating Uses as depicted on the plans.

MULTIFAMILY OPEN SPACE

21.10.120.E.1.A
At least 100 square feet per residential unit of open space shall be provided, up to a maximum area of 20 percent of the site.

Required: 13,600 SF
(100 square feet per unit)

Maximum Required: 10,179 SF
(20 percent of phase area)

Provided:
Terrace: 9,820 SF
Amenity: 9,070 SF
Total Multifamily Open Space: 18,890 SF = 9,820 SF (Terrace) + 9,070 SF (Amenity)

NOTE

Ground level plaza areas are not included in the residential open space calculations.

LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY

EXISTING BUILDING

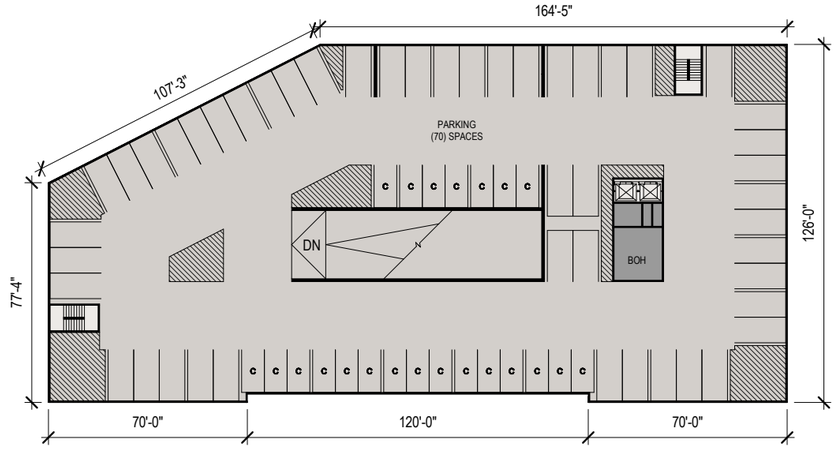
PROPOSED NEW OR MODIFIED EXISTING BUILDING

BUILDING 4B - RESIDENTIAL

BUILDING B - RESIDENTIAL GROUND LEVEL SITE PLAN

0' 15' 30'

BUILDING 4B - RESIDENTIAL

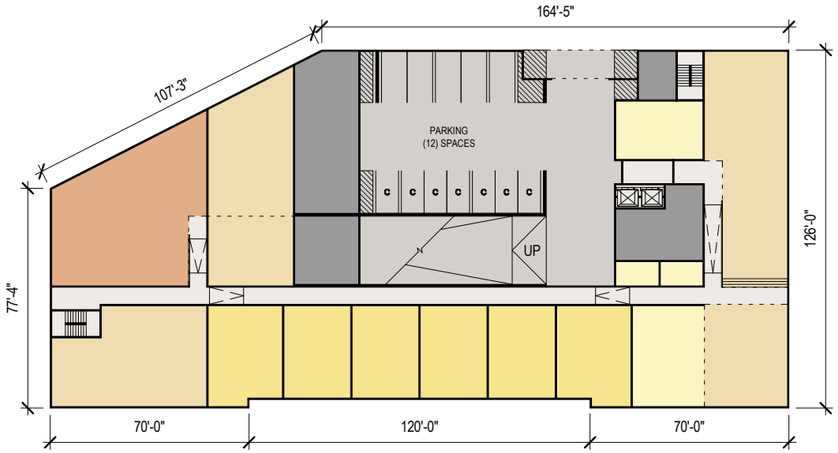


LEVEL 03 FLOOR PLAN

0' 30' 60'

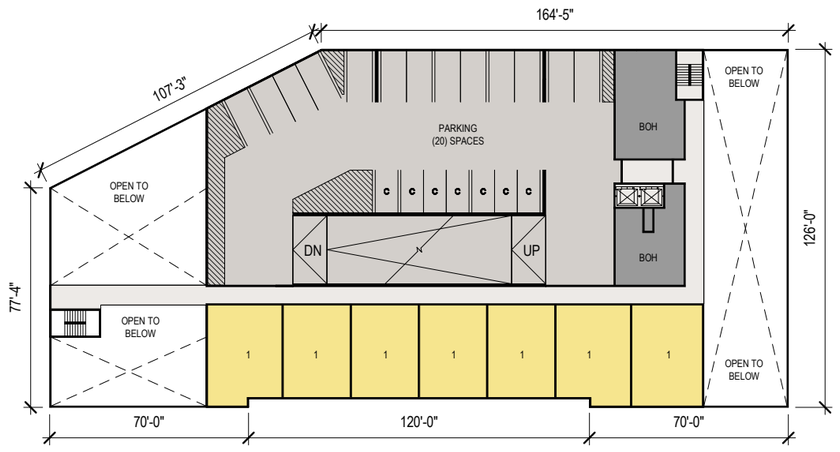
LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING



LEVEL 01 FLOOR PLAN

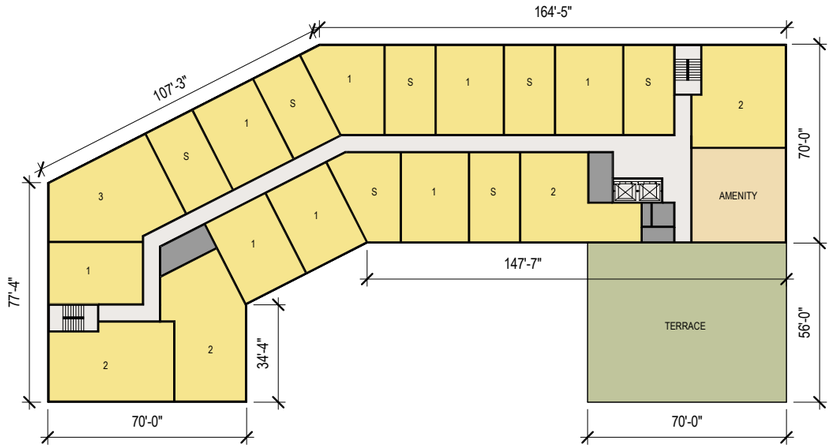
0' 30' 60'



LEVEL 02 FLOOR PLAN

0' 30' 60'

BUILDING 4B - RESIDENTIAL

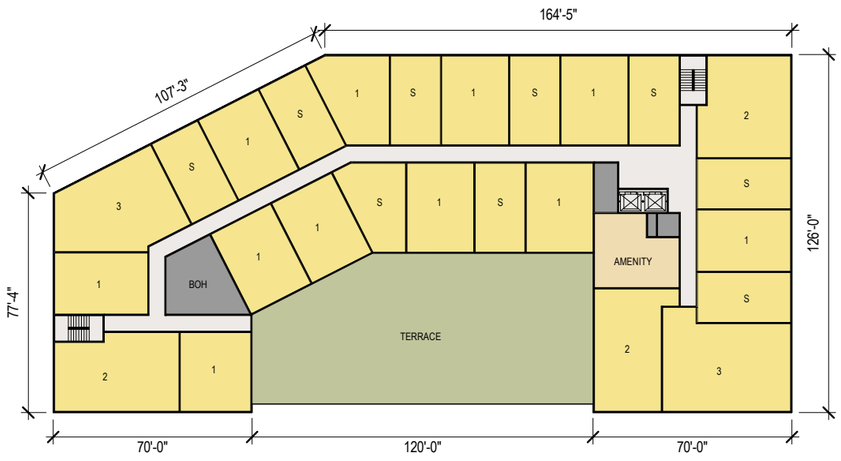


LEVEL 08 FLOOR PLAN

0' 30' 60'

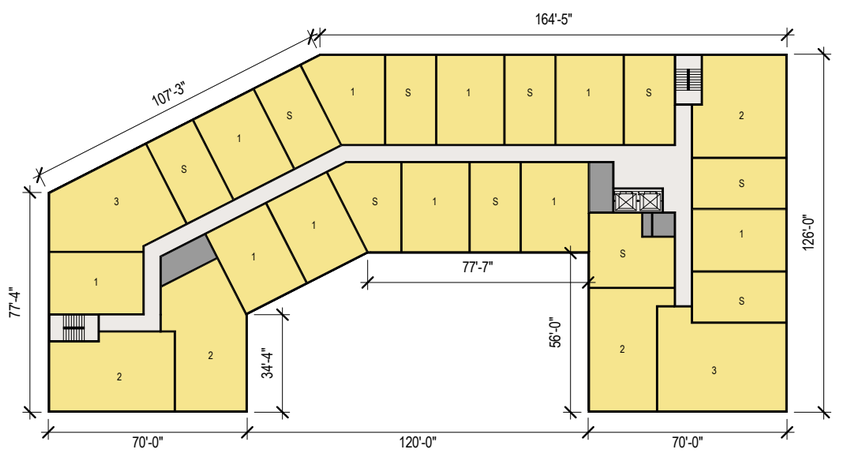
LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING



LEVEL 04 FLOOR PLAN

0' 30' 60'



LEVEL 05 - 07 FLOOR PLAN

0' 30' 60'

3A RESIDENTIAL

BUILDING 3A - RESIDENTIAL

BUILDING 3A - RESIDENTIAL GROUND LEVEL SITE PLAN

0' 50' 100'

LEVEL	LEASING	RESIDENTIAL		COMMON RESI AMENITY	TERRACE
	AREA	UNITS	AREA	AREA	AREA
07		26	20,830	2,130	3,730
06		31	25,340		
05		31	25,340		
04		31	25,340		
03		29	22,980	2,360	3,130
02					
01	1,530			2,850	
Total	1,530	148	119,830	7,340	6,860

LEVEL	SERVICES	PARKING		CIRC	COMMERCIAL
	AREA	UNITS	AREA	AREA	AREA
07	200			3,040	
06	1,070			3,530	
05	1,070			3,530	
04	1,070			3,530	
03	1,070	110	28,090	3,530	
02	1,150			690	
01	3,730			3,490	16,070
Total	9,360	10	28,090	21,340	16,070

SUMMARY

Phase Area: 42,682 SF (0.98 Acres)

Number of Floors: 7

NOTE

- Future building design shall demonstrate compliance with RZC articulation requirements.
- Future building design shall provide screening from BOH spaces in compliance with RZC design standards, including, but not limited to transparency, ornamental screening, or landscape screening.
- Square footage, unit counts, and space allocations are approximate, and subject to change within the limits of the TIA and Development Agreement.
- New Mixed-use Residential buildings include a mix of Pedestrian Generating Uses as depicted on the plans.

MULTIFAMILY OPEN SPACE

21.10.120.E.1.A
At least 100 square feet per residential unit of open space shall be provided, up to a maximum area of 20 percent of the site.

Required: 14,800 SF
(100 square feet per unit)

Maximum Required: 8,537 SF
(20 percent of phase area)

Provided:
Terrace: 6,860 SF
Amenity: 7,340 SF
Total Multifamily Open Space: 14,200 SF = 6,860 SF (Terrace) + 7,340 SF (Amenity)

NOTE

Ground level plaza areas are not included in the residential open space calculations.

LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY

[#] EXISTING BUILDING

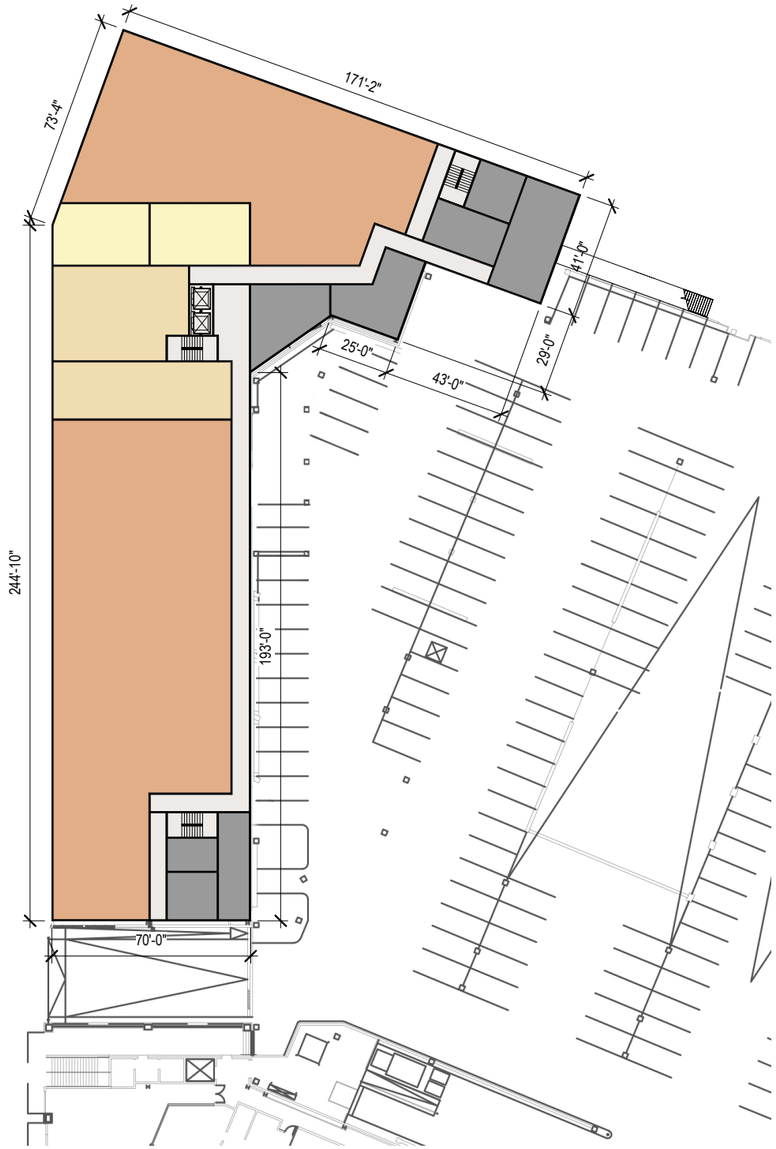
[#] PROPOSED NEW OR MODIFIED EXISTING BUILDING

BUILDING 3A - RESIDENTIAL

BUILDING 3A - RESIDENTIAL GROUND LEVEL SITE PLAN

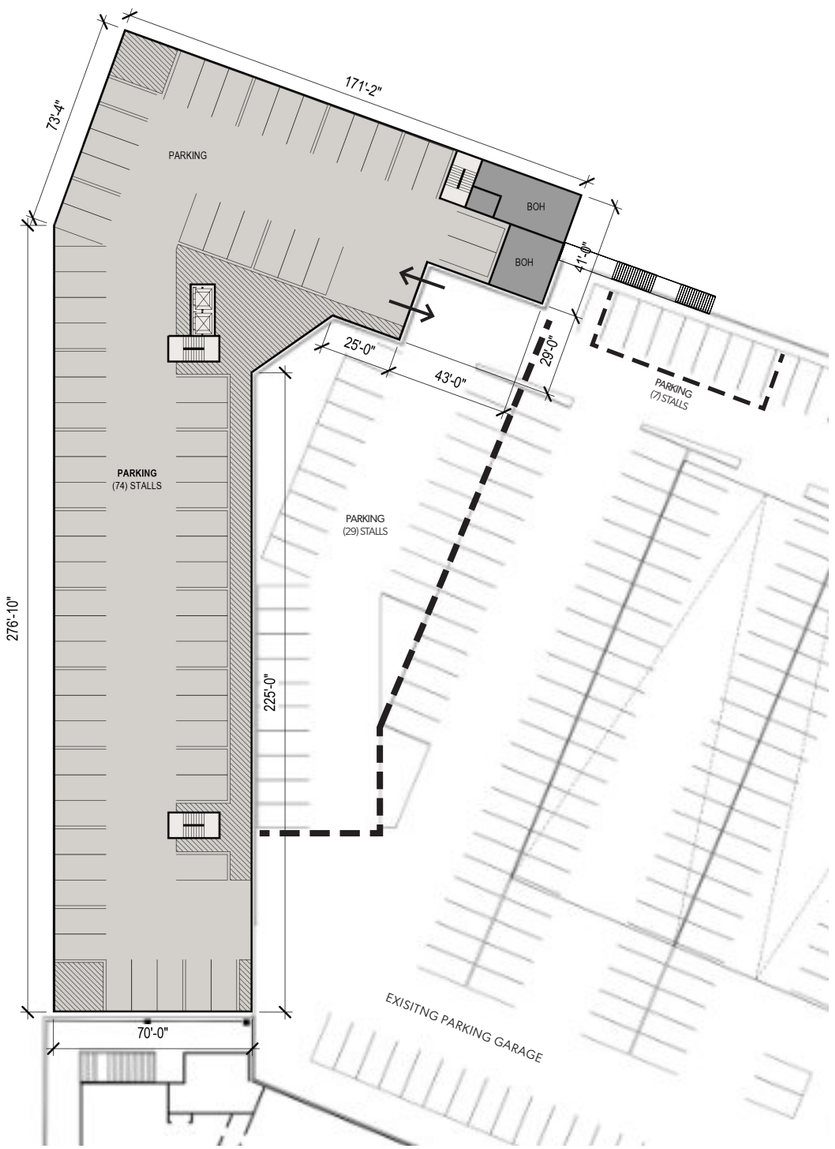
0' 30' 60'

BUILDING 3A - RESIDENTIAL



LEVEL 01 FLOOR PLAN

0' 30' 60'



LEVEL 02 FLOOR PLAN

0' 30' 60'

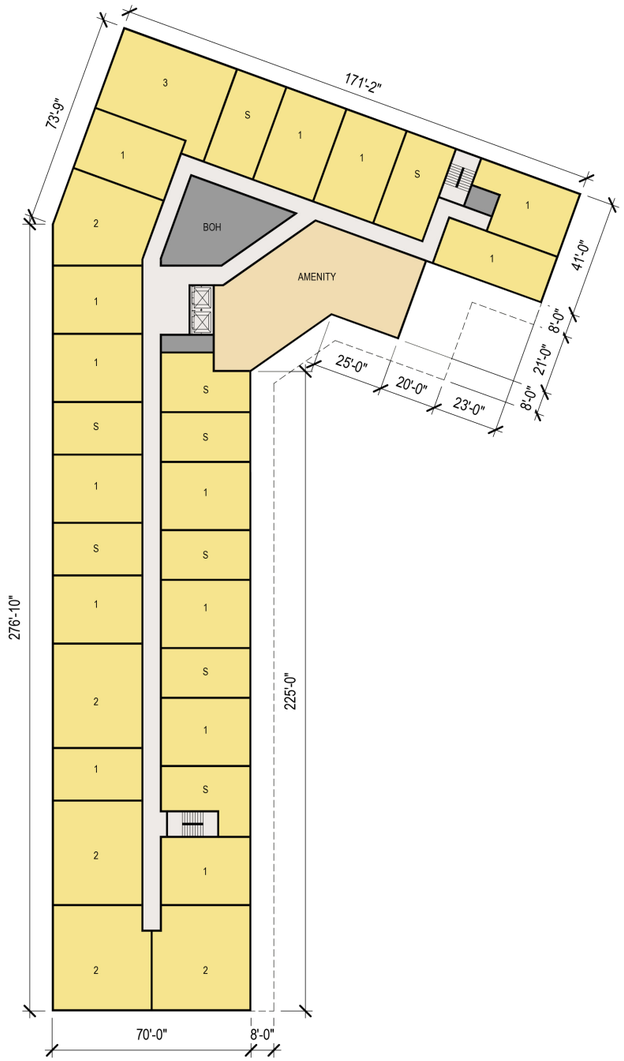
LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

BUILDING 3A - RESIDENTIAL

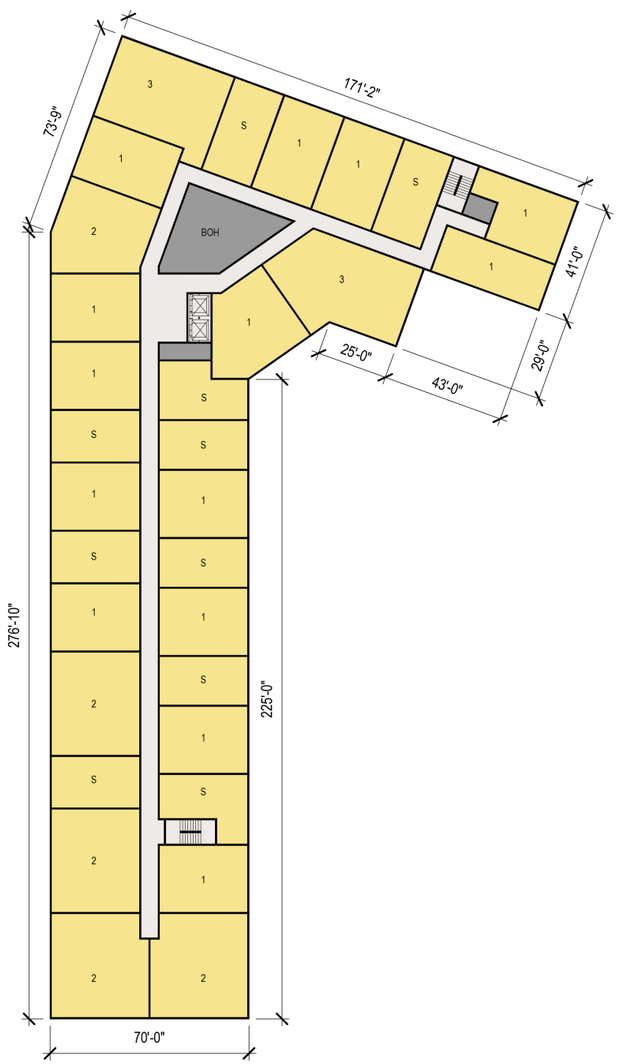
LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING



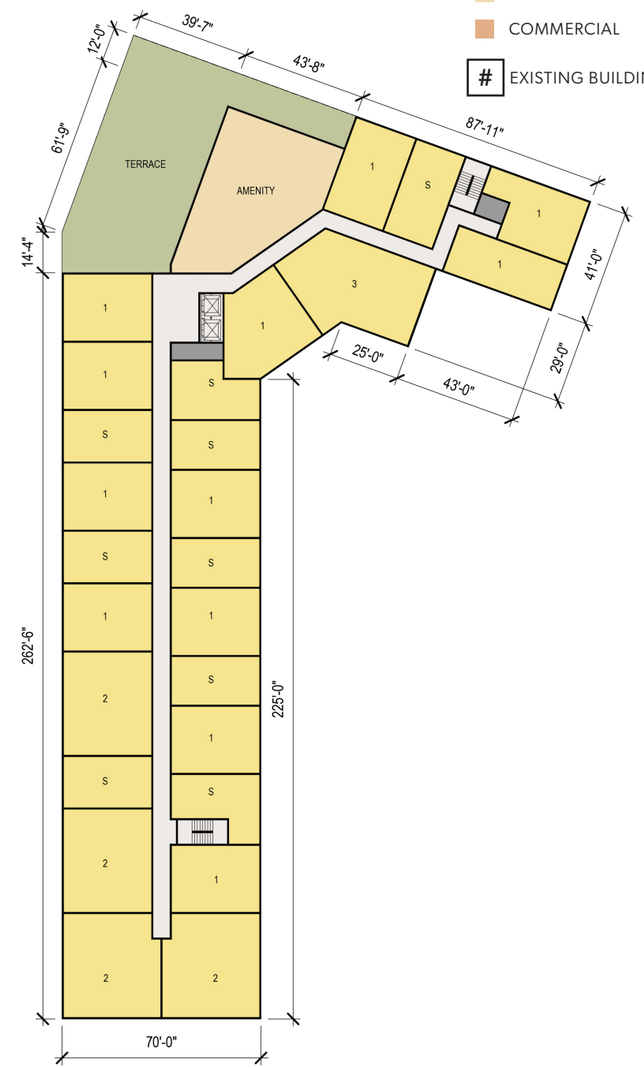
LEVEL 03 FLOOR PLAN

0' 30' 60'



LEVEL 04 - 06 TYPICAL FLOOR PLANS

0' 30' 60'

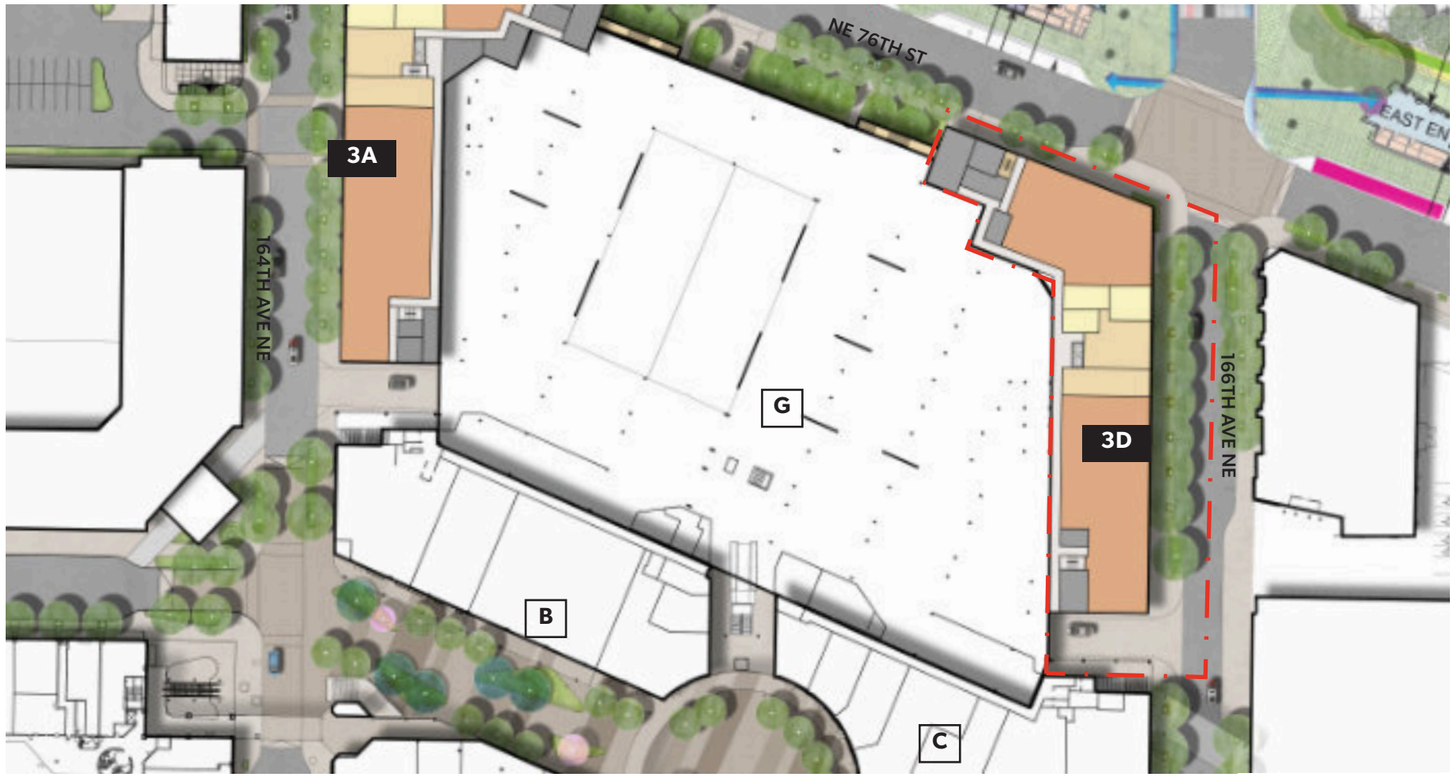


LEVEL 07 FLOOR PLAN

0' 30' 60'

3D RESIDENTIAL

BUILDING 3D - RESIDENTIAL



BUILDING 3D - RESIDENTIAL GROUND LEVEL SITE PLAN

0' 50' 100'

LEVEL	LEASING	RESIDENTIAL		COMMON RESI AMENITY	TERRACE
	AREA	UNITS	AREA	AREA	AREA
07		23	18,110	2,310	4,000
06		30	24,310		
05		30	24,310		
04		30	24,310		
03		27	22,260	2,560	3,670
02					
01	1,670			2,730	
Total	1,670	140	113,300	7,600	7,670

LEVEL	SERVICES	PARKING		CIRC	COMMERCIAL
	AREA	UNITS	AREA	AREA	AREA
07	590			2,890	
06	590			3,000	
05	590			3,000	
04	590			3,000	
03	90	104	25,600	3,000	
02	1,870			490	
01	3,010			3,600	14,800
Total	7,330	104	25,600	18,980	14,800

SUMMARY

Phase Area: 39,303 SF (0.9 Acres)

Number of Floors: 7

NOTE

- Future building design shall demonstrate compliance with RZC articulation requirements.
- Future building design shall provide screening from BOH spaces in compliance with RZC design standards, including, but not limited to transparency, ornamental screening, or landscape screening.
- Square footage, unit counts, and space allocations are approximate, and subject to change within the limits of the TIA and Development Agreement.
- New Mixed-use Residential buildings include a mix of Pedestrian Generating Uses as depicted on the plans.

MULTIFAMILY OPEN SPACE

21.10.120.E.1.A
At least 100 square feet per residential unit of open space shall be provided, up to a maximum area of 20 percent of the site.

Required: 14,000 SF
(100 square feet per unit)

Maximum Required: 7,861 SF
(20 percent of phase area)

Provided:
Terrace: 7,670 SF
Amenity: 7,600 SF
Total Multifamily Open Space: 15,270 SF = 7,670 SF (Terrace) + 7,600 SF (Amenity)

NOTE

Ground level plaza areas are not included in the residential open space calculations.

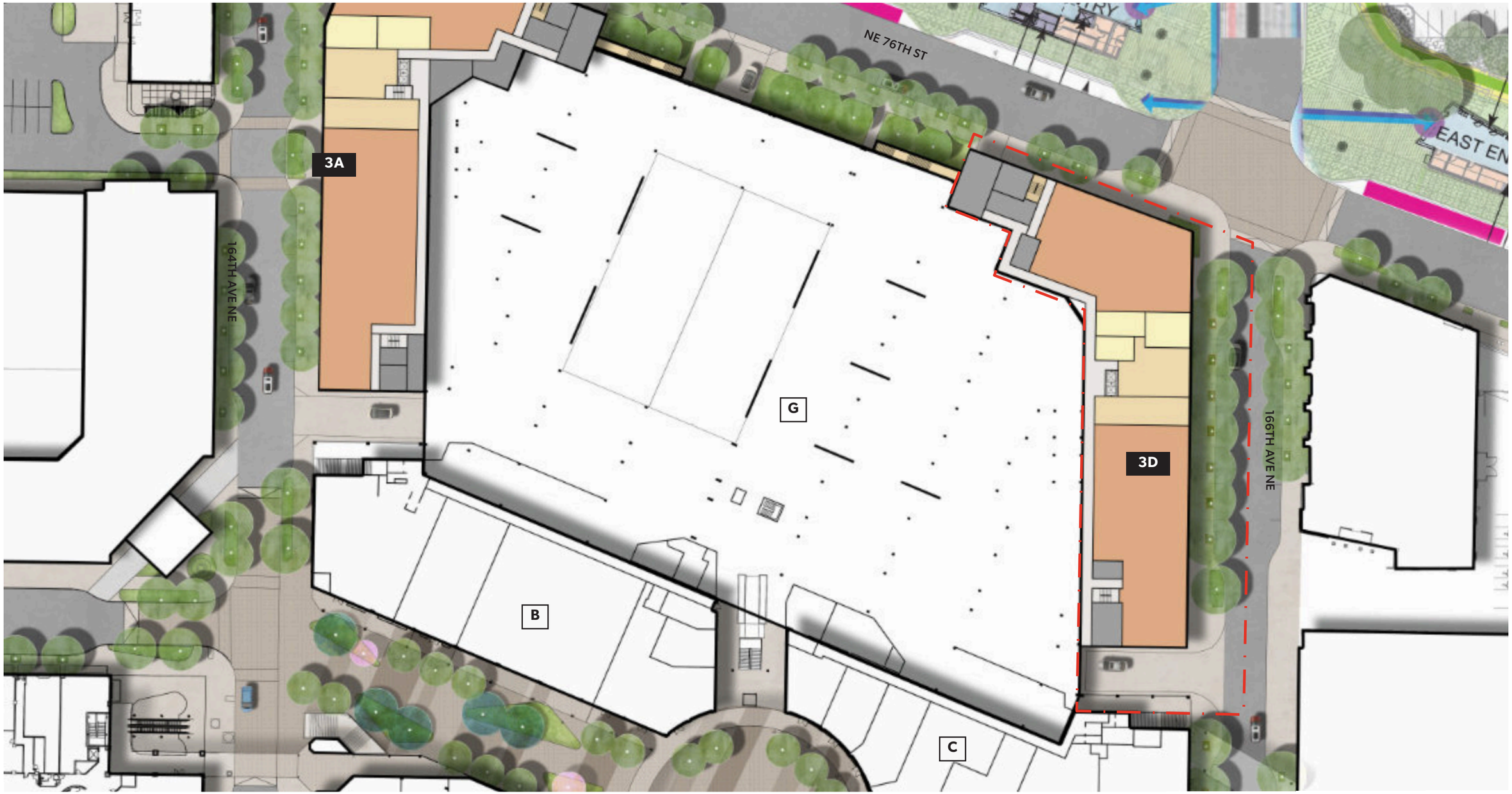
LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY

EXISTING BUILDING

PROPOSED NEW OR MODIFIED EXISTING BUILDING

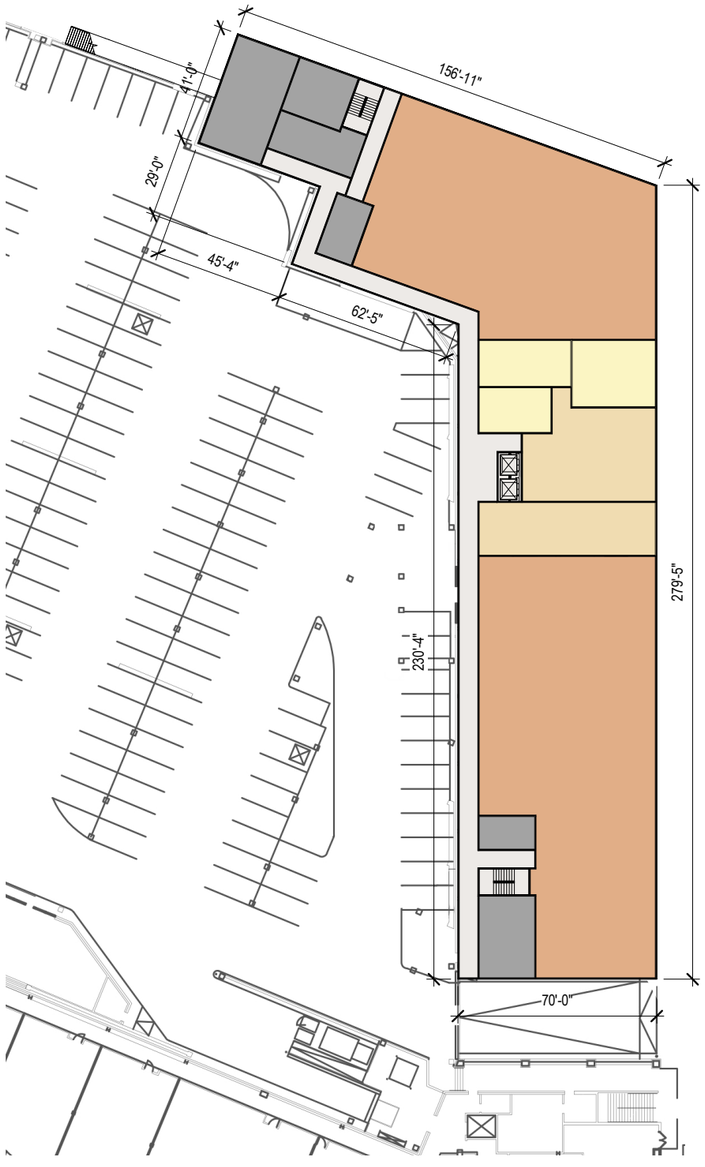
BUILDING 3D - RESIDENTIAL



BUILDING 3D - RESIDENTIAL GROUND LEVEL SITE PLAN

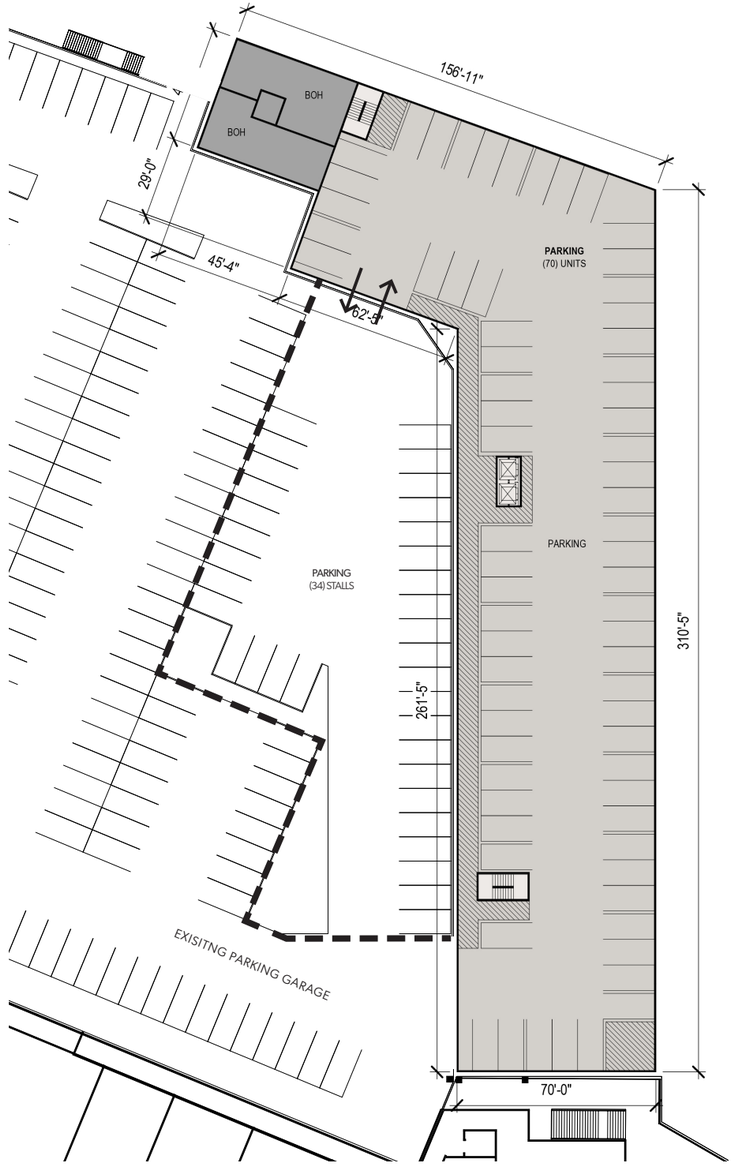
0' 30' 60'

BUILDING 3D - RESIDENTIAL



LEVEL 01 FLOOR PLAN

0' 30' 60'



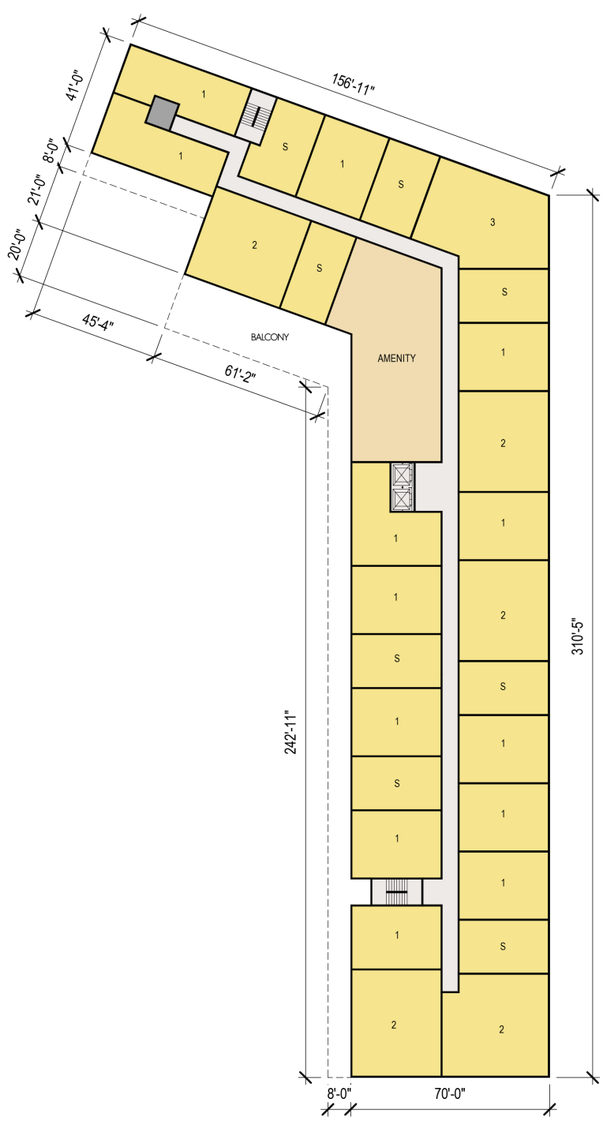
LEVEL 02 FLOOR PLAN

0' 30' 60'

LEGEND

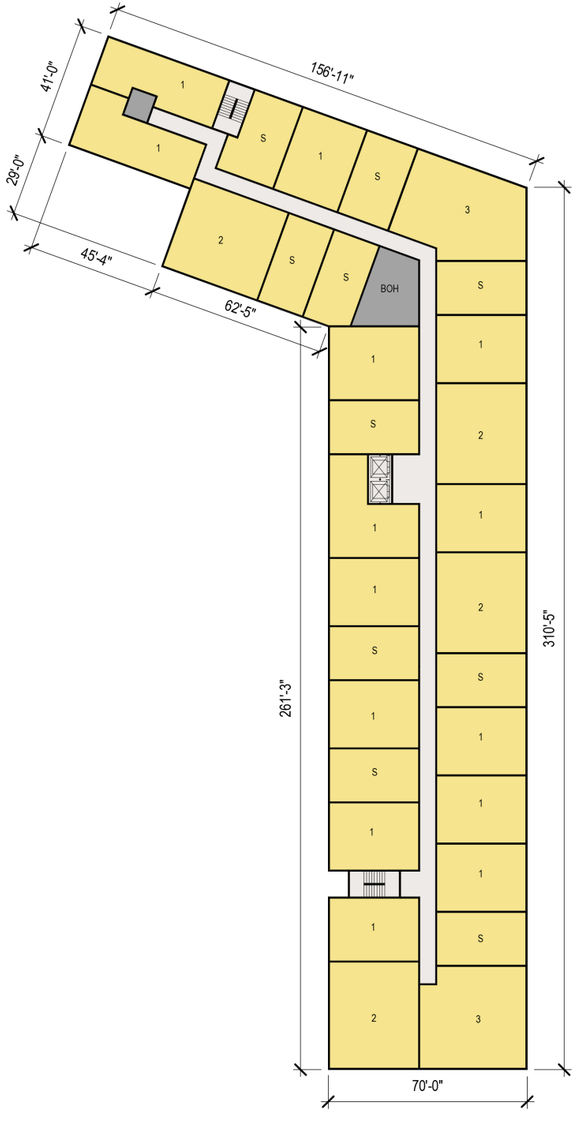
- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

BUILDING 3D - RESIDENTIAL



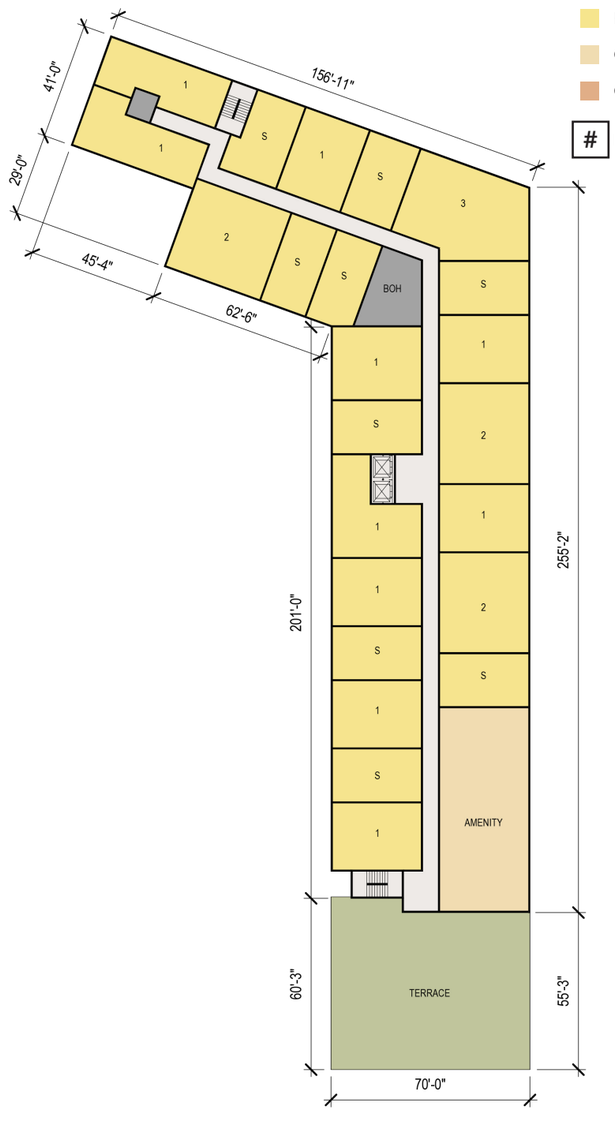
LEVEL 03 FLOOR PLAN

0' 30' 60'



LEVEL 04 - 06 TYPICAL FLOOR PLANS

0' 30' 60'



LEVEL 07 FLOOR PLAN

0' 30' 60'

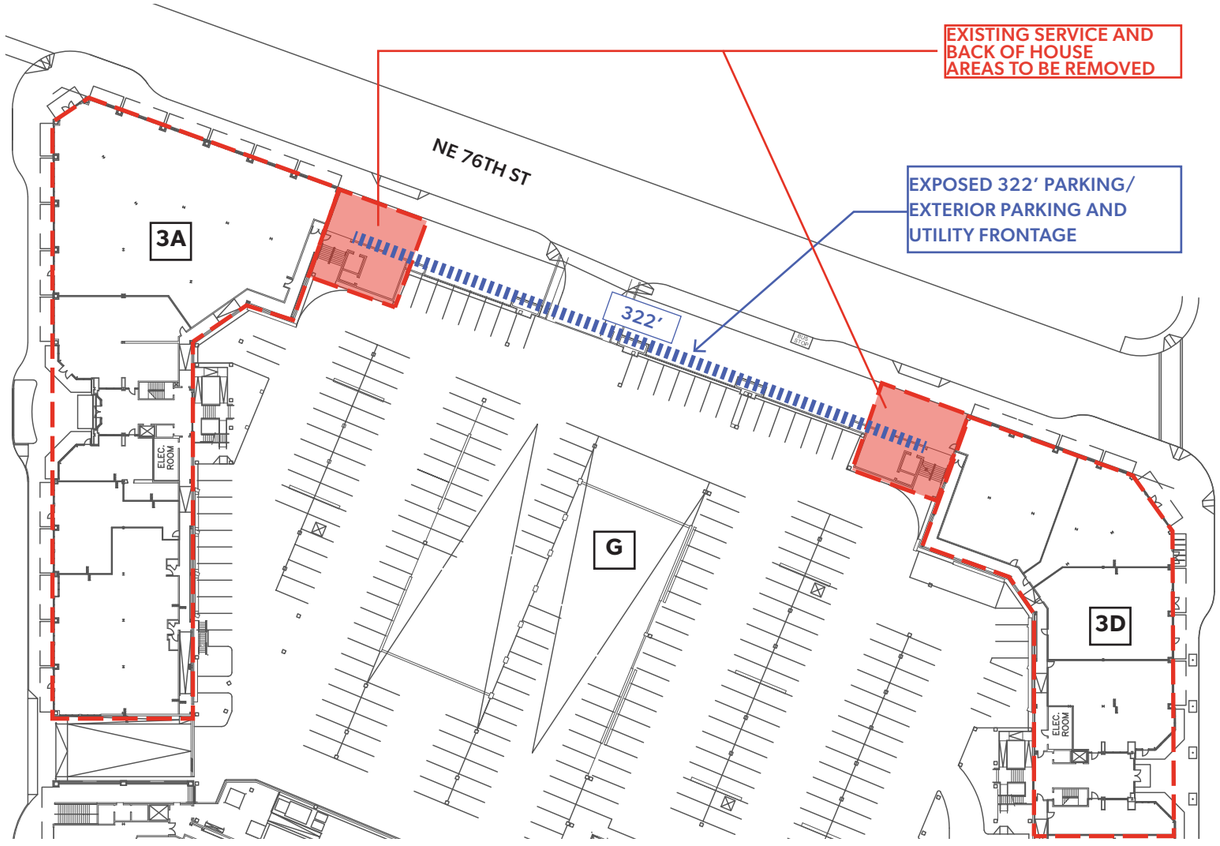
LEGEND

- LEASING / MAIL
- RESIDENTIAL
- COMMON RESI AMENITY
- COMMERCIAL
- # EXISTING BUILDING
- SERVICES
- PARKING
- CIRCULATION
- OUTDOOR AMENITY
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING

EXISTING G GARAGE MODIFICATIONS

BUILDING G - GARAGE

EXISTING



BUILDING G - GARAGE EXISTING GROUND LEVEL SITE PLAN

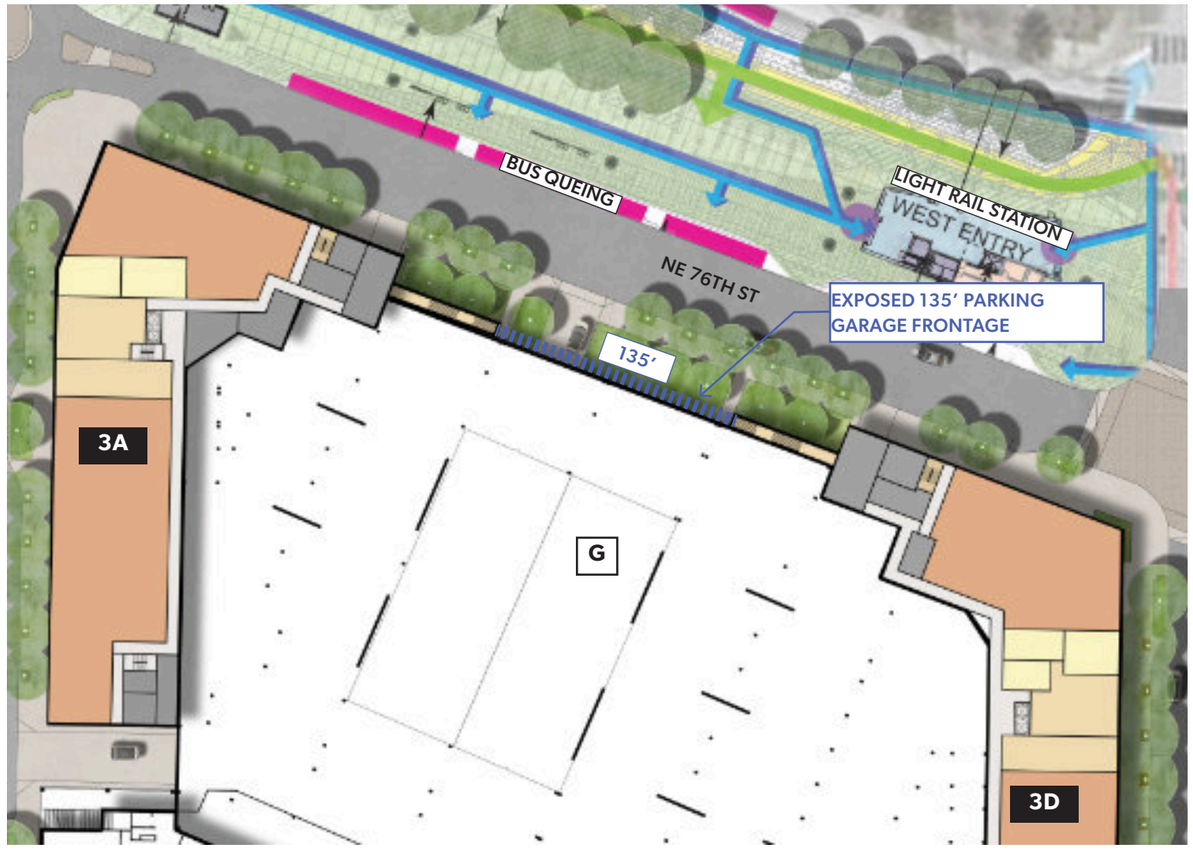
0' 40' 80'

The original Town Center Design located pedestrian frontages at the corners of 166th and 76th Streets and 164th and 176th Streets to reinforce the connection to downtown while placing the less prominent parking garage frontage oriented toward a previous freight rail line. While the future condition of an elevated rail line and planned bus queuing continue to make this frontage a challenge to activate, the design approach attempts to mitigate the existing garage.

Exterior trash enclosures and transformers are relocated into the base level of the proposed new buildings with residential units above. The existing exit stairs have been relocated to the face of the parking garage to act to provide a sense of transparency and act as an active screening element. Where the exposed garage remains, the existing 27' wide landscape buffer will be replanted per. RZC 21.32

Pedestrian-Oriented street frontage is maintained along 76th Streets near the site entry corners and along the building extents facing both 164th and 166th Streets.

PROPOSED



BUILDING G - GARAGE PROPOSED GROUND LEVEL SITE PLAN

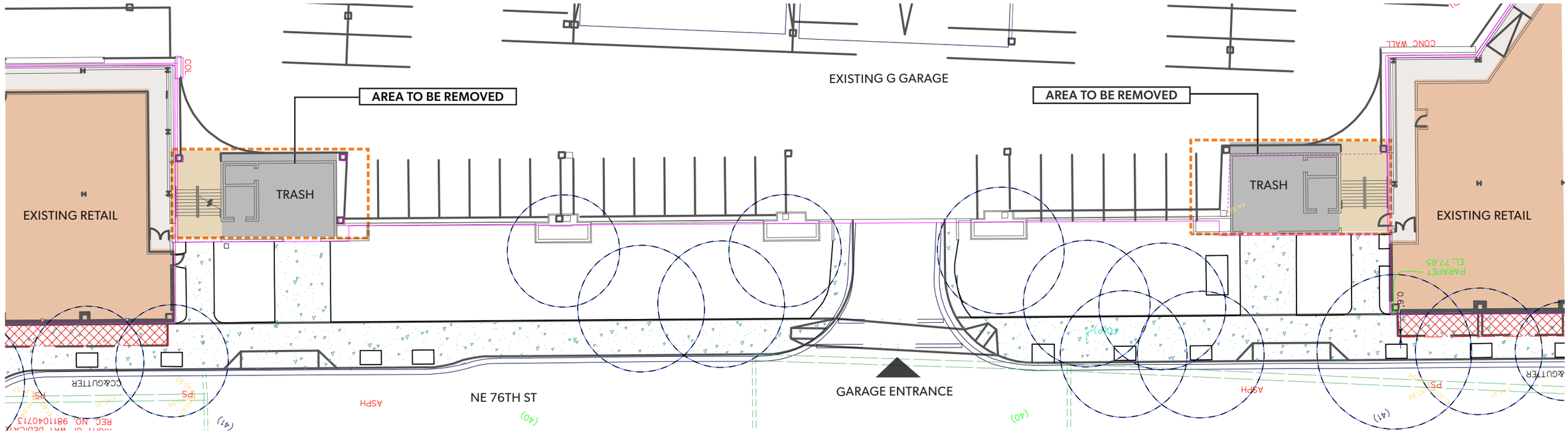
0' 40' 80'

New or relocated trash and back of house spaces will need to comply with current transparency and blank wall standards per. RZC 21.62.020.I. Street facing garage openings shall be designed to soften their appearance per. RZC 21.62.020.F.

LEGEND

- COMMERCIAL
- COMMON RESI AMENITY
- SERVICES
- CIRCULATION

EXISTING



EXISTING G GARAGE FLOOR PLAN
NTS

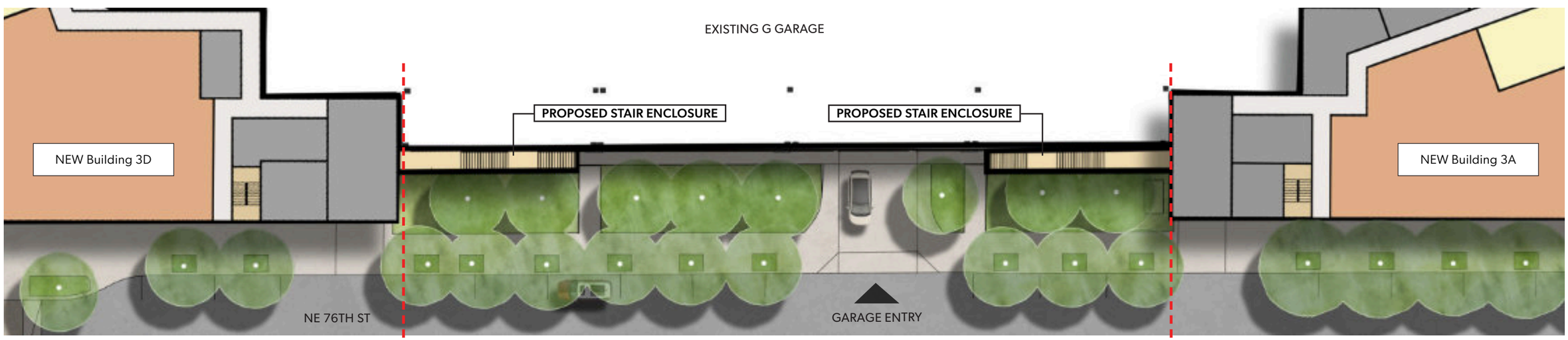
LEGEND
- COMMERCIAL
- COMMON RESI AMENITY
- SERVICES
- CIRCULATION

EXTERIOR UNSCREENED TRANSFORMER TO BE RELOCATED INTO THE NEW BUILDING.

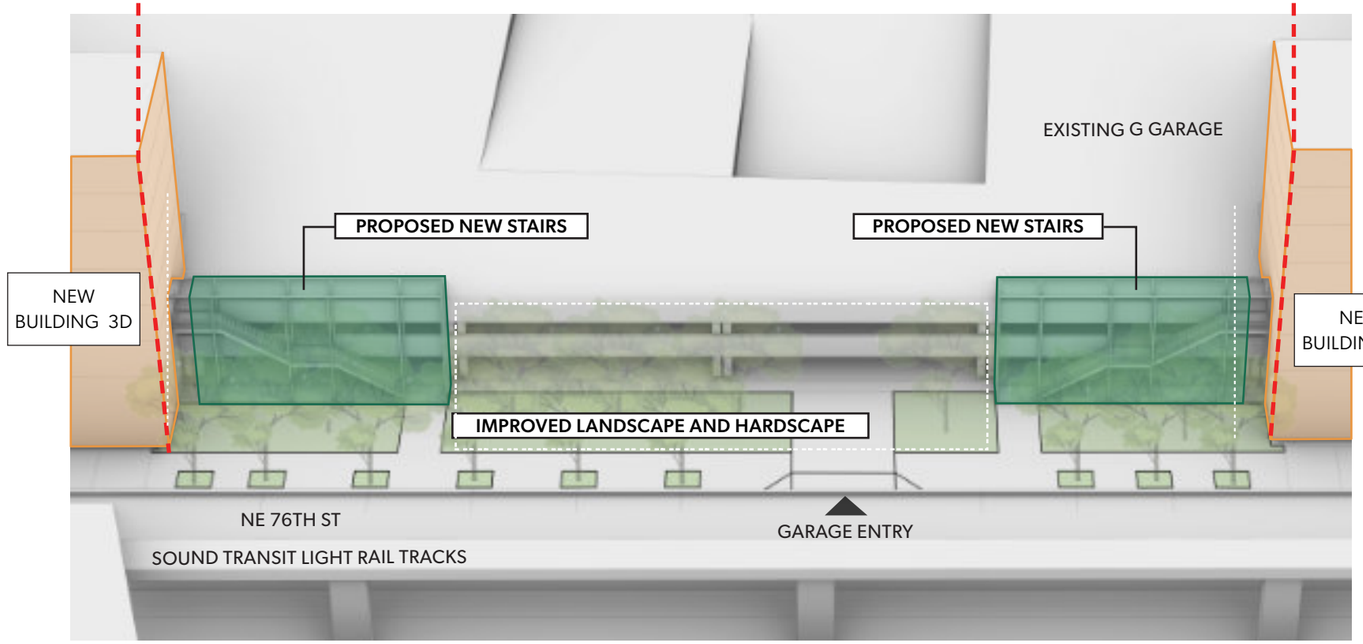
EXTERIOR TRASH ROOM AND BACK OF HOUSE SPACE TO BE RELOCATED INTO THE NEW BUILDING.

EXISTING G GARAGE NORTH FACADE
NTS

PROPOSED



PROPOSED G GARAGE FLOOR PLAN
NTS



PROPOSED G GARAGE NORTH FACADE
NTS

LEGEND

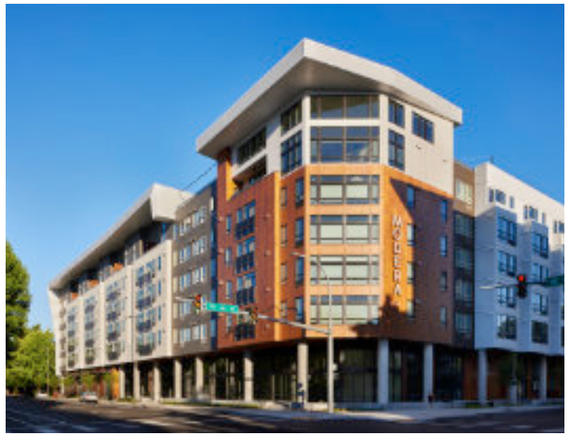
- COMMERCIAL
- COMMON RESI AMENITY
- SERVICES
- CIRCULATION

Extending the massing of buildings 3A and 3D along with exit stair enclosures and landscaping screening will screen most of the existing parking garage from the pedestrian realm.

See next page for Stair enclosure and landscape precedent imagery.

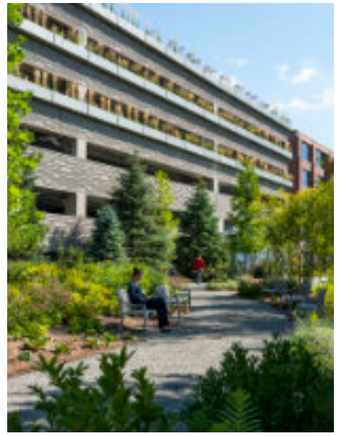
BUILDING G - GARAGE NORTH FACADE

GARAGE SCREENING AND LANDSCAPE PRECEDENT IMAGES



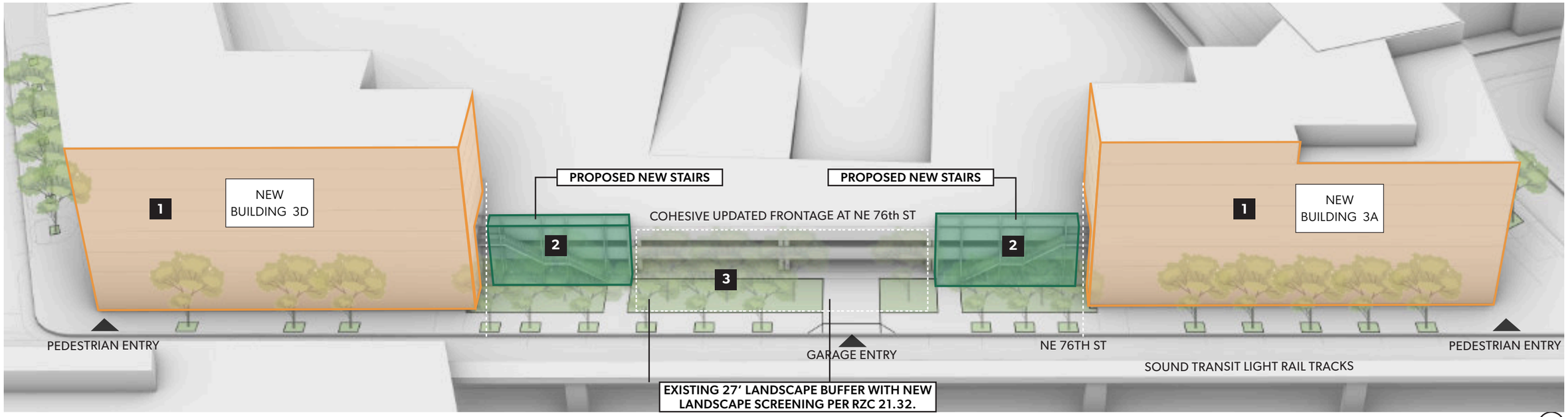
1 Multifamily Residential bookends existing parking garage and defines site gateway

2 New stair towers help to conceal existing garage while encouraging active use and contributing to Station Identity



3 New landscape design screens existing parking garage while contributing to a cohesive experience of the pedestrian realm on site

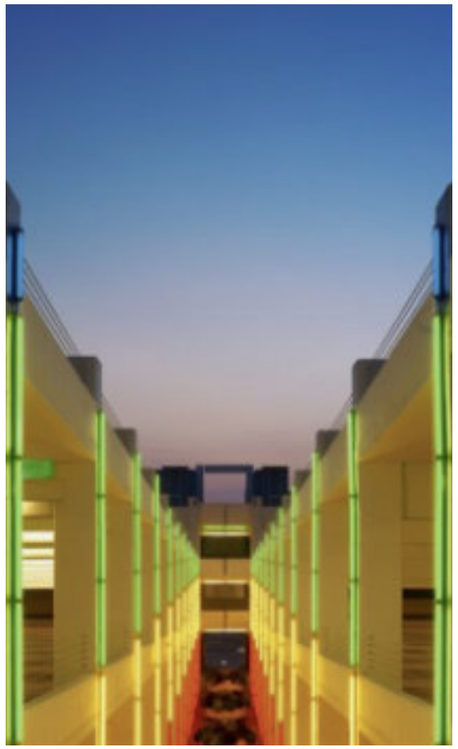
Proposed precedent imagery represents a design approach to showcase the movement of people, emphasize verticality, and create a playful active facade in place of horizontal concrete screening. Landscape precedent imagery include a layering of planting types and scales to soften and screen the existing exposed parking garage. While the final future design will differ some from the precedent imagery, it should reflect these goals. New development will need to show compliance with RZC requirements for transparency, blank walls, and parking garage landscape screening requirements.



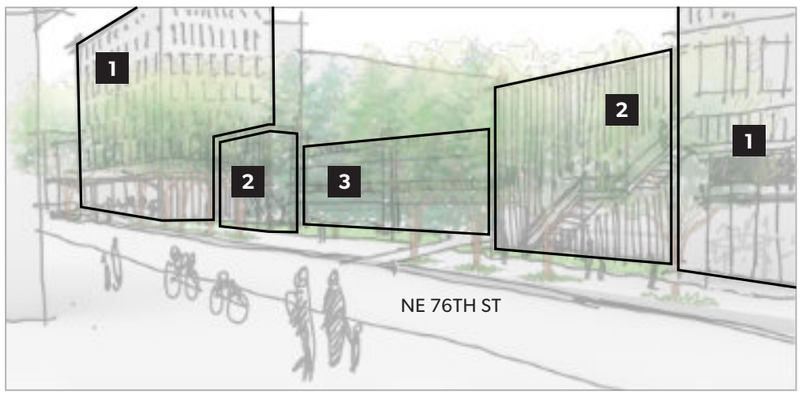
PROPOSED NE 76TH ST. ELEVATION WITH EXPANDED BUILDINGS AND STAIR ENCLOSURE

NTS

BUILDING G - PEDESTRIAN REALM AT NE 76TH STREET, DESIGN APPROACH



BALANCE OF ARCHITECTURE AND LANDSCAPE EXPRESSION



3 distinct zones that encourage movement through site

1 MULTIFAMILY RESIDENTIAL BUILDINGS BOOKEND THE BLOCK CREATING A STRONG INDICATION OF THE GATEWAY TO REDMOND TOWNCENTER. RETAIL AT THE BASE PULLS PEDESTRIANS TO THE CORNER AND INTO THE NEIGHBORHOOD.

2 STAIR TOWERS UTILIZE TRANSPARENCY, LIGHTING AND SIGNAGE TO PROVIDE SAFE PUBLIC ACCESS TO EXISTING GARAGE AND ENCOURAGE USE OF PEDESTRIAN PATH CONNECTING USERS TO GATEWAYS. FLOWERING TREES FILTER LIGHT, CREATING A BALANCE BETWEEN ARCHITECTURE AND LANDSCAPE.

3 EVERGREEN TREES AND NATIVE GROUND COVER ARE DENSELY PLANTED TO BOTH SCREEN EXISTING PARKING GARAGE AND EMPHASIZE PATHS FOR PEDESTRIAN AND VEHICULAR TRAVEL.

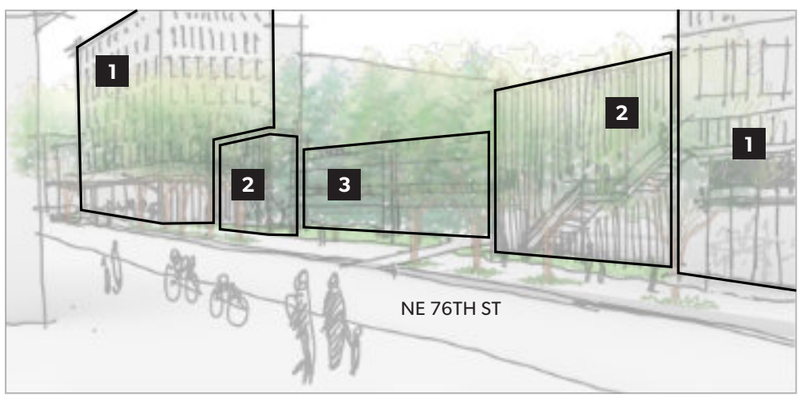
BUILDING G - PEDESTRIAN REALM AT NE 76TH STREET, LANDSCAPE DESIGN

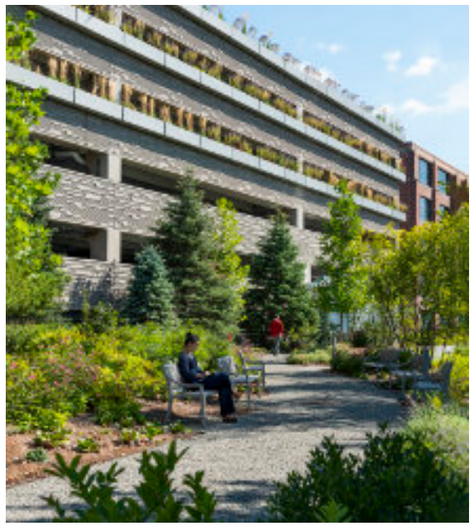
PLANTING AT MATURITY (12-15 YEARS)

1 Street Trees and Enhanced streetscape

2 Open habit native trees and dappled visibility to architectural features

PLANTING AT INSTALLATION





3 Dense evergreen screening and dense planting helps hide the parking garage structure and minimize the scale.

Exhibit D - Fee-in-Lieu Calculation

RTC Future Residential

Undelivered Affordable Units on Lot 4 if Office Goes First		
Total Units	**Market Rate**	**60% AMI**
258	206	52

Affordable Undelivered by Unit Type		
Unit Type	**Avg Unit Size**	**60 % AMI Count**
Studio	600	18
1 Bed	760	24
2 Bed	1150	7
3 Bed	1400	3
Total		**52**

Payment	
Fee in Lieu (per unit)	$288,700
Fee in Lieu (total)	**$15,012,389**

Payment - Average	
Fee in Lieu (per unit)	$288,700
Fee in Lieu (total)	**$15,012,389**

Other/Calcs

Market Rent	$3.50

Market Rate		
	Qty	Rent
Studio	18	$2,100
1BR	24	$2,660
2BR	7	$4,025
3BR	3	$4,900
Total	**52**	**$2,779**

Affordable		
	Qty	Rent
Studio	18	$1,548
1BR	24	$1,658
2BR	7	$1,990
3BR	3	$2,299
Total	**52**	**$1,702**

Delta			
	Qty	Rent	Utility Allowance
Studio	18	$552	$3,042
1BR	24	$1,002	$4,824
2BR	7	$2,035	$1,729
3BR	3	$2,601	$909
Total	**52**	**$1,078**	$10,504

RENT LIMITS--determined by bedrooms
LAND USE & MFTE PROJECTS EXECUTED AFTER MAY 1, 2019

Percentage of AMI	Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
30%	$ 774	$ 829	$ 995	$ 1,150	$ 1,282
35%	$ 903	$ 967	$ 1,161	$ 1,341	$ 1,496
40%	$ 1,032	$ 1,106	$ 1,327	$ 1,533	$ 1,710
45%	$ 1,161	$ 1,244	$ 1,492	$ 1,725	$ 1,924
50%	$ 1,290	$ 1,382	$ 1,658	$ 1,916	$ 2,137
55%	$ 1,419	$ 1,520	$ 1,824	$ 2,108	$ 2,351
60%	$ 1,548	$ 1,658	$ 1,990	$ 2,299	$ 2,565
65%	$ 1,677	$ 1,796	$ 2,156	$ 2,491	$ 2,778
70%	$ 1,806	$ 1,935	$ 2,322	$ 2,683	$ 2,992
75%	$ 1,935	$ 2,073	$ 2,487	$ 2,874	$ 3,206
80%	$ 2,064	$ 2,211	$ 2,653	$ 3,066	$ 3,420
85%	$ 2,193	$ 2,349	$ 2,819	$ 3,258	$ 3,633
90%	$ 2,322	$ 2,487	$ 2,985	$ 3,449	$ 3,847
95%	$ 2,451	$ 2,626	$ 3,151	$ 3,641	$ 4,061
100%	$ 2,580	$ 2,764	$ 3,317	$ 3,832	$ 4,275
105%	$ 2,708	$ 2,902	$ 3,482	$ 4,024	$ 4,488
110%	$ 2,837	$ 3,040	$ 3,648	$ 4,216	$ 4,702
120%	$ 3,095	$ 3,317	$ 3,980	$ 4,599	$ 5,130

1-person	1.5-person	3-person	4.5-person	6-person
0.7	0.75	0.9	1.04	1.16

Bellevue10, Broadstone Savoie, Ondina, and Vicino Apartments rent increases capped at 3%.

*Per 2021 Bellevue MFTE Rent Stabilization Policy

Income Delta - Rents	$672,384
Income Delta - Uilities	$126,048
Income Delta - Parking ($150/space)	$31,200
Vacancy@5%	($41,482)
Subtotal	**$788,150**
Capitalization	5.25%
Subtotal	**$15,012,389**

Per Unit	**$288,700**	**at Permit Issuance**
Per Unit	**$288,700**	**Average**

Redmond Town Center Master Planned Development

Redmond, WA

Traffic Impact Analysis

March 28, 2025

Prepared for:

Hines
10885 NE 4th Street, Suite 320
Bellevue, WA 98004

03/28/25

Prepared by:

520 Kirkland Way, Suite 100
Kirkland, WA 98033
(425) 889-6747

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FINDINGS/CONCLUSIONS

This traffic impact analysis has been prepared for the proposed *Redmond Town Center Master Planned Development* project ("*RTC Master Plan*") in Redmond, WA.

Project Proposal. The proposed *RTC Master Plan* project includes the redevelopment of the portion of Redmond Town Center owned by Fairbourne Properties generally located north of Bear Creek Parkway and south of NE 76th Street between 166th Ave NE and 164th Ave NE.

The *RTC Master Plan* project is planned to be developed in five (5) phases. Phases 1 to 3 include a 2-story addition to an existing 2-story parking garage located on the west side of 164th Ave NE between NE 74th Street and NE 73rd Street as well as the redevelopment of the surface parking areas generally located on the south side of the site. Phases 4 and 5 include the conversion of the retail area generally located on the north side of the site to mixed-use development adjacent to 164th Ave NE and 166th Ave NE. The proposed project may be developed in one of two scenarios as summarized in the tables below, with the variable being redevelopment on Lot 4 (all residential vs. residential and office mix). The land use totals used in this analysis are "not to exceed" numbers that are intended to be conservative and account for any minor changes to land use totals that may occur as the project design progresses.

Land Use Summary – Scenario 1 (All Residential Option)

Land Use Category [1]	Phases 1 to 3	Full Buildout (Phases 1 to 5)
Master Plan Scenario 1:		
Residential proposed (DU)	700	1,020
Retail to remain (GLA)	385,255	296,169
Retail proposed (GLA)	29,000	63,000
Less Existing Building Area:		
Retail (GLA)	- 393,993	- 393,993
Net Change by Land Use:		
Residential (DU)	700	1,020
Retail (GLA)	20,262	- 34,824

1) DU = dwelling unit, GLA = gross leasable area.

Land Use Summary – Scenario 2 (Residential and Office Option)

Land Use Category	Phases 1 to 3	Full Buildout (Phases 1 to 5)
Master Plan Scenario 2:		
Residential proposed (DU)	425	745
Retail to remain (GLA)	385,255	296,169
Retail proposed (GLA)	27,600	61,600
Office proposed (GFA)	270,100	270,100
Less Existing Building Area:		
Retail (GLA)	- 393,993	- 393,993
Net Change by Land Use:		
Residential (DU)	425	745
Retail (GLA)	18,862	- 36,224
Office (GFA)	270,100	270,100

1) DU = dwelling unit, GLA = gross leasable area, GFA = gross floor area.

Primary vehicular access to the site would be provided via 164th Ave NE, 166th Ave NE, and NE 76th Street. Driveway locations for each phase/building are listed below:

- Phase 1 vehicular access to the expanded parking garage will continue to be provided via the existing driveways on 163rd Ave NE and NE 73rd Street.
- Phase 2 vehicular access to the Building 4IC East residential parking garage will be provided via new driveways on 166th Ave NE (garage access) and NE 73rd Way (loading access); access to the Building 4IC West residential/office parking garage will be provided via new driveways on 164th Ave NE (garage access) and NE 73rd Way (loading access).
- Phase 3 vehicular access to the Building 4B residential parking garage will be provided via a new driveway on NE 72nd Way (garage and loading access).
- Phases 4 and 5 vehicular access will be provided via the existing central parking garage driveways on 164th Ave NE, 166th Ave NE, and NE 76th Street.

Trip Generation. Trip generation estimates for each scenario are summarized in the table below.

Trip Generation Summary

	Scenario 1 (All Residential Option) Net New Trips Generated			Scenario 2 (Residential & Office Option) Net New Trips Generated		
Weekday Time Period	In	Out	Total	In	Out	Total
Phases 1 to 3						
Daily	968	969	1,937	2,050	2,051	4,101
AM Peak Hour	32	152	184	201	106	307
PM Peak Hour	76	2	78	44	152	196
Phases 4 to 5						
Daily	-397	-397	-794	-397	-397	-794
AM Peak Hour	-9	54	45	-11	53	42
PM Peak Hour	-35	-74	-109	-37	-77	-114
Full Buildout (Phases 1 to 5)						
Daily	571	572	1,143	1,653	1,654	3,307
AM Peak Hour	23	206	229	190	159	349
PM Peak Hour	41	-72	-31	7	75	82

Transportation Concurrency. A concurrency application has been submitted to the City of Redmond based on the Master Plan scenario with the highest net new Mobility Unit (MU) demand. The concurrency application shows that the proposed *RTC Master Plan* project would generate a net new MU demand of 2,036 net new mobility units with Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project. It is expected that the current MU supply will accommodate the additional MU demand created by the proposed *RTC Master Plan* project. Therefore, it is anticipated that a certificate of concurrency will be issued for the project.

Traffic Operations Analysis. A level of service (LOS) analysis was conducted at 27 off-site study intersections during the weekday PM peak hour. Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project is estimated to generate the highest number of net new weekday PM peak hour and daily trips. This is higher than Scenario 1 due to the addition of the 270,100-SF of office space on Lot 4 (Building 4IC) in comparison to Scenario 1 which includes primarily residential uses on Lot 4. It is also higher than conditions with Full Buildout of the MDP due to the proposed net reduction in retail square footage of approximately 55,000 SF associated with Phases 4 and 5.

In order to evaluate the highest potential impact for the proposed *RTC Master Plan* project, this traffic analysis evaluates traffic impacts associated with Phases 1 to 3 of Scenario 2 (Residential & Office Option).

Based on the results, all study intersections are expected to operate at LOS D or better in 2030 and 2034 with or without Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project during the weekday PM peak hour except for the following intersections.

- #2 – 148th Ave NE / Redmond Way (LOS E in 2034 only)
- #7 – West Lake Sammamish Pkwy / Leary Way (LOS E in 2030 and 2034)
- #18 – 170th Ave NE / Redmond Way (LOS E in 2030 and 2034)
- #19 – Bear Creek Crossing / Redmond Way (LOS E in 2034 only)
- #26 – 164th Ave NE / Bear Creek Parkway (LOS E in 2034 only)

Given the relatively low project impact from the *RTC Master Plan* project at these intersections, no project mitigation is proposed at these intersections.

Mitigation.

Frontage/Access/Multimodal Improvements. The proposed *RTC Master Plan* project would construct the following frontage/access/multimodal improvements:

- Phase 2
  - Re-channelization of 164th Ave NE and 166th Ave NE (between NE 76th Street and Bear Creek Parkway) to accommodate a new bike lane in one direction and shared lane markings in the other direction.
  - Re-channelization of NE 74th Street (between Bear Creek Parkway and 164th Ave NE) to accommodate a new bike lane in one direction and shared lane markings in the other direction.
  - Reconstruct existing parking lot drive aisle along the south side of Phase 2 to create a new NE 72nd Way private roadway (between 164th Ave NE and 166th Ave NE) including a raised mid-block pedestrian crossing.
  - Reconstruct existing parking lot drive aisle along the north side of Phase 2 to create a new NE 73rd Way private roadway (between 164th Ave NE and 166th Ave NE) including a raised mid-block pedestrian crossing.
  - Construct a publicly accessible linear plaza connecting NE 73rd Way with NE 72nd Way.
- Phase 3
  - Add on-street parking along a portion of NE 72nd Way.
  - Construct a new enhanced mid-block crossing on Bear Creek Parkway (mid-way between 164th Ave NE and 166th Ave NE).
  - Construct a publicly accessible linear plaza connecting NE 72nd Way with Bear Creek Parkway.
- Phases 4 and 5
  - Pedestrian/plaza improvements on NE 74th Street between 164th Ave NE and 166th Ave NE (pedestrian only street).
  - Intersection improvements (pedestrian improvements and potential raised intersection) at the following intersections:
    - 164th Ave NE / NE 74th Street
    - 166th Ave NE / NE 74th Street
    - 166th Ave NE / NE 76th Street

Off-Site Improvements. Based on the results of the analysis shown in this report, no project-specific off-site transportation mitigation is proposed for concurrency or SEPA purposes.

Transportation Impact Fees. Long-term traffic impacts in the City of Redmond are mitigated by the projects included in the City's Transportation Facilities Plan (TFP). The TFP projects are funded through the payment of City of Redmond transportation impact fees. Based on this process, a fee is assessed upon a development to pay for a proportionate share of the cost of public facilities needed to serve new growth and development. The final impact fee calculation will be based on the rates and project size in effect at the time of building permit issuance for each building within the Master Plan.

INTRODUCTION

This traffic impact analysis has been prepared for the proposed *Redmond Town Center Master Planned Development* project ("RTC Master Plan") in Redmond, WA. A vicinity map showing the location of the site and the surrounding area is included in Figure 1.

Project Description

The proposed *RTC Master Plan* project includes the redevelopment of the portion of Redmond Town Center owned by Fairbourne Properties generally located north of Bear Creek Parkway and south of NE 76th Street between 166th Ave NE and 164th Ave NE. The *RTC Master Plan* project is planned to be developed in five (5) phases. Phases 1 to 3 include a 2-story addition to an existing 2-story parking garage located on the west side of 164th Ave NE between NE 74th Street and NE 73rd Street as well as the redevelopment of the surface parking areas generally located on the south side of the site. Phases 4 and 5 include the conversion of the retail area generally located on the north side of the site to mixed-use development adjacent to 164th Ave NE and 166th Ave NE. The proposed project may be developed in one of two scenarios as summarized in the tables below, with the variable being redevelopment on Lot 4 (all residential vs. residential and office mix). The land use totals used in this analysis are "not to exceed" numbers that are intended to be conservative and account for any minor changes to land use totals that may occur as the project design progresses.

Land Use Summary – Scenario 1 (All Residential Option)

Land Use Category [1]	Phases 1 to 3	Full Buildout (Phases 1 to 5)
Master Plan Scenario 1:		
Residential proposed (DU)	700	1,020
Retail to remain (GLA)	385,255	296,169
Retail proposed (GLA)	29,000	63,000
Less Existing Building Area:		
Retail (GLA)	- 393,993	- 393,993
Net Change by Land Use:		
Residential (DU)	700	1,020
Retail (GLA)	20,262	- 34,824

1) DU = dwelling unit, GLA = gross leasable area.

Land Use Summary – Scenario 2 (Residential and Office Option)

Land Use Category	Phases 1 to 3	Full Buildout (Phases 1 to 5)
Master Plan Scenario 2:		
Residential proposed (DU)	425	745
Retail to remain (GLA)	385,255	296,169
Retail proposed (GLA)	27,600	61,600
Office proposed (GFA)	270,100	270,100
Less Existing Building Area:		
Retail (GLA)	- 393,993	- 393,993
Net Change by Land Use:		
Residential (DU)	425	745
Retail (GLA)	18,862	- 36,224
Office (GFA)	270,100	270,100

1) DU = dwelling unit, GLA = gross leasable area, GFA = gross floor area.

Primary vehicular access to the site would be provided via 164th Ave NE, 166th Ave NE, and NE 76th Street. Driveway locations for each phase/building are listed below:

- Phase 1 vehicular access to the expanded parking garage will continue to be provided via the existing driveways on 163rd Ave NE and NE 73rd Street.
- Phase 2 vehicular access to the Building 4IC East residential parking garage will be provided via new driveways on 166th Ave NE (garage access) and NE 73rd Way (loading access); access to the Building 4IC West residential/office parking garage will be provided via new driveways on 164th Ave NE (garage access) and NE 73rd Way (loading access).
- Phase 3 vehicular access to the Building 4B residential parking garage will be provided via a new driveway on NE 72nd Way (garage and loading access).
- Phases 4 and 5 vehicular access will be provided via the existing central parking garage driveways on 164th Ave NE, 166th Ave NE, and NE 76th Street.

For the purposes of this traffic study, Phases 1 to 3 of the proposed project are expected to be complete by 2030. Full project buildout is assumed to be complete by 2034.

Preliminary site plans from the Master Plan document are included in Appendix A. Appendix B includes a detailed breakdown of building area assumptions for each phase and scenario.

Figure 1: Project Site Vicinity

Project Approach

The specific scope items used in the evaluation of traffic impacts were discussed and confirmed by City staff. To analyze the traffic impacts from the *RTC Master Plan* project, the following tasks were undertaken:

- Assessed existing conditions through field reconnaissance and reviewed existing planning documents.
- Described existing roads, non-motorized facilities, and transit facilities in the project vicinity.
- Documented traffic crashes in the project vicinity.
- Documented existing traffic volumes and intersection LOS during the weekday PM peak hour.
- Documented future planned roadway improvements in the project vicinity.
- Developed weekday daily, AM, and PM peak hour trip generation estimates.
- Assigned weekday PM peak hour project-generated trips (Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project).
- Analyzed weekday PM peak hour LOS for future conditions in 2030 and 2034 without and with the project at the following study intersections:
    1. 140th Ave NE / Redmond Way (signal)
    2. 148th Ave NE / Redmond Way (signal)
    3. Willows Road NE / Redmond Way (signal)
    4. West Lake Sammamish Pkwy NE / Redmond Way (signal)
    5. Bear Creek Pkwy / Redmond Way (signal)
    6. Bear Creek Pkwy / 161st Ave NE (signal)
    7. West Lake Sammamish Parkway NE / Leary Way (signal)
    8. 159th Place NE / Leary Way (signal)
    9. Bear Creek Pkwy / Leary Way (signal)
    10. Bear Creek Pkwy / NE 74th Street (signal)
    11. 164th Ave NE / NE 85th Street (signal)
    12. 164th Ave NE / NE 83rd Street (signal)
    13. 164th Ave NE / NE 80th Street (signal)
    14. 164th Ave NE / Redmond Way (signal)
    15. 164th Ave NE / Cleveland Street (signal)
    16. 166th Ave NE / Cleveland Street (signal)
    17. 170th Ave NE / NE 76th Street (signal)
    18. 170th Ave NE / Redmond Way (signal)
    19. Bear Creek Crossing / Redmond Way (signal)
    20. NE 76th Street / Redmond Way (signal)
    21. SR 520 Off Ramp / Redmond Way (signal)
    22. 164th Ave NE / NE 76th Street (roundabout)
    23. 166th Ave NE / NE 76th Street (all-way stop controlled)
    24. 164th Ave NE / NE 74th Street (all-way stop controlled)
    25. 166th Ave NE / NE 74th Street (all-way stop controlled)
    26. 164th Ave NE / Bear Creek Pkwy (two-way stop controlled)
    27. 166th Ave NE / Bear Creek Pkwy (two-way stop controlled)
- Documented proposed traffic mitigation including frontage/access/multimodal improvements, off-site improvements, and payment of transportation impact fees.

Primary Data and Information Sources

- Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition, 2021.
- Institute of Transportation Engineers (ITE), *Trip Generation Handbook*, 3rd Edition, 2017.
- WSDOT crash data, January 1, 2021 to December 31, 2023.
- 2023 and 2024 PM peak hour traffic counts, IDAX and ATD.
- City of Redmond 2025-2030 TIP, 2013-2030 TFP, and Transportation Master Plan.
- *Highway Capacity Manual (HCM),* 7th Edition, 2022.

EXISTING CONDITIONS

Study Area

Based on the results of scoping with the City of Redmond, the following 27 off-site study intersections are included in this traffic impact analysis:

1. 140th Ave NE / Redmond Way (signal)
2. 148th Ave NE / Redmond Way (signal)
3. Willows Road NE / Redmond Way (signal)
4. West Lake Sammamish Pkwy NE / Redmond Way (signal)
5. Bear Creek Pkwy / Redmond Way (signal)
6. Bear Creek Pkwy / 161st Ave NE (signal)
7. West Lake Sammamish Parkway NE / Leary Way (signal)
8. 159th Place NE / Leary Way (signal)
9. Bear Creek Pkwy / Leary Way (signal)
10. Bear Creek Pkwy / NE 74th Street (signal)
11. 164th Ave NE / NE 85th Street (signal)
12. 164th Ave NE / NE 83rd Street (signal)
13. 164th Ave NE / NE 80th Street (signal)
14. 164th Ave NE / Redmond Way (signal)
15. 164th Ave NE / Cleveland Street (signal)
16. 166th Ave NE / Cleveland Street (signal)
17. 170th Ave NE / NE 76th Street (signal)
18. 170th Ave NE / Redmond Way (signal)
19. Bear Creek Crossing / Redmond Way (signal)
20. NE 76th Street / Redmond Way (signal)
21. SR 520 Off Ramp / Redmond Way (signal)
22. 164th Ave NE / NE 76th Street (roundabout)
23. 166th Ave NE / NE 76th Street (all-way stop controlled)
24. 164th Ave NE / NE 74th Street (all-way stop controlled)
25. 166th Ave NE / NE 74th Street (all-way stop controlled)
26. 164th Ave NE / Bear Creek Pkwy (two-way stop controlled)
27. 166th Ave NE / Bear Creek Pkwy (two-way stop controlled)

Roadway Network

Table 1 describes the existing characteristics of the streets that would be used as primary routes to and from the site. Roadway characteristics are described in terms of orientation, arterial classification, posted speed limits, parking, sidewalks, and bicycle facilities. The relationship of these roadways to the project site is shown in Figure 1.

Table 1
Existing Roadway Network Summary

Roadway	Orientation	Arterial Classification[1]	# of Travel Lanes	Posted Speed Limit	Parking	Sidewalks	Bicycle Facilities
Redmond Way	E/W	Principal / Minor Arterial	3-5	30-45	Intermittent	Both Sides	None
Bear Creek Parkway	E/W	Principal Arterial	3	30	South Side	Both Sides	Bear Creek Trail
Cleveland Street	E/W	Collector Arterial	2	25	Both Sides	Both Sides	Sharrows
NE 74th Street	E/W	Private Local Street	2	10	Both Sides	Both Sides	None
NE 76th Street	E/W	Connector Street	2	25	South Side	South Side, Intermittent North Side	None
Leary Way NE	SW/NE	Minor Arterial	2-4	25	Between Cleveland and 80th	Both Sides	None
164th Ave NE	N/S	Minor Arterial (Private s/o 76th)	2-3	10-30	Intermittent (south of 76th)	Both Sides	Bike Lanes (north of 80th) Sharrows (south of 80th)
166th Ave NE	N/S	Collector Arterial (Private s/o 76th)	2-3	10-30	Intermittent (south of 76th)	Both Sides	Bike Lanes (north of 80th) Sharrows (south of 80th)

Transit Service

Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. The *Redmond Town Center* Master Plan Development project is located adjacent to the future Sound Transit Line 2 Light Rail elevated Downtown Redmond Station that is tentatively scheduled to open in 2025. Additionally, the *Redmond Town Center* Master Plan Development project is located approximately 0.5 miles south of the Redond Transit Center. Transit stops along Bear Creek Parkway, 166th Ave NE, and Redmond Way as well as the Redmond Transit Center are served by Sound Transit and King County Metro Routes listed below.

Sound Transit

- 545 (Overlake/Downtown Seattle & Bear Creek P&R)
- 542 (University District)

King County Metro

- 930 (Kingsgate P&R & Redmond Town Center)
- 250 (Avondale-Redmond TC-Kirkland TC-Bellevue TC)
- 224 (Duvall-Redmond TC)
- 221 (Education Hill and Eastgate P&R)

Non-Motorized Transportation Facilities

Pedestrian facilities in the immediate project vicinity include sidewalks along both sides of 164th Ave NE, 166th Ave NE, NE 74th Street, and NE 76th Street, and along the north side of Bear Creek Parkway. NE 74th Street is a pedestrian-only street between 164th Ave NE and 166th Ave NE. Other pedestrian facilities include curb ramps and crosswalks at signalized and unsignalized intersections. Bicycle facilities in the project vicinity include bike sharrows on the public section of 164th Ave NE (south of 80th) and bike lanes on the public section of 166th Ave NE (south of 80th). Additionally, the Redmond Central Connector/Eastrail trail (north side of the site) and Bear Creek multi-use trail (south side of the site) are located adjacent to the project site and provide a protected trail for pedestrians and bicycles.

Crash History

Crash history at the 27 off-site study intersections was analyzed for the 3-year period from 2021 to 2023 (the most recent 3-year period as provided by WSDOT). Summaries of the total and yearly average during this period are provided in Table 2. Summaries of crashes by type over the 3-year period are provided in Table 3. WSDOT crash data is included in Appendix C.

Table 2
Crash Data Summary by Type, January 1, 2021 to December 31, 2023

Study Intersection	2021	2022	2023	3-Year Total Crashes	Average Annual Crash Rate	Daily Entering Vehicles [1]	Crashes per MEV [2]
1. 140th Ave NE/Redmond Way	1	3	5	9	3.00	28,832	0.29
2. 148th Ave NE/Redmond Way	5	9	14	28	9.33	41,257	0.62
3. Willows Road NE/Redmond Way	2	5	5	12	4.00	29,663	0.37
4. West Lake Sammamish Pkwy NE/Redmond Way	7	6	2	15	5.00	32,782	0.42
5. Bear Creek Pkwy/Redmond Way	0	4	1	5	1.67	25,921	0.18
6. Bear Creek Pkwy/161st Ave NE	0	0	0	0	0.00	10,693	0.00
7. West Lake Sammamish Pkwy NE/Leary Way	6	7	10	23	7.67	45,792	0.46
8. 159th Place NE/Leary Way	0	1	0	1	0.33	20,604	0.04
9. Bear Creek Pkwy/Leary Way	2	2	3	7	2.33	26,257	0.24
10. Bear Creek Pkwy/NE 74th Street	1	0	0	1	0.33	16,683	0.05
11. 164th Ave NE/NE 85th Street	0	3	1	4	1.33	17,772	0.21
12. 164th Ave NE/NE 83rd Street	1	1	2	4	1.33	13,485	0.27
13. 164th Ave NE/NE 80th Street	3	2	1	6	2.00	13,168	0.42
14. 164th Ave NE/Redmond Way	3	5	5	13	4.33	18,762	0.63
15. 164th Ave NE/Cleveland Street	1	2	1	4	1.33	8,149	0.45
16. 166th Ave NE/Cleveland Street	1	1	0	2	0.67	7,752	0.24
17. 170th Ave NE/NE 67th Street	0	2	1	3	1.00	15,743	0.17
18. 170th Ave NE/Redmond Way	2	4	8	14	4.56	33,366	0.38
19. Bear Creek Crossing/Redmond Way	2	0	1	3	1.00	28,446	0.10
20. NE 76th Street/Redmond Way	5	0	6	11	3.67	33,416	0.30
21. SR 520 Off Ramp/Redmond Way	6	4	3	13	4.33	32,386	0.37
22. 164th Ave NE/NE 76th St	0	0	1	1	0.33	7,663	0.12
23. 166th Ave NE/NE 76th St	0	0	0	0	0.00	6,871	0.00
24. 164th Ave NE/NE 74th St	1	0	0	1	0.33	3,277	0.28
25. 166th Ave NE/NE 74th St	0	0	0	0	0.00	3,069	0.00
26. 164th Ave NE/Bear Creek Pkwy	0	0	0	0	0.00	14,545	0.00
27. 166th Ave NE/Bear Creek Pkwy	0	2	0	2	0.67	13,861	0.13

Source: WSDOT Crash Data.

[1] Estimated based on assumption that PM peak hour volumes = 10% of daily entering vehicles.

[2] MEV = Million Entering Vehicles.

Table 3
Crash Data Summary by Type, January 1, 2021 to December 31, 2023

Study Intersection	3-Year Total Crashes	Average Annual Crash Rate	Crash Type: Angle (Left/Right)	Angle (T)	Head-On	Other	Parked Veh/Fixed Object	Ped/Bike	Rear End	Sideswipe
1. 140th Ave NE/Redmond Way	9	3.00	0	1	0	0	0	0	0	0
2. 148th Ave NE/Redmond Way	28	9.33	1	5	0	0	0	0	3	0
3. Willows Road NE/Redmond Way	12	4.00	0	1	0	0	1	0	1	1
4. West Lake Sammamish Pkwy NE/Redmond Way	15	5.00	2	1	0	0	0	0	1	1
5. Bear Creek Pkwy/Redmond Way	5	1.67	1	1	0	0	0	0	0	0
6. Bear Creek Pkwy/161st Ave NE	0	0.00	0	0	0	0	0	0	0	0
7. West Lake Sammamish Pkwy NE/Leary Way	23	7.67	0	2	0	0	0	0	6	0
8. 159th Place NE/Leary Way	1	0.33	0	0	0	0	0	0	0	0
9. Bear Creek Pkwy/Leary Way	7	2.33	1	0	0	0	0	0	1	0
10. Bear Creek Pkwy/NE 74th Street	1	0.33	0	0	0	0	0	0	0	0
11. 164th Ave NE/NE 85th Street	4	1.33	0	1	0	0	0	0	0	0
12. 164th Ave NE/NE 83rd Street	4	1.33	0	1	0	0	0	0	0	0
13. 164th Ave NE/NE 80th Street	6	2.00	0	2	0	0	0	0	0	0
14. 164th Ave NE/Redmond Way	13	4.33	1	1	0	0	0	0	2	0
15. 164th Ave NE/Cleveland Street	4	1.33	0	1	0	0	0	0	0	0
16. 166th Ave NE/Cleveland Street	2	0.67	1	0	0	0	0	0	0	0
17. 170th Ave NE/NE 67th Street	3	1.00	0	0	0	0	0	0	0	0
18. 170th Ave NE/Redmond Way	14	4.56	1	2	0	0	0	0	1	0
19. Bear Creek Crossing/Redmond Way	3	1.00	0	0	0	0	0	0	0	0
20. NE 76th Street/Redmond Way	11	3.67	1	1	0	0	0	0	1	0
21. SR 520 Off Ramp/Redmond Way	13	4.33	0	2	0	0	0	0	2	0
22. 164th Ave NE/NE 76th St	1	0.33	0	0	0	0	0	0	0	0
23. 166th Ave NE/NE 76th St	0	0.00	0	0	0	0	0	0	0	0
24. 164th Ave NE/NE 74th St	1	0.33	0	0	0	0	0	0	0	0
25. 166th Ave NE/NE 74th St	0	0.00	0	0	0	0	0	0	0	0
26. 164th Ave NE/Bear Creek Pkwy	0	0.00	0	0	0	0	0	0	0	0
27. 166th Ave NE/Bear Creek Pkwy	2	0.67	0	1	0	0	0	0	0	0

Source: WSDOT Crash Data.

Traffic Volumes

Existing weekday PM peak hour traffic volumes at the study intersections were based on counts conducted in 2023 and 2024. To estimate existing 2025 traffic volumes, a 2 percent annual growth rate was applied to the 2023 and 2024 traffic volumes. Figure 2 illustrates the locations of the off-site study intersections included in this analysis, while Figure 3 illustrates the existing 2025 PM peak hour traffic volumes at the study intersections. The detailed PM peak hour turning movement count sheets are provided in Appendix D.

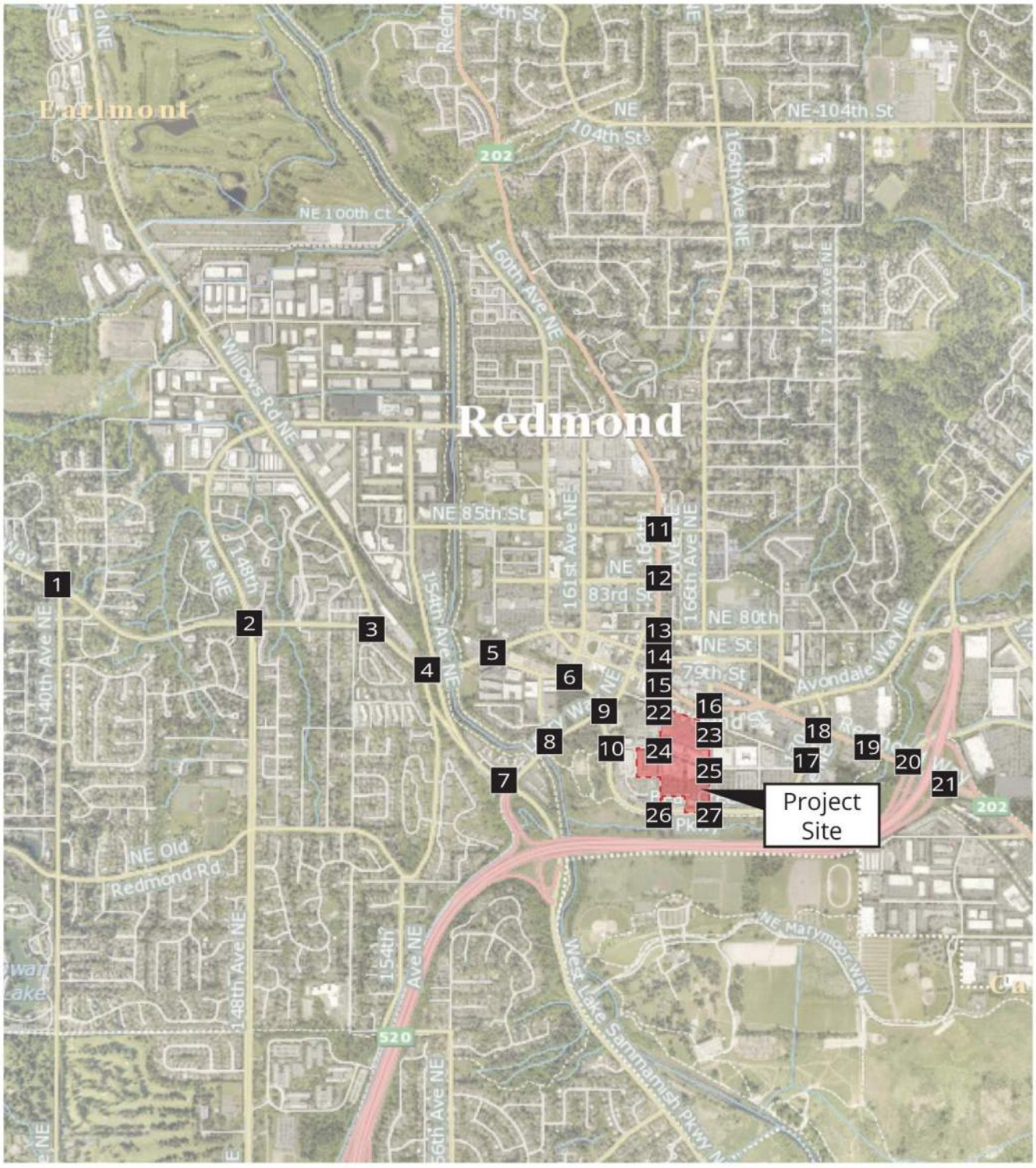


Figure 2: Study Intersections Map

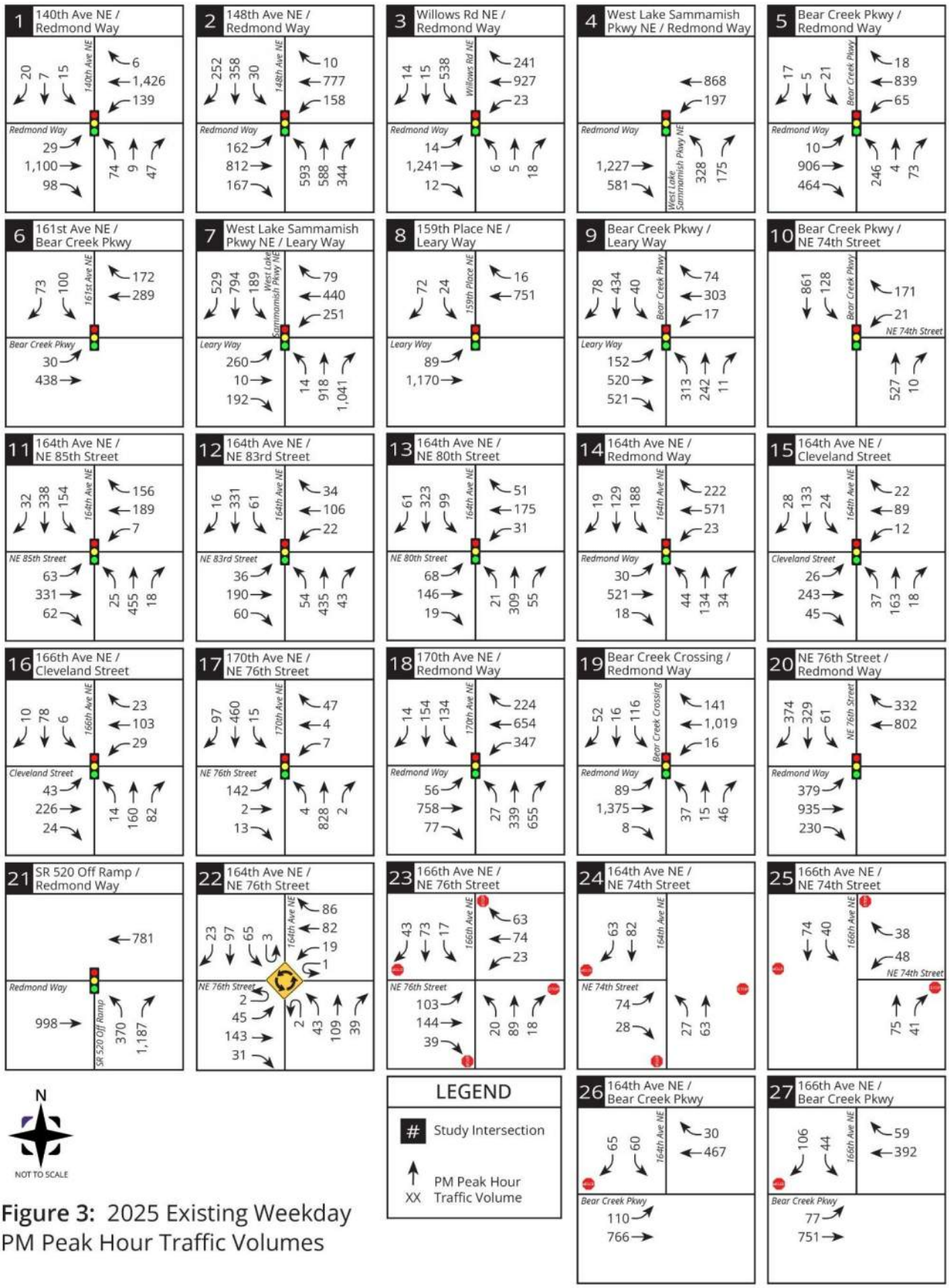


Figure 3: 2025 Existing Weekday PM Peak Hour Traffic Volumes

Intersection Levels of Service

An existing weekday PM peak hour level of service (LOS) analysis was conducted the study intersections. Level of service calculations for intersections were based on the use of *Synchro 12* traffic analysis software. LOS methodology is included in Appendix E. Existing signal timing used in the analysis was based on Synchro files provided by the City of Redmond. The 2025 existing weekday PM peak hour LOS analysis results at the study intersections are summarized in Table 4. The 2025 existing detailed LOS worksheets are included in Appendix E.

Table 4
Existing 2025 Weekday PM Peak Hour LOS Summary

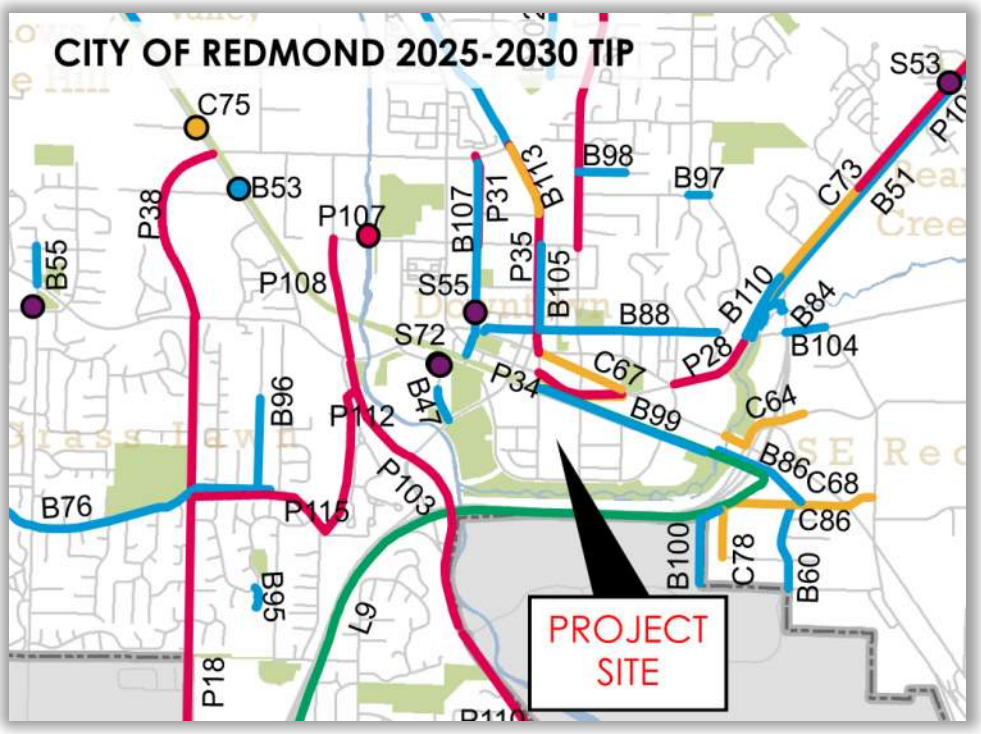
Study Intersection	LOS	Delay (sec)
Signalized Intersections:		
1. 140th Ave NE/Redmond Way	B	17.2
2. 148th Ave NE/Redmond Way	D	47.7
3. Willows Rd NE/Redmond Way	D	37.1
4. West Lake Sammamish Pkwy NE/Redmond Way	B	12.3
5. Bear Creek Pkwy/Redmond Way	B	12.4
6. Bear Creek Pkwy/161st Ave NE	B	16.7
7. West Lake Sammamish Pkwy NE/Leary Way	D	50.3
8. 159th Pl NE/Leary Way	B	14.2
9. Bear Creek Pkwy/Leary Way	D	41.0
10. Bear Creek Pkwy/NE 74th St	B	10.7
11. 164th Ave NE/NE 85th St	C	28.9
12. 164th Ave NE/NE 83rd St	B	15.8
13. 164th Ave NE/NE 80th St	B	18.8
14. 164th Ave NE/Redmond Way	C	20.4
15. 164th Ave NE/Cleveland St	B	18.5
16. 166th Ave NE/Cleveland St	B	11.7
17. 170th Ave NE/NE 76th St	B	10.4
18. 170th Ave NE/Redmond Way	D	45.4
19. Bear Creek Crossing/Redmond Way	C	33.8
20. NE 76th St/Redmond Way	B	13.2
21. SR 520 Off-Ramp/Redmond Way	C	20.6
Roundabout Intersections:		
22. 164th Ave NE/NE 76th St	A	5.5
All-Way Stop-Controlled Intersections:		
23. 166th Ave NE/NE 76th St	B	10.2
24. 164th Ave NE/NE 74th St	A	8.1
25. 166th Ave NE/NE 74th St	A	7.9
Two-Way Stop-Controlled Intersections:		
26. 164th Ave NE/Bear Creek Pkwy		
Eastbound Left-Turn	A	8.9
Southbound Left-Turn	D	25.3
Southbound Right-Turn	B	12.5
27. 166th Ave NE/Bear Creek Pkwy		
Eastbound Left-Turn	A	8.7
Southbound Left-Turn	C	20.5
Southbound Right-Turn	B	12.7

As shown in Table 4, all of the study intersections currently operate at LOS D or better during the weekday PM peak hour.

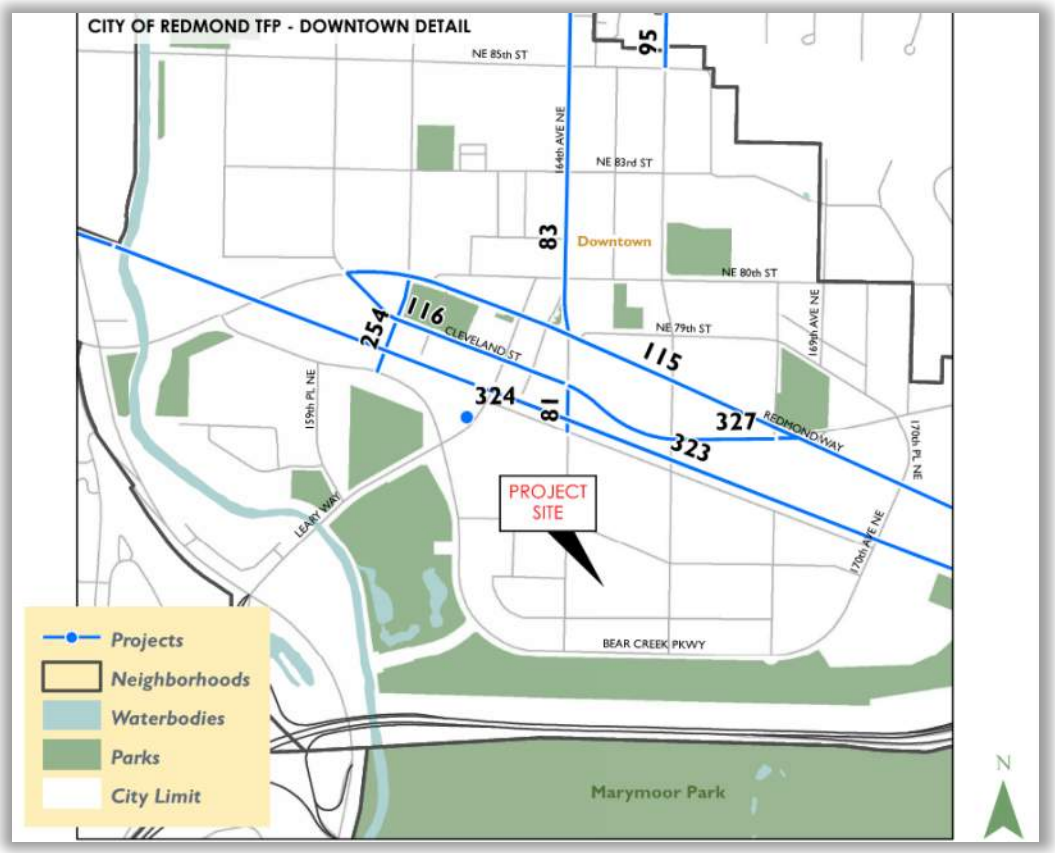
FUTURE CONDITIONS

Planned Transportation Improvements

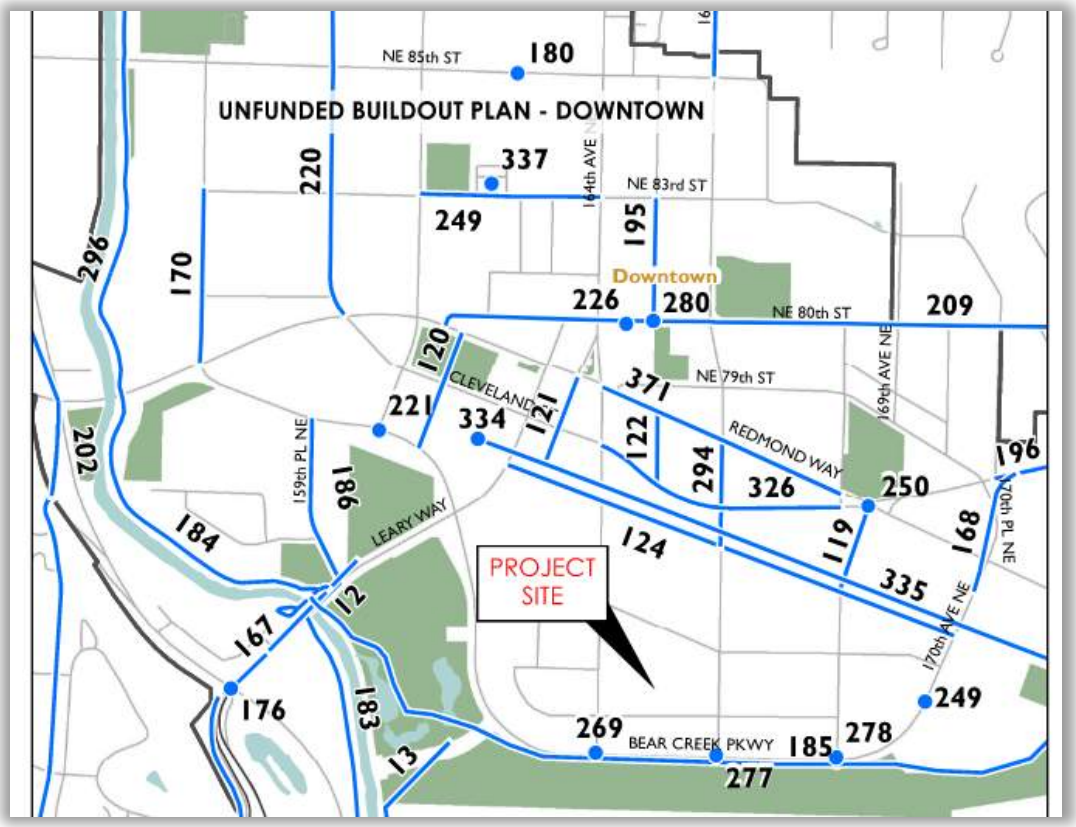
Based on a review of the currently proposed City of Redmond Six Year 2025-2030 Transportation Improvement Program (TIP) and the City of Redmond *Transportation Master Plan* (updated August 2017) including the *Transportation Facilities Plan (2013-2030)* and *Unfunded Buildout Plan*, the following section describes the transportation improvement projects that are planned in the immediate project vicinity. The project maps from the TIP, TFP, and Unfunded Buildout Plan are shown below. There are numerous planned projects in the Downtown area, so the list below only includes those most relevant to the *Redmond Town Center* Master Plan Development project.



- TIP Project B99 (Redmond Central Connector Improvements - Sound Transit Betterments) – This project would implement the ultimate design of the Redmond Central Connector between 164th Avenue NE and the Bear Creek Trail and connection trail to Redmond Way/SR202 at NE 76th St.
- TIP Project P34 (Cleveland Street Sidewalk Rehabilitation - 164th Ave NE to 168th Ave NE) – This project would replace broken and heaved sidewalk panels on Cleveland Street between 164th Avenue NE and 168th Avenue NE. This project will not be necessary if Project B43 (Cleveland Street East Main Street Improvements) is constructed.
- TIP Project P35 (164th Ave NE Sidewalk Rehabilitation - Redmond Way to NE 90th St) – This project would remove and replace sidewalk and street trees on both sides of 164th Ave NE between Redmond Way and NE 90th St.
- TIP Project C67 (Redmond Way Westbound Right Turn Lane) – This project would construct a second westbound lane on Redmond Way that transitions to right turn lane at 164th Ave NE where not completed by adjacent development.



- TFP Project 81 (164th Ave NE Extension) – Construct new 164th Ave NE from NE 76th St to Cleveland St (project complete).
- TFP Project 323 (Redmond Central Connector Segment 1) – This project would complete the Redmond Central Connector between the Bear Creek Trail and Sammamish River Trail.
- TFP Project 324 (Downtown Shared Parking Facility) – This project includes a shared parking facility at the intersection of Leary Wy and Bear Creek Parkway.
- TFP Project 327 (Cleveland Street Sidewalk Rehabilitation) – This project would replace sidewalks between 164th Avenue NE and 168th Avenue NE.



- Unfunded Buildout Plan Project 119 (Avondale Way Extension) – Construct new north/south connection between Redmond Way and NE 76th Street. Improvements include one lane in each direction, sidewalks, bicycle lanes, utilities, street lights, trees, signs, and stormwater treatments.
- Unfunded Buildout Plan Project 124 (NE 76th Street Ped Improvements) – This project would improve NE 76th St from Leary Way to 170th Ave NE to create a lively and active street.
- Unfunded Buildout Plan Project 185 (Bear Creek Trail Widening) – This project would provide an east west route through Downtown for through cyclists by widening the trail to 12 to 14 feet with good sight lines and limited curve radii.
- Unfunded Buildout Plan Project 249 (Flashing Beacon Upgrade) – This project would upgrade smart studs at four locations: (1) 161st Ave NE from NE 87th Street to NE 90th Street; (2) and (3) NE 83rd Street from 161st Ave NE to 164th Ave NE; (4) Bear Creek Pkwy at NE 75th Street.
- Unfunded Buildout Plan Project 269 (Bear Creek Parkway & 164th Ave NE Flashing Beacon) – This project would install flashing beacon at the existing pedestrian crossing from Bear Creek trail and include center median island on east side of intersection.
- Unfunded Buildout Plan Project 277 (Bear Creek Parkway & 166th Ave NE Crosswalk) – This project would install crosswalk on west leg, providing access to Bear Creek trail (project complete).
- Unfunded Buildout Plan Project 278 (Bear Creek Parkway & 168th Ave NE Crosswalk) – This project would install crosswalk on west leg, providing access to Bear Creek trail.
- Unfunded Buildout Plan Project 294 (166th Ave NE Bike Connection) – This project would construct bicycle lanes.

- Unfunded Buildout Plan Project 326 (Cleveland Street East) – This project would improve Cleveland Street to a pedestrian-friendly Main Street.
- Unfunded Buildout Plan Project 334 (Downtown Redmond Light Rail Station) – This project would Construct a light rail station on the East Link line, including station platforms and entryways, and amenities including art, high quality pedestrian access and bicycle parking.
- Unfunded Buildout Plan Project 335 (East Link Phase II) – Connect existing East Link light rail line from Overlake Transit Center Station to Downtown Redmond Station.

Project Trip Generation

Trip generation estimates for weekday daily, AM peak hour, and PM peak hour for the proposed and existing uses were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition for land use codes (LUC) 221 (Multifamily Housing (Mid Rise) - Close to Rail Transit), 820 (Shopping Center (>150k)), and 710 (General Office Building).

The 'Dense Multi-Use Urban' setting was used where applicable in the trip generation estimates. Given recent developments that have added more density to the downtown Redmond area along with new pedestrian facilities providing pedestrian connectivity and the imminent start of light rail service, downtown Redmond would fit within ITE's definition for 'Dense Multi-Use Urban' given below.

> **Dense Multi-Use Urban**—a fully-developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type can be a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown. The land use mix typically includes office, retail, residential, and often entertainment, hotel, and other commercial uses. The residential uses are typically multifamily or single-family on lots no larger than one-fourth acre. The commercial uses often have little or no setback from the sidewalk. Because the motor vehicle still represents the primary mode of travel to and from the area, there typically is on-street parking and often off-street public parking. The complementary land uses provide the opportunity for short trips within the Dense Multi-Use Urban area, made convenient by walking, biking, or transit. The area is served by significant transit (either rail or bus) that enables a high level of transit usage to and from area development.

Adjustments to the trip generation estimates were also made to account for pass-by trips and internal trips.

Pass-by trips are trips that are made by vehicles that are already on the adjacent streets and make intermediate stops at retail and restaurant uses enroute to a primary destination (e.g. on the way from work to home). Pass-by trips were calculated based on the methodology and studies documented in the ITE *Trip Generation Manual*, 11th Edition. The pass-by data from the ITE manual is included in Appendix F. Since the ITE *Trip Generation Manual* does not include pass-by trip rates for LUC 820 (Shopping Center (>150k)) for the weekday daily and AM peak hour time periods, no pass-by trip adjustments were made to the weekday daily and AM peak hour trip generation estimates which results in more conservative estimates.

Internal trips are made by people making multiple stops within a development without generating new trips onto the adjacent street system. The internal trip adjustments were based on the methodology established in the ITE *Trip Generation Handbook*, 3rd Edition, 2017. Since the ITE *Trip Generation Handbook* does not include a methodology to estimate daily internal trips, no internal trip adjustments were made to the weekday daily trip generation estimates which results in more conservative estimates.

The resulting net new weekday daily, AM peak hour, and PM peak hour vehicular trip generation estimates for Phases 1 to 3 and Full Buildout of the *RTC Master Plan* project are summarized in Table 5. Detailed trip generation estimates are included in Appendix G.

Table 5
Trip Generation Summary

	Scenario 1 (All Residential Option) Net New Trips Generated			Scenario 2 (Residential & Office Option) Net New Trips Generated		
Weekday Time Period	In	Out	Total	In	Out	Total
Phases 1 to 3						
Daily	968	969	1,937	2,050	2,051	4,101
AM Peak Hour	32	152	184	201	106	307
PM Peak Hour	76	2	78	44	152	196
Phases 4 to 5						
Daily	-397	-397	-794	-397	-397	-794
AM Peak Hour	-9	54	45	-11	53	42
PM Peak Hour	-35	-74	-109	-37	-77	-114
Full Buildout (Phases 1 to 5)						
Daily	571	572	1,143	1,653	1,654	3,307
AM Peak Hour	23	206	229	190	159	349
PM Peak Hour	41	-72	-31	7	75	82

As shown in Table 5, Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project is estimated to generate the highest number of net new weekday PM peak hour and daily trips. This is higher than Scenario 1 due to the addition of the 270,100-SF of office space on Lot 4 (Building 4IC) in comparison to Scenario 1, which includes primarily residential uses on Lot 4. It is also higher than conditions with Full Buildout of the MDP due to the proposed net reduction in retail square footage of approximately 55,000 SF associated with Phases 4 and 5.

In order to evaluate the highest potential impact for the proposed *RTC Master Plan* project, this traffic analysis evaluates traffic impacts associated with Phases 1 to 3 of Scenario 2 (Residential & Office Option).

It should be noted that although the project trip generation is greater during the AM peak hour than during the PM peak hour, this traffic analysis only evaluates traffic operations during the PM peak hour because background traffic in Redmond has historically been greatest during the PM peak hour. For example, based on a review of historical traffic counts within close proximity to the *RTC Master Plan* site, traffic volumes during the AM peak hour are approximately 40 percent lower than traffic volumes during the PM peak hour.

Transportation Concurrency

A concurrency application was submitted to the City of Redmond for the *RTC Master Plan* project and is included in Appendix H for reference. The concurrency application was based on the Master Plan scenario with the highest net new Mobility Unit (MU) demand, and shows that the proposed *RTC Master Plan* project would generate a net new MU demand of 2,036 mobility units with Phases 1 to 3 of Scenario 2 (Residential & Office Option). The mobility unit demand rates used for the proposed and existing uses were based on MU rates for the Downtown Urban Center.

Using this information, the City will determine whether enough MUs from the six-year program and the Transportation Facility Plan (TFP) can be supplied to meet travel demand from the development at the

time of opening, or within six years. If the MU supply is available to serve the MU demand from the development, the City will issue a certificate of concurrency. It is expected that the current MU supply will accommodate the additional MU demand created by the proposed *RTC Master Plan* project. Therefore, it is anticipated that a certificate of concurrency will be issued for the project.

Project Trip Distribution and Assignment

The distribution of project trips associated with Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project were estimated based on 2022 average weekday daily traffic (AWDT) volumes on streets surrounding the downtown area from the City of Redmond and is generally consistent with previously approved projects in the study area. The calculations for estimating trip distribution patterns are included in Appendix I.

The estimated *RTC Master Plan* project trip distribution is illustrated in Figure 4. The PM peak hour net new project trip assignment is shown in Figure 5 (Phases 1 to 3 of Scenario 2). The assignment of project trips was calculated by multiplying the distribution percentages of project traffic (shown in Figure 4) by the proposed trip generation estimates for each phase.

Future Traffic Operations

Future Traffic Volumes

To estimate the future 2030 and 2034 No Action PM peak hour traffic volumes, a 2 percent annual growth rate was applied to the 2025 existing traffic volumes.

Figures 6 and 8 illustrate the future 2030 and 2034 No Action PM peak hour traffic volumes, respectively. To determine the future With Project traffic volumes, the net new project-generated trips (Phases 1 to 3 of Scenario 2) which are shown in Figure 5 were added to the future No Action volumes. The resulting 2030 With Project (Phases 1 to 3 of Scenario 2) and 2034 With Project (Phases 1 to 3 of Scenario 2) PM peak hour traffic volumes at the study intersections are shown in Figures 7 and 9, respectively.

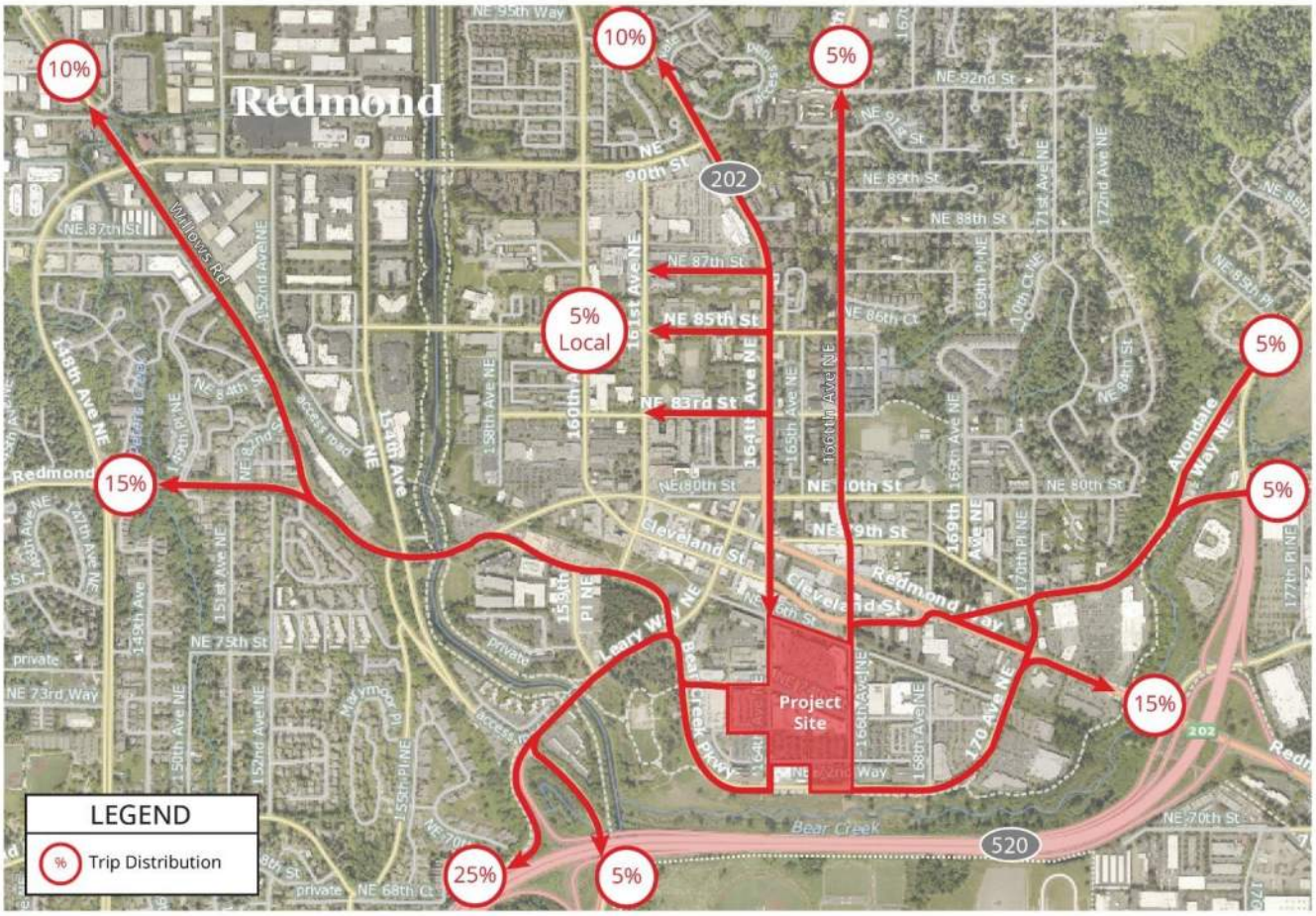


Figure 4: PM Peak Hour Project Trip Distribution

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NOT TO SCALE

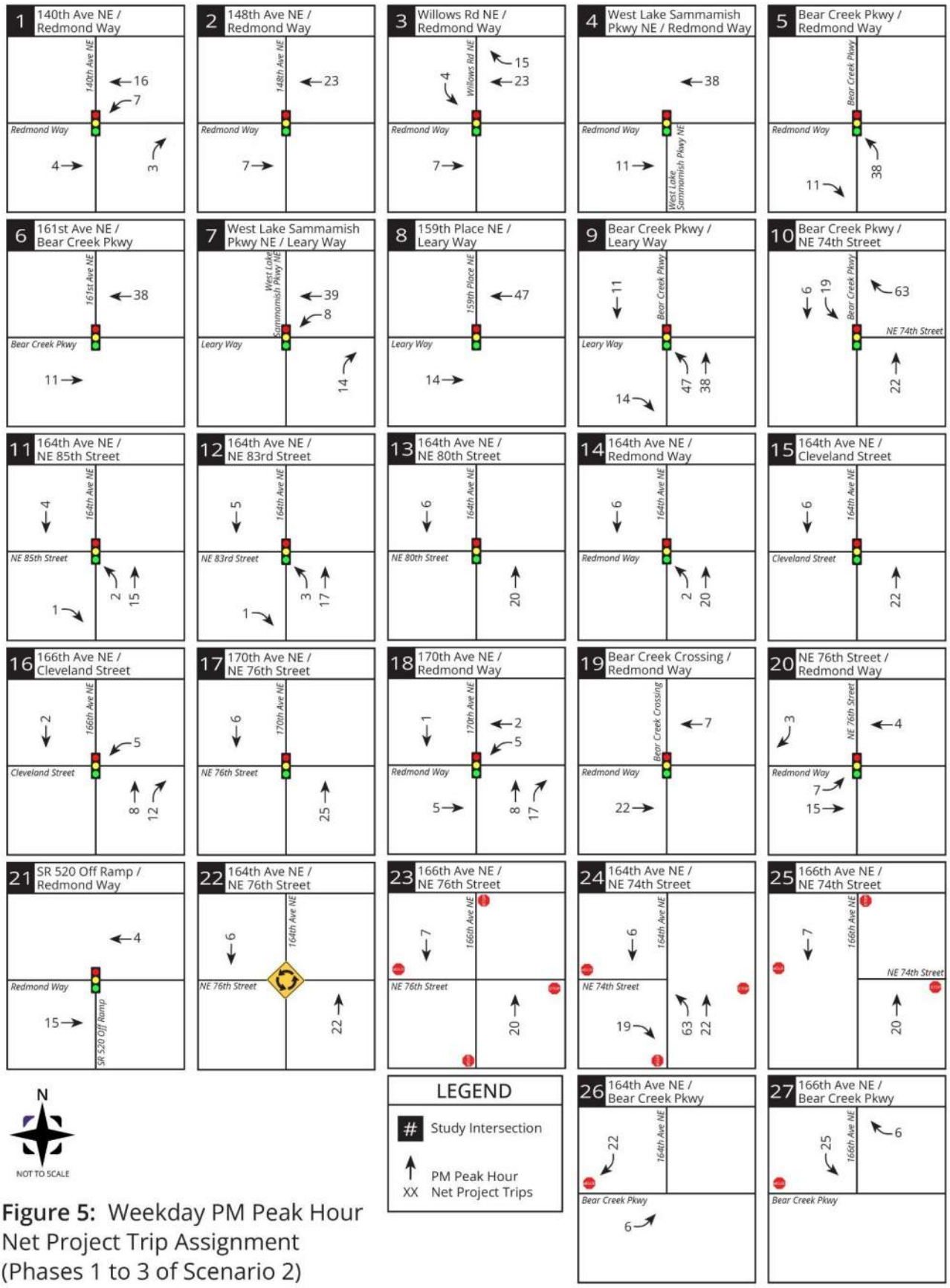


Figure 5: Weekday PM Peak Hour Net Project Trip Assignment (Phases 1 to 3 of Scenario 2)

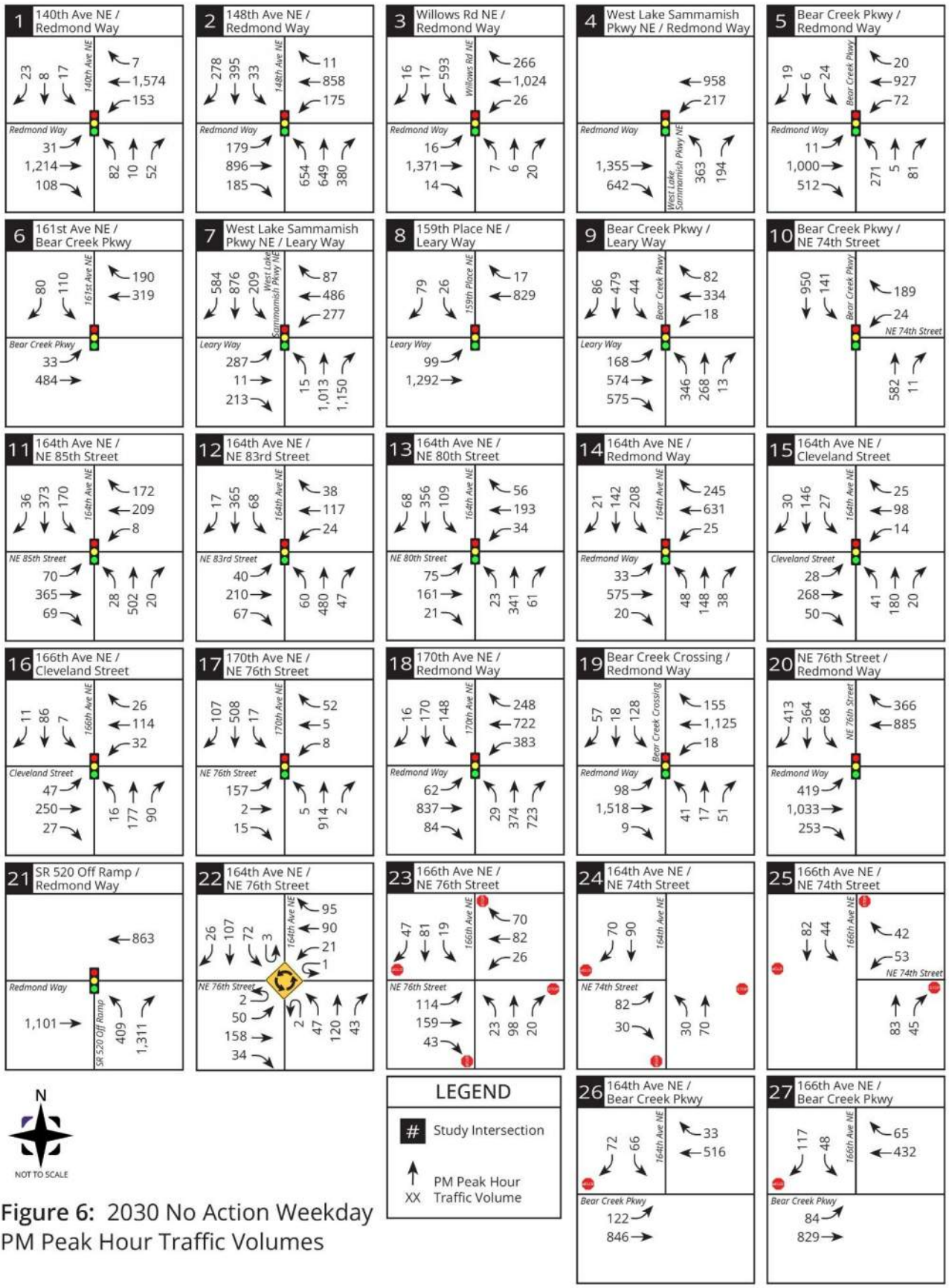


Figure 6: 2030 No Action Weekday PM Peak Hour Traffic Volumes

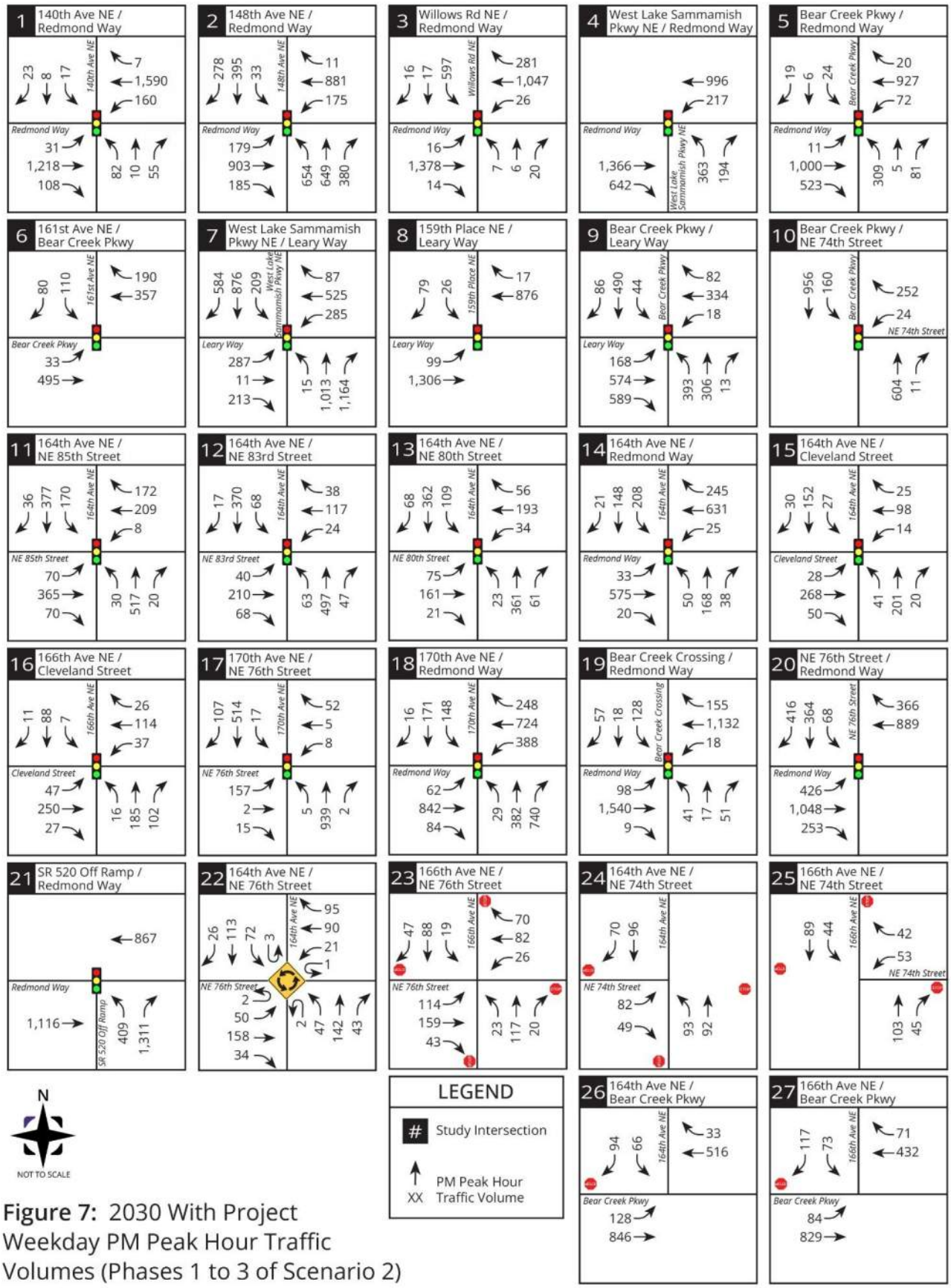


Figure 7: 2030 With Project Weekday PM Peak Hour Traffic Volumes (Phases 1 to 3 of Scenario 2)

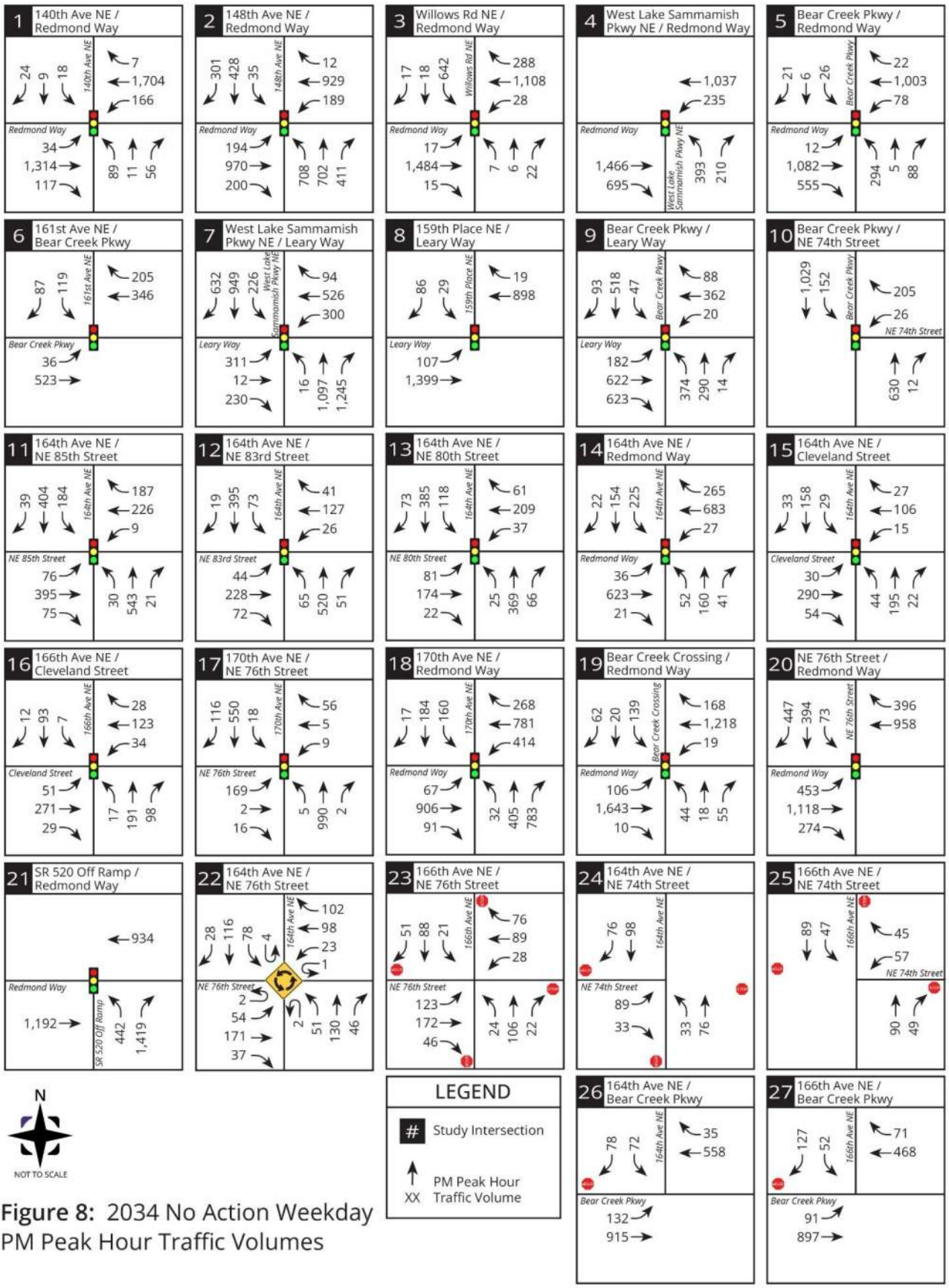


Figure 8: 2034 No Action Weekday PM Peak Hour Traffic Volumes

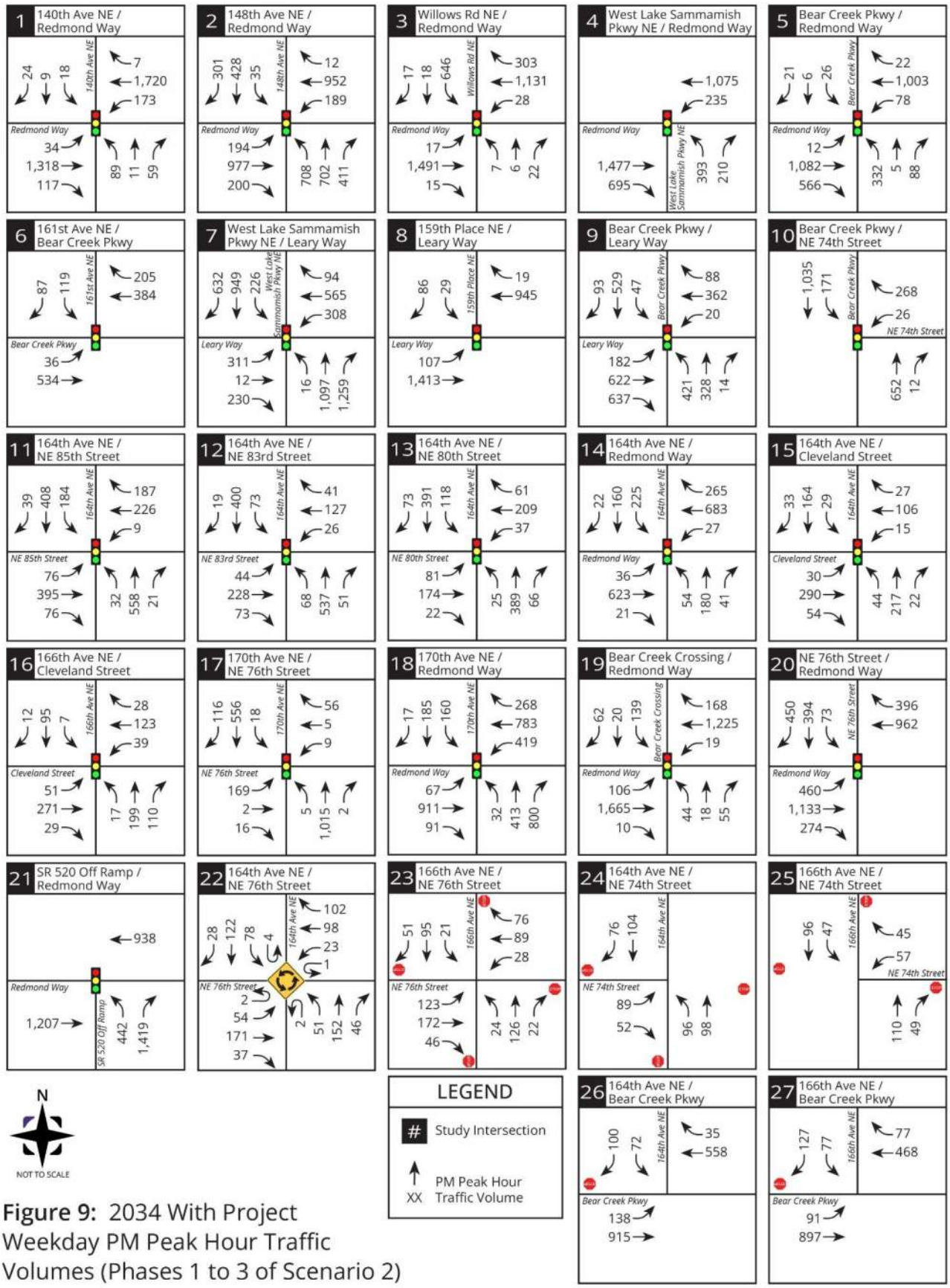


Figure 9: 2034 With Project Weekday PM Peak Hour Traffic Volumes (Phases 1 to 3 of Scenario 2)

Future Level of Service

A future Level of Service (LOS) analysis was conducted at the study intersections for weekday PM peak hour future 2030 and 2034 No Action conditions and for future 2030 and 2034 With Project conditions. Existing signal phasing and channelization at the study intersections were used in the future LOS analyses.

Additionally, splits were optimized at all intersections for the future 2030 and 2034 No Action conditions. The optimized signal timing splits were then used for the corresponding 2030 and 2034 With Project scenarios. The future weekday PM peak hour LOS results at the study intersections without and with the proposed *RTC Master Plan* project are summarized in Tables 6 and 7. The LOS worksheets are included in Appendix E.

Table 6
Future 2030 PM Peak Hour LOS Summary

Study Intersection	No Action LOS	No Action Delay (sec)	With Project Scenario 2 (Phases 1-3) LOS	With Project Scenario 2 (Phases 1-3) Delay (sec)
Signalized Intersections:				
1. 140th Ave NE/Redmond Way	B	19.1	B	19.5
2. 148th Ave NE/Redmond Way	D	53.4	D	52.8
3. Willows Rd NE/Redmond Way	D	40.0	D	40.0
4. West Lake Sammamish Pkwy NE/Redmond Way	B	13.6	B	13.5
5. Bear Creek Pkwy/Redmond Way	B	13.0	B	14.2
6. Bear Creek Pkwy/161st Ave NE	B	18.0	B	19.4
7. West Lake Sammamish Pkwy NE/Leary Way	E	59.0	E	59.3
8. 159th Pl NE/Leary Way	B	17.2	B	17.6
9. Bear Creek Pkwy/Leary Way	D	43.6	D	43.0
10. Bear Creek Pkwy/NE 74th St	B	12.2	B	12.6
11. 164th Ave NE/NE 85th St	C	31.1	C	31.6
12. 164th Ave NE/NE 83rd St	B	16.4	B	16.3
13. 164th Ave NE/NE 80th St	B	19.1	B	19.3
14. 164th Ave NE/Redmond Way	C	29.3	C	29.8
15. 164th Ave NE/Cleveland St	B	19.0	B	19.9
16. 166th Ave NE/Cleveland St	B	12.0	B	12.3
17. 170th Ave NE/NE 76th St	B	11.4	B	11.4
18. 170th Ave NE/Redmond Way	D	54.5	E	57.2
19. Bear Creek Crossing/Redmond Way	D	48.8	D	50.9
20. NE 76th St/Redmond Way	B	18.1	B	18.1
21. SR 520 Off-Ramp/Redmond Way	C	23.5	C	23.6
Roundabout Intersections:				
22. 164th Ave NE/NE 76th St	A	6.0	A	6.2
All-Way Stop-Controlled Intersections:				
23. 166th Ave NE/NE 76th St	B	11.1	B	11.3
24. 164th Ave NE/NE 74th St	A	8.2	A	8.9
25. 166th Ave NE/NE 74th St	A	8.0	A	8.2
Two-Way Stop-Controlled Intersections:				
26. 164th Ave NE/Bear Creek Pkwy				
Eastbound Left-Turn	A	9.2	A	9.2
Southbound Left-Turn	D	30.4	D	30.9
Southbound Right-Turn	B	13.3	B	13.7
27. 166th Ave NE/Bear Creek Pkwy				
Eastbound Left-Turn	A	8.9	A	8.9
Southbound Left-Turn	C	23.0	D	25.7
Southbound Right-Turn	B	13.4	B	13.4

Table 7
Future 2034 PM Peak Hour LOS Summary

Study Intersection	No Action LOS	No Action Delay (sec)	With Project Scenario 2 (Phases 1-3) LOS	With Project Scenario 2 (Phases 1-3) Delay (sec)
Signalized Intersections:				
1. 140th Ave NE/Redmond Way	C	21.8	C	22.3
2. 148th Ave NE/Redmond Way	E	61.2	E	62.4
3. Willows Rd NE/Redmond Way	D	46.3	D	46.7
4. West Lake Sammamish Pkwy NE/Redmond Way	B	13.5	B	13.4
5. Bear Creek Pkwy/Redmond Way	B	13.5	B	14.6
6. Bear Creek Pkwy/161st Ave NE	B	18.9	B	19.9
7. West Lake Sammamish Pkwy NE/Leary Way	E	67.9	E	68.3
8. 159th Pl NE/Leary Way	C	21.9	C	22.7
9. Bear Creek Pkwy/Leary Way	D	49.4	D	48.3
10. Bear Creek Pkwy/NE 74th St	B	13.6	B	14.3
11. 164th Ave NE/NE 85th St	C	34.4	C	35.0
12. 164th Ave NE/NE 83rd St	B	16.9	B	16.8
13. 164th Ave NE/NE 80th St	B	19.9	C	20.1
14. 164th Ave NE/Redmond Way	D	46.6	D	47.2
15. 164th Ave NE/Cleveland St	B	19.5	C	20.4
16. 166th Ave NE/Cleveland St	B	12.2	B	12.5
17. 170th Ave NE/NE 76th St	B	12.1	B	12.2
18. 170th Ave NE/Redmond Way	E	64.3	E	67.4
19. Bear Creek Crossing/Redmond Way	E	65.9	E	69.1
20. NE 76th St/Redmond Way	C	22.9	C	22.9
21. SR 520 Off-Ramp/Redmond Way	C	29.5	C	29.7
Roundabout Intersections:				
22. 164th Ave NE/NE 76th St	A	6.4	A	6.6
All-Way Stop-Controlled Intersections:				
23. 166th Ave NE/NE 76th St	B	11.8	B	12.2
24. 164th Ave NE/NE 74th St	A	8.4	A	9.0
25. 166th Ave NE/NE 74th St	A	8.2	A	8.3
Two-Way Stop-Controlled Intersections:				
26. 164th Ave NE/Bear Creek Pkwy				
Eastbound Left-Turn	A	9.4	A	9.5
Southbound Left-Turn	E	36.5	E	37.2
Southbound Right-Turn	B	14.0	B	14.5
27. 166th Ave NE/Bear Creek Pkwy				
Eastbound Left-Turn	A	9.1	A	9.1
Southbound Left-Turn	D	25.9	D	29.5
Southbound Right-Turn	B	14.2	B	14.2

The City of Redmond uses the following guidelines in determining whether mitigation is required at specific intersections:

- If the intersection will operate at LOS D or better in the forecasted year with the proposed project, no mitigation is required.
- If the intersection will operate at LOS E/F in the forecasted year with the proposed project, and the addition of the project traffic decreases the LOS, mitigation may be required to alleviate project impacts.

As shown in Table 6, all study intersections are expected to operate at LOS D or better in 2030 without or with the project (Phases 1 to 3 of Scenario 2) during the weekday PM peak hour except for intersections 7 and 18. A discussion of project impacts at these intersections is included below.

7. West Lake Sammamish Pkwy / Leary Way (LOS E with or without project) – The proposed project is anticipated to add 61 net new PM peak hour trips to the intersection with Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project (1.2% of 5,269 total entering vehicular traffic at the intersection). Given the relatively low project impact (61 trips, + 0.3 seconds of delay, and 1.2% of total traffic), no project mitigation is proposed at this intersection.

18. 170th Ave NE / Redmond Way (LOS E with project) – The WSDOT LOS standard at this intersection is LOS E mitigated. Therefore, no mitigation is proposed.

As shown in Table 7, all study intersections are expected to operate at LOS D or better in 2034 without or with the project (Phases 1 to 3 of Scenario 2) during the weekday PM peak hour except for intersections 2, 7, 18, 19, and 26. A discussion of project impacts at these intersections is included below.

2. 148th Ave NE / Redmond Way (LOS E with or without project) – The proposed project is anticipated to add 30 net new PM peak hour trips to the intersection with Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project (0.6% of 5,109 total entering vehicular traffic at the intersection). Given the relatively low project impact (30 trips, + 1.2 seconds of delay, and 0.6% of total traffic), no project mitigation is proposed at this intersection.

7. West Lake Sammamish Pkwy / Leary Way (LOS E with or without project) – The proposed project is anticipated to add 61 net new PM peak hour trips to the intersection with Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project (1.1% of 5,699 total entering vehicular traffic at the intersection). Given the relatively low project impact (61 trips, + 0.4 seconds of delay, and 1.1% of total traffic), no project mitigation is proposed at this intersection.

18. 170th Ave NE / Redmond Way (LOS E with or without project) – The WSDOT LOS standard at this intersection is LOS E mitigated. Therefore, no mitigation is proposed.

19. Bear Creek Crossing / Redmond Way (LOS E with or without project) – The WSDOT LOS standard at this intersection is LOS E mitigated. Therefore, no mitigation is proposed.

26. 164th Ave NE / Bear Creek Parkway (Southbound Left-Turn is LOS E with or without project) – The proposed project is anticipated to add 28 net new PM peak hour trips to the intersection with Phases 1 to 3 of Scenario 2 (Residential & Office Option) of the proposed *RTC Master Plan* project (1.5% of 1,818 total entering vehicular traffic at the intersection). Given the relatively low project impact (28 trips, + 0.7 seconds of delay, and 1.5% of total traffic), no project mitigation is proposed at this intersection.

MITIGATION

The following measures are identified to mitigate the transportation impacts of the proposed *RTC Master Plan* project.

Frontage/Access/Multimodal Improvements. The proposed *RTC Master Plan* project would construct the following frontage/access/multimodal improvements:

- Phase 2
  - Re-channelization of 164th Ave NE and 166th Ave NE (between NE 76th Street and Bear Creek Parkway) to accommodate a new bike lane in one direction and shared lane markings in the other direction.
  - Re-channelization of NE 74th Street (between Bear Creek Parkway and 164th Ave NE) to accommodate a new bike lane in one direction and shared lane markings in the other direction.
  - Reconstruct existing parking lot drive aisle along the south side of Phase 2 to create a new NE 72nd Way private roadway (between 164th Ave NE and 166th Ave NE) including a raised mid-block pedestrian crossing.
  - Reconstruct existing parking lot drive aisle along the north side of Phase 2 to create a new NE 73rd Way private roadway (between 164th Ave NE and 166th Ave NE) including a raised mid-block pedestrian crossing.
  - Construct a publicly accessible linear plaza connecting NE 73rd Way with NE 72nd Way.
- Phase 3
  - Add on-street parking along a portion of NE 72nd Way.
  - Construct a new enhanced mid-block crossing on Bear Creek Parkway (mid-way between 164th Ave NE and 166th Ave NE).
  - Construct a publicly accessible linear plaza connecting NE 72nd Way with Bear Creek Parkway.
- Phases 4 and 5
  - Pedestrian/plaza improvements on NE 74th Street between 164th Ave NE and 166th Ave NE (pedestrian only street).
  - Intersection improvements (pedestrian improvements and potential raised intersection) at the following intersections:
    - 164th Ave NE / NE 74th Street
    - 166th Ave NE / NE 74th Street
    - 166th Ave NE / NE 76th Street

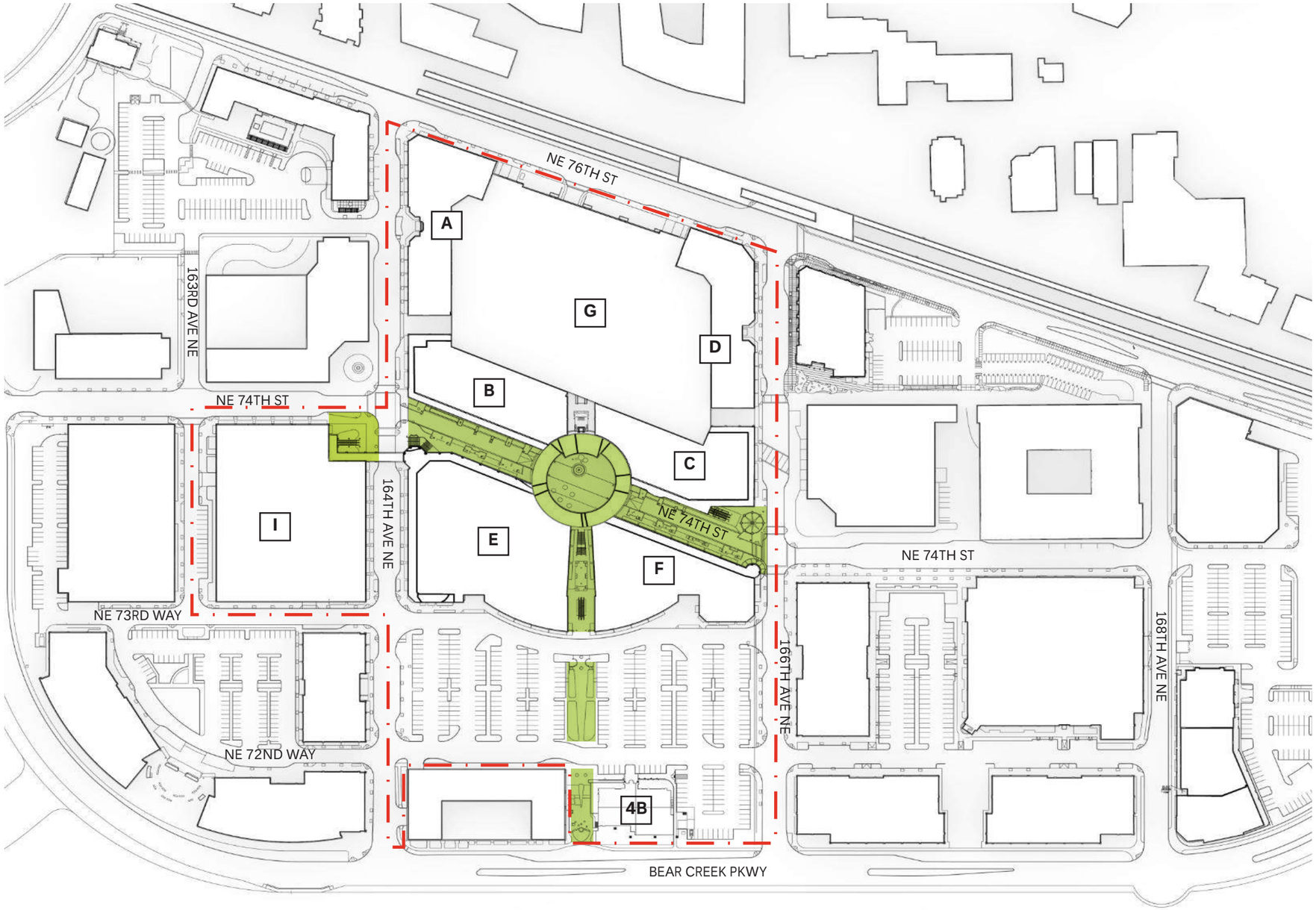
Off-Site Improvements. Based on the results of the analysis shown in this report, no project-specific off-site transportation mitigation is proposed for concurrency or SEPA purposes.

Transportation Impact Fees. Long-term traffic impacts in the City of Redmond are mitigated by the projects included in the City's Transportation Facilities Plan (TFP). The TFP projects are funded through the payment of City of Redmond transportation impact fees. Based on this process, a fee is assessed upon a development to pay for a proportionate share of the cost of public facilities needed to serve new growth and development. The final impact fee calculation will be based on the rates and project size in effect at the time of building permit issuance for each building within the Master Plan.

Appendix A

Site Plan

EXISTING PROJECT DATA SUMMARY



EXISTING MASTERPLAN
NTS

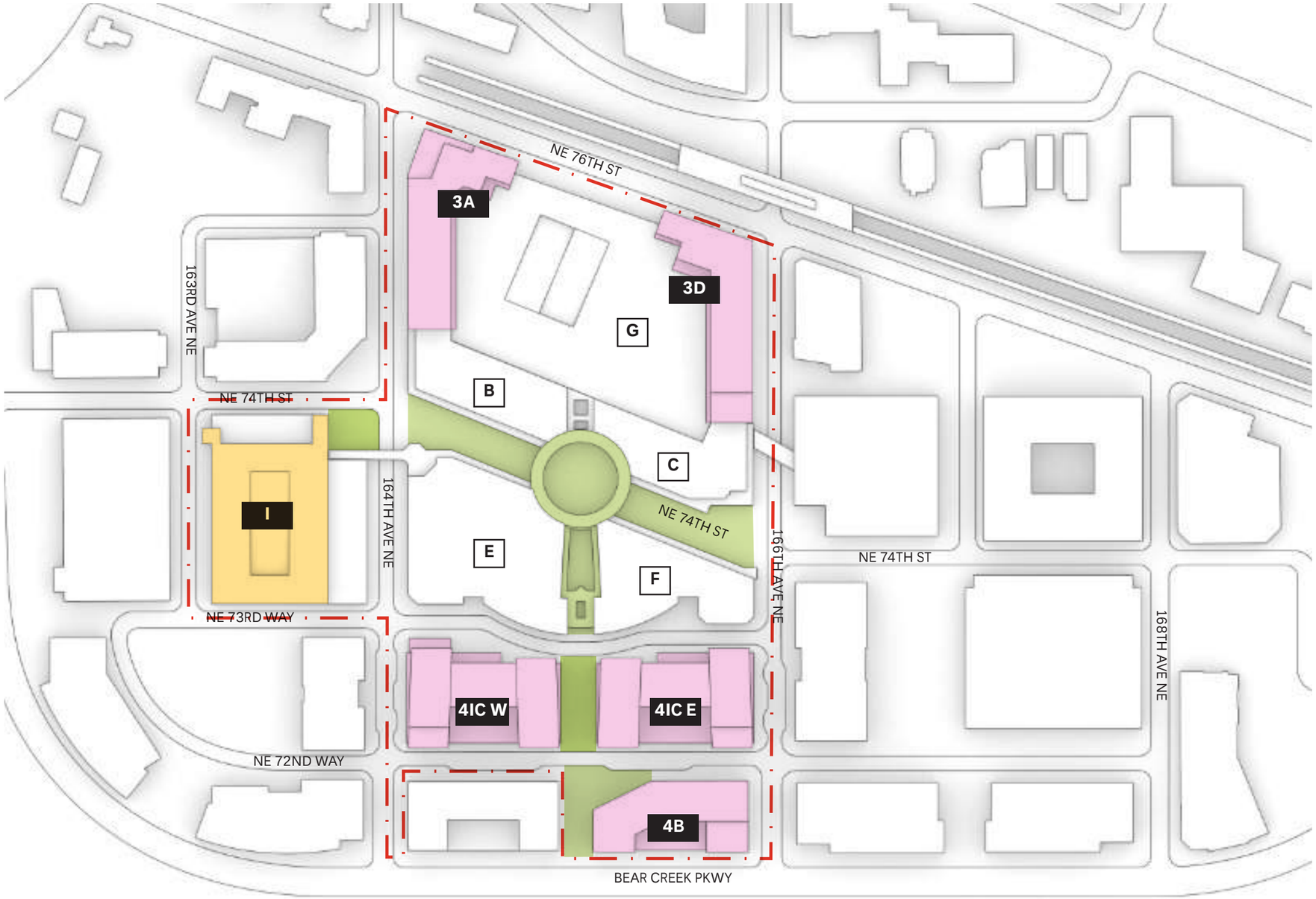
LEGEND

- PROJECT BOUNDARY
- # EXISTING BUILDING
- EXISTING GROUND LEVEL PUBLIC OPEN SPACE

BLDG	Ground Level		Upper Level	Total
	Pedestrian-Oriented Uses	Commercial Uses	Commercial Uses	
A	11,381 SF	12,070 SF	24,348 SF	47,799 SF
B	25,095 SF	0 SF	22,928 SF	48,023 SF
C	23,885 SF	0 SF	22,243 SF	46,128 SF
D	14,763 SF	5,501 SF	21,023 SF	41,287 SF
E	48,635 SF	11,237 SF	54,844 SF	114,716 SF
F	23,532 SF	7,848 SF	29,464 SF	60,844 SF
I	5,881 SF	20,577 SF	—	26,458 SF
4B	8,738 SF	0 SF	—	8,738 SF

Total = 393,993 SF

PROPOSED MASTERPLAN - ALL RESIDENTIAL OPTION



PROPOSED MASTERPLAN
NTS

LEGEND

- PROPOSED MPD BOUNDARY

SITE AREA: 934,915 SQUARE FEET OR 21,4627 ACRES

3A NEW BUILDING 3A
- 7 STORY MIXED-USE RESIDENTIAL

3D NEW BUILDING 3D
- 7 STORY MIXED-USE RESIDENTIAL

4IC NEW BUILDINGS 4IC
- TWO NEW 12 STORY MIXED-USE RESIDENTIAL

OR

- (1) 12 STORY MIXED-USE RESIDENTIAL AND (1) 12 STORY MIXED-USE OFFICE

4B NEW BUILDING 4B
- 7 STORY RESIDENTIAL

I EXISTING I GARAGE ADDITION
- 2 STORY ADDITION TO EXISTING 2 STORY PARKING GARAGE
74TH STREET
- FUTURE STREET AND PLAZA IMPROVEMENTS

NEW BUILDINGS ADDED OR MODIFIED

EXISTING BUILDINGS

NEW/ MODIFIED GROUND LEVEL PUBLIC OPEN SPACE

Exhibit E

BUILDING DATA MATRIX AND UNIT TYPE

DEVELOPMENT AREA NOTES:

- Square Footage and Unit Count numbers in this table below are approximate and based on the conceptual level of design. Maximum “Not-To-Exceed” density shall apply to the metrics used in the TIA for the project. TIA numbers took the above approximate figures, grossed them up by 5-10%, and then rounded them to create a conservative estimate of the total development impact and allow for appropriate flexibility as design is completed.
- Pedestrian Oriented Use Square footage requirements are outlined in the Development Agreement.
- New Mixed-use Residential buildings include a mix of Pedestrian Generating Uses as depicted on the plans on page 15 of the MPD, and in the appendix.
- Unit Type and Counts are estimates only, and subject to change at SPE, subject to EAAH requirements and the maximum density thresholds established by this MPD and the TIA.

PHASE	BLDG	COMMERCIAL RETAIL	OFFICE		RESIDENTIAL			AMENITY	SERVICES	CIRC	TERRACE	TOTAL BLDG AREA	PARKING		
		AREA	LOBBY AREA	OFFICE AREA	UNITS	AREA	LEASING AREA	AREA	AREA	AREA	AREA	LESS PARKING AND TERRACE	STALLS	AREA	RESI / OFFICE RATIO
PHASE 01	I GARAGE	-	-	-	-	-	-	-	-	1,440	-	0	284	107,060	-
PHASE 02 ALL RESIDENTIAL OPTION	4IC - RESI (WEST)	11,820	-	-	252	201,350	2,570	11,020	21,720	44,020	12,060	292,500	192	86,320	0.74 / UNIT
	4IC - RESI (EAST)	11,810	-	-	252	201,350	2,570	21,590	21,780	44,020	12,060	303,050	192	86,300	0.74 / UNIT
PHASE 02 RESIDENTIAL AND OFFICE OPTION	4IC - OFFICE (WEST)	10,530	4,410	245,530	-	-	-	6,970	28,900	24,440	15,240	320,780	255	107,110	1.04 / 1,000 SF
	4IC - RESI (EAST)	11,810	-	-	252	201,350	2,570	21,590	21,780	44,020	12,060	303,050	192	86,300	0.74 / UNIT
PHASE 03	4B - RESI	2,690	-	-	136	110,570	1,870	9,070	7,620	18,820	9,820	150,640	102	48,330	0.75 / UNIT
PHASE 04	3A - RESI	16,070	-	-	148	119,830	1,530	7,340	9,360	21,340	6,860	175,470	110	28,090	0.74 / UNIT
PHASE 05	3D - RESI	14,800	-	-	140	113,300	1,670	7,600	7,330	18,980	7,670	163,680	104	25,600	0.74 / UNIT
TOTAL RESIDENTIAL OPTION		57,190	-	-	928	746,400	10,210	56,620	67,810	148,620	48,470	1,072,930	984	381,700	
TOTAL RESIDENTIAL AND OFFICE OPTION		55,900	4,410	245,530	676	545,050	7,640	52,570	74,990	129,040	51,650	1,101,210	1,047	402,490	

UNIT TYPE AND COUNT | ALL RESIDENTIAL OPTION

UNIT TYPE	4IC All RESI		4B		3A		3D	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
STUDIO / OPEN 1	174	34.5	46	33.8%	48	32.4%	47	33.6%
1 BED / 1 BED+	228	45.2	62	45.6%	68	45.9%	65	46.4%
2 BEDS / 2 BEDS+	72	14.3	19	14.0%	24	16.2%	20	14.3%
3 BEDS	30	6.0	9	6.6%	8	5.4%	8	5.7%
TOTAL	504	100%	136	100%	148	100%	140	100%

UNIT TYPE AND COUNT | RESIDENTIAL AND OFFICE OPTION

UNIT TYPE	4IC RESI+OFFICE		4B		3A		3D	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
STUDIO / OPEN 1	87	34.5	46	33.8%	48	32.4%	47	33.6%
1 BED / 1 BED+	114	45.2	62	45.6%	68	45.9%	65	46.4%
2 BEDS / 2 BEDS+	36	14.3%	19	14.0%	24	16.2%	20	14.3%
3 BEDS	15	6.0	9	6.6%	8	5.4%	8	5.7%
TOTAL	252	100%	136	100%	148	100%	140	100%

PROPOSED GROUND LEVEL

PROPOSED GROUND LEVEL - ALL RESIDENTIAL SCHEME

0' 100' 200'

PROPOSED GROUND LEVEL - RESIDENTIAL AND OFFICE SCHEME

0' 100' 200'

LEGEND

- PROJECT BOUNDARY
- # EXISTING BUILDING
- # PROPOSED NEW OR MODIFIED EXISTING BUILDING
- PARKING ENTRY
- LOADING ENTRY
- PEDESTRIAN ENTRY
- COMMERCIAL RETAIL
- COMMON RESI/OFFICE AMENITY
- RESIDENTIAL
- LEASING / MAIL
- CIRCULATION
- PARKING
- SERVICE
- OFFICE

Appendix B

Building Area and Unit Count Assumptions by Phase

Exhibit E

RTC Master Plan
Land Use Assumptions for Traffic Analysis

Existing Land Uses to be Removed

Land Use	Existing	PHASE 1 DEMO	PHASE 2 DEMO	PHASE 3 DEMO	PHASE 4 DEMO	PHASE 5 DEMO	TOTAL EXISTING REMAINING
Retail - GLA	393,993	0	0	-8,738	-47,799	-41,287	**296,169**

Proposed Land Uses - Scenario 1 (All Residential Option)

	Actual Estimates						Rounded for Master Plan & TIA					
Land Use	**PHASE 1 [1]**	**PHASE 2**	**PHASE 3**	**PHASE 4**	**PHASE 5**	**TOTAL PROPOSED**	**PHASE 1 [1]**	**PHASE 2**	**PHASE 3**	**PHASE 4**	**PHASE 5**	**TOTAL PROPOSED**
Residential - DU												
Buildings 4IC West - Mixed-Use Residential		252				252	0	275	0	0	0	275
Buildings 4IC East - Mixed-Use Residential		252				252	0	275	0	0	0	275
Building 4B - Mixed-Use Residential			136			136	0	0	150	0	0	150
Building 3A - Mixed-Use Residential				148		148	0	0	0	165	0	165
Building 3D - Mixed-Use Residential					140	140	0	0	0	0	155	155
	0	504	136	148	140	**928**	0	550	150	165	155	**1,020**
Retail - GLA												
Buildings 4IC West - Mixed-Use Residential		11,820				11,820	0	13,000	0	0	0	13,000
Buildings 4IC East - Mixed-Use Residential		11,810				11,810	0	13,000	0	0	0	13,000
Building 4B - Mixed-Use Residential			2,690			2,690	0	0	3,000	0	0	3,000
Building 3A - Mixed-Use Residential				16,070		16,070	0	0	0	17,700	0	17,700
Building 3D - Mixed-Use Residential					14,800	14,800	0	0	0	0	16,300	16,300
	0	23,630	2,690	16,070	14,800	**57,190**	0	26,000	3,000	17,700	16,300	**63,000**

Sources:
1. Proposed Master Plan building areas based on Master Plan provided by GGLO on 3/12/25.
2. Existing uses to be demo'd provided by Patrick Woodruff (Hines) 9/14/23.

Notes:
[1] Phase 1 is parking addition to Building I only, no other new land uses are proposed.

Gross Floor Area (GFA). The area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts, elevator shafts, stairwells, courts, second-story atriums, and lobbies.

Effective on: 4/16/2011

Gross Leasable Area (GLA). The total floor area that is designated for a tenant's occupancy, exclusive of common areas shared with other tenants, such as utility rooms, stairwells, and malls.

(Ord. 2803)

Effective on: 10/17/2015

Cumulative Land Use Summary - Scenario 1 (All Residential Option)

	PHASE 1 [1]	PHASES 1-2	PHASES 1-3	PHASES 1-4	PHASES 1-5	TOTAL
Proposed:						
Residential - DU	0	550	700	865	1,020	1,020
Retail - GLA	0	26,000	29,000	46,700	63,000	63,000
Existing:						
Retail Demo'd - GLA	0	0	-8,738	-56,537	-97,824	-97,824
Total With Project:						
Residential - DU	0	550	700	865	1,020	1,020
Retail - GLA	0	26,000	20,262	-9,837	-34,824	-34,824

RETAIL AREA CALCULATIONS

Pre-Project (EXISTING CREDIT)	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	Post-Project	
0	0	26,000	3,000			29,000	Retail (Added with project)
393,993	0	0	-8,738			385,255	Retail (to remain with project)
EXISTING USE CREDIT 393,993	0	26,000	-5,738			**414,255**	**Phases 1-3 Total Retail Area**
0	0	26,000	3,000	17,700	16,300	63,000	Retail (Added with project)
393,993	0	0	-8,738	-47,799	-41,287	296,169	Retail (to remain with project)
EXISTING USE CREDIT 393,993	0	26,000	-5,738	-30,099	-24,987	**359,169**	**Full Buildout Total Retail Area**

*yellow highlight = land use areas used for trip generation calculations

Exhibit E

RTC Master Plan
Land Use Assumptions for Traffic Analysis

Existing Land Uses to be Removed

Land Use	Existing	PHASE 1 DEMO	PHASE 2 DEMO	PHASE 3 DEMO	PHASE 4 DEMO	PHASE 5 DEMO	TOTAL EXISTING REMAINING
Retail - GLA	393,993	0	0	-8,738	-47,799	-41,287	**296,169**

Proposed Land Uses - Scenario 2 (Residential and Office Option)

	Actual Estimates						Rounded for Master Plan & TIA					
Land Use	**PHASE 1 [1]**	**PHASE 2**	**PHASE 3**	**PHASE 4**	**PHASE 5**	**TOTAL PROPOSED**	**PHASE 1 [1]**	**PHASE 2**	**PHASE 3**	**PHASE 4**	**PHASE 5**	**TOTAL PROPOSED**
Residential - DU												
Buildings 4IC East - Mixed-Use Residential		252				252	0	275	0	0	0	275
Building 4B - Mixed-Use Residential			136			136	0	0	150	0	0	150
Building 3A - Mixed-Use Residential				148		148	0	0	0	165	0	165
Building 3D - Mixed-Use Residential					140	140	0	0	0	0	155	155
	0	252	136	148	140	**676**	0	275	150	165	155	**745**
Retail - GLA												
Buildings 4IC East - Mixed-Use Residential		11,810				11,810	0	13,000	0	0	0	13,000
Buildings 4IC West - Mixed-Use Office		10,530				10,530	0	11,600	0	0	0	11,600
Building 4B - Mixed-Use Residential			2,690			2,690	0	0	3,000	0	0	3,000
Building 3A - Mixed-Use Residential				16,070		16,070	0	0	0	17,700	0	17,700
Building 3D - Mixed-Use Residential					14,800	14,800	0	0	0	0	16,300	16,300
	0	22,340	2,690	16,070	14,800	**55,900**	0	24,600	3,000	17,700	16,300	**61,600**
Office - GFA												
						0	0	0	0	0	0	**0**
Buildings 4IC West - Mixed-Use Office		245,530				**245,530**	0	270,100	0	0	0	**270,100**
	0	245,530	0	0	0	**245,530**	0	270,100	0	0	0	**270,100**

Sources:
1. Proposed Master Plan building areas based on Master Plan provided by GGLO on 3/12/25.
2. Existing uses to be demo'd provided by Patrick Woodruff (Hines) 9/14/23.

Notes:
[1] Phase 1 is parking addition to Building I only, no other new land uses are proposed.

Gross Floor Area (GFA). The area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts, elevator shafts, stairwells, courts, second-story atriums, and lobbies.

Effective on: 4/16/2011

Gross Leasable Area (GLA). The total floor area that is designated for a tenant's occupancy, exclusive of common areas shared with other tenants, such as utility rooms, stairwells, and malls.

(Ord. 2803)

Effective on: 10/17/2015

Cumulative Land Use Summary - Scenario 2 (Residential and Office Option)

	PHASE 1 [1]	PHASES 1-2	PHASES 1-3	PHASES 1-4	PHASES 1-5	TOTAL
Proposed:						
Residential - DU	0	275	425	590	745	745
Retail - GLA	0	24,600	27,600	45,300	61,600	61,600
Office - GFA	0	270,100	270,100	270,100	270,100	270,100
Existing:						
Retail Demo'd - GLA	0	0	-8,738	-56,537	-97,824	-97,824
Total With Project:						
Residential (proposed) - DU	0	275	425	590	745	745
Retail (proposed less demo'd) - GLA	0	24,600	18,862	-11,237	-36,224	-36,224
Office (proposed) - GFA	0	270,100	270,100	270,100	270,100	270,100

RETAIL AREA CALCULATIONS

Pre-Project (EXISTING CREDIT)	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	Post-Project	
0	0	24,600	3,000			27,600	Retail (Added with project)
393,993	0	0	-8,738			385,255	Retail (to remain with project)
EXISTING USE CREDIT **393,993**	0	24,600	-5,738			**412,855**	**Phases 1-3 Total Retail Area**
0	0	24,600	3,000	17,700	16,300	61,600	Retail (Added with project)
393,993	0	0	-8,738	-47,799	-41,287	296,169	Retail (to remain with project)
EXISTING USE CREDIT **393,993**	0	24,600	-5,738	-30,099	-24,987	**357,769**	**Full Buildout Total Retail Area**

*yellow highlight = land use areas used for trip generation calculations

Appendix C

WSDOT Crash Data

Exhibit E

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
City Street	King	Redmond	140TH AVE NE		REDMOND WAY						EE23393	11/26/2023	12:04	Suspected Minor Injury	2	0	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead	South	East	West	East
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						ED58944	05/10/2023	12:26	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	West	South	West
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						ED42928	03/16/2023	08:46	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	South	Vehicle Stopped
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						ED27450	01/01/2023	01:01	Suspected Minor Injury	2	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	South	North
City Street	King	Redmond	148TH AVE NE		REDMOND WAY						EB08655	02/15/2021	12:53	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						EC01518	12/09/2021	12:12	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign	South	West	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	148TH AVE NE	7900	REDMOND WAY						ED84487	07/14/2023	17:11	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	South	East
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						ED61458	05/17/2022	11:05	No Apparent Injury	0	0	3	0	0	Entering at angle	Making Right Turn	Stopped at Signal or Stop Sign	West	South	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						ED47897	04/02/2023	21:44	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	West
City Street	King	Redmond	148TH AVE NE		REDMOND WAY						ED03128	10/25/2022	20:53	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead	West	South	North	South
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						EE31490	12/16/2023	17:50	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- both moving -- rear end	Making Right Turn	Making Right Turn	South	East	South	East
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						ED16514	12/20/2022	11:28	Possible Injury	1	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal or Stop Sign	South	North	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	148TH AVE NE	7885	REDMOND WAY						EE33980	12/21/2022	17:32	No Apparent Injury	0	0	2	0	0	From same direction - all others	Backing	Stopped at Signal or Stop Sign	Vehicle Backing	Vehicle Backing	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	148TH AVE NE		REDMOND WAY						EE35404	12/28/2023	14:50	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- both moving -- sideswipe	Making Right Turn	Making Right Turn	South	East	South	East
City Street	King	Redmond	164TH AVE NE	7731	CLEVELAND ST						EC75311	08/15/2022	16:13	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North
City Street	King	Redmond	164TH AVE NE	7731	CLEVELAND ST						EB79536	10/18/2021	07:42	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North
City Street	King	Redmond	164TH AVE NE	7307	NE 74TH ST						EB31767	04/29/2021	11:37	Possible Injury	1	0	1	1	0	Vehicle turning left hits pedestrian	Making Left Turn		South	West		
City Street	King	Redmond	164TH AVE NE	7500	NE 76TH ST						EE11530	10/21/2023	10:20	Possible Injury	2	0	1	0	1	Vehicle Strikes Pedalcyclist	Going Straight Ahead		North	Northeast		
City Street	King	Redmond	166TH AVE NE	16400	BEAR CREEK PKWY						EC16790	01/20/2022	16:20	Possible Injury	1	0	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	West	East
City Street	King	Redmond	166TH AVE NE		CLEVELAND ST						EC67085	07/19/2022	17:35	Possible Injury	1	0	2	0	0	From same direction - one right turn - one straight	Making Right Turn	Going Straight Ahead	South	East		
City Street	King	Redmond	170TH AVE NE	7448	NE 76TH ST						EC42393	04/26/2022	18:56	Possible Injury	1	0	1	1	0	Vehicle turning left hits pedestrian	Making Left Turn		East	South		
City Street	King	Redmond	BEAR CREEK PKWY	16488	166TH AVE NE						ED03127	10/28/2022	17:16	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	East	West
City Street	King	Redmond	BEAR CREEK PKWY	5225	NE 74TH ST						EB85066	10/20/2021	15:34	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Making Left Turn	North	East	North	East
City Street	King	Redmond	CLEVELAND ST	16400	164TH AVE NE						ED92245	05/06/2023	17:51	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West
City Street	King	Redmond	CLEVELAND ST	16400	164TH AVE NE						EC12846	01/11/2022	15:05	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
City Street	King	Redmond	CLEVELAND ST	16700	166TH AVE NE						EB96444	12/01/2021	15:56	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North	East	West
City Street	King	Redmond	NE 76TH ST	16812	170TH AVE NE						EC64688	07/08/2022	16:53	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	NE 76TH ST	16812	170TH AVE NE						ED59038	05/09/2023	15:07	No Apparent Injury	0	0	2	0	0	From opposite direction - all others	Backing	Stopped at Signal or Stop Sign	Vehicle Backing	Vehicle Backing	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	REDMOND WAY		140TH AVE NE						EC57809	06/16/2022	12:27	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North
City Street	King	Redmond	REDMOND WAY		140TH AVE NE						EE16376	11/04/2023	07:40	Suspected Minor Injury	1	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
City Street	King	Redmond	REDMOND WAY		140TH AVE NE						ED00098	10/26/2022	05:00	No Apparent Injury	0	0	1	0	0	Metal Sign Post	Going Straight Ahead		East	West		
City Street	King	Redmond	REDMOND WAY		140TH AVE NE						ED73038	06/20/2023	17:36	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	East	West	East	West
City Street	King	Redmond	REDMOND WAY	1096	140TH AVE NE						ED71096	06/17/2023	18:20	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead	North	West	East	West
City Street	King	Redmond	REDMOND WAY		140TH AVE NE						EB14321	03/15/2021	09:25	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	North	South
City Street	King	Redmond	REDMOND WAY		140TH AVE NE						EC68784	07/12/2022	11:45	Possible Injury	1	0	1	1	0	Vehicle turning right hits pedestrian	Making Right Turn		West	South		
City Street	King	Redmond	REDMOND WAY		140TH AVE NE						ED49636	04/08/2023	14:14	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	REDMOND WAY		148TH AVE NE						EC97128	10/25/2022	13:21	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EC62927	07/03/2022	23:45	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West		
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EC46793	04/02/2022	20:20	Possible Injury	1	0	2	0	0	From same direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EC80390	09/01/2022	10:11	Possible Injury	1	0	2	0	0	Entering at angle	Making Right Turn	Stopped at Signal or Stop Sign	West	South	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EC46485	05/14/2022	10:05	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	West
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						ED60832	12/30/2023	19:17	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	West
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						ED48467	03/27/2022	07:52	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Starting in Traffic Lane	West	East	West	East
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EE22197	11/12/2023	19:04	Possible Injury	1	0	2	0	0	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	West	East	East	South
City Street	King	Redmond	REDMOND WAY	14700	148TH AVE NE						EC68851	07/21/2022	13:45	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EA96620	01/03/2021	10:15	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EC96111	10/22/2022	20:35	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	East	West	North	East
City Street	King	Redmond	REDMOND WAY	14800	148TH AVE NE						EC23961	11/24/2022	20:00	No Apparent Injury	0	0	2	0	0	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn	East	West	East	North
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EC13227	12/30/2021	10:35	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	North	South
City Street	King	Redmond	REDMOND WAY	14794	148TH AVE NE						EB19959	03/31/2021	19:16	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	North	South	West	North
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EE16380	11/24/2023	08:01	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one right turn	Making Left Turn	Making Left Turn	West	South	East	South
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EB71984	09/26/2021	16:56	Possible Injury	2	0	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead	West	South	South	North
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EB58404	08/11/2021	14:05	Suspected Minor Injury	2	0	2	0	0	From opposite direction - one left turn - one right turn	Making Right Turn	Making Left Turn	West	South	East	South
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EB16871	03/12/2021	14:18	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	West	East	West	East
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EE05874	12/31/2023	13:20	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Left Turn	Starting in Traffic Lane	West	South	South	North
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EC67950	07/25/2022	17:06	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	West	East	East	South
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EC40949	04/20/2022	07:01	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	West
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						ED01309	01/14/2022	13:36	No Apparent Injury	0	0	2	0	0	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn	East	South	East	South
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EC38705	04/14/2022	08:55	No Apparent Injury	0	0	2	0	0	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn	East	South	East	South
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						ED92902	08/24/2023	16:30	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EC91369	10/09/2022	15:03	Possible Injury	1	0	2	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	West	East	West	East
City Street	King	Redmond	REDMOND WAY	15500	W LAKE SAMMAMISH PKWY NE						EB97352	12/05/2021	14:12	No Apparent Injury	0	0	2	0	0	From same direction - one right turn - one straight	Changing Lanes	Making Right Turn	West	East	West	South
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EB86535	11/06/2021	17:44	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	East	West	East	West
City Street	King	Redmond	REDMOND WAY	15553	W LAKE SAMMAMISH PKWY NE						EC61310	06/24/2022	23:53	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Southeast	South	Northwest	Southeast
City Street	King	Redmond	REDMOND WAY	15286	WILLOWS RD NE						EB95322	11/17/2021	07:36	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	REDMOND WAY	15292	WILLOWS RD NE						ED89508	08/15/2023	10:15	Suspected Minor Injury	2	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	East	West	North	East
City Street	King	Redmond	REDMOND WAY	7900	WILLOWS RD NE						EC13228	01/12/2022	07:44	No Apparent Injury	0	0	2	0	0	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn	South	East	North	East
City Street	King	Redmond	REDMOND WAY	15286	WILLOWS RD NE						EB90312	11/15/2021	12:35	No Apparent Injury	0	0	3	0	0	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	East	West
City Street	King	Redmond	REDMOND WAY	15292	WILLOWS RD NE						EE14545	10/18/2023	09:10	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - sideswipe	Going Straight Ahead	Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	REDMOND WAY	15286	WILLOWS RD NE						EC51890	09/01/2022	17:44	Suspected Minor Injury	2	0	3	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West
City Street	King	Redmond	REDMOND WAY	15286	WILLOWS RD NE						EC95662	10/21/2022	10:48	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Other*	West	East	West	Vehicle Stopped
City Street	King	Redmond	REDMOND WY		148TH AVE NE						ED56319	05/01/2023	17:11	No Apparent Injury	0	0	1	0	0	Guardrail - Face	Making Left Turn		West	North		
City Street	King	Redmond	W LAKE SAMMAMISH PKWY NE	7507	REDMOND WAY						EB65898	09/08/2021	13:01	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	South	North	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	WILLOWS RD NE		REDMOND WAY						EA08904	02/04/2023	12:30	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	East	West	North	East
City Street	King	Redmond	WILLOWS RD NE		REDMOND WAY						ED03305	11/08/2022	05:54	No Apparent Injury	0	0	2	0	0	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn	North	East	North	East
City Street	King	Redmond	WILLOWS RD NE	7901	REDMOND WAY						EC58296	05/13/2022	01:00	Unknown	0	0	1	0	0	Linear Curb	Going Straight Ahead		South	South		
City Street	King	Redmond	WILLOWS RD NE	7901	REDMOND WAY						ED81224	02/23/2023	01:54	No Apparent Injury	0	0	1	0	0	Boulder (stationary)	Making Left Turn		North	East		
City Street	King	Redmond	WILLOWS RD NE	7901	REDMOND WAY						EE34472	12/04/2023	08:13	No Apparent Injury	0	0	2	0	0	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn	North	East	North	East
State Route	King	Redmond	202							7.46	EE27962	11/24/2023	17:31	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one right turn	Making Right Turn	Making Left Turn	South	East	North	East
State Route	King	Redmond	202							7.47	EE17182	11/08/2023	15:39	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Left Turn	Starting in Traffic Lane	East	South	North	East
State Route	King	Redmond	202							7.47	EE25535	11/26/2023	14:34	Unknown	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop Sign	Other*	Vehicle Stopped	Vehicle Stopped		
State Route	King	Redmond	202							7.47	EC92836	10/10/2022	14:16	Possible Injury	1	0	1	0	1	Tree or Stump (stationary)	Making Left Turn		East	South		
State Route	King	Redmond	202							7.47	EC84109	09/15/2022	21:31	No Apparent Injury	0	0	3	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North
State Route	King	Redmond	202							7.47	ED97847	09/05/2023	08:48	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
State Route	King	Redmond	202							7.47	EC95939	10/23/2022	12:43	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North
State Route	King	Redmond	202							7.47	EB67019	09/01/2021	18:03	Possible Injury	1	0	2	0	0	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	East	West	West	North
State Route	King	Redmond	202							7.47	ED58942	06/09/2023	21:10	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	South	West	North	South
State Route	King	Redmond	202							7.47	ED97606	09/09/2023	18:47	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
State Route	King	Redmond	202							7.47	EB24864	04/25/2021	20:55	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
State Route	King	Redmond	202							7.47	ED49480	04/02/2023	12:00	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							7.47	ED24507	01/10/2023	12:10	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one right turn	Making Left Turn	Making Right Turn	South	East	North	East
State Route	King	Redmond	202							7.47	EC89290	09/30/2022	06:35	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	North	East
State Route	King	Redmond	202							7.59	EB50134	07/20/2021	07:05	No Apparent Injury	0	0	3	0	0	From opposite direction - one stopped - head-on	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							7.59	ED92137	08/18/2023	08:12	Possible Injury	1	0	1	0	1	Vehicle Strikes Pedalcyclist	Making Right Turn		North	West		
State Route	King	Redmond	202							7.59	ED01521	12/13/2021	13:20	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Right Turn	East	West	North	West
State Route	King	Redmond	202							7.69	EB65894	09/07/2021	12:48	Possible Injury	4	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
State Route	King	Redmond	202							7.69	ED50157	04/03/2023	18:11	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
State Route	King	Redmond	202							7.69	EE12796	10/24/2023	19:30	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							7.69	EB80057	07/16/2021	12:51	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	East	West	East	East
State Route	King	Redmond	202							7.69	EB65286	08/14/2021	21:00	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
State Route	King	Redmond	202							7.69	ED73117	06/10/2023	21:54	Possible Injury	2	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	North	South
State Route	King	Redmond	202							7.69	EB11874	02/28/2021	13:30	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North	East	West
State Route	King	Redmond	202							7.69	EB49635	07/16/2021	20:56	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped in Roadway	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							7.69	ED61880	05/19/2023	21:45	No Apparent Injury	0	0	2	0	0	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn	East	West	East	North
State Route	King	Redmond	202							7.69	ED53009	04/18/2023	15:45	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							7.69	EB48538	07/14/2021	12:08	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	East	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							7.78	EC79517	08/22/2022	22:25	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	West	North
State Route	King	Redmond	202							7.78	EB84822	10/28/2021	20:19	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	North
State Route	King	Redmond	202							7.78	EB13800	11/27/2023	18:03	Possible Injury	1	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	West	Vehicle Stopped
State Route	King	Redmond	202							7.78	EB76025	10/01/2021	16:19	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	West	Vehicle Stopped
State Route	King	Redmond	202							7.78	ED83939	07/18/2023	11:03	Possible Injury	1	0	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead	East	East	West	East
State Route	King	Redmond	202							7.78	EB17214	03/27/2021	10:26	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	West
State Route	King	Redmond	202							7.78	ED37494	02/24/2023	19:33	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							7.79	EC40684	04/20/2022	07:47	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							7.80	EB16343	03/06/2021	16:10	Possible Injury	1	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped at Signal or Stop Sign	West	East	West	Vehicle Stopped
State Route	King	Redmond	202							7.80	EB33744	05/16/2021	14:41	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped at Signal or Stop Sign	East	South	East	Vehicle Stopped
State Route	King	Redmond	202							7.80	EC66916	07/16/2022	19:45	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead	South	East	West	East
State Route	King	Redmond	202							7.80	EC53433	06/06/2022	07:43	Suspected Minor Injury	1	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	East	East	Vehicle Stop

Exhibit E

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO
City Street	King	Redmond	BEAR CREEK PKWY	10700	LEARY WAY NE						EC20700	02/04/2022	22:18	Suspected Minor Injury	1	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	North	South	North	Vehicle Stopped
City Street	King	Redmond	LEARY WAY NE	15895	159TH PL NE						EC50709	05/27/2022	19:30	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East	West	East
City Street	King	Redmond	LEARY WAY NE	15999	BEAR CREEK PKWY						EC45834	05/11/2022	12:05	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	West
City Street	King	Redmond	LEARY WAY NE	15999	BEAR CREEK PKWY						EB26664	05/01/2021	13:29	Possible Injury	1	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	Southeast	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	LEARY WAY NE	15999	BEAR CREEK PKWY						EB75105	09/30/2021	12:56	Suspected Minor Injury	2	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North	East	West
City Street	King	Redmond	REDMOND WAY	15700	BEAR CREEK PKWY						EC77362	08/22/2022	10:29	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead	South	East	West	East
City Street	King	Redmond	REDMOND WAY	15700	BEAR CREEK PKWY						EC52614	06/04/2022	21:05	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
City Street	King	Redmond	REDMOND WAY	15700	BEAR CREEK PKWY						EC89289	09/25/2022	16:50	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Northeast	Southeast	Southwest	Northeast
City Street	King	Redmond	REDMOND WAY	15700	BEAR CREEK PKWY						EC92835	10/06/2022	12:40	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead	Southeast	Northeast	West	East
State Route	King	Redmond	202							6.65	EC16271	01/29/2022	13:27	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
State Route	King	Redmond	202							6.65	ED10117	11/25/2022	13:54	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West
State Route	King	Redmond	202							6.65	EC63510	07/07/2022	09:55	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	North	South
State Route	King	Redmond	202							6.77	EB98521	12/03/2021	08:15	No Apparent Injury	0	0	2	0	0	From same direction - all others	Backing	Stopped for Traffic	Vehicle Stopped	Vehicle Backing	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							6.77	EC12558	01/13/2022	12:30	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West
State Route	King	Redmond	202							6.90	EC61273	07/01/2022	23:10	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	North	South
State Route	King	Redmond	202							6.90	EB52194	07/12/2021	06:50	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Making Left Turn	West	East	South	North
State Route	King	Redmond	202							6.90	ED04601	11/07/2022	10:12	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	South	North
State Route	King	Redmond	202							6.90	EB01808	01/27/2021	12:00	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West
State Route	King	Redmond	202							6.90	EB60581	08/17/2021	16:15	Possible Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South
State Route	King	Redmond	202							6.97	EB54263	07/27/2021	15:26	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Changing Lanes	Stopped for Traffic	West	East	West	East
State Route	King	Redmond	202							6.97	EC01517	12/10/2021	20:49	Suspected Minor Injury	1	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West
State Route	King	Redmond	202							6.97	EC83625	09/13/2022	14:30	No Apparent Injury	0	0	2	0	0	Entering at angle	Backing	Going Straight Ahead	Vehicle Backing	Vehicle Backing	North	South
State Route	King	Redmond	202							6.97	EC10933	01/03/2022	06:31	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							6.97	ED03257	11/11/2022	19:48	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North
State Route	King	Redmond	202							6.97	ED16512	12/20/2022	09:29	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							6.97	EC12848	01/17/2022	09:08	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	West	East
State Route	King	Redmond	202							6.97	EB58409	08/14/2021	13:16	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North
State Route	King	Redmond	520LX01180							0.00	EB11451	03/02/2021	09:27	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - both moving - rear-end	Changing Lanes	Going Straight Ahead	West	Southwest	West	West
State Route	King	Redmond	520LX01180							0.00	EB81336	10/22/2021	21:30	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.00	EC41382	04/17/2022	16:54	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped in Roadway	South	Northeast	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.00	EB77185	10/07/2021	12:47	Possible Injury	3	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West
State Route	King	Redmond	520LX01180							0.00	EC64689	07/10/2022	16:19	Suspected Minor Injury	1	0	2	0	0	Strikes or Was Struck by Object from the Load of Another Vehicle	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.00	EB89435	11/13/2021	19:18	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South	North	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.00	EC74257	08/11/2022	08:21	No Apparent Injury	0	0	3	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West
State Route	King	Redmond	520LX01180							0.00	EB60580	08/16/2021	19:32	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	South	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.01	EC58297	06/22/2022	22:22	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	South	East
State Route	King	Redmond	520LX01180							0.01	EC78752	08/29/2022	16:15	Unknown	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped at Signal or Stop Sign	South	East	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.01	EB44707	06/25/2021	20:44	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.01	EC20140	01/26/2022	17:49	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	South	East
State Route	King	Redmond	520LX01180							0.01	EC56465	05/22/2022	18:41	No Apparent Injury	0	0	3	0	0	Entering at angle	Going Straight Ahead	Starting in Traffic Lane	South	North	Vehicle Stopped	North
City Street	King	Redmond	BEAR CREEK PKWY	7427	LEARY WAY NE						EE25864	12/01/2023	17:53	Possible Injury	1	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South	Vehicle Stopped	Vehicle Stopped
City Street	King	Redmond	BEAR CREEK PKWY	15709	REDMOND WAY						ED40400	02/21/2023	17:45	Possible Injury	2	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North
City Street	King	Redmond	LEARY WAY NE	15999	BEAR CREEK PKWY						ED27541	01/18/2023	12:40	No Apparent Injury	0	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	West	North	East	West
City Street	King	Redmond	LEARY WAY NE	15999	BEAR CREEK PKWY						EE22948	11/22/2023	12:20	Suspected Minor Injury	2	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	East	South	West	East
State Route	King	Redmond	202							6.65	EE28384	12/08/2023	16:46	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							6.77	ED98934	09/12/2023	19:09	No Apparent Injury	0	0	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	East	West
State Route	King	Redmond	202							6.77	ED55154	04/07/2023	20:05	Possible Injury	1	0	1	0	0	Signal Pole	Going Straight Ahead		West	East		
State Route	King	Redmond	202							6.90	ED91623	08/11/2023	16:43	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead	North	West	East	West
State Route	King	Redmond	202							6.97	EE08711	10/04/2023	19:43	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign	North	East	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							6.97	ED88621	08/08/2023	17:36	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							6.97	EE31881	12/12/2023	20:40	Possible Injury	1	0	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North
State Route	King	Redmond	202							6.97	ED97107	09/04/2023	16:10	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	202							6.97	ED76076	06/30/2023	06:33	Suspected Serious Injury	1	0	1	1	0	Vehicle turning left hits pedestrian	Making Left Turn		North	East		
State Route	King	Redmond	520LX01180							0.00	ED73681	06/22/2023	10:55	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Going Straight Ahead	Stopped for Traffic	South	East	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.00	ED64501	05/26/2023	13:35	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign	Southwest	Northwest	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.00	ED39220	02/24/2023	10:17	No Apparent Injury	0	0	2	0	0	Entering at angle	Making Left Turn	Stopped for Traffic	North	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.00	ED56795	05/02/2023	17:00	No Apparent Injury	0	0	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.01	EE23390	11/22/2023	17:15	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- both moving -- rear end	Making Right Turn	Making Right Turn	South	East	South	East
State Route	King	Redmond	520LX01180							0.01	EE16184	11/02/2023	18:50	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	North	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.01	EE01188	09/20/2023	16:44	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	South	East
State Route	King	Redmond	520LX01180							0.01	EE27710	12/05/2023	17:21	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	South	East
State Route	King	Redmond	520LX01180							0.01	ED93713	08/28/2023	17:20	Possible Injury	2	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Going Straight Ahead	Stopped for Traffic	South	North	Vehicle Stopped	Vehicle Stopped
State Route	King	Redmond	520LX01180							0.02	EE35739	12/18/2023	18:57	No Apparent Injury	0	0	2	0	0	Same direction -- both turning right -- one stopped -- rear end	Making Right Turn	Stopped for Traffic	South	East	Vehicle Stopped	Vehicle Stopped

Appendix D

Existing Traffic Counts

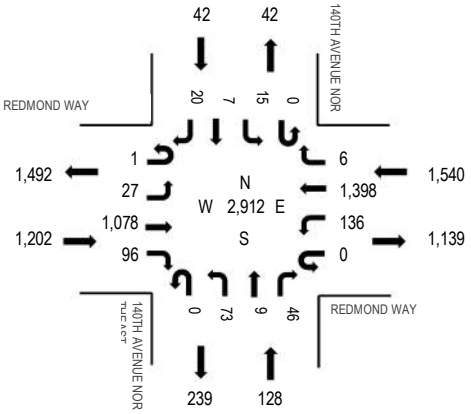
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

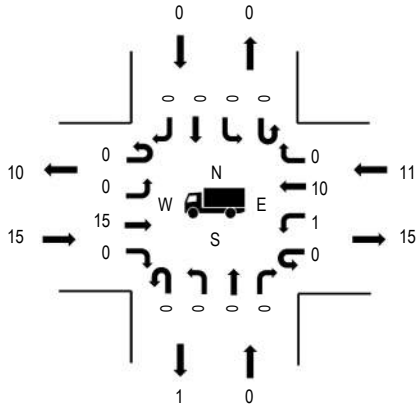
Location: 140TH AVENUE NORTHEAST & REDMOND WAY PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:30 PM - 05:30 PM

Peak Hour

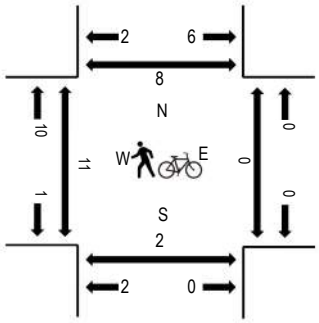
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.2%	0.92
WB	0.7%	0.90
NB	0.0%	0.89
SB	0.0%	0.81
All	0.9%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	REDMOND WAY Eastbound				REDMOND WAY Westbound				140TH AVENUE NORTHEAST Northbound				140TH AVENUE NORTHEAST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	1	283	30	0	33	297	0	0	8	4	21	0	1	2	8	688	2,834
4:15 PM	0	6	225	26	0	29	343	3	0	15	0	20	0	4	2	6	679	2,801
4:30 PM	1	5	253	14	0	29	362	2	0	14	5	9	0	5	2	3	704	2,912
4:45 PM	0	9	290	29	0	35	358	0	0	17	1	11	0	4	2	7	763	2,822
5:00 PM	0	10	247	25	0	35	288	4	0	18	2	15	0	3	3	5	655	2,765
5:15 PM	0	3	288	28	0	37	390	0	0	24	1	11	0	3	0	5	790	
5:30 PM	0	4	209	18	0	26	322	1	0	14	1	12	0	5	1	1	614	
5:45 PM	0	2	227	23	0	28	377	2	0	22	3	17	0	1	1	3	706	
Count Total	1	40	2,022	193	0	252	2,737	12	0	132	17	116	0	26	13	38	5,599	
Peak Hour	1	27	1,078	96	0	136	1,398	6	0	73	9	46	0	15	7	20	2,912	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	10	2	5	1	18	4:00 PM	0	0	0	0	0	4:00 PM	4	0	0	1	5
4:15 PM	3	1	4	3	11	4:15 PM	0	0	0	0	0	4:15 PM	2	0	0	0	2
4:30 PM	8	0	3	0	11	4:30 PM	0	0	0	0	0	4:30 PM	7	2	0	4	13
4:45 PM	1	0	3	0	4	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	1	2
5:00 PM	2	0	4	0	6	5:00 PM	0	0	0	0	0	5:00 PM	3	0	0	2	5
5:15 PM	4	0	1	0	5	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:30 PM	2	0	1	0	3	5:30 PM	0	1	0	0	1	5:30 PM	1	0	0	1	2
5:45 PM	7	0	0	0	7	5:45 PM	0	0	0	0	0	5:45 PM	1	0	0	1	2
Count Total	37	3	21	4	65	Count Total	0	1	0	0	1	Count Total	19	2	0	11	32
Peak Hour	15	0	11	0	26	Peak Hour	0	0	0	0	0	Peak Hour	11	2	0	8	21

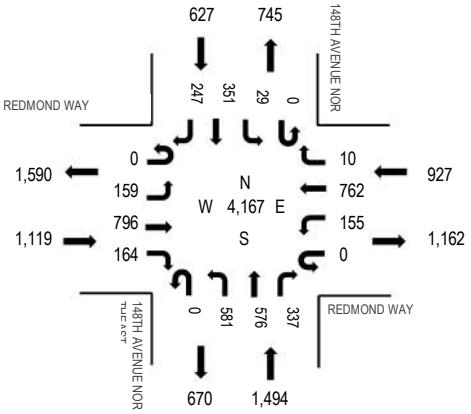
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

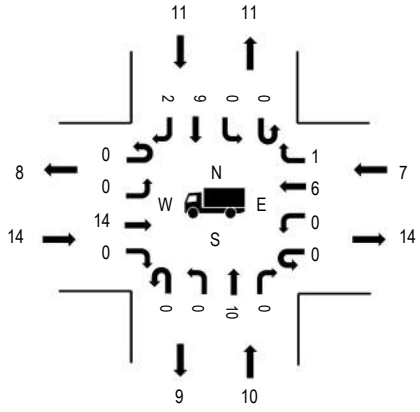
Location: 148TH AVENUE NORTHEAST & REDMOND WAY PM
Date: Tuesday, October 15, 2024
Peak Hour: 05:00 PM - 06:00 PM

Peak Hour

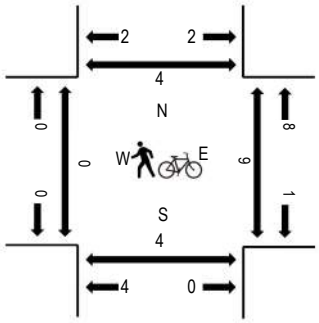
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.3%	0.84
WB	0.8%	0.84
NB	0.7%	0.92
SB	1.8%	0.95
All	1.0%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	REDMOND WAY Eastbound				REDMOND WAY Westbound				148TH AVENUE NORTHEAST Northbound				148TH AVENUE NORTHEAST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	67	205	41	0	43	162	2	0	108	142	63	0	10	60	59	962	4,048
4:15 PM	0	53	210	54	0	33	215	6	0	163	128	76	0	10	63	52	1,063	4,070
4:30 PM	0	48	210	42	0	38	199	4	0	152	127	75	0	13	80	54	1,042	4,125
4:45 PM	0	49	230	45	0	32	178	4	0	119	124	76	0	6	65	53	981	4,142
5:00 PM	0	42	194	36	0	33	143	0	0	133	140	98	0	10	81	74	984	4,167
5:15 PM	0	43	231	58	0	35	239	3	0	145	122	85	0	6	90	61	1,118	
5:30 PM	0	37	206	34	0	46	206	5	0	156	138	70	0	5	97	59	1,059	
5:45 PM	0	37	165	36	0	41	174	2	0	147	176	84	0	8	83	53	1,006	
Count Total	0	376	1,651	346	0	301	1,516	26	0	1,123	1,097	627	0	68	619	465	8,215	
Peak Hour	0	159	796	164	0	155	762	10	0	581	576	337	0	29	351	247	4,167	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	8	3	4	2	17	4:00 PM	0	0	0	0	0	4:00 PM	3	5	5	2	15
4:15 PM	11	4	3	3	21	4:15 PM	0	0	0	0	0	4:15 PM	0	1	6	1	8
4:30 PM	8	8	2	3	21	4:30 PM	0	0	0	0	0	4:30 PM	5	0	1	5	11
4:45 PM	2	3	2	2	9	4:45 PM	0	0	0	0	0	4:45 PM	0	1	1	1	3
5:00 PM	2	4	2	4	12	5:00 PM	0	1	0	0	1	5:00 PM	0	1	4	0	5
5:15 PM	4	2	1	1	8	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	2	2
5:30 PM	1	2	2	2	7	5:30 PM	0	0	0	0	0	5:30 PM	0	1	5	2	8
5:45 PM	7	2	2	4	15	5:45 PM	0	0	0	0	0	5:45 PM	0	2	0	0	2
Count Total	43	28	18	21	110	Count Total	0	1	0	0	1	Count Total	8	11	22	13	54
Peak Hour	14	10	7	11	42	Peak Hour	0	1	0	0	1	Peak Hour	0	4	9	4	17

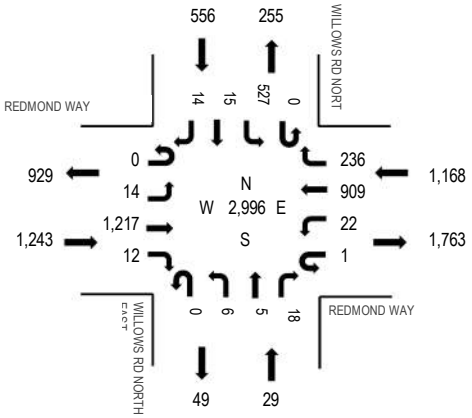
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

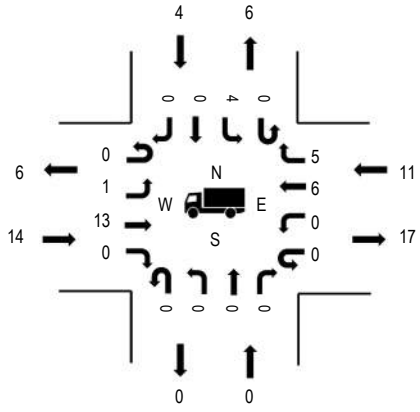
Location: WILLOWS RD NORTHEAST & REDMOND WAY PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:30 PM - 05:30 PM

Peak Hour

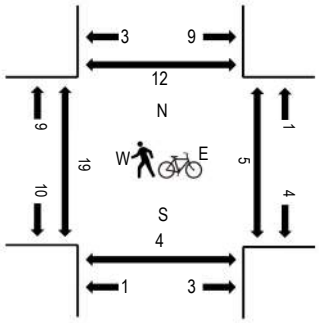
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.1%	0.91
WB	0.9%	0.88
NB	0.0%	0.81
SB	0.7%	0.90
All	1.0%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	REDMOND WAY Eastbound				REDMOND WAY Westbound				WILLOWS RD NORTHEAST Northbound				WILLOWS RD NORTHEAST Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	257	2	0	3	204	79	0	3	4	3	0	116	0	7	682	2,875
4:15 PM	0	4	276	2	0	2	247	53	0	1	1	3	0	101	2	4	696	2,886
4:30 PM	0	4	274	1	1	8	241	65	0	1	1	4	0	146	3	5	754	2,996
4:45 PM	0	3	334	3	0	4	204	62	0	1	3	2	0	121	4	2	743	2,923
5:00 PM	0	2	278	4	0	6	188	57	0	1	0	7	0	144	3	3	693	2,819
5:15 PM	0	5	331	4	0	4	276	52	0	3	1	5	0	116	5	4	806	
5:30 PM	0	3	242	2	0	10	224	56	0	2	1	0	0	136	4	1	681	
5:45 PM	0	2	273	5	0	4	192	60	0	0	3	2	0	93	3	2	639	
Count Total	0	27	2,265	23	1	41	1,776	484	0	12	14	26	0	973	24	28	5,694	
Peak Hour	0	14	1,217	12	1	22	909	236	0	6	5	18	0	527	15	14	2,996	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	0	3	5	10	4:00 PM	0	0	0	0	0	4:00 PM	3	2	0	2	7
4:15 PM	3	0	2	3	8	4:15 PM	0	0	0	0	0	4:15 PM	1	1	2	3	7
4:30 PM	7	0	3	2	12	4:30 PM	0	0	0	1	1	4:30 PM	5	1	3	5	14
4:45 PM	2	0	3	1	6	4:45 PM	0	0	0	0	0	4:45 PM	6	1	0	0	7
5:00 PM	2	0	3	0	5	5:00 PM	0	0	0	0	0	5:00 PM	3	1	2	3	9
5:15 PM	3	0	2	1	6	5:15 PM	0	0	0	0	0	5:15 PM	5	1	0	4	10
5:30 PM	3	0	1	4	8	5:30 PM	0	0	0	0	0	5:30 PM	5	1	1	3	10
5:45 PM	7	0	2	2	11	5:45 PM	0	0	0	0	0	5:45 PM	2	1	0	1	4
Count Total	29	0	19	18	66	Count Total	0	0	0	1	1	Count Total	30	9	8	21	68
Peak Hour	14	0	11	4	29	Peak Hour	0	0	0	1	1	Peak Hour	19	4	5	12	40

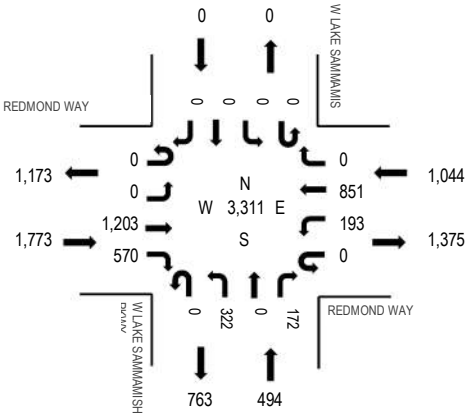
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

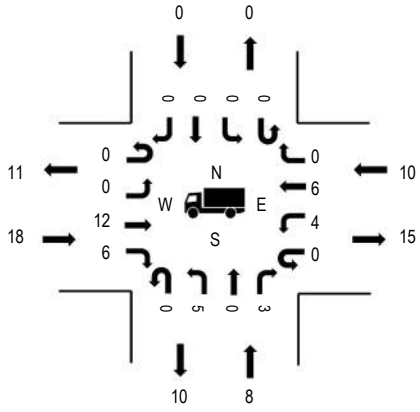
Location: W LAKE SAMMAMISH PKWY & REDMOND WAY PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:30 PM - 05:30 PM

Peak Hour

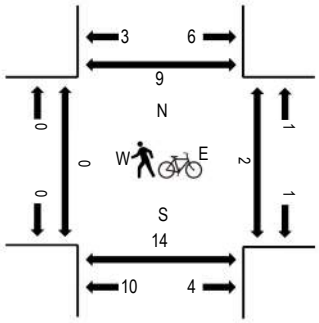
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.0%	0.98
WB	1.0%	0.92
NB	1.6%	0.83
SB	0.0%	0.00
All	1.1%	0.99

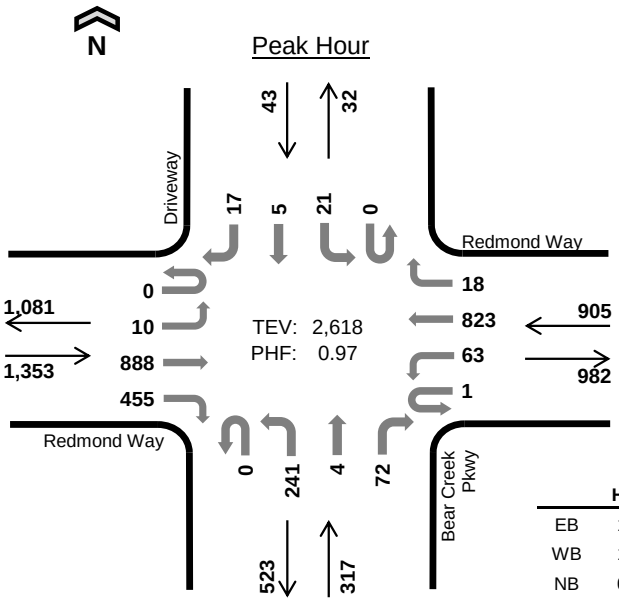
Traffic Counts - Motorized Vehicles

Interval Start Time	REDMOND WAY Eastbound				REDMOND WAY Westbound				W LAKE SAMMAMISH PKWY Northbound				W LAKE SAMMAMISH PKWY Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	233	129	0	49	200	0	0	98	0	29	0	0	0	0	738	3,151
4:15 PM	0	0	260	122	0	46	214	0	0	96	0	39	0	0	0	0	777	3,251
4:30 PM	0	0	307	135	0	46	233	0	0	78	0	31	0	0	0	0	830	3,311
4:45 PM	0	0	311	142	0	39	191	0	0	80	0	43	0	0	0	0	806	3,300
5:00 PM	0	0	295	145	0	59	225	0	0	73	0	41	0	0	0	0	838	3,237
5:15 PM	0	0	290	148	0	49	202	0	0	91	0	57	0	0	0	0	837	
5:30 PM	0	0	286	112	0	50	230	0	0	87	0	54	0	0	0	0	819	
5:45 PM	0	0	261	86	0	63	195	0	0	91	0	47	0	0	0	0	743	
Count Total	0	0	2,243	1,019	0	401	1,690	0	0	694	0	341	0	0	0	0	6,388	
Peak Hour	0	0	1,203	570	0	193	851	0	0	322	0	172	0	0	0	0	3,311	

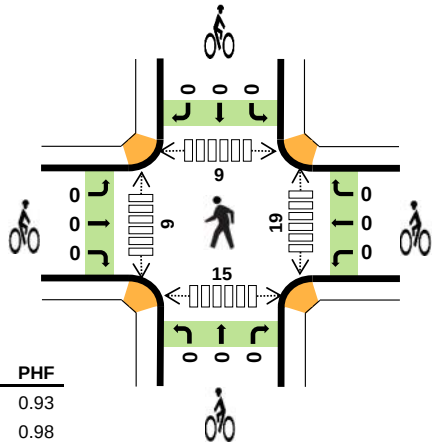
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	2	2	0	10	4:00 PM	0	0	0	0	0	4:00 PM	0	3	2	4	9
4:15 PM	2	0	4	0	6	4:15 PM	0	0	1	0	1	4:15 PM	0	5	0	1	6
4:30 PM	9	2	1	0	12	4:30 PM	0	0	0	0	0	4:30 PM	0	2	0	0	2
4:45 PM	3	1	4	0	8	4:45 PM	0	1	1	0	2	4:45 PM	0	7	1	1	9
5:00 PM	2	2	3	0	7	5:00 PM	0	0	0	0	0	5:00 PM	0	2	0	6	8
5:15 PM	4	3	2	0	9	5:15 PM	0	1	1	0	2	5:15 PM	0	3	1	2	6
5:30 PM	7	2	1	0	10	5:30 PM	0	0	0	0	0	5:30 PM	0	7	3	7	17
5:45 PM	7	2	3	0	12	5:45 PM	0	0	0	0	0	5:45 PM	0	5	0	2	7
Count Total	40	14	20	0	74	Count Total	0	2	3	0	5	Count Total	0	34	7	23	64
Peak Hour	18	8	10	0	36	Peak Hour	0	2	2	0	4	Peak Hour	0	14	2	9	25

Bear Creek Pkwy
Redmond Way



Date: 01/30/2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.4%	0.93
WB	1.3%	0.98
NB	0.0%	0.89
SB	0.0%	0.90
TOTAL	1.2%	0.97

Two-Hour Count Summaries

Interval Start		Redmond Way Eastbound				Redmond Way Westbound				Bear Creek Pkwy Northbound				Driveway Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	1	178	82	0	18	179	2	0	62	1	12	0	2	1	6	544	0
4:15 PM		0	5	184	104	0	16	221	4	0	56	0	19	0	4	1	2	616	0
4:30 PM		0	1	211	79	0	8	194	9	0	71	0	12	0	5	1	1	592	0
4:45 PM		0	3	219	84	1	22	213	2	0	65	0	16	0	1	1	4	631	2,383
5:00 PM		**0**	**4**	**215**	**108**	**0**	**18**	**203**	**4**	**0**	**63**	**0**	**18**	**0**	**6**	**1**	**4**	**644**	2,483
5:15 PM		**0**	**0**	**210**	**117**	**0**	**15**	**212**	**2**	**0**	**63**	**2**	**13**	**0**	**2**	**2**	**5**	**643**	2,510
5:30 PM		**0**	**2**	**213**	**121**	**1**	**12**	**198**	**10**	**0**	**66**	**2**	**21**	**0**	**8**	**1**	**2**	**657**	2,575
5:45 PM		**0**	**4**	**250**	**109**	**0**	**18**	**210**	**2**	**0**	**49**	**0**	**20**	**0**	**5**	**1**	**6**	**674**	**2,618**
Count Total		0	20	1,680	804	2	127	1,630	35	0	495	5	131	0	33	9	30	5,001	0
Peak Hour	**All**	**0**	**10**	**888**	**455**	**1**	**63**	**823**	**18**	**0**	**241**	**4**	**72**	**0**	**21**	**5**	**17**	**2,618**	**0**
	HV	**0**	**0**	**17**	**2**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**
	HV%	**-**	**0%**	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	6	1	0	*14*	0	0	0	0	*0*	3	0	2	4	*9*
4:15 PM	4	2	0	0	*6*	0	0	0	0	*0*	2	2	4	0	*8*
4:30 PM	7	6	0	0	*13*	0	0	0	0	*0*	3	1	4	2	*10*
4:45 PM	3	2	0	0	*5*	0	0	0	0	*0*	6	3	4	3	*16*
5:00 PM	**4**	**4**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**2**	**3**	*8*
5:15 PM	**3**	**4**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**6**	**4**	**4**	**8**	*22*
5:30 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**9**	**3**	**2**	**4**	*18*
5:45 PM	**8**	**2**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**1**	**0**	***4***
Count Total	40	28	1	0	*69*	0	0	0	0	*0*	33	15	23	24	*95*
Peak Hour	**19**	**12**	**0**	**0**	***31***	**0**	**0**	**0**	**0**	***0***	**19**	**9**	**9**	**15**	***52***

Two-Hour Count Summaries - Heavy Vehicles

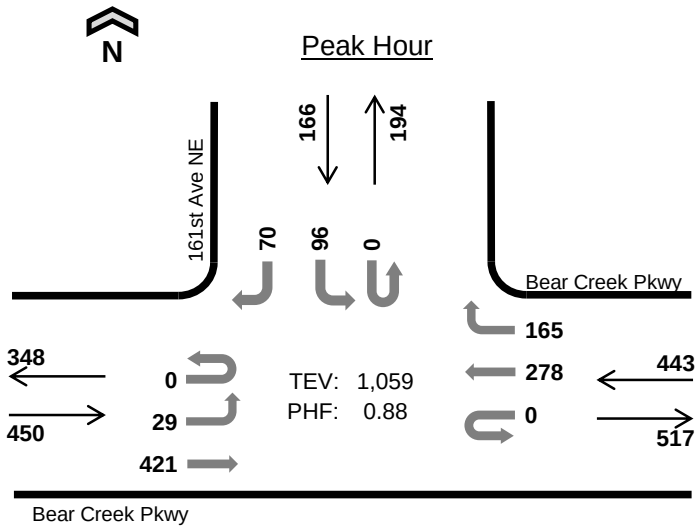
Interval Start	Redmond Way Eastbound				Redmond Way Westbound				Bear Creek Pkwy Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	6	1	0	2	4	0	0	1	0	0	0	0	0	0	14	0
4:15 PM	0	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	5	2	0	0	6	0	0	0	0	0	0	0	0	0	13	0
4:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	38
5:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	32
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	33
5:30 PM	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	26
5:45 PM	**0**	**0**	**7**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**31**
Count Total	0	0	34	6	0	2	26	0	0	1	0	0	0	0	0	0	69	0
Peak Hour	**0**	**0**	**17**	**2**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**

Two-Hour Count Summaries - Bikes

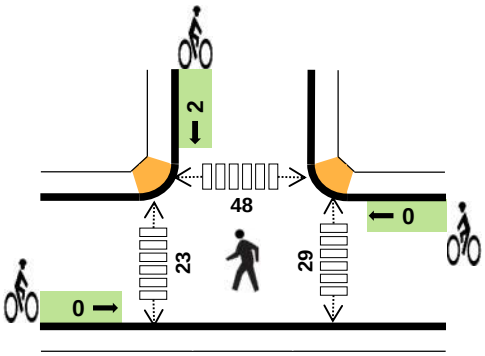
Interval Start	Redmond Way Eastbound			Redmond Way Westbound			Bear Creek Pkwy Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

161st Ave NE
Bear Creek Pkwy



Date: Tue, Oct 17, 2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.3%	0.84
WB	0.5%	0.94
NB	-	-
SB	0.6%	0.85
TOTAL	0.8%	0.88

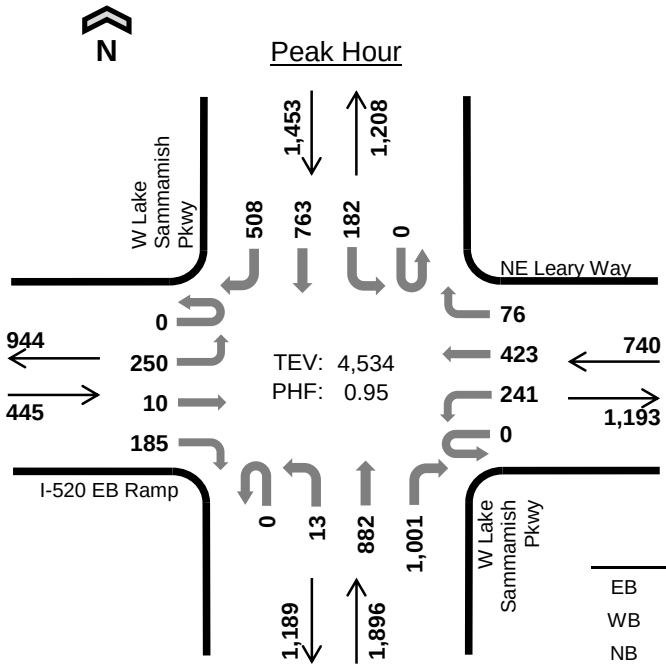
Two-Hour Count Summaries

Interval Start	Bear Creek Pkwy Eastbound				Bear Creek Pkwy Westbound				0 Northbound				161st Ave NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	12	58	0	0	0	74	21	0	0	0	0	0	31	0	10	206	0
4:15 PM	0	10	95	0	0	0	76	43	0	0	0	0	0	30	0	12	266	0
4:30 PM	0	12	80	0	0	0	65	38	0	0	0	0	0	28	0	8	231	0
4:45 PM	**0**	**5**	**108**	**0**	**0**	**0**	**69**	**44**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**12**	**261**	964
5:00 PM	**0**	**11**	**90**	**0**	**0**	**0**	**74**	**26**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**20**	**240**	998
5:15 PM	**0**	**6**	**96**	**0**	**0**	**0**	**69**	**43**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**13**	**257**	989
5:30 PM	**0**	**7**	**127**	**0**	**0**	**0**	**66**	**52**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**25**	**301**	**1,059**
5:45 PM	0	9	111	0	0	0	64	33	0	0	0	0	0	27	0	16	260	1,058
Count Total	0	72	765	0	0	0	557	300	0	0	0	0	0	212	0	116	2,022	0
Peak Hour	**0**	**29**	**421**	**0**	**0**	**0**	**278**	**165**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**70**	**1,059**	**0**

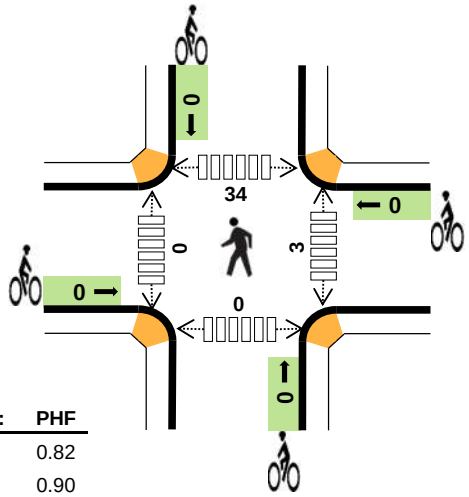
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	1	*2*	0	0	0	0	*0*	2	12	0	0	*14*
4:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	6	4	9	0	*19*
4:30 PM	1	2	0	0	*3*	2	0	0	0	*2*	6	4	4	0	*14*
4:45 PM	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**6**	**3**	**7**	**0**	*16*
5:00 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**2**	***2***	**2**	**6**	**12**	**0**	*20*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**8**	**6**	**15**	**0**	*29*
5:30 PM	**4**	**0**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**13**	**8**	**14**	**0**	***35***
5:45 PM	0	2	0	1	*3*	0	0	0	0	*0*	9	10	15	0	*34*
Count Total	8	6	0	4	*18*	2	0	0	2	*4*	52	53	76	0	*181*
Peak Hr	**6**	**2**	**0**	**1**	***9***	**0**	**0**	**0**	**2**	***2***	**29**	**23**	**48**	**0**	***100***

W Lake Sammamish Pkwy
NE Leary Way



Date: Tue, Oct 17, 2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	4.0%	0.82
WB	1.9%	0.90
NB	2.3%	0.97
SB	1.7%	0.90
TOTAL	2.2%	0.95

Two-Hour Count Summaries

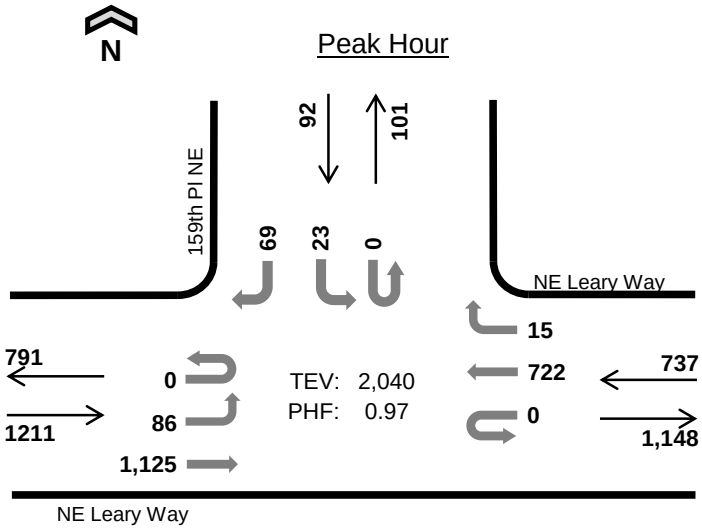
Interval Start	I-520 EB Ramp				NE Leary Way				W Lake Sammamish Pkwy				W Lake Sammamish Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	67	4	45	0	70	103	25	0	8	233	226	0	43	268	121	1,213	0
4:15 PM	0	74	6	35	0	66	97	25	0	3	212	253	0	43	164	136	1,114	0
4:30 PM	0	59	4	41	0	67	72	19	0	4	223	220	1	46	172	139	1,067	0
4:45 PM	**0**	**73**	**3**	**33**	**0**	**52**	**98**	**21**	**0**	**0**	**228**	**251**	**0**	**38**	**181**	**132**	**1,110**	4,504
5:00 PM	**0**	**45**	**2**	**45**	**0**	**64**	**114**	**28**	**0**	**2**	**224**	**228**	**0**	**54**	**205**	**136**	**1,147**	4,438
5:15 PM	**0**	**62**	**1**	**46**	**0**	**70**	**99**	**20**	**0**	**5**	**221**	**263**	**0**	**45**	**222**	**136**	**1,190**	4,514
5:30 PM	**0**	**70**	**4**	**61**	**0**	**55**	**112**	**7**	**0**	**6**	**209**	**259**	**0**	**45**	**155**	**104**	**1,087**	**4,534**
5:45 PM	0	69	4	36	0	49	76	17	0	15	248	244	0	58	154	112	1,082	4,506
Count Total	0	519	28	342	0	493	771	162	0	43	1,798	1,944	1	372	1,521	1,016	9,010	0
Peak Hour	**0**	**250**	**10**	**185**	**0**	**241**	**423**	**76**	**0**	**13**	**882**	**1,001**	**0**	**182**	**763**	**508**	**4,534**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

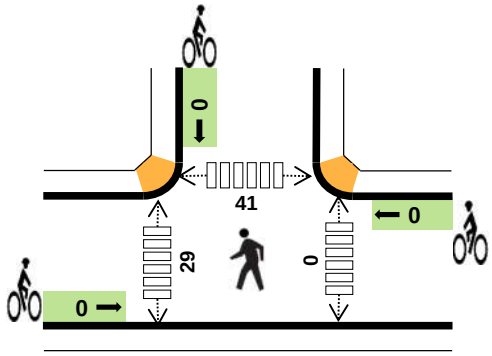
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	5	20	10	*39*	0	0	0	0	*0*	0	0	14	0	*14*
4:15 PM	9	6	10	6	*31*	0	0	0	0	*0*	0	0	10	0	*10*
4:30 PM	16	3	12	4	*35*	0	0	0	0	*0*	0	0	10	0	*10*
4:45 PM	**12**	**5**	**20**	**5**	***42***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**9**	**0**	*10*
5:00 PM	**4**	**2**	**7**	**6**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**8**	**0**	*8*
5:15 PM	**2**	**5**	**9**	**7**	***23***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**7**	**0**	*9*
5:30 PM	**0**	**2**	**7**	**7**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**10**	**0**	***10***
5:45 PM	1	3	10	6	*20*	0	0	0	0	*0*	0	0	6	0	*6*
Count Total	48	31	95	51	*225*	0	0	0	0	*0*	3	0	74	0	*77*
Peak Hour	**18**	**14**	**43**	**25**	***100***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**34**	**0**	***37***

159th Pl NE
NE Leary Way

Peak Hour



Date: Thu, Oct 12, 2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.2%	0.94
WB	0.7%	0.89
NB	-	-
SB	0.0%	0.77
TOTAL	1.0%	0.97

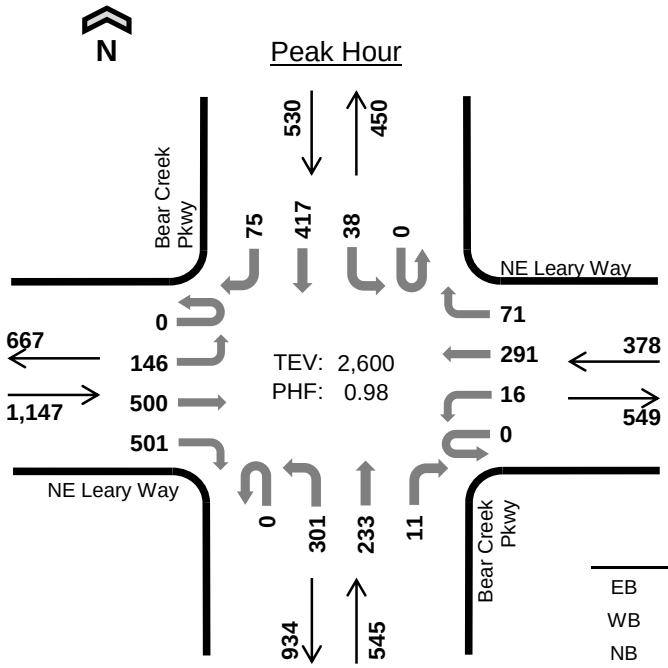
Two-Hour Count Summaries

Interval Start	NE Leary Way Eastbound				NE Leary Way Westbound				0 Northbound				159th Pl NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	22	244	0	0	0	203	4	0	0	0	0	0	3	0	15	491	0
4:15 PM	0	15	302	0	0	0	165	3	0	0	0	0	0	4	0	22	511	0
4:30 PM	0	25	239	0	0	0	142	5	0	0	0	0	0	5	0	22	438	0
4:45 PM	0	16	267	0	0	0	175	7	0	0	0	0	0	5	0	17	487	1,927
5:00 PM	**0**	**24**	**252**	**0**	**0**	**0**	**203**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**24**	**513**	1,949
5:15 PM	**0**	**24**	**291**	**0**	**0**	**0**	**182**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**13**	**515**	1,953
5:30 PM	**0**	**20**	**277**	**0**	**0**	**0**	**170**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**14**	**487**	2,002
5:45 PM	**0**	**18**	**305**	**0**	**0**	**0**	**167**	**9**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**18**	**525**	**2,040**
Count Total	0	164	2,177	0	0	0	1,407	34	0	0	0	0	0	40	0	145	3,967	0
Peak Hour	**0**	**86**	**1,125**	**0**	**0**	**0**	**722**	**15**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**69**	**2,040**	**0**

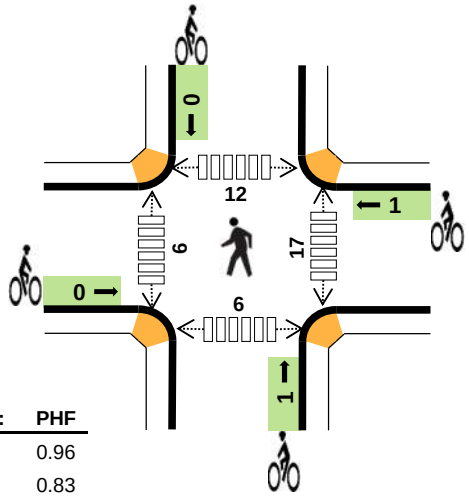
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	5	0	1	*11*	0	0	0	0	*0*	0	2	5	0	*7*
4:15 PM	5	2	0	1	*8*	2	0	0	0	*2*	0	0	8	0	*8*
4:30 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	1	4	0	*5*
4:45 PM	4	2	0	1	*7*	0	0	0	0	*0*	0	3	4	0	*7*
5:00 PM	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**8**	**12**	**0**	*20*
5:15 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**10**	**0**	*15*
5:30 PM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**9**	**7**	**0**	*16*
5:45 PM	**6**	**2**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**7**	**12**	**0**	***19***
Count Total	31	15	0	3	*49*	2	0	0	0	*2*	0	35	62	0	*97*
Peak Hr	**15**	**5**	**0**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**29**	**41**	**0**	***70***

Bear Creek Pkwy
NE Leary Way



Date: Tue, Oct 17, 2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.5%	0.96
WB	0.8%	0.83
NB	1.5%	0.89
SB	1.1%	0.85
TOTAL	1.3%	0.98

Two-Hour Count Summaries

Interval Start	NE Leary Way Eastbound				NE Leary Way Westbound				Bear Creek Pkwy Northbound				Bear Creek Pkwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	31	117	105	0	3	92	13	0	76	64	7	0	7	62	21	598	0
4:15 PM	0	42	116	129	0	2	67	15	0	76	62	3	0	6	96	24	638	0
4:30 PM	0	48	108	117	0	8	57	17	0	68	49	6	0	12	73	28	591	0
4:45 PM	0	45	92	93	0	4	75	11	0	74	60	7	0	6	92	21	580	2,407
5:00 PM	**0**	**20**	**118**	**133**	**0**	**7**	**85**	**22**	**0**	**81**	**59**	**4**	**0**	**7**	**103**	**18**	**657**	2,466
5:15 PM	**0**	**48**	**126**	**122**	**0**	**3**	**86**	**15**	**0**	**87**	**62**	**4**	**0**	**5**	**86**	**17**	**661**	2,489
5:30 PM	**0**	**40**	**125**	**117**	**0**	**1**	**55**	**23**	**0**	**59**	**60**	**1**	**0**	**13**	**122**	**21**	**637**	2,535
5:45 PM	**0**	**38**	**131**	**129**	**0**	**5**	**65**	**11**	**0**	**74**	**52**	**2**	**0**	**13**	**106**	**19**	**645**	**2,600**
Count Total	0	312	933	945	0	33	582	127	0	595	468	34	0	69	740	169	5,007	0
Peak Hour	**0**	**146**	**500**	**501**	**0**	**16**	**291**	**71**	**0**	**301**	**233**	**11**	**0**	**38**	**417**	**75**	**2,600**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	8	1	4	2	*15*	0	0	0	0	*0*	1	1	3	2	*7*
4:15 PM	1	1	5	1	*8*	1	0	0	0	*1*	4	0	4	2	*10*
4:30 PM	5	0	2	2	*9*	0	0	0	0	*0*	2	0	0	4	*6*
4:45 PM	4	2	4	2	*12*	0	0	0	0	*0*	1	2	2	1	*6*
5:00 PM	**3**	**0**	**2**	**1**	***6***	**0**	**1**	**1**	**0**	***2***	**6**	**0**	**0**	**0**	*6*
5:15 PM	**6**	**3**	**2**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**2**	**3**	*9*
5:30 PM	**4**	**0**	**2**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**3**	**0**	*8*
5:45 PM	**4**	**0**	**2**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**6**	**2**	**7**	**3**	***18***
Count Total	35	7	23	13	*78*	1	1	1	0	*3*	25	9	21	15	*70*
Peak Hour	**17**	**3**	**8**	**6**	***34***	**0**	**1**	**1**	**0**	***2***	**17**	**6**	**12**	**6**	***41***

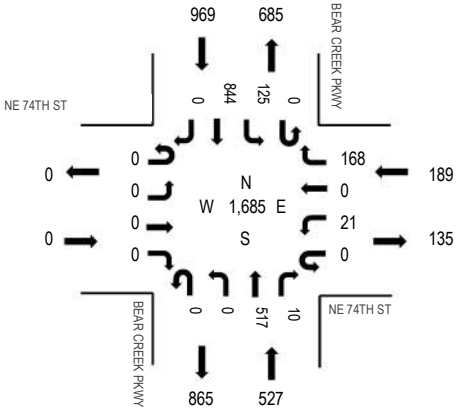
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

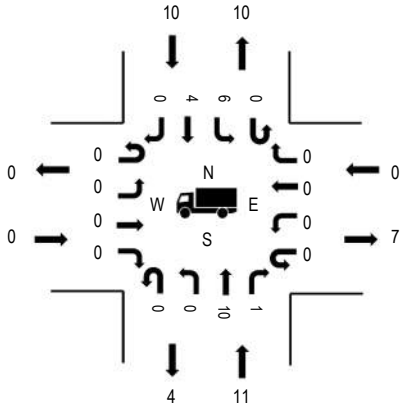
Location: BEAR CREEK PKWY & NE 74TH ST PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:45 PM - 05:45 PM

Peak Hour

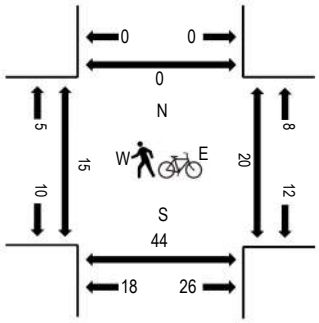
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.86
NB	2.1%	0.93
SB	1.0%	0.96
All	1.2%	0.98

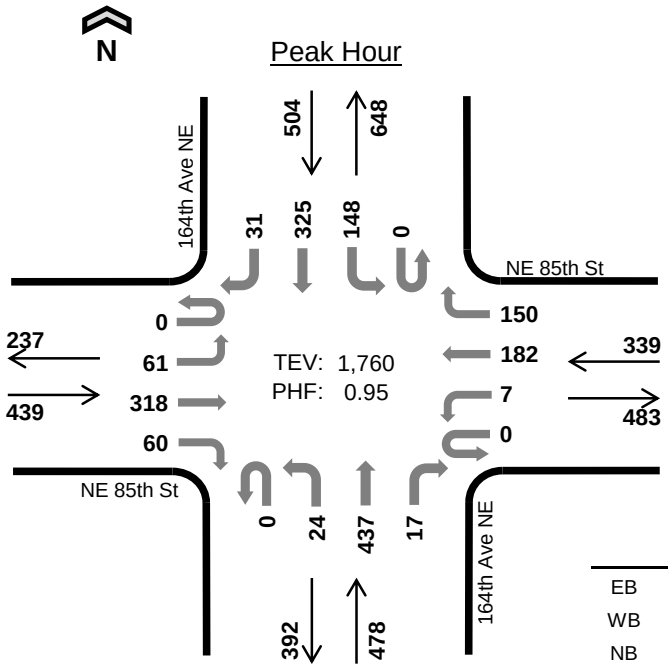
Traffic Counts - Motorized Vehicles

Interval Start Time	NE 74TH ST Eastbound				NE 74TH ST Westbound				BEAR CREEK PKWY Northbound				BEAR CREEK PKWY Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	0	0	3	0	38	0	0	113	4	0	43	212	0	413	1,611
4:15 PM	0	0	0	0	0	4	0	33	0	0	118	2	0	28	211	0	396	1,630
4:30 PM	0	0	0	0	0	7	0	32	0	0	114	3	0	31	208	0	395	1,659
4:45 PM	0	0	0	0	0	5	0	42	0	0	105	2	0	31	222	0	407	1,685
5:00 PM	0	0	0	0	0	2	0	40	0	0	138	2	0	37	213	0	432	1,677
5:15 PM	0	0	0	0	0	7	0	38	0	0	134	4	0	27	215	0	425	
5:30 PM	0	0	0	0	0	7	0	48	0	0	140	2	0	30	194	0	421	
5:45 PM	0	0	0	0	0	2	0	50	0	0	104	1	1	32	209	0	399	
Count Total	0	0	0	0	0	37	0	321	0	0	966	20	1	259	1,684	0	3,288	
Peak Hour	0	0	0	0	0	21	0	168	0	0	517	10	0	125	844	0	1,685	

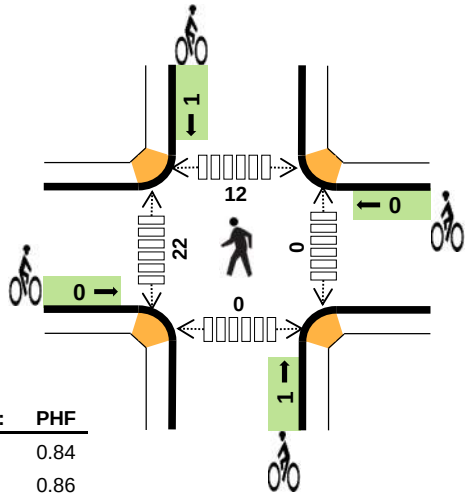
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	7	1	5	13	4:00 PM	0	0	0	0	0	4:00 PM	1	8	0	0	9
4:15 PM	0	2	1	4	7	4:15 PM	0	1	0	0	1	4:15 PM	0	6	3	0	9
4:30 PM	0	6	0	2	8	4:30 PM	0	0	0	0	0	4:30 PM	4	5	1	0	10
4:45 PM	0	1	0	4	5	4:45 PM	0	0	0	0	0	4:45 PM	3	9	1	0	13
5:00 PM	0	4	0	2	6	5:00 PM	0	0	0	0	0	5:00 PM	3	10	3	0	16
5:15 PM	0	3	0	3	6	5:15 PM	0	0	0	0	0	5:15 PM	3	10	9	0	22
5:30 PM	0	3	0	1	4	5:30 PM	0	0	0	0	0	5:30 PM	6	15	7	0	28
5:45 PM	0	2	0	2	4	5:45 PM	0	0	0	1	1	5:45 PM	1	7	7	0	15
Count Total	0	28	2	23	53	Count Total	0	1	0	1	2	Count Total	21	70	31	0	122
Peak Hour	0	11	0	10	21	Peak Hour	0	0	0	0	0	Peak Hour	15	44	20	0	79

164th Ave NE
NE 85th St



Date: Wed, Oct 11, 2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.84
WB	0.0%	0.86
NB	0.6%	0.87
SB	1.2%	0.95
TOTAL	0.5%	0.95

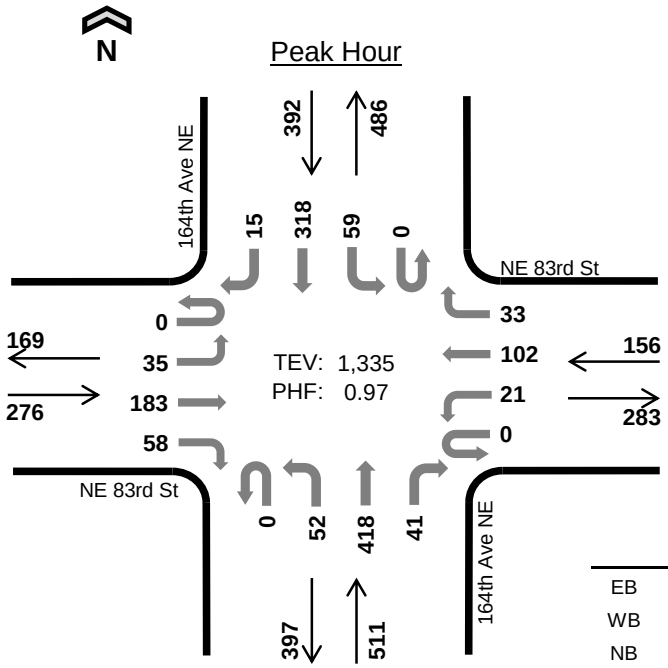
Two-Hour Count Summaries

Interval Start	NE 85th St Eastbound				NE 85th St Westbound				164th Ave NE Northbound				164th Ave NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	18	68	19	0	2	42	36	0	7	111	2	0	40	98	6	449	0
4:15 PM	0	12	66	11	0	3	63	19	0	11	90	1	0	27	75	14	392	0
4:30 PM	0	10	73	20	0	2	37	30	0	12	101	3	0	41	88	9	426	0
4:45 PM	0	17	61	18	0	4	53	36	0	11	85	2	0	31	77	5	400	1,667
5:00 PM	**0**	**16**	**100**	**15**	**0**	**4**	**36**	**44**	**0**	**8**	**105**	**4**	**0**	**34**	**78**	**6**	**450**	1,668
5:15 PM	**0**	**8**	**71**	**13**	**0**	**0**	**59**	**40**	**0**	**7**	**125**	**6**	**0**	**44**	**83**	**6**	**462**	1,738
5:30 PM	**0**	**21**	**71**	**20**	**0**	**1**	**40**	**40**	**0**	**6**	**102**	**2**	**0**	**34**	**78**	**9**	**424**	1,736
5:45 PM	**0**	**16**	**76**	**12**	**0**	**2**	**47**	**26**	**0**	**3**	**105**	**5**	**0**	**36**	**86**	**10**	**424**	**1,760**
Count Total	0	118	586	128	0	18	377	271	0	65	824	25	0	287	663	65	3,427	0
Peak Hour	**0**	**61**	**318**	**60**	**0**	**7**	**182**	**150**	**0**	**24**	**437**	**17**	**0**	**148**	**325**	**31**	**1,760**	**0**

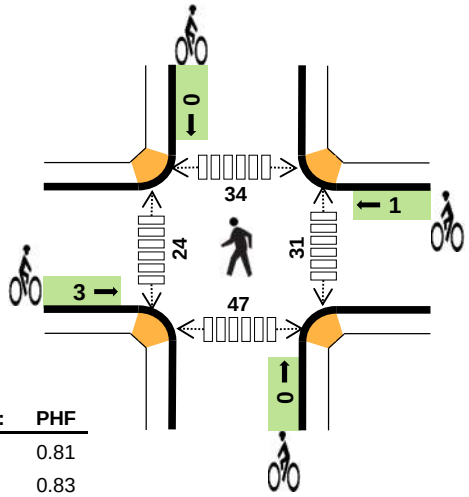
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	2	*3*	1	0	0	0	*1*	0	5	6	0	*11*
4:15 PM	0	0	2	0	*2*	0	1	1	0	*2*	5	2	9	1	*17*
4:30 PM	1	0	3	2	*6*	0	0	0	0	*0*	0	4	5	0	*9*
4:45 PM	0	0	1	1	*2*	0	0	1	0	*1*	0	5	2	0	*7*
5:00 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**6**	**0**	*9*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**2**	**0**	*7*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**11**	**3**	**0**	*14*
5:45 PM	**0**	**0**	**1**	**5**	***6***	**0**	**0**	**1**	**1**	***2***	**0**	**3**	**1**	**0**	***4***
Count Total	1	0	10	11	*22*	1	1	3	1	*6*	5	38	34	1	*78*
Peak Hour	**0**	**0**	**3**	**6**	***9***	**0**	**0**	**1**	**1**	***2***	**0**	**22**	**12**	**0**	***34***

164th Ave NE
NE 83rd St



Date: Wed, Oct 11, 2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	4.7%	0.81
WB	1.3%	0.83
NB	2.9%	0.88
SB	1.0%	0.96
TOTAL	2.5%	0.97

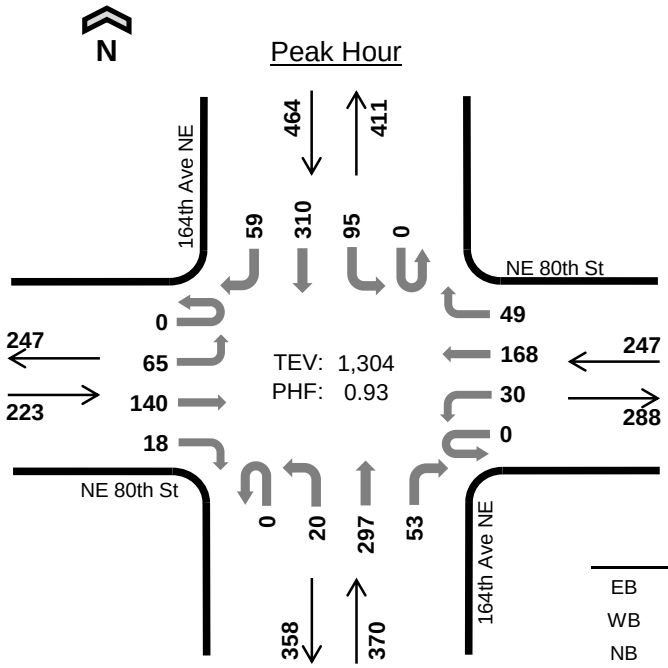
Two-Hour Count Summaries

Interval Start	NE 83rd St Eastbound				NE 83rd St Westbound				164th Ave NE Northbound				164th Ave NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	31	22	0	6	20	11	0	7	103	4	0	17	99	6	330	0
4:15 PM	0	8	32	10	0	4	22	8	0	18	91	3	0	11	70	3	280	0
4:30 PM	0	8	41	17	0	4	21	9	0	9	97	5	0	16	91	4	322	0
4:45 PM	0	7	46	16	0	4	25	9	0	14	80	11	0	13	77	3	305	1,237
5:00 PM	**0**	**13**	**56**	**16**	**0**	**5**	**21**	**12**	**0**	**11**	**95**	**9**	**0**	**9**	**82**	**4**	**333**	1,240
5:15 PM	**0**	**5**	**43**	**10**	**0**	**4**	**20**	**4**	**0**	**9**	**124**	**12**	**0**	**13**	**80**	**2**	**326**	1,286
5:30 PM	**0**	**10**	**42**	**21**	**0**	**6**	**30**	**7**	**0**	**17**	**98**	**11**	**0**	**23**	**72**	**7**	**344**	1,308
5:45 PM	**0**	**7**	**42**	**11**	**0**	**6**	**31**	**10**	**0**	**15**	**101**	**9**	**0**	**14**	**84**	**2**	**332**	**1,335**
Count Total	0	62	333	123	0	39	190	70	0	100	789	64	0	116	655	31	2,572	0
Peak Hour	**0**	**35**	**183**	**58**	**0**	**21**	**102**	**33**	**0**	**52**	**418**	**41**	**0**	**59**	**318**	**15**	**1,335**	**0**

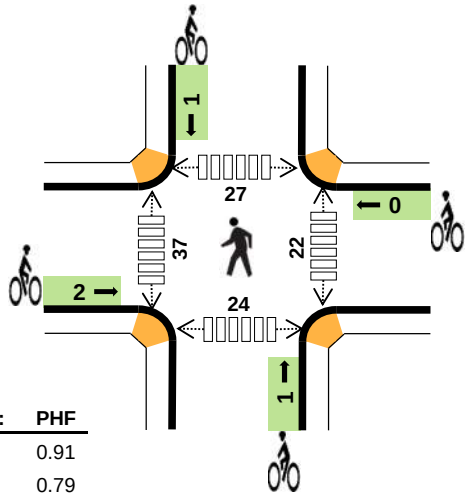
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	3	2	*7*	0	0	0	0	*0*	9	4	13	5	*31*
4:15 PM	3	3	4	0	*10*	0	0	0	0	*0*	3	3	4	9	*19*
4:30 PM	3	1	2	3	*9*	0	0	0	0	*0*	3	4	1	7	*15*
4:45 PM	4	0	3	1	*8*	0	0	1	0	*1*	3	6	4	11	*24*
5:00 PM	**4**	**1**	**5**	**1**	***11***	**2**	**0**	**0**	**0**	***2***	**6**	**2**	**8**	**17**	*33*
5:15 PM	**3**	**0**	**3**	**0**	***6***	**1**	**0**	**0**	**0**	***1***	**9**	**5**	**8**	**8**	*30*
5:30 PM	**4**	**1**	**3**	**0**	***8***	**0**	**1**	**0**	**0**	***1***	**7**	**12**	**7**	**13**	*39*
5:45 PM	**2**	**0**	**4**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**9**	**5**	**11**	**9**	***34***
Count Total	25	6	27	10	*68*	3	1	1	0	*5*	49	41	56	79	*225*
Peak Hour	**13**	**2**	**15**	**4**	***34***	**3**	**1**	**0**	**0**	***4***	**31**	**24**	**34**	**47**	***136***

164th Ave NE
NE 80th St



Date: Thu, Oct 12, 2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.3%	0.91
WB	0.8%	0.79
NB	3.0%	0.92
SB	3.2%	0.90
TOTAL	2.4%	0.93

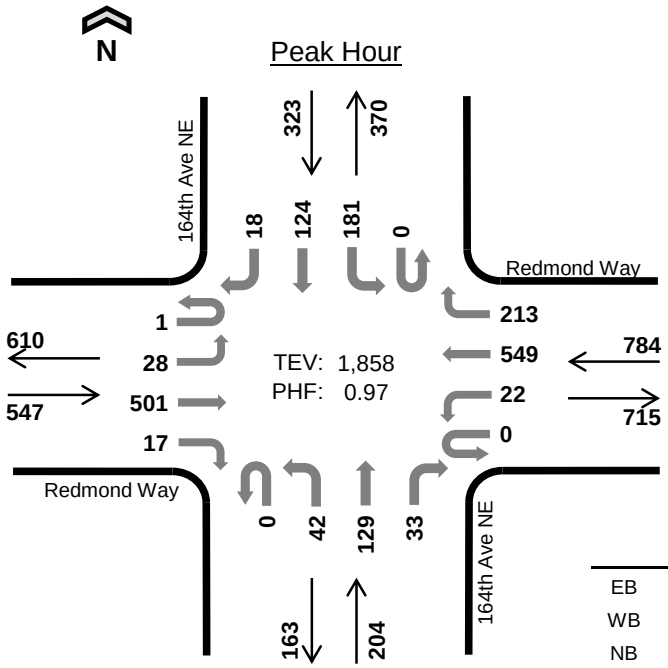
Two-Hour Count Summaries

Interval Start	NE 80th St Eastbound				NE 80th St Westbound				164th Ave NE Northbound				164th Ave NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**20**	**27**	**6**	**0**	**11**	**53**	**14**	**0**	**9**	**70**	**11**	**0**	**22**	**88**	**19**	**350**	0
4:15 PM	**0**	**18**	**39**	**4**	**0**	**7**	**36**	**14**	**0**	**5**	**64**	**17**	**0**	**28**	**86**	**11**	**329**	0
4:30 PM	**0**	**11**	**43**	**5**	**0**	**7**	**35**	**10**	**0**	**2**	**78**	**13**	**0**	**20**	**70**	**18**	**312**	0
4:45 PM	**0**	**16**	**31**	**3**	**0**	**5**	**44**	**11**	**0**	**4**	**85**	**12**	**0**	**25**	**66**	**11**	**313**	**1,304**
5:00 PM	0	18	41	6	0	5	27	14	0	2	95	13	0	26	76	11	334	1,288
5:15 PM	0	21	50	5	0	6	27	22	0	6	64	15	0	26	56	5	303	1,262
5:30 PM	0	19	33	4	0	6	36	10	0	4	82	7	0	23	81	13	318	1,268
5:45 PM	0	14	49	3	0	7	35	23	0	3	69	14	0	27	63	11	318	1,273
Count Total	0	137	313	36	0	54	293	118	0	35	607	102	0	197	586	99	2,577	0
Peak Hour	**0**	**65**	**140**	**18**	**0**	**30**	**168**	**49**	**0**	**20**	**297**	**53**	**0**	**95**	**310**	**59**	**1,304**	**0**

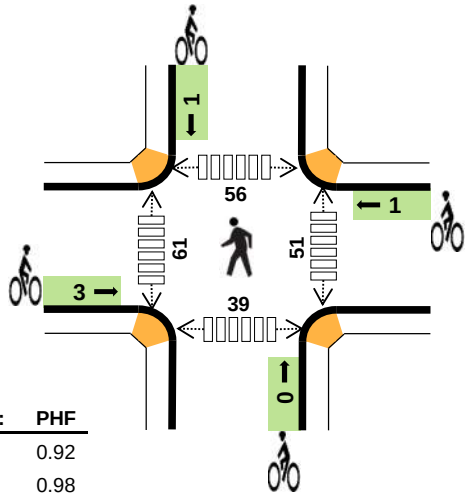
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**1**	**1**	**4**	**3**	***9***	**1**	**0**	**0**	**1**	***2***	**5**	**7**	**17**	**1**	*30*
4:15 PM	**0**	**1**	**2**	**4**	***7***	**0**	**0**	**0**	**0**	***0***	**5**	**7**	**5**	**8**	*25*
4:30 PM	**1**	**0**	**3**	**5**	***9***	**0**	**0**	**0**	**0**	***0***	**7**	**8**	**4**	**10**	*29*
4:45 PM	**1**	**0**	**2**	**3**	***6***	**1**	**0**	**1**	**0**	***2***	**5**	**15**	**1**	**5**	***26***
5:00 PM	1	0	5	4	*10*	0	0	0	0	*0*	9	20	5	6	*40*
5:15 PM	0	1	3	4	*8*	1	0	0	0	*1*	4	7	7	6	*24*
5:30 PM	1	0	2	4	*7*	0	2	0	2	*4*	9	11	2	8	*30*
5:45 PM	0	1	4	2	*7*	1	1	0	0	*2*	10	7	7	6	*30*
Count Total	5	4	25	29	*63*	4	3	1	3	*11*	54	82	48	50	*234*
Peak Hour	**3**	**2**	**11**	**15**	***31***	**2**	**0**	**1**	**1**	***4***	**22**	**37**	**27**	**24**	***110***

164th Ave NE
Redmond Way



Date: Thu, Oct 12, 2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.2%	0.92
WB	2.6%	0.98
NB	0.5%	0.94
SB	5.0%	0.86
TOTAL	2.6%	0.97

Two-Hour Count Summaries

Interval Start	Redmond Way Eastbound				Redmond Way Westbound				164th Ave NE Northbound				164th Ave NE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**8**	**115**	**5**	**0**	**6**	**143**	**47**	**0**	**10**	**27**	**9**	**0**	**48**	**43**	**3**	**464**	0
4:15 PM	**0**	**4**	**127**	**4**	**0**	**7**	**136**	**54**	**0**	**11**	**35**	**7**	**0**	**50**	**37**	**7**	**479**	0
4:30 PM	**0**	**6**	**128**	**2**	**0**	**6**	**132**	**54**	**0**	**11**	**31**	**9**	**0**	**37**	**28**	**4**	**448**	0
4:45 PM	**1**	**10**	**131**	**6**	**0**	**3**	**138**	**58**	**0**	**10**	**36**	**8**	**0**	**46**	**16**	**4**	**467**	**1,858**
5:00 PM	0	10	99	3	0	7	125	57	0	13	41	7	0	47	33	5	447	1,841
5:15 PM	0	11	119	2	0	5	123	33	0	9	38	11	0	31	25	6	413	1,775
5:30 PM	0	10	105	10	0	6	141	44	0	7	42	6	0	39	34	8	452	1,779
5:45 PM	0	8	115	4	0	4	121	57	0	11	28	10	0	36	34	2	430	1,742
Count Total	1	67	939	36	0	44	1,059	404	0	82	278	67	0	334	250	39	3,600	0
Peak Hour	**1**	**28**	**501**	**17**	**0**	**22**	**549**	**213**	**0**	**42**	**129**	**33**	**0**	**181**	**124**	**18**	**1,858**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**2**	**7**	**0**	**4**	***13***	**0**	**1**	**0**	**1**	***2***	**11**	**12**	**12**	**3**	*38*
4:15 PM	**4**	**6**	**0**	**5**	***15***	**1**	**0**	**0**	**0**	***1***	**13**	**5**	**17**	**5**	*40*
4:30 PM	**2**	**4**	**0**	**5**	***11***	**1**	**0**	**0**	**0**	***1***	**20**	**31**	**15**	**26**	*92*
4:45 PM	**4**	**3**	**1**	**2**	***10***	**1**	**0**	**0**	**0**	***1***	**7**	**13**	**12**	**5**	***37***
5:00 PM	0	8	0	5	*13*	0	0	0	0	*0*	13	9	15	2	*39*
5:15 PM	1	2	2	3	*8*	1	0	0	0	*1*	12	6	10	5	*33*
5:30 PM	1	3	0	5	*9*	0	0	0	0	*0*	7	10	9	0	*26*
5:45 PM	2	5	0	2	*9*	0	0	0	0	*0*	7	4	22	0	*33*
Count Total	16	38	3	31	*88*	4	1	0	1	*6*	90	90	112	46	*338*
Peak Hour	**12**	**20**	**1**	**16**	***49***	**3**	**1**	**0**	**1**	***5***	**51**	**61**	**56**	**39**	***207***

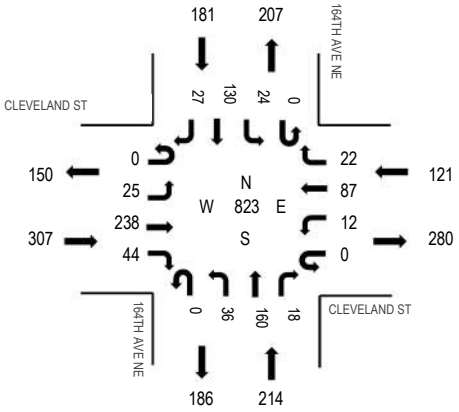
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

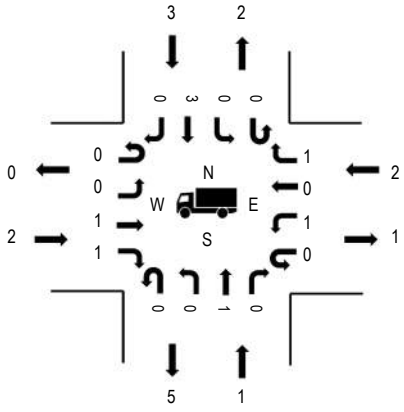
Location: 164TH AVE NE & CLEVELAND ST PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:15 PM - 05:15 PM

Peak Hour

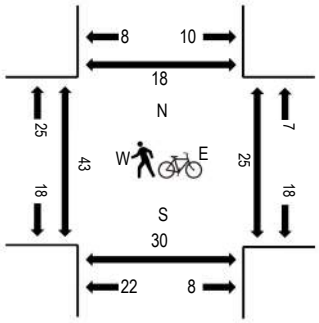
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.7%	0.91
WB	1.7%	0.92
NB	0.5%	0.86
SB	1.7%	0.87
All	1.0%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	CLEVELAND ST Eastbound				CLEVELAND ST Westbound				164TH AVE NE Northbound				164TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	10	25	13	0	5	17	2	0	13	47	11	0	4	26	5	178	801
4:15 PM	0	5	56	17	0	3	21	5	0	10	40	7	0	8	40	4	216	823
4:30 PM	0	6	50	12	0	1	21	8	0	3	39	3	0	6	26	10	185	788
4:45 PM	0	4	69	4	0	6	25	2	0	14	42	6	0	8	33	9	222	803
5:00 PM	0	10	63	11	0	2	20	7	0	9	39	2	0	2	31	4	200	760
5:15 PM	0	4	49	10	0	5	30	0	0	6	43	6	0	4	21	3	181	
5:30 PM	0	2	67	9	0	2	24	0	0	7	46	8	0	2	30	3	200	
5:45 PM	0	5	50	11	0	2	16	4	0	6	40	4	0	2	35	4	179	
Count Total	0	46	429	87	0	26	174	28	0	68	336	47	0	36	242	42	1,561	
Peak Hour	0	25	238	44	0	12	87	22	0	36	160	18	0	24	130	27	823	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	0	0	1	2	4:00 PM	0	1	0	0	1	4:00 PM	13	2	4	3	22
4:15 PM	1	0	1	0	2	4:15 PM	1	0	0	0	1	4:15 PM	12	4	3	2	21
4:30 PM	1	1	0	2	4	4:30 PM	0	0	0	0	0	4:30 PM	6	5	5	3	19
4:45 PM	0	0	1	0	1	4:45 PM	0	0	0	0	0	4:45 PM	13	12	11	7	43
5:00 PM	0	0	0	1	1	5:00 PM	0	1	0	0	1	5:00 PM	12	9	6	6	33
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	25	4	1	12	42
5:30 PM	0	0	0	2	2	5:30 PM	1	2	1	0	4	5:30 PM	12	8	6	8	34
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	7	0	0	4	11
Count Total	3	1	3	6	13	Count Total	2	4	1	0	7	Count Total	100	44	36	45	225
Peak Hour	2	1	2	3	8	Peak Hour	1	1	0	0	2	Peak Hour	43	30	25	18	116

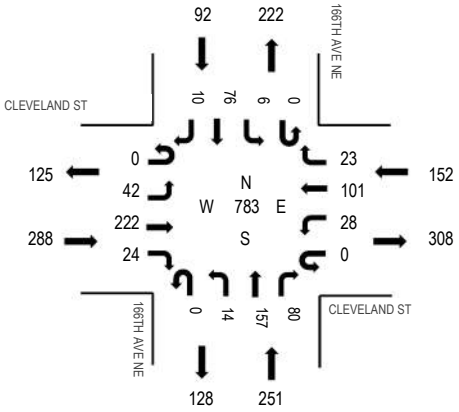
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

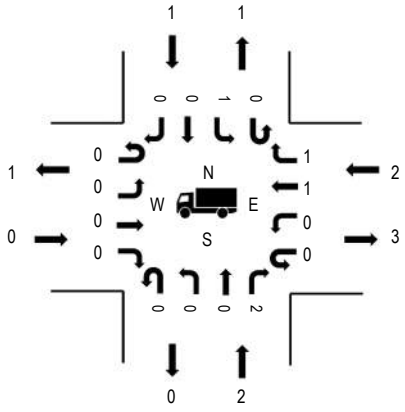
Location: 166TH AVE NE & CLEVELAND ST PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:45 PM - 05:45 PM

Peak Hour

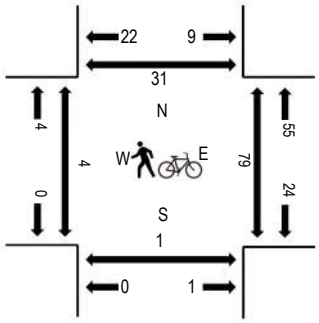
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.89
WB	1.3%	0.86
NB	0.8%	0.83
SB	1.1%	0.79
All	0.6%	0.95

Traffic Counts - Motorized Vehicles

Interval Start Time	CLEVELAND ST Eastbound				CLEVELAND ST Westbound				166TH AVE NE Northbound				166TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	30	4	0	8	16	7	0	2	40	17	0	2	21	6	157	695
4:15 PM	0	3	62	5	0	0	19	2	0	2	36	12	0	5	21	0	167	738
4:30 PM	0	5	44	2	0	6	25	5	0	3	37	12	0	2	17	8	166	759
4:45 PM	0	10	64	7	0	5	26	5	0	4	35	20	0	1	26	2	205	783
5:00 PM	0	6	61	2	0	5	21	6	0	8	48	20	0	0	19	4	200	760
5:15 PM	0	11	45	8	0	6	28	6	0	2	40	18	0	4	17	3	188	
5:30 PM	0	15	52	7	0	12	26	6	0	0	34	22	0	1	14	1	190	
5:45 PM	0	10	41	7	0	12	17	6	0	5	43	12	0	6	21	2	182	
Count Total	0	64	399	42	0	54	178	43	0	26	313	133	0	21	156	26	1,455	
Peak Hour	0	42	222	24	0	28	101	23	0	14	157	80	0	6	76	10	783	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	2	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	1	0	15	4	20
4:15 PM	0	0	0	0	0	4:15 PM	1	0	0	0	1	4:15 PM	1	0	11	2	14
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	19	5	24
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	17	4	21
5:00 PM	0	0	0	0	0	5:00 PM	1	0	0	0	1	5:00 PM	1	1	24	7	33
5:15 PM	0	1	1	1	3	5:15 PM	0	1	0	0	1	5:15 PM	2	0	16	7	25
5:30 PM	0	0	1	0	1	5:30 PM	1	0	0	0	1	5:30 PM	1	0	22	13	36
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	1	0	16	9	26
Count Total	1	4	3	1	9	Count Total	3	1	0	0	4	Count Total	7	1	140	51	199
Peak Hour	0	2	2	1	5	Peak Hour	2	1	0	0	3	Peak Hour	4	1	79	31	115

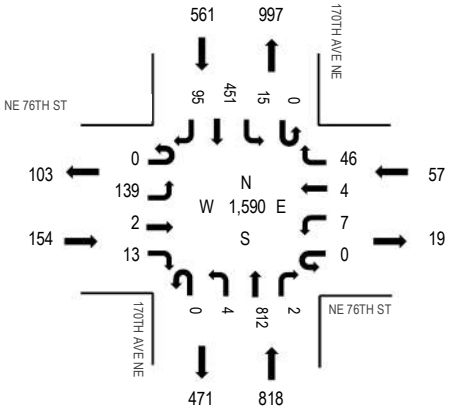
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

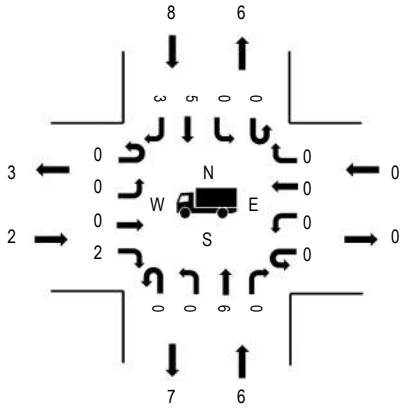
Location: 170TH AVE NE & NE 76TH ST PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:15 PM - 05:15 PM

Peak Hour

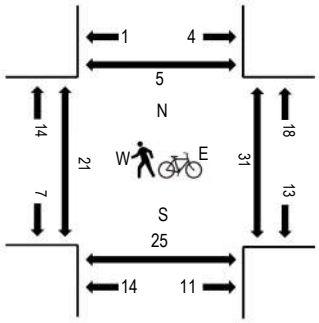
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.3%	0.94
WB	0.0%	0.68
NB	0.7%	0.90
SB	1.4%	0.78
All	1.0%	0.96

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 76TH ST Eastbound				NE 76TH ST Westbound				170TH AVE NE Northbound				170TH AVE NE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	32	0	2	0	1	0	6	0	2	206	0	0	3	93	24	369	1,568
4:15 PM	0	35	0	5	0	0	3	12	0	1	179	0	0	3	145	32	415	1,590
4:30 PM	0	33	1	7	0	1	0	8	0	1	226	1	0	5	94	17	394	1,557
4:45 PM	0	32	0	1	0	4	1	16	0	2	205	1	0	4	101	23	390	1,571
5:00 PM	0	39	1	0	0	2	0	10	0	0	202	0	0	3	111	23	391	1,556
5:15 PM	0	43	2	2	0	1	1	8	0	1	190	0	0	5	101	28	382	
5:30 PM	0	53	1	5	0	5	1	6	0	2	183	0	0	7	115	30	408	
5:45 PM	0	35	0	5	0	1	1	10	0	2	181	0	0	8	108	24	375	
Count Total	0	302	5	27	0	15	7	76	0	11	1,572	2	0	38	868	201	3,124	
Peak Hour	0	139	2	13	0	7	4	46	0	4	812	2	0	15	451	95	1,590	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	4	0	1	5	4:00 PM	0	0	0	2	2	4:00 PM	5	5	5	1	16
4:15 PM	1	1	0	2	4	4:15 PM	0	0	0	1	1	4:15 PM	8	2	6	4	20
4:30 PM	1	2	0	2	5	4:30 PM	0	0	0	1	1	4:30 PM	9	8	10	1	28
4:45 PM	0	2	0	2	4	4:45 PM	0	0	0	0	0	4:45 PM	1	4	4	0	9
5:00 PM	0	1	0	2	3	5:00 PM	1	0	0	0	1	5:00 PM	3	11	11	0	25
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	2	3	6	0	11
5:30 PM	0	3	0	1	4	5:30 PM	0	0	0	0	0	5:30 PM	6	7	3	2	18
5:45 PM	0	3	0	0	3	5:45 PM	0	2	0	0	2	5:45 PM	5	0	1	0	6
Count Total	2	16	0	10	28	Count Total	1	2	0	4	7	Count Total	39	40	46	8	133
Peak Hour	2	6	0	8	16	Peak Hour	1	0	0	2	3	Peak Hour	21	25	31	5	82

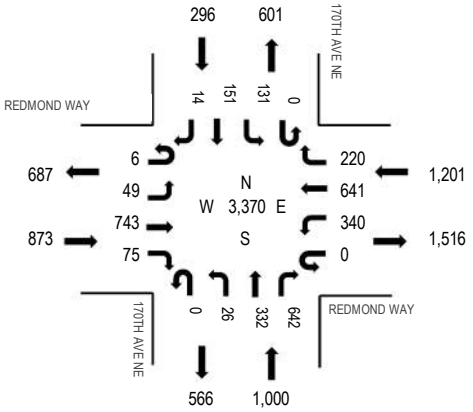
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

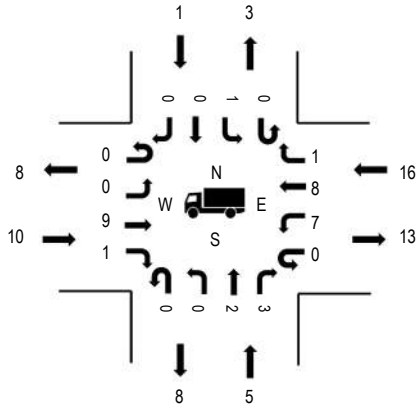
Location: 170TH AVE NE & REDMOND WAY PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:15 PM - 05:15 PM

Peak Hour

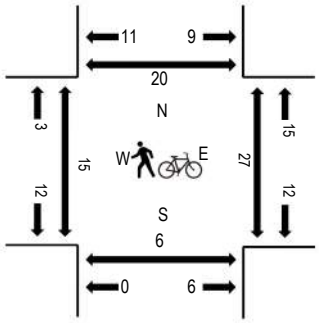
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	1.1%	0.97
WB	1.3%	0.91
NB	0.5%	0.98
SB	0.3%	0.81
All	0.9%	0.95

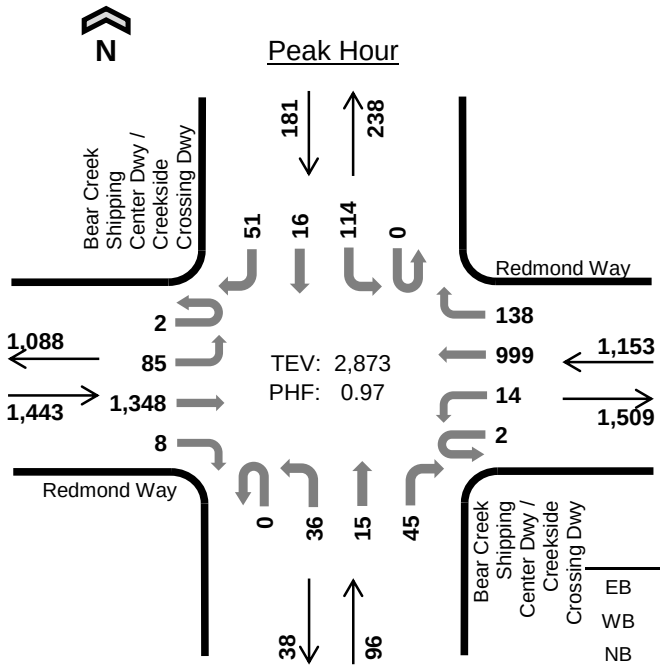
Traffic Counts - Motorized Vehicles

Interval Start Time	REDMOND WAY Eastbound				REDMOND WAY Westbound				170TH AVE NE Northbound				170TH AVE NE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	2	9	151	16	0	76	142	50	0	12	79	152	0	44	30	1	764	3,289
4:15 PM	3	11	185	24	0	109	176	46	0	5	81	153	0	40	44	7	884	3,370
4:30 PM	0	9	194	18	0	73	147	62	0	5	84	164	0	28	28	1	813	3,275
4:45 PM	3	13	172	17	0	77	150	63	0	12	81	159	0	36	42	3	828	3,286
5:00 PM	0	16	192	16	0	81	168	49	0	4	86	166	0	27	37	3	845	3,236
5:15 PM	0	11	182	13	0	85	136	51	0	4	82	151	0	37	35	2	789	
5:30 PM	3	9	170	17	0	92	148	59	0	10	68	157	0	39	49	3	824	
5:45 PM	1	10	173	19	0	81	137	43	0	6	74	153	0	33	42	6	778	
Count Total	12	88	1,419	140	0	674	1,204	423	0	58	635	1,255	0	284	307	26	6,525	
Peak Hour	6	49	743	75	0	340	641	220	0	26	332	642	0	131	151	14	3,370	

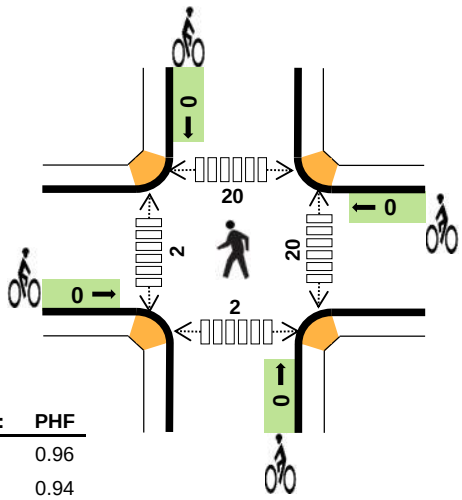
Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	4	5	3	0	12	4:00 PM	0	0	0	0	0	4:00 PM	0	5	3	2	10
4:15 PM	4	1	5	0	10	4:15 PM	0	1	0	1	2	4:15 PM	8	0	7	13	28
4:30 PM	1	2	4	0	7	4:30 PM	0	0	0	0	0	4:30 PM	2	1	7	3	13
4:45 PM	3	2	2	1	8	4:45 PM	0	1	0	0	1	4:45 PM	2	2	5	2	11
5:00 PM	2	0	5	0	7	5:00 PM	0	1	0	0	1	5:00 PM	3	3	8	2	16
5:15 PM	3	0	2	1	6	5:15 PM	0	0	0	0	0	5:15 PM	3	4	8	6	21
5:30 PM	3	3	3	0	9	5:30 PM	0	0	0	0	0	5:30 PM	6	1	5	10	22
5:45 PM	1	3	1	0	5	5:45 PM	0	2	0	0	2	5:45 PM	9	1	4	9	23
Count Total	21	16	25	2	64	Count Total	0	5	0	1	6	Count Total	33	17	47	47	144
Peak Hour	10	5	16	1	32	Peak Hour	0	3	0	1	4	Peak Hour	15	6	27	20	68

Bear Creek Shipping Center Dwy / Redmond Way



Date: Tue, Sep 17, 2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.2%	0.96
WB	1.0%	0.94
NB	0.0%	0.96
SB	1.7%	0.89
TOTAL	1.1%	0.97

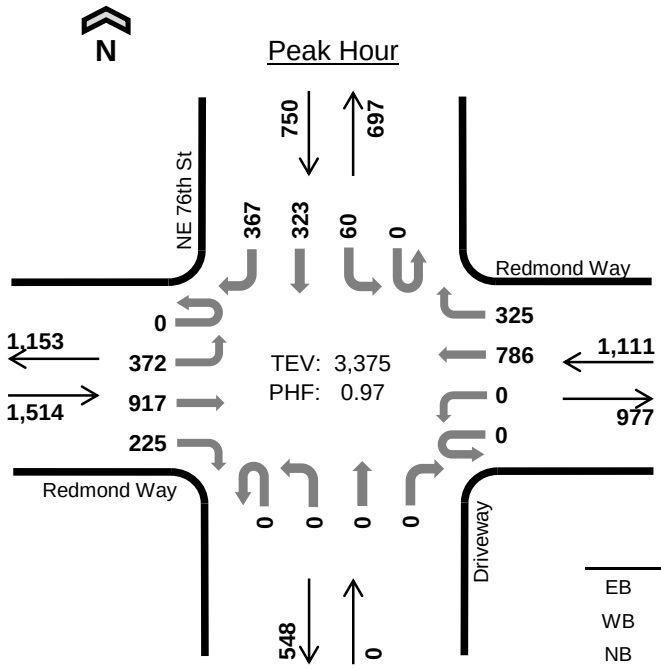
Two-Hour Count Summaries

Interval Start	Redmond Way Eastbound				Redmond Way Westbound				Bear Creek Shipping Center Dwy / Creekside Crossing Dwy Northbound				Bear Creek Shipping Center Dwy / Creekside Crossing Dwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	2	23	313	3	0	12	197	30	0	4	11	12	0	27	9	9	652	0
4:15 PM	0	16	291	3	0	8	219	22	0	10	2	18	0	34	6	11	640	0
4:30 PM	**1**	**27**	**339**	**3**	**0**	**3**	**231**	**38**	**0**	**10**	**3**	**11**	**0**	**17**	**6**	**18**	**707**	0
4:45 PM	**1**	**25**	**346**	**3**	**1**	**6**	**262**	**37**	**0**	**7**	**4**	**12**	**0**	**30**	**1**	**9**	**744**	2,743
5:00 PM	**0**	**17**	**338**	**1**	**0**	**2**	**251**	**32**	**0**	**10**	**4**	**10**	**0**	**36**	**3**	**12**	**716**	2,807
5:15 PM	**0**	**16**	**325**	**1**	**1**	**3**	**255**	**31**	**0**	**9**	**4**	**12**	**0**	**31**	**6**	**12**	**706**	**2,873**
5:30 PM	0	10	337	1	0	5	221	41	0	12	5	9	0	30	7	8	686	2,852
5:45 PM	0	20	314	0	0	6	222	26	0	4	5	10	0	29	0	10	646	2,754
Count Total	4	154	2,603	15	2	45	1,858	257	0	66	38	94	0	234	38	89	5,497	0
Peak Hour	**2**	**85**	**1,348**	**8**	**2**	**14**	**999**	**138**	**0**	**36**	**15**	**45**	**0**	**114**	**16**	**51**	**2,873**	**0**

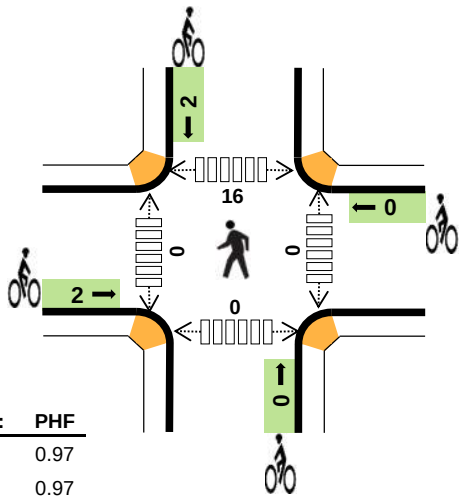
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	5	0	0	*9*	0	0	0	0	*0*	3	1	5	0	*9*
4:15 PM	3	3	0	0	*6*	0	0	0	0	*0*	5	1	6	0	*12*
4:30 PM	**4**	**3**	**0**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**5**	**1**	*11*
4:45 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
5:00 PM	**7**	**5**	**0**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**6**	**0**	**8**	**0**	*14*
5:15 PM	**2**	**2**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**8**	**2**	**6**	**1**	***17***
5:30 PM	2	5	0	0	*7*	0	0	0	0	*0*	7	0	8	0	*15*
5:45 PM	6	2	0	0	*8*	0	0	0	0	*0*	2	0	5	0	*7*
Count Total	32	27	0	3	*62*	0	0	0	0	*0*	37	4	44	2	*87*
Peak Hour	**17**	**12**	**0**	**3**	***32***	**0**	**0**	**0**	**0**	***0***	**20**	**2**	**20**	**2**	***44***

NE 76th St
Redmond Way



Date: Tue, Sep 17, 2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.2%	0.97
WB	0.4%	0.97
NB	-	-
SB	2.4%	0.93
TOTAL	1.2%	0.97

Two-Hour Count Summaries

Interval Start	Redmond Way Eastbound				Redmond Way Westbound				Driveway Northbound				NE 76th St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	96	200	57	0	0	158	98	0	0	0	0	0	8	81	80	778	0
4:15 PM	0	91	204	47	0	0	171	75	0	0	0	0	0	21	80	85	774	0
4:30 PM	**0**	**93**	**221**	**57**	**0**	**0**	**183**	**103**	**0**	**0**	**0**	**0**	**0**	**12**	**92**	**97**	**858**	0
4:45 PM	**0**	**102**	**238**	**52**	**0**	**0**	**193**	**93**	**0**	**0**	**0**	**0**	**0**	**19**	**79**	**98**	**874**	3,284
5:00 PM	**0**	**87**	**231**	**66**	**0**	**0**	**209**	**71**	**0**	**0**	**0**	**0**	**0**	**14**	**74**	**83**	**835**	3,341
5:15 PM	**0**	**90**	**227**	**50**	**0**	**0**	**201**	**58**	**0**	**0**	**0**	**0**	**0**	**15**	**78**	**89**	**808**	**3,375**
5:30 PM	0	76	256	44	0	0	192	68	0	0	0	0	0	13	65	78	792	3,309
5:45 PM	0	83	221	47	0	0	174	79	0	0	0	0	0	17	72	74	767	3,202
Count Total	0	718	1,798	420	0	0	1,481	645	0	0	0	0	0	119	621	684	6,486	0
Peak Hour	**0**	**372**	**917**	**225**	**0**	**0**	**786**	**325**	**0**	**0**	**0**	**0**	**0**	**60**	**323**	**367**	**3,375**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

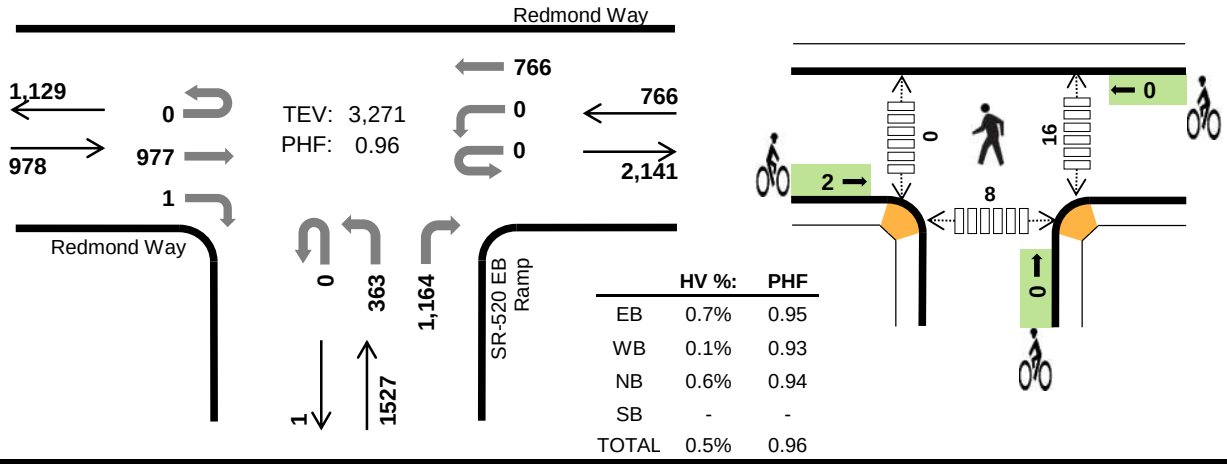
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	1	0	9	*14*	0	0	0	0	*0*	0	0	3	0	*3*
4:15 PM	3	3	0	4	*10*	0	0	0	0	*0*	0	0	5	0	*5*
4:30 PM	**4**	**0**	**0**	**4**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
4:45 PM	**4**	**1**	**0**	**6**	***11***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**4**	**0**	*4*
5:00 PM	**8**	**3**	**0**	**3**	***14***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**4**	**0**	*4*
5:15 PM	**2**	**0**	**0**	**5**	***7***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**6**	**0**	***6***
5:30 PM	2	2	0	3	*7*	0	1	0	0	*1*	0	0	4	0	*4*
5:45 PM	6	2	0	3	*11*	0	0	0	0	*0*	0	1	3	0	*4*
Count Total	33	12	0	37	*82*	2	1	0	2	*5*	0	1	31	0	*32*
Peak Hour	**18**	**4**	**0**	**18**	***40***	**2**	**0**	**0**	**2**	***4***	**0**	**0**	**16**	**0**	***16***

SR-520 EB Ramp
Redmond Way

N

Peak Hour

Date: Tue, Sep 17, 2024
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.7%	0.95
WB	0.1%	0.93
NB	0.6%	0.94
SB	-	-
TOTAL	0.5%	0.96

Two-Hour Count Summaries

Interval Start	Redmond Way Eastbound				Redmond Way Westbound				SR-520 EB Ramp Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	218	0	0	0	142	0	0	109	0	311	0	0	0	0	780	0
4:15 PM	0	0	219	0	0	0	164	0	0	87	0	323	0	0	0	0	793	0
4:30 PM	**0**	**0**	**235**	**0**	**0**	**0**	**189**	**0**	**0**	**109**	**0**	**295**	**0**	**0**	**0**	**0**	**828**	0
4:45 PM	**0**	**0**	**256**	**1**	**0**	**0**	**198**	**0**	**0**	**103**	**0**	**298**	**0**	**0**	**0**	**0**	**856**	3,257
5:00 PM	**0**	**0**	**240**	**0**	**0**	**0**	**206**	**0**	**0**	**79**	**0**	**254**	**0**	**0**	**0**	**0**	**779**	3,256
5:15 PM	**0**	**0**	**246**	**0**	**0**	**0**	**173**	**0**	**0**	**72**	**0**	**317**	**0**	**0**	**0**	**0**	**808**	**3,271**
5:30 PM	0	0	259	0	0	0	181	0	0	74	0	281	0	0	0	0	795	3,238
5:45 PM	0	0	248	0	0	0	163	0	0	85	0	344	0	0	0	0	840	3,222
Count Total	0	0	1,921	1	0	0	1,416	0	0	718	0	2,423	0	0	0	0	6,479	0
Peak Hour	**0**	**0**	**977**	**1**	**0**	**0**	**766**	**0**	**0**	**363**	**0**	**1,164**	**0**	**0**	**0**	**0**	**3,271**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	2	0	*4*	0	0	0	0	*0*	1	0	0	0	*1*
4:15 PM	3	2	2	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	*4*
4:45 PM	**0**	**0**	**4**	**0**	***4***	**2**	**0**	**0**	**0**	***2***	**5**	**0**	**0**	**1**	*6*
5:00 PM	**5**	**1**	**5**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**0**	**3**	*8*
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**2**	***6***
5:30 PM	0	2	2	0	*4*	0	0	0	0	*0*	4	0	0	4	*8*
5:45 PM	1	0	2	0	*3*	0	0	0	0	*0*	2	0	0	2	*4*
Count Total	12	6	17	0	*35*	2	0	0	0	*2*	23	0	0	14	*37*
Peak Hr	**7**	**1**	**9**	**0**	***17***	**2**	**0**	**0**	**0**	***2***	**16**	**0**	**0**	**8**	***24***

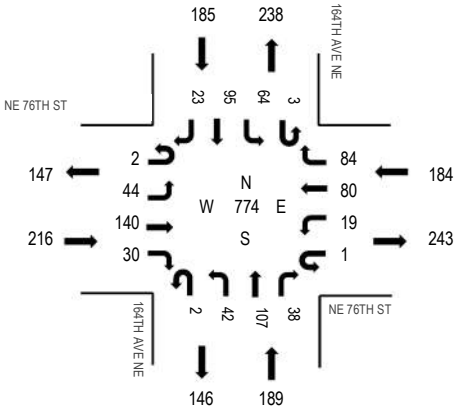
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

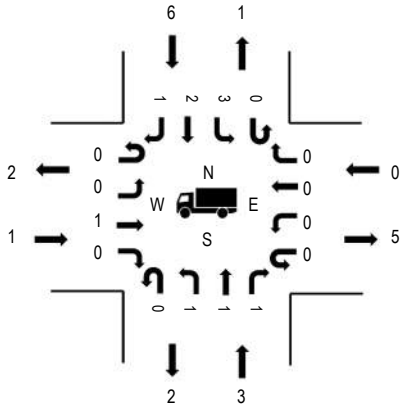
Location: 164TH AVE NE & NE 76TH ST PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:00 PM - 05:00 PM

Peak Hour

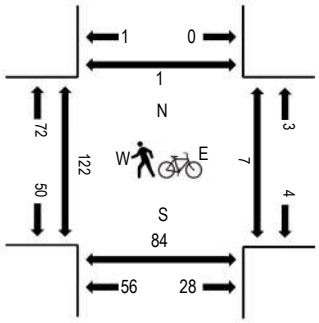
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.5%	0.97
WB	0.0%	0.85
NB	1.6%	0.65
SB	3.2%	0.77
All	1.3%	0.84

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 76TH ST Eastbound				NE 76TH ST Westbound				164TH AVE NE Northbound				164TH AVE NE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	1	11	36	13	0	3	29	22	1	17	38	17	1	11	26	4	230	774
4:15 PM	0	14	38	2	0	8	17	22	1	12	22	5	1	27	27	5	201	749
4:30 PM	0	9	28	9	1	5	19	14	0	8	24	6	1	12	21	6	163	729
4:45 PM	1	10	38	6	0	3	15	26	0	5	23	10	0	14	21	8	180	770
5:00 PM	1	8	42	10	0	3	27	13	1	10	29	18	0	14	21	8	205	774
5:15 PM	1	14	35	10	0	5	22	25	1	10	18	7	0	10	22	1	181	
5:30 PM	0	13	42	6	0	5	24	13	1	12	34	12	0	12	21	9	204	
5:45 PM	1	14	29	11	0	4	26	15	0	7	21	8	1	16	25	6	184	
Count Total	5	93	288	67	1	36	179	150	5	81	209	83	4	116	184	47	1,548	
Peak Hour	2	44	140	30	1	19	80	84	2	42	107	38	3	64	95	23	774	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	2	0	2	4	4:00 PM	1	0	0	1	2	4:00 PM	29	21	3	0	53
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	38	24	3	0	65
4:30 PM	1	1	0	2	4	4:30 PM	0	0	1	0	1	4:30 PM	22	18	0	1	41
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	33	21	1	0	55
5:00 PM	0	0	0	1	1	5:00 PM	1	0	1	0	2	5:00 PM	36	22	0	0	58
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	38	28	1	1	68
5:30 PM	0	0	0	2	2	5:30 PM	0	1	0	0	1	5:30 PM	33	22	2	1	58
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	1	1	5:45 PM	39	39	0	0	78
Count Total	2	3	0	9	14	Count Total	2	1	2	2	7	Count Total	268	195	10	3	476
Peak Hour	1	3	0	6	10	Peak Hour	1	0	1	1	3	Peak Hour	122	84	7	1	214

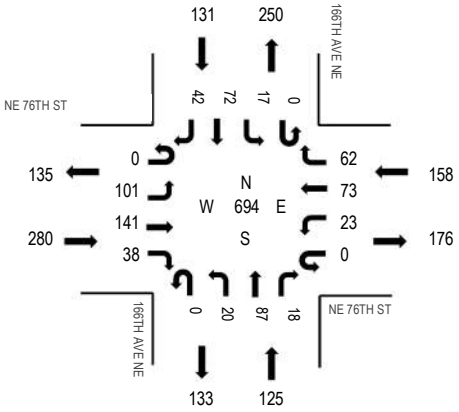
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

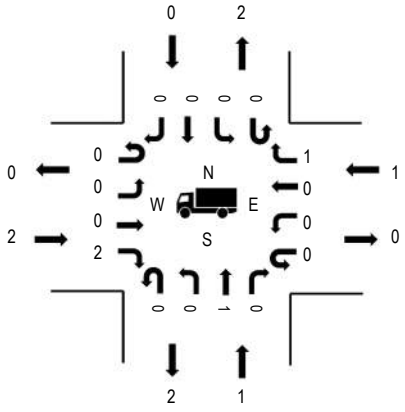
Location: 166TH AVE NE & NE 76TH ST PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:45 PM - 05:45 PM

Peak Hour

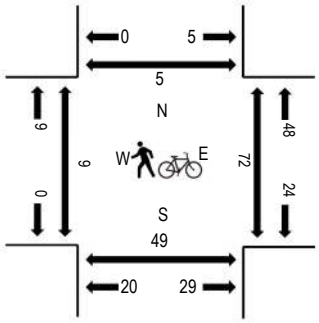
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.7%	0.83
WB	0.6%	0.88
NB	0.8%	0.89
SB	0.0%	0.80
All	0.6%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 76TH ST Eastbound				NE 76TH ST Westbound				166TH AVE NE Northbound				166TH AVE NE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	26	29	6	0	6	24	12	1	13	24	8	0	2	19	11	181	664
4:15 PM	0	21	29	9	0	4	28	15	0	6	15	4	0	8	9	10	158	662
4:30 PM	0	19	25	9	0	4	17	10	0	9	22	4	0	3	12	7	141	664
4:45 PM	0	22	41	6	0	5	22	18	0	6	19	4	0	9	22	10	184	694
5:00 PM	0	34	40	10	0	6	14	17	0	3	26	3	0	1	12	13	179	675
5:15 PM	0	23	27	13	0	3	23	13	0	4	22	3	0	5	17	7	160	
5:30 PM	0	22	33	9	0	9	14	14	0	7	20	8	0	2	21	12	171	
5:45 PM	0	25	26	5	0	6	19	14	0	3	22	7	0	3	22	13	165	
Count Total	0	192	250	67	0	43	161	113	1	51	170	41	0	33	134	83	1,339	
Peak Hour	0	101	141	38	0	23	73	62	0	20	87	18	0	17	72	42	694	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	1	0	0	3	4:00 PM	0	0	0	0	0	4:00 PM	1	13	12	0	26
4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	1	6	11	0	18
4:30 PM	2	0	0	0	2	4:30 PM	1	0	1	0	2	4:30 PM	8	4	10	8	30
4:45 PM	0	1	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	1	8	17	1	27
5:00 PM	1	0	0	0	1	5:00 PM	1	0	1	0	2	5:00 PM	4	23	21	2	50
5:15 PM	0	0	1	0	1	5:15 PM	0	0	1	0	1	5:15 PM	3	11	15	1	30
5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	1	7	19	1	28
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	1	6	16	0	23
Count Total	8	2	1	0	11	Count Total	2	0	3	0	5	Count Total	20	78	121	13	232
Peak Hour	2	1	1	0	4	Peak Hour	1	0	2	0	3	Peak Hour	9	49	72	5	135

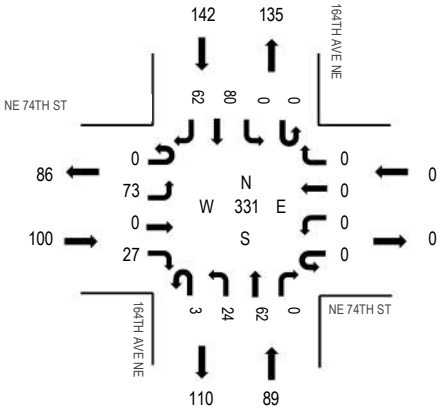
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

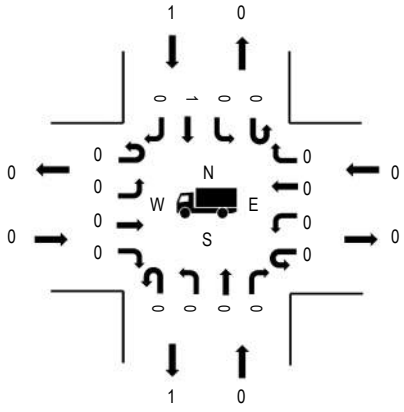
Location: 164TH AVE NE & NE 74TH ST PM
Date: Tuesday, October 15, 2024
Peak Hour: 05:00 PM - 06:00 PM

Peak Hour

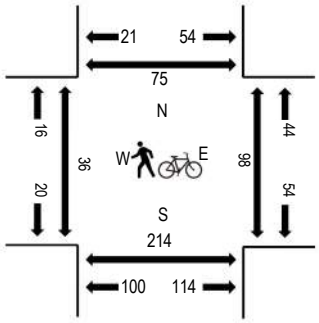
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.93
WB	0.0%	0.00
NB	0.0%	0.77
SB	0.7%	0.93
All	0.3%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 74TH ST Eastbound				NE 74TH ST Westbound				164TH AVE NE Northbound				164TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	13	0	1	0	0	0	0	1	8	19	0	0	0	25	33	100	304
4:15 PM	0	21	0	5	0	0	0	0	0	2	13	0	0	0	17	11	69	297
4:30 PM	0	13	0	8	0	0	0	0	1	2	13	0	1	0	19	11	68	305
4:45 PM	0	17	0	3	0	0	0	0	1	3	13	0	1	0	16	13	67	311
5:00 PM	0	18	0	8	0	0	0	0	0	9	20	0	0	0	18	20	93	331
5:15 PM	0	14	0	7	0	0	0	0	0	4	14	0	0	0	22	16	77	
5:30 PM	0	24	0	3	0	0	0	0	1	7	10	0	0	0	18	11	74	
5:45 PM	0	17	0	9	0	0	0	0	2	4	18	0	0	0	22	15	87	
Count Total	0	137	0	44	0	0	0	0	6	39	120	0	2	0	157	130	635	
Peak Hour	0	73	0	27	0	0	0	0	3	24	62	0	0	0	80	62	331	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	0	0	1	3	4:00 PM	0	0	0	0	0	4:00 PM	11	38	26	18	93
4:15 PM	0	0	0	1	1	4:15 PM	1	0	0	0	1	4:15 PM	11	45	22	15	93
4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	6	37	12	12	67
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	9	48	16	11	84
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	6	57	19	11	93
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1	5:15 PM	7	69	30	21	127
5:30 PM	0	0	0	1	1	5:30 PM	0	0	1	0	1	5:30 PM	10	35	29	17	91
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	13	53	20	26	112
Count Total	2	1	0	3	6	Count Total	1	0	2	0	3	Count Total	73	382	174	131	760
Peak Hour	0	0	0	1	1	Peak Hour	0	0	2	0	2	Peak Hour	36	214	98	75	423

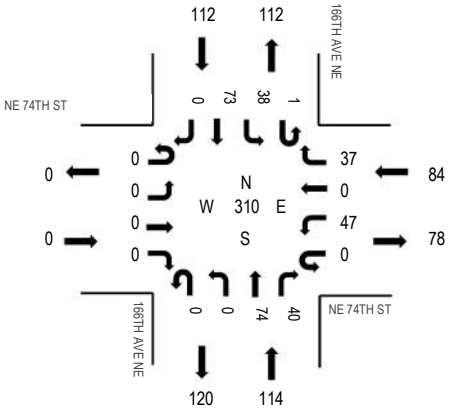
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

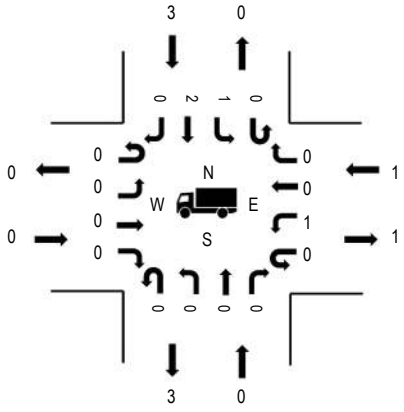
Location: 166TH AVE NE & NE 74TH ST PM
Date: Tuesday, October 15, 2024
Peak Hour: 05:00 PM - 06:00 PM

Peak Hour

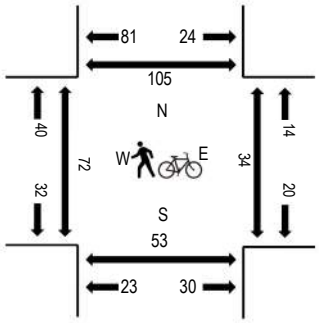
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.0%	0.00
WB	1.2%	0.81
NB	0.0%	0.84
SB	2.7%	0.82
All	1.3%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	NE 74TH ST Eastbound				NE 74TH ST Westbound				166TH AVE NE Northbound				166TH AVE NE Southbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	0	0	12	0	16	0	0	25	13	1	5	20	0	92	280
4:15 PM	0	0	0	0	0	7	0	8	0	0	16	13	0	7	9	0	60	258
4:30 PM	0	0	0	0	0	6	0	13	1	0	17	5	0	4	15	0	61	282
4:45 PM	0	0	0	0	0	10	0	13	0	0	15	5	0	3	21	0	67	301
5:00 PM	0	0	0	0	0	11	0	6	0	0	21	8	0	9	15	0	70	310
5:15 PM	0	0	0	0	0	13	0	9	0	0	15	13	0	12	22	0	84	
5:30 PM	0	0	0	0	0	8	0	11	0	0	20	14	1	8	18	0	80	
5:45 PM	0	0	0	0	0	15	0	11	0	0	18	5	0	9	18	0	76	
Count Total	0	0	0	0	0	82	0	87	1	0	147	76	2	57	138	0	590	
Peak Hour	0	0	0	0	0	47	0	37	0	0	74	40	1	38	73	0	310	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	3	1	5	4:00 PM	0	0	0	0	0	4:00 PM	13	22	3	20	58
4:15 PM	0	0	0	0	0	4:15 PM	2	0	0	0	2	4:15 PM	22	8	2	34	66
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0	4:30 PM	21	4	4	16	45
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	14	15	7	27	63
5:00 PM	0	0	0	2	2	5:00 PM	0	0	0	0	0	5:00 PM	20	16	10	20	66
5:15 PM	0	0	1	0	1	5:15 PM	0	0	2	0	2	5:15 PM	17	8	7	24	56
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	22	20	6	35	83
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	13	9	11	26	59
Count Total	0	1	4	5	10	Count Total	2	0	2	0	4	Count Total	142	102	50	202	496
Peak Hour	0	0	1	3	4	Peak Hour	0	0	2	0	2	Peak Hour	72	53	34	105	264

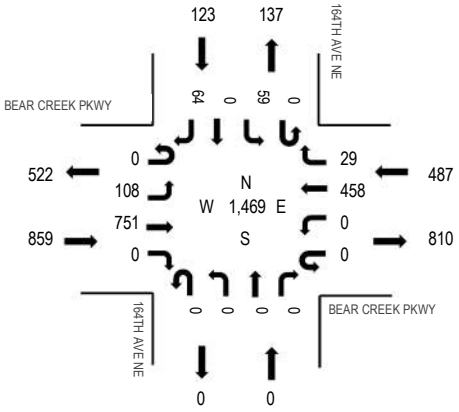
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

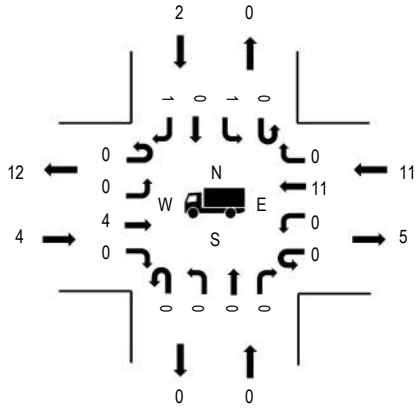
Location: 164TH AVE NE & BEAR CREEK PKWY PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:45 PM - 05:45 PM

Peak Hour

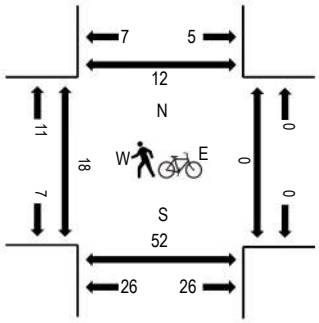
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.5%	0.93
WB	2.3%	0.89
NB	0.0%	0.00
SB	1.6%	0.79
All	1.2%	0.96

Traffic Counts - Motorized Vehicles

Interval Start Time	BEAR CREEK PKWY Eastbound				BEAR CREEK PKWY Westbound				164TH AVE NE Northbound				164TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	18	196	0	0	0	100	5	0	0	0	0	0	13	0	24	356	1,396
4:15 PM	0	20	196	0	0	0	105	5	0	0	0	0	0	8	0	8	342	1,424
4:30 PM	0	12	199	0	0	0	95	5	0	0	0	0	0	12	0	24	347	1,454
4:45 PM	0	30	200	0	0	0	87	7	0	0	0	0	0	17	0	10	351	1,469
5:00 PM	0	29	191	0	0	0	119	6	0	0	0	0	0	15	0	24	384	1,449
5:15 PM	0	24	189	0	0	0	126	11	0	0	0	0	0	12	0	10	372	
5:30 PM	0	25	171	0	0	0	126	5	0	0	0	0	0	15	0	20	362	
5:45 PM	0	30	180	0	0	0	77	14	0	0	0	0	0	11	0	19	331	
Count Total	0	188	1,522	0	0	0	835	58	0	0	0	0	0	103	0	139	2,845	
Peak Hour	0	108	751	0	0	0	458	29	0	0	0	0	0	59	0	64	1,469	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	4	0	6	1	11	4:00 PM	0	0	1	0	1	4:00 PM	2	7	0	0	9
4:15 PM	2	0	2	0	4	4:15 PM	0	0	0	0	0	4:15 PM	5	8	0	0	13
4:30 PM	1	0	6	0	7	4:30 PM	0	0	0	0	0	4:30 PM	1	8	0	2	11
4:45 PM	1	0	1	1	3	4:45 PM	0	0	0	0	0	4:45 PM	1	9	0	0	10
5:00 PM	1	0	4	0	5	5:00 PM	0	0	0	0	0	5:00 PM	2	11	0	5	18
5:15 PM	1	0	3	0	4	5:15 PM	0	0	0	0	0	5:15 PM	3	15	0	7	25
5:30 PM	1	0	3	1	5	5:30 PM	0	0	0	0	0	5:30 PM	12	17	0	0	29
5:45 PM	1	0	1	0	2	5:45 PM	1	0	1	0	2	5:45 PM	3	9	0	7	19
Count Total	12	0	26	3	41	Count Total	1	0	2	0	3	Count Total	29	84	0	21	134
Peak Hour	4	0	11	2	17	Peak Hour	0	0	0	0	0	Peak Hour	18	52	0	12	82

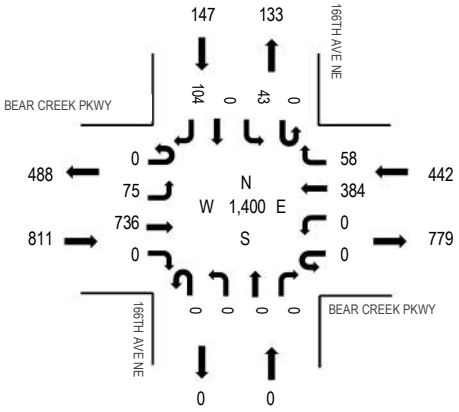
Exhibit E

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

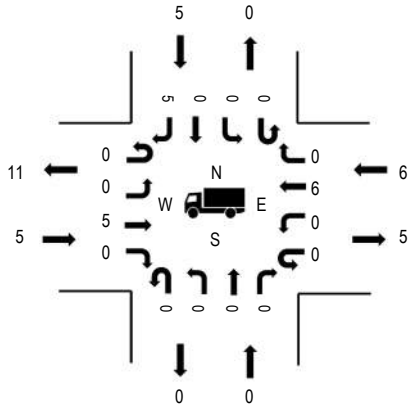
Location: 166TH AVE NE & BEAR CREEK PKWY PM
Date: Tuesday, October 15, 2024
Peak Hour: 04:45 PM - 05:45 PM

Peak Hour

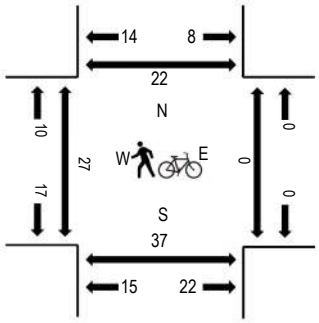
Motorized Vehicles



Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



	HV%	PHF
EB	0.6%	0.93
WB	1.4%	0.86
NB	0.0%	0.00
SB	3.4%	0.84
All	1.1%	0.95

Traffic Counts - Motorized Vehicles

Interval Start Time	BEAR CREEK PKWY Eastbound				BEAR CREEK PKWY Westbound				166TH AVE NE Northbound				166TH AVE NE Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	21	194	0	0	0	84	22	0	0	0	0	0	9	0	22	352	1,359
4:15 PM	0	19	183	0	0	0	87	31	0	0	0	0	0	8	0	21	349	1,354
4:30 PM	0	10	201	0	0	0	78	6	0	0	0	0	0	13	0	22	330	1,372
4:45 PM	0	11	207	0	0	0	74	10	0	0	0	0	0	7	0	19	328	1,400
5:00 PM	0	19	183	0	0	0	97	14	0	0	0	0	0	6	0	28	347	1,388
5:15 PM	0	24	180	0	0	0	108	11	0	0	0	0	0	13	0	31	367	
5:30 PM	0	21	166	0	0	0	105	23	0	0	0	0	0	17	0	26	358	
5:45 PM	0	14	179	0	0	0	72	19	0	0	0	0	0	13	0	19	316	
Count Total	0	139	1,493	0	0	0	705	136	0	0	0	0	0	86	0	188	2,747	
Peak Hour	0	75	736	0	0	0	384	58	0	0	0	0	0	43	0	104	1,400	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	4	0	2	4	10	4:00 PM	0	0	0	0	0	4:00 PM	8	8	0	4	20
4:15 PM	1	0	1	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	6	0	2	8
4:30 PM	1	0	3	3	7	4:30 PM	0	0	0	0	0	4:30 PM	1	9	0	3	13
4:45 PM	2	0	1	0	3	4:45 PM	0	0	0	0	0	4:45 PM	6	7	0	3	16
5:00 PM	1	0	2	2	5	5:00 PM	0	0	0	0	0	5:00 PM	10	10	0	11	31
5:15 PM	1	0	1	2	4	5:15 PM	0	0	0	0	0	5:15 PM	6	8	0	4	18
5:30 PM	1	0	2	1	4	5:30 PM	0	0	0	0	0	5:30 PM	5	12	0	4	21
5:45 PM	1	0	1	1	3	5:45 PM	1	0	0	0	1	5:45 PM	3	7	0	6	16
Count Total	12	0	13	14	39	Count Total	1	0	0	0	1	Count Total	39	67	0	37	143
Peak Hour	5	0	6	5	16	Peak Hour	0	0	0	0	0	Peak Hour	27	37	0	22	86

Appendix E

Level of Service (LOS) Methodology and Calculations

Level of Service Methodology

Level of Service (LOS) generally refers to the degree of congestion at an intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes intersection LOS.

Signalized Intersection LOS represents the average control delay (sec/veh) and can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for signalized intersections.

LOS Criteria for Signalized Intersections [1]

Control Delay (sec/veh)	Level of Service [2]	General Description [3]
≤ 10	A	Exceptionally Favorable Progression (or very short cycle lengths) – Most vehicles arrive during the green indication and travel through the intersection without stopping.
> 10 to ≤ 20	B	Highly Favorable Progression (or short cycle lengths) – While more vehicles than LOS A stop, most vehicles still pass through the intersection without stopping.
> 20 to ≤ 35	C	Favorable Progression (or moderate cycle lengths) – Individual cycle failures begin to appear, but many vehicles still pass through the intersection without stopping.
> 35 to ≤ 55	D	Ineffective Progression (or long cycle lengths) – Many vehicles stop and individual cycle failures are noticeable.
> 55 to ≤ 80	E	Unfavorable Progression (and long cycle lengths) – Individual cycle failures are frequent.
> 80	F	Very Poor Progression (and long cycle lengths) – Most cycles fail to clear the queue at this level.

1 Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.
2 If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at signals, LOS is defined solely by control delay.
3 Individual cycle failures: one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle.

Synchro 12 and/or HCM 2000 LOS methodology may be used when HCM 7th Edition methodology is not supported at an intersection (i.e., intersection geometry and/or custom phasing) or jurisdictional standards require use of an alternative methodology.

Unsignalized Intersection LOS (two-way stop control, all-way stop control, and roundabouts) is based on the average control delay. For two-way stop-controlled intersections, the LOS criteria apply to each controlled minor-street approach, controlled minor-street lane group, and controlled major-street movement (additional v/c ratio criteria apply to lane group LOS only). LOS is not calculated for major-street approaches or for the intersection as a whole at two-way stop-controlled intersections. For all-way stop-controlled intersections and roundabouts, LOS can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for unsignalized intersections based on these methodologies.

Note: LOS reported for WSDOT roundabouts use signalized intersection delay criteria, per *WSDOT Sidra Policy Settings*.

LOS Criteria for Unsignalized Intersections[1]

Control Delay (sec/veh)	Level of Service [2]
≤ 10	A
> 10 to ≤ 15	B
> 15 to ≤ 25	C
> 25 to ≤ 35	D
> 35 to ≤ 50	E
> 50	F

1 Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.
2 If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at unsignalized intersections, LOS is defined solely by control delay.

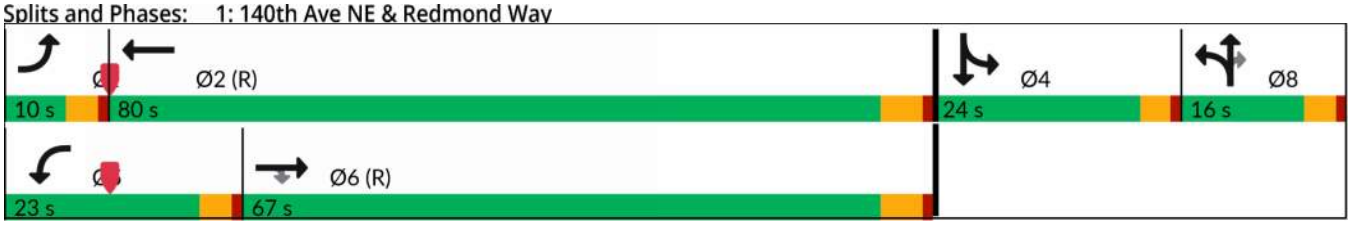
2025 Existing

Lanes, Volumes, Timings
1: 140th Ave NE & Redmond Way 03/21/2025

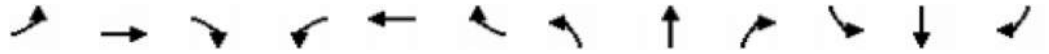
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1100	98	139	1426	6	74	9	47	15	7	20
Future Volume (vph)	29	1100	98	139	1426	6	74	9	47	15	7	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			4%			0%			7%	
Storage Length (ft)	125		250	250		0	0		200	0		30
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			25	
Link Distance (ft)		535			1832			797			317	
Travel Time (s)		9.1			31.2			15.5			8.6	
Confl. Peds. (#/hr)	8		2	2		8	11					11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6						8			
Detector Phase	1	6	6	5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	23.0	23.0	9.0	23.0		9.0	9.0	9.0	24.0	24.0	
Total Split (s)	10.0	67.0	67.0	23.0	80.0		16.0	16.0	16.0	24.0	24.0	
Total Split (%)	7.7%	51.5%	51.5%	17.7%	61.5%		12.3%	12.3%	12.3%	18.5%	18.5%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0			4.0	4.0		4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	

Intersection Summary
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: 140th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
1: 140th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	1100	98	139	1426	6	74	9	47	15	7	20
Future Volume (veh/h)	29	1100	98	139	1426	6	74	9	47	15	7	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1791	1791	1791	1900	1900	1900	1611	1611	1611
Adj Flow Rate, veh/h	32	1196	0	151	1550	7	80	10	0	16	8	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	50	2500		177	2551	12	101	13		48	24	
Arrive On Green	0.03	0.66	0.00	0.10	0.73	0.73	0.06	0.06	0.00	0.05	0.05	0.00
Sat Flow, veh/h	1908	3806	1697	1706	3474	16	1617	202	1610	1040	520	0
Grp Volume(v), veh/h	32	1196	0	151	759	798	90	0	0	24	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1697	1706	1701	1788	1819	0	1610	1559	0	0
Q Serve(g_s), s	2.2	20.4	0.0	11.3	27.8	27.9	6.3	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	2.2	20.4	0.0	11.3	27.8	27.9	6.3	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.89		1.00	0.67		0.00
Lane Grp Cap(c), veh/h	50	2500		177	1249	1313	113	0		72	0	
V/C Ratio(X)	0.64	0.48		0.85	0.61	0.61	0.80	0.00		0.33	0.00	
Avail Cap(c_a), veh/h	88	2500		249	1249	1313	168	0		240	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.7	11.2	0.0	57.3	8.3	8.3	60.1	0.0	0.0	60.0	0.0	0.0
Incr Delay (d2), s/veh	12.6	0.7	0.0	17.9	2.2	2.1	14.5	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	8.1	0.0	5.7	9.4	9.8	3.4	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.3	11.8	0.0	75.2	10.5	10.4	74.7	0.0	0.0	62.0	0.0	0.0
LnGrp LOS	E	B		E	B	B	E			E		
Approach Vol, veh/h		1228			1708			90			24	
Approach Delay, s/veh		13.5			16.2			74.7			62.0	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	100.5		10.0	17.5	90.4		12.1				
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	6.0	75.0		20.0	19.0	62.0		12.0				
Max Q Clear Time (g_c+I1), s	4.2	29.9		3.9	13.3	22.4		8.3				
Green Ext Time (p_c), s	0.0	24.2		0.0	0.2	16.3		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.2
HCM 7th LOS	B

Notes

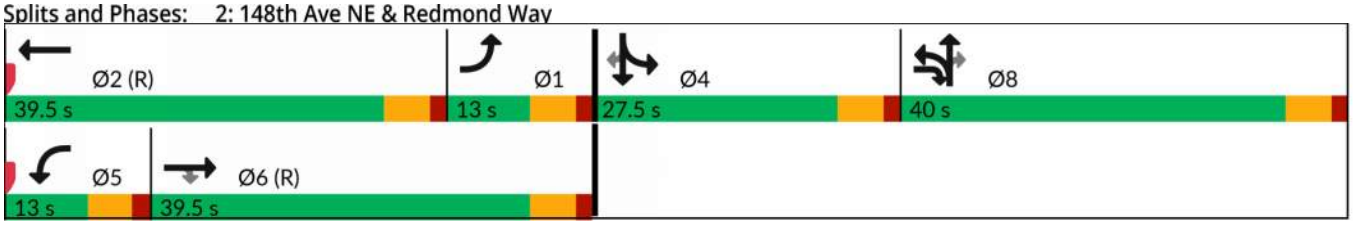
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
2: 148th Ave NE & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	812	167	158	777	10	593	588	344	30	358	252
Future Volume (vph)	162	812	167	158	777	10	593	588	344	30	358	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			-3%			3%	
Storage Length (ft)	375		150	250		0	275		200	200		250
Storage Lanes	2		1	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		957			1580			2623			1894	
Travel Time (s)		16.3			26.9			44.7			32.3	
Confl. Peds. (#/hr)	4		4	4		4			9	9		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)							35%					
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	8	5	2		8	8		4	4	
Permitted Phases			6						8			4
Detector Phase	1	6	8	5	2		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	27.5	24.5	10.5	25.5		24.5	24.5	24.5	27.5	27.5	27.5
Total Split (s)	13.0	39.5	40.0	13.0	39.5		40.0	40.0	40.0	27.5	27.5	27.5
Total Split (%)	10.8%	32.9%	33.3%	10.8%	32.9%		33.3%	33.3%	33.3%	22.9%	22.9%	22.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?		Yes		Yes								
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 87 (73%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 2: 148th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
2: 148th Ave NE & Redmond Way 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	812	167	158	777	10	593	588	344	30	358	252
Future Volume (veh/h)	162	812	167	158	777	10	593	588	344	30	358	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	2003	2003	2003	1817	1817	1817
Adj Flow Rate, veh/h	174	873	180	170	835	11	710	531	0	32	385	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	380	1231	1029	218	1026	14	1082	568		254	507	
Arrive On Green	0.10	0.32	0.32	0.02	0.09	0.09	0.28	0.28	0.00	0.05	0.05	0.00
Sat Flow, veh/h	3701	3806	1691	3483	3620	48	3815	2003	1697	1731	3453	1540
Grp Volume(v), veh/h	174	873	180	170	413	433	710	531	0	32	385	0
Grp Sat Flow(s),veh/h/ln	1850	1903	1691	1742	1791	1876	1908	2003	1697	1731	1726	1540
Q Serve(g_s), s	5.3	24.2	5.6	5.8	27.2	27.2	19.7	31.0	0.0	2.1	13.2	0.0
Cycle Q Clear(g_c), s	5.3	24.2	5.6	5.8	27.2	27.2	19.7	31.0	0.0	2.1	13.2	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	1231	1029	218	507	532	1082	568		254	507	
V/C Ratio(X)	0.46	0.71	0.17	0.78	0.81	0.81	0.66	0.93		0.13	0.76	
Avail Cap(c_a), veh/h	380	1231	1029	218	507	532	1097	576		317	633	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	0.20	0.20	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	50.7	35.6	10.4	57.9	51.3	51.3	37.8	41.9	0.0	49.7	55.0	0.0
Incr Delay (d2), s/veh	0.9	3.5	0.4	12.8	10.4	9.9	0.3	6.5	0.0	0.2	4.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	11.5	4.0	3.0	14.5	15.1	9.0	15.8	0.0	0.9	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	39.1	10.7	70.8	61.7	61.2	38.1	48.4	0.0	49.9	59.0	0.0
LnGrp LOS	D	D	B	E	E	E	D	D		D	E	
Approach Vol, veh/h		1227			1016			1241			417	
Approach Delay, s/veh		36.7			63.0			42.5			58.3	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	39.5		23.1	13.0	44.3		39.5				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	7.5	34.0		22.0	7.5	34.0		34.5				
Max Q Clear Time (g_c+I1), s	7.3	29.2		15.2	7.8	26.2		33.0				
Green Ext Time (p_c), s	0.0	1.6		1.7	0.0	3.1		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			47.7									
HCM 7th LOS			D									

Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

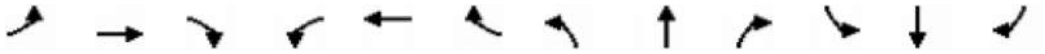
Lanes, Volumes, Timings
3: Willows Rd NE & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1241	12	23	927	241	6	5	18	538	15	14
Future Volume (vph)	14	1241	12	23	927	241	6	5	18	538	15	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			0%			5%	
Storage Length (ft)	150		0	125		30	0		0	275		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			35	
Link Distance (ft)		1580			850			188			922	
Travel Time (s)		26.9			14.5			5.1			18.0	
Confl. Peds. (#/hr)	12		4	4		12	19		5	5		19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)										47%		
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases												
Detector Phase	1	6		5	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	12.0		5.0	12.0		5.0	5.0		6.0	6.0	
Minimum Split (s)	11.0	19.0		10.0	19.0		23.0	23.0		25.0	25.0	
Total Split (s)	11.0	55.0		10.0	54.0		23.0	23.0		32.0	32.0	
Total Split (%)	9.2%	45.8%		8.3%	45.0%		19.2%	19.2%		26.7%	26.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 31 (26%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: Willows Rd NE & Redmond Way

HCM 7th Signalized Intersection Summary
3: Willows Rd NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1241	12	23	927	241	6	5	18	538	15	14
Future Volume (veh/h)	14	1241	12	23	927	241	6	5	18	538	15	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.91	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	1900	1900	1900	1738	1738	1738
Adj Flow Rate, veh/h	15	1334	13	25	997	0	6	5	19	603	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	38	1609	16	269	1958		19	16	61	684	359	0
Arrive On Green	0.01	0.14	0.14	0.30	1.00	0.00	0.06	0.06	0.06	0.21	0.00	0.00
Sat Flow, veh/h	1908	3861	38	1795	3676	0	316	264	1001	3310	1738	0
Grp Volume(v), veh/h	15	657	690	25	997	0	30	0	0	603	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1996	1795	1791	0	1581	0	0	1655	1738	0
Q Serve(g_s), s	0.9	40.4	40.4	1.2	0.0	0.0	2.2	0.0	0.0	21.2	0.0	0.0
Cycle Q Clear(g_c), s	0.9	40.4	40.4	1.2	0.0	0.0	2.2	0.0	0.0	21.2	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	0.20		0.63	1.00		0.00
Lane Grp Cap(c), veh/h	38	793	831	269	1958		96	0	0	684	359	0
V/C Ratio(X)	0.40	0.83	0.83	0.09	0.51		0.31	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	95	793	831	269	1958		237	0	0	745	391	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.78	0.78	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.9	47.6	47.6	36.2	0.0	0.0	54.0	0.0	0.0	46.2	0.0	0.0
Incr Delay (d2), s/veh	3.1	6.3	6.1	0.0	0.7	0.0	0.7	0.0	0.0	12.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	21.9	22.9	0.5	0.2	0.0	0.9	0.0	0.0	9.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.0	53.9	53.7	36.2	0.7	0.0	54.7	0.0	0.0	58.3	0.0	0.0
LnGrp LOS	E	D	D	D	A		D			E		
Approach Vol, veh/h		1362			1022			30			603	
Approach Delay, s/veh		53.9			1.6			54.7			58.3	
Approach LOS		D			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	70.6		29.8	22.9	55.0		12.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	49.0		27.0	5.0	50.0		18.0				
Max Q Clear Time (g_c+I1), s	2.9	2.0		23.2	3.2	42.4		4.2				
Green Ext Time (p_c), s	0.0	18.0		1.6	0.0	6.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	37.1	
HCM 7th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1227	581	197	868	328	175
Future Volume (vph)	1227	581	197	868	328	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			3%	-4%	
Storage Length (ft)		125	150		0	75
Storage Lanes		1	2		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	35	
Link Distance (ft)	850			951	587	
Travel Time (s)	19.3			21.6	11.4	
Confl. Peds. (#/hr)		14	14			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Turn Type	NA	pm+ov	Prot	NA	Prot	
Protected Phases	6	4	5	2	4	
Permitted Phases		6				
Detector Phase	6	4	5	2	4	
Switch Phase						
Minimum Initial (s)	8.0	6.0	5.0	20.0	6.0	
Minimum Split (s)	22.0	25.0	10.0	25.0	25.0	
Total Split (s)	57.0	48.0	15.0	72.0	48.0	
Total Split (%)	47.5%	40.0%	12.5%	60.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 48 (40%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 4: West Lake Sammamish Pkwy NE & Redmond Way

HCM 7th Signalized Intersection Summary
4: West Lake Sammamish Pkwy NE & Redmond Way 03/21/2025

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1227	581	197	868	328	175
Future Volume (veh/h)	1227	581	197	868	328	175
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2003	2003	1832	1832	2027	2027
Adj Flow Rate, veh/h	1239	587	199	877	331	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	1649	724	837	2514	375	
Arrive On Green	0.87	0.87	0.49	1.00	0.19	0.00
Sat Flow, veh/h	3906	1670	3385	3573	1925	0
Grp Volume(v), veh/h	1239	587	199	877	332	0
Grp Sat Flow(s),veh/h/ln	1903	1670	1693	1741	1931	0
Q Serve(g_s), s	14.9	18.9	4.0	0.0	20.1	0.0
Cycle Q Clear(g_c), s	14.9	18.9	4.0	0.0	20.1	0.0
Prop In Lane		1.00	1.00		1.00	0.00
Lane Grp Cap(c), veh/h	1649	724	837	2514	376	
V/C Ratio(X)	0.75	0.81	0.24	0.35	0.88	
Avail Cap(c_a), veh/h	1649	724	837	2514	692	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.91	0.91	0.93	0.00
Uniform Delay (d), s/veh	5.5	5.8	23.9	0.0	47.0	0.0
Incr Delay (d2), s/veh	2.2	6.6	0.1	0.3	6.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.7	1.6	0.1	10.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.7	12.4	24.0	0.3	53.5	0.0
LnGrp LOS	A	B	C	A	D	
Approach Vol, veh/h	1826			1076	332	
Approach Delay, s/veh	9.2			4.7	53.5	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.7		28.3	34.7	57.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		67.0		43.0	10.0	52.0
Max Q Clear Time (g_c+I1), s		2.0		22.1	6.0	20.9
Green Ext Time (p_c), s		4.9		1.3	0.3	12.5

Intersection Summary	
HCM 7th Control Delay, s/veh	12.3
HCM 7th LOS	B

Notes

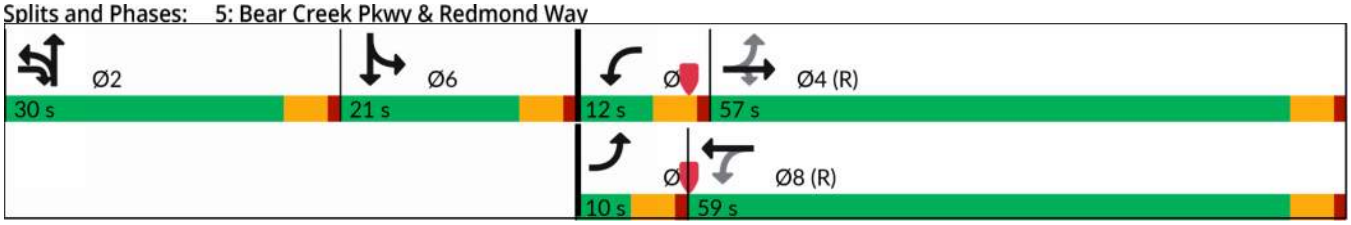
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
5: Bear Creek Pkwy & Redmond Way 03/21/2025

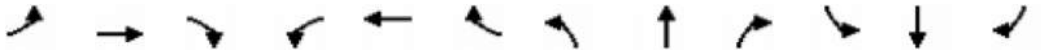
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	906	464	65	839	18	246	4	73	21	5	17
Future Volume (vph)	10	906	464	65	839	18	246	4	73	21	5	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			0%			0%			0%	
Storage Length (ft)	150		175	150		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		951			828			488			167	
Travel Time (s)		21.6			18.8			11.1			4.6	
Confl. Peds. (#/hr)	9		15	15		9	9		19	19		9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							33%					
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	2	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	
Minimum Split (s)	10.0	24.0	24.0	10.0	21.0		24.0	24.0		21.0	21.0	
Total Split (s)	10.0	57.0	30.0	12.0	59.0		30.0	30.0		21.0	21.0	
Total Split (%)	8.3%	47.5%	25.0%	10.0%	49.2%		25.0%	25.0%		17.5%	17.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes				Yes	Yes				
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 68 (57%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Bear Creek Pkwy & Redmond Way



HCM 7th Signalized Intersection Summary
5: Bear Creek Pkwy & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	906	464	65	839	18	246	4	73	21	5	17
Future Volume (veh/h)	10	906	464	65	839	18	246	4	73	21	5	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2042	2042	2042	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	934	478	67	865	19	167	126	75	22	5	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	425	2307	1261	355	2220	49	256	155	92	109	20	72
Arrive On Green	0.02	1.00	1.00	0.04	0.62	0.62	0.14	0.14	0.14	0.06	0.06	0.06
Sat Flow, veh/h	1945	3880	1709	1795	3582	79	1810	1097	653	1810	334	1202
Grp Volume(v), veh/h	10	934	478	67	432	452	167	0	201	22	0	23
Grp Sat Flow(s),veh/h/ln	1945	1940	1709	1795	1791	1870	1810	0	1750	1810	0	1535
Q Serve(g_s), s	0.2	0.0	0.0	1.7	14.5	14.5	10.5	0.0	13.4	1.4	0.0	1.7
Cycle Q Clear(g_c), s	0.2	0.0	0.0	1.7	14.5	14.5	10.5	0.0	13.4	1.4	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.37	1.00		0.78
Lane Grp Cap(c), veh/h	425	2307	1261	355	1110	1159	256	0	248	109	0	92
V/C Ratio(X)	0.02	0.40	0.38	0.19	0.39	0.39	0.65	0.00	0.81	0.20	0.00	0.25
Avail Cap(c_a), veh/h	483	2307	1261	392	1110	1159	377	0	365	241	0	205
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	0.0	8.4	11.4	11.4	48.7	0.0	50.0	53.6	0.0	53.8
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.1	0.8	0.7	2.1	0.0	7.1	0.9	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.7	5.8	6.1	4.9	0.0	6.3	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	0.3	0.5	8.5	12.2	12.2	50.8	0.0	57.1	54.5	0.0	55.2
LnGrp LOS	A	A	A	A	B	B	D		E	D		E
Approach Vol, veh/h		1422			951			368			45	
Approach Delay, s/veh		0.5			11.9			54.2			54.9	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.0	9.5	76.3	12.2	6.4	79.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	7.0	52.0	16.0	5.0	54.0
Max Q Clear Time (g_c+I1), s	15.4	3.7	2.0	3.7	2.2	16.5
Green Ext Time (p_c), s	0.8	0.0	6.8	0.1	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Notes

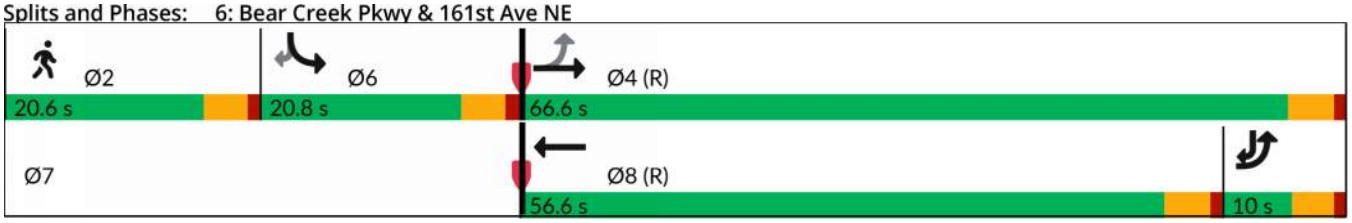
User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
6: Bear Creek Pkwy & 161st Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	30	438	289	172	100	73	
Future Volume (vph)	30	438	289	172	100	73	
Satd. Flow (prot)	1787	1693	1501	0	1787	1599	
Flt Permitted	0.375				0.950		
Satd. Flow (perm)	705	1693	1501	0	1612	1445	
Satd. Flow (RTOR)			38			83	
Confl. Peds. (#/hr)	48			48	29	23	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	
Parking (#/hr)		0	0	0			
Shared Lane Traffic (%)							
Lane Group Flow (vph)	34	498	523	0	114	83	
Turn Type	pm+pt	NA	NA		Prot	pm+ov	
Protected Phases	7	4	8		6	7	2
Permitted Phases	4					6	
Detector Phase	7	4	8		6	7	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.4	9.6	20.6		20.6	9.4	20.6
Total Split (s)	10.0	66.6	56.6		20.8	10.0	20.6
Total Split (%)	9.3%	61.7%	52.4%		19.3%	9.3%	19%
Yellow Time (s)	3.4	3.6	3.6		3.6	3.4	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.4	4.6	4.6		4.6	4.4	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	74.2	74.0	66.0		12.4	18.2	
Actuated g/C Ratio	0.69	0.69	0.61		0.11	0.17	
v/c Ratio	0.06	0.43	0.56		0.56	0.26	
Control Delay (s/veh)	9.7	11.7	15.1		54.8	6.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	9.7	11.7	15.1		54.8	6.7	
LOS	A	B	B		D	A	
Approach Delay (s/veh)		11.6	15.1		34.5		
Approach LOS		B	B		C		

Intersection Summary	
Cycle Length: 108	
Actuated Cycle Length: 108	
Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 44.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bear Creek Pkwy & 161st Ave NE

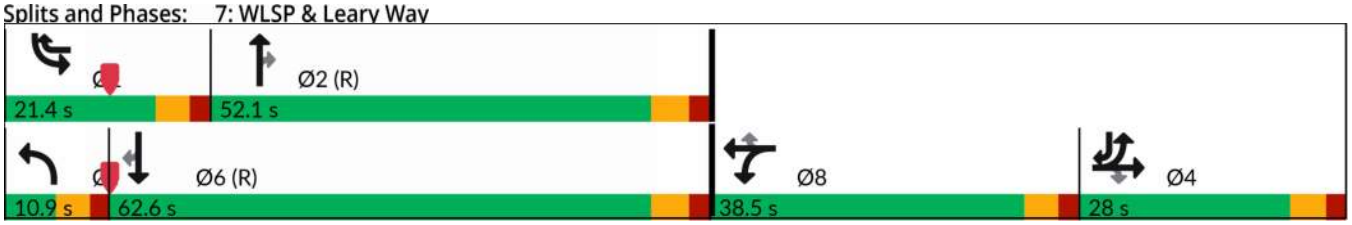


Lanes, Volumes, Timings
7: WLSP & Leary Way 03/21/2025

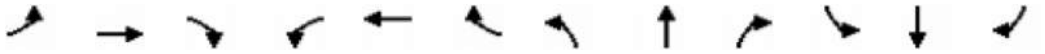
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	10	192	251	440	79	14	918	1041	189	794	529
Future Volume (vph)	260	10	192	251	440	79	14	918	1041	189	794	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%			3%			0%			0%	
Storage Length (ft)	0		175	200		150	200		275	175		0
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		718			834			1781			1175	
Travel Time (s)		16.3			19.0			30.4			20.0	
Confl. Peds. (#/hr)	34					34			3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				11%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	4	4		8	8	1	5	2		1	6	4
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	1	5	2	2	1	6	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	5.0	10.0	10.0	7.0	10.0	5.0
Minimum Split (s)	10.9	10.9	10.9	38.5	38.5	12.5	10.5	33.9	33.9	12.5	15.9	10.9
Total Split (s)	28.0	28.0	28.0	38.5	38.5	21.4	10.9	52.1	52.1	21.4	62.6	28.0
Total Split (%)	20.0%	20.0%	20.0%	27.5%	27.5%	15.3%	7.8%	37.2%	37.2%	15.3%	44.7%	20.0%
Yellow Time (s)	3.9	3.9	3.9	3.5	3.5	3.5	3.5	3.9	3.9	3.5	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9	5.9	5.5	5.5	5.5	5.5	5.9	5.9	5.5	5.9	5.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None

Intersection Summary
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 92 (66%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: WLSP & Leary Way



HCM 7th Signalized Intersection Summary
7: WLSP & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	10	192	251	440	79	14	918	1041	189	794	529
Future Volume (veh/h)	260	10	192	251	440	79	14	918	1041	189	794	529
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2076	2076	2076	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	11	202	242	493	83	15	966	0	199	836	557
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	12	258	361	759	481	28	1273		202	1620	970
Arrive On Green	0.16	0.16	0.16	0.21	0.21	0.21	0.01	0.12	0.00	0.11	0.46	0.46
Sat Flow, veh/h	1904	76	1645	1731	3635	1465	1781	3554	1585	1781	3554	1582
Grp Volume(v), veh/h	285	0	202	242	493	83	15	966	0	199	836	557
Grp Sat Flow(s),veh/h/ln	1981	0	1645	1731	1817	1465	1781	1777	1585	1781	1777	1582
Q Serve(g_s), s	19.8	0.0	16.5	18.0	17.4	5.7	1.2	36.9	0.0	15.6	23.4	29.5
Cycle Q Clear(g_c), s	19.8	0.0	16.5	18.0	17.4	5.7	1.2	36.9	0.0	15.6	23.4	29.5
Prop In Lane	0.96		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	0	258	361	759	481	28	1273		202	1620	970
V/C Ratio(X)	0.92	0.00	0.78	0.67	0.65	0.17	0.53	0.76		0.98	0.52	0.57
Avail Cap(c_a), veh/h	313	0	260	408	857	520	69	1273		202	1620	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.95	0.95	0.95	0.31	0.31	0.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	58.2	0.0	56.8	50.9	50.7	34.1	69.1	55.9	0.0	61.9	27.1	16.2
Incr Delay (d2), s/veh	30.7	0.0	14.4	4.1	1.7	0.2	4.8	1.4	0.0	55.2	1.1	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	0.0	7.9	8.3	8.1	2.1	0.6	17.9	0.0	10.1	10.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.8	0.0	71.2	55.0	52.4	34.3	73.9	57.2	0.0	117.1	28.2	18.4
LnGrp LOS	F		E	E	D	C	E	E		F	C	B
Approach Vol, veh/h		487			818			981			1592	
Approach Delay, s/veh		81.5			51.3			57.5			35.9	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.4	56.0		27.8	7.7	69.7		34.7				
Change Period (Y+Rc), s	5.5	5.9		5.9	5.5	5.9		5.5				
Max Green Setting (Gmax), s	15.9	46.2		22.1	5.4	56.7		33.0				
Max Q Clear Time (g_c+I1), s	17.6	38.9		21.8	3.2	31.5		20.0				
Green Ext Time (p_c), s	0.0	3.7		0.1	0.0	11.3		5.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		50.3
HCM 7th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

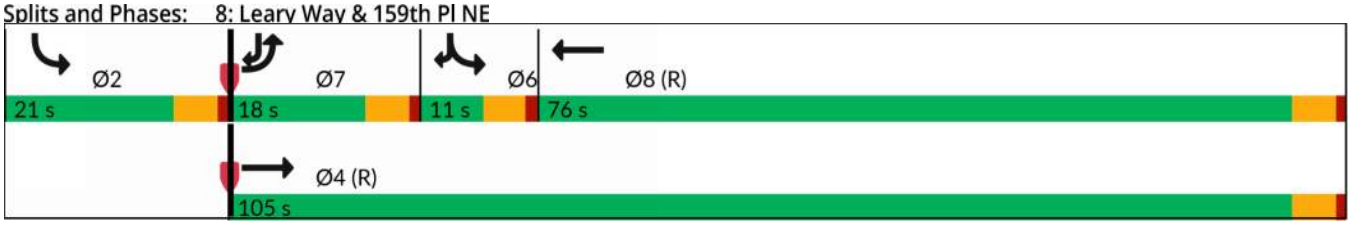
Lanes, Volumes, Timings
8: Leary Way & 159th Pl NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø6
Lane Configurations								
Traffic Volume (vph)	89	1170	751	16	24	72		
Future Volume (vph)	89	1170	751	16	24	72		
Satd. Flow (prot)	1787	1881	3550	0	1805	1615		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1684	1881	3550	0	1805	1615		
Satd. Flow (RTOR)			3			74		
Confl. Peds. (#/hr)	41			41		29		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%		
Mid-Block Traffic (%)		0%	0%		50%			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	92	1206	790	0	25	74		
Turn Type	Prot	NA	NA		Prot	pt+ov		
Protected Phases	7	4!	8		2 6!	6 7	2	6
Permitted Phases								
Detector Phase	7	4	8		2 6	7		
Switch Phase								
Minimum Initial (s)	5.0	7.0	7.0				4.0	6.0
Minimum Split (s)	10.0	12.0	20.0				21.0	11.0
Total Split (s)	18.0	105.0	76.0				21.0	11.0
Total Split (%)	14.3%	83.3%	60.3%				17%	9%
Yellow Time (s)	4.0	4.0	4.0				4.0	4.0
All-Red Time (s)	1.0	1.0	1.0				1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0					
Total Lost Time (s)	5.0	5.0	5.0					
Lead/Lag	Lead							Lag
Lead-Lag Optimize?	Yes							Yes
Recall Mode	None	C-Max	C-Max				None	None
Act Effct Green (s)	10.4	107.4	84.4		17.5	17.0		
Actuated g/C Ratio	0.08	0.85	0.67		0.14	0.13		
v/c Ratio	0.63	0.75	0.33		0.10	0.26		
Control Delay (s/veh)	74.1	9.9	11.7		30.6	11.8		
Queue Delay	0.0	1.3	0.0		0.0	0.0		
Total Delay (s/veh)	74.1	11.2	11.7		30.6	11.8		
LOS	E	B	B		C	B		
Approach Delay (s/veh)		15.6	11.7		16.6			
Approach LOS		B	B		B			

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 126	
Offset: 0 (0%), Referenced to phase 8:WBT and 4:EBT, Start of 1st Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 14.2	Intersection LOS: B
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 8: Leary Way & 159th Pl NE



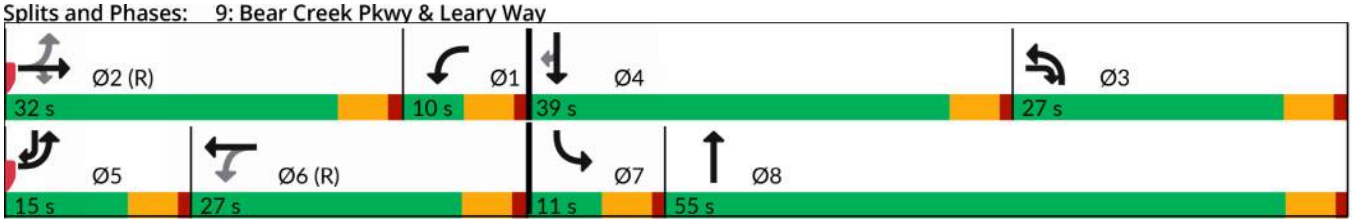
Lanes, Volumes, Timings
9: Bear Creek Pkwy & Leary Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	520	521	17	303	74	313	242	11	40	434	78
Future Volume (vph)	152	520	521	17	303	74	313	242	11	40	434	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	175		0	190		0	275		100
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			421			452			692	
Travel Time (s)		15.1			9.6			10.3			15.7	
Confl. Peds. (#/hr)	12		6	6		12	6		17	17		6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases	2		2	6								4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	5.0
Minimum Split (s)	10.0	26.2	11.2	10.0	24.2		11.2	28.0		10.0	26.0	10.0
Total Split (s)	15.0	32.0	27.0	10.0	27.0		27.0	55.0		11.0	39.0	15.0
Total Split (%)	13.9%	29.6%	25.0%	9.3%	25.0%		25.0%	50.9%		10.2%	36.1%	13.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.2	1.2	1.0	1.2		1.2	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.2	5.2	5.0	5.2		5.2	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	None

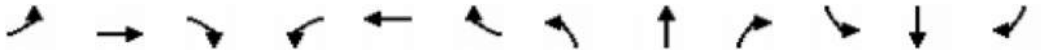
Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 108
Offset: 88 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 9: Bear Creek Pkwy & Leary Way



HCM 7th Signalized Intersection Summary
9: Bear Creek Pkwy & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	520	521	17	303	74	313	242	11	40	434	78
Future Volume (veh/h)	152	520	521	17	303	74	313	242	11	40	434	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	155	531	532	17	309	76	319	247	11	41	443	80
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	1	1	1
Cap, veh/h	258	882	571	446	975	236	407	611	27	59	488	553
Arrive On Green	0.09	0.25	0.25	0.18	0.34	0.34	0.12	0.34	0.34	0.03	0.26	0.26
Sat Flow, veh/h	1781	3554	1547	1795	2849	689	3456	1776	79	1795	1885	1566
Grp Volume(v), veh/h	155	531	532	17	192	193	319	0	258	41	443	80
Grp Sat Flow(s),veh/h/ln	1781	1777	1547	1795	1791	1747	1728	0	1855	1795	1885	1566
Q Serve(g_s), s	8.0	14.3	22.7	0.0	8.5	8.8	9.7	0.0	11.4	2.4	24.6	2.3
Cycle Q Clear(g_c), s	8.0	14.3	22.7	0.0	8.5	8.8	9.7	0.0	11.4	2.4	24.6	2.3
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	258	882	571	446	613	598	407	0	638	59	488	553
V/C Ratio(X)	0.60	0.60	0.93	0.04	0.31	0.32	0.78	0.00	0.40	0.70	0.91	0.14
Avail Cap(c_a), veh/h	259	882	571	446	613	598	698	0	859	100	593	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	1.00	0.89	0.00	0.89	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.6	35.9	32.8	29.3	26.2	26.3	46.3	0.0	27.0	51.7	38.8	10.2
Incr Delay (d2), s/veh	1.9	1.8	16.6	0.0	1.3	1.4	3.0	0.0	0.4	12.4	14.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	6.4	10.0	0.3	3.9	3.9	4.3	0.0	5.1	1.3	13.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.5	37.7	49.5	29.3	27.5	27.7	49.3	0.0	27.4	64.1	53.1	10.3
LnGrp LOS	D	D	D	C	C	C	D		C	E	D	B
Approach Vol, veh/h		1218			402			577			564	
Approach Delay, s/veh		42.9			27.7			39.5			47.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	32.0	17.9	33.0	14.9	42.2	8.5	42.4
Change Period (Y+Rc), s	5.2	* 5.2	5.2	5.0	5.0	5.2	5.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 27	21.8	34.0	10.0	21.8	6.0	* 50
Max Q Clear Time (g_c+I1), s	2.0	24.7	11.7	26.6	10.0	10.8	4.4	13.4
Green Ext Time (p_c), s	0.0	1.2	1.0	1.4	0.0	1.2	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	41.0
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

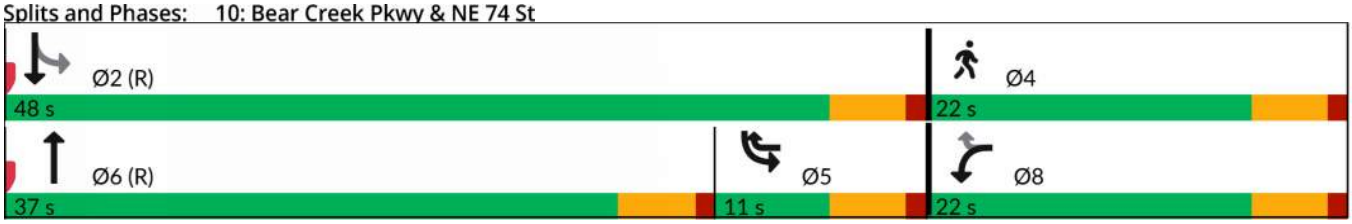
Lanes, Volumes, Timings
10: Bear Creek Pkwy & NE 74 St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	21	171	527	10	128	861	
Future Volume (vph)	21	171	527	10	128	861	
Satd. Flow (prot)	1805	1615	1857	0	1787	1881	
Flt Permitted	0.950				0.369		
Satd. Flow (perm)	1641	1615	1857	0	686	1881	
Satd. Flow (RTOR)		174	2				
Confl. Peds. (#/hr)	44			20	20		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	21	174	548	0	131	879	
Turn Type	Prot	pm+ov	NA		pm+pt	NA	
Protected Phases	8	5	6		5	2	4
Permitted Phases		8			2		
Detector Phase	8	5	6		5	2	
Switch Phase							
Minimum Initial (s)	7.0	4.0	8.0		4.0	5.0	8.0
Minimum Split (s)	12.0	9.0	23.0		9.0	10.0	22.0
Total Split (s)	22.0	11.0	37.0		11.0	48.0	22.0
Total Split (%)	31.4%	15.7%	52.9%		15.7%	68.6%	31%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	
Lead/Lag		Lag	Lead		Lag		
Lead-Lag Optimize?		Yes	Yes		Yes		
Recall Mode	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	13.0	19.2	40.8		51.8	53.8	
Actuated g/C Ratio	0.19	0.27	0.58		0.74	0.77	
v/c Ratio	0.06	0.31	0.51		0.22	0.61	
Control Delay (s/veh)	21.2	4.0	13.9		6.9	9.9	
Queue Delay	0.0	0.0	0.0		0.0	0.5	
Total Delay (s/veh)	21.2	4.0	13.9		6.9	10.4	
LOS	C	A	B		A	B	
Approach Delay (s/veh)	5.9		13.9			9.9	
Approach LOS	A		B			A	

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay (s/veh): 10.7 Intersection LOS: B
Intersection Capacity Utilization 59.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Bear Creek Pkwy & NE 74 St



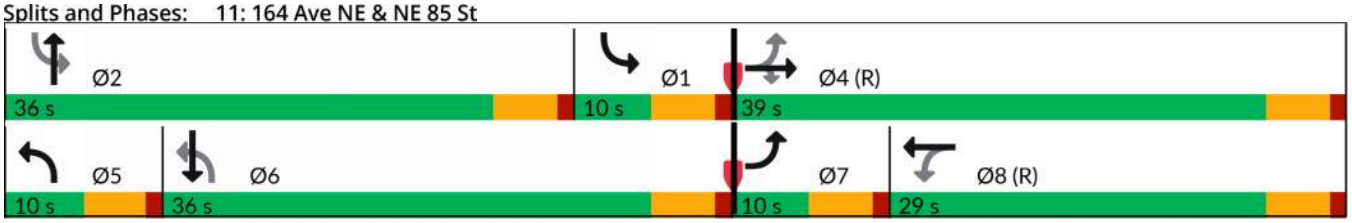
Lanes, Volumes, Timings
11: 164 Ave NE & NE 85 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	331	62	7	189	156	25	455	18	154	338	32
Future Volume (vph)	63	331	62	7	189	156	25	455	18	154	338	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		150	200		0	250		0	240		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			30	
Link Distance (ft)		469			304			659			473	
Travel Time (s)		10.7			6.9			16.0			10.8	
Confl. Peds. (#/hr)	12					12	22					22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			6			2		
Detector Phase	7	4	4	8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	20.0	20.0	20.0	20.0		10.0	22.0		10.0	27.0	
Total Split (s)	10.0	39.0	39.0	29.0	29.0		10.0	36.0		10.0	36.0	
Total Split (%)	11.8%	45.9%	45.9%	34.1%	34.1%		11.8%	42.4%		11.8%	42.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max		None	None		None	None	

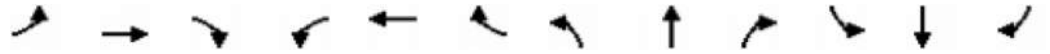
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 11: 164 Ave NE & NE 85 St



HCM 7th Signalized Intersection Summary
11: 164 Ave NE & NE 85 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	331	62	7	189	156	25	455	18	154	338	32
Future Volume (veh/h)	63	331	62	7	189	156	25	455	18	154	338	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	0.99		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	66	348	65	7	199	164	26	479	19	162	356	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	380	903	756	435	354	291	272	522	21	218	542	52
Arrive On Green	0.05	0.48	0.48	0.37	0.37	0.37	0.03	0.29	0.29	0.06	0.32	0.32
Sat Flow, veh/h	1810	1900	1590	980	956	787	1795	1798	71	1795	1688	161
Grp Volume(v), veh/h	66	348	65	7	0	363	26	0	498	162	0	390
Grp Sat Flow(s),veh/h/ln	1810	1900	1590	980	0	1743	1795	0	1869	1795	0	1849
Q Serve(g_s), s	1.8	10.0	1.9	0.4	0.0	14.1	0.8	0.0	21.9	2.0	0.0	15.4
Cycle Q Clear(g_c), s	1.8	10.0	1.9	1.4	0.0	14.1	0.8	0.0	21.9	2.0	0.0	15.4
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	380	903	756	435	0	645	272	0	543	218	0	594
V/C Ratio(X)	0.17	0.39	0.09	0.02	0.00	0.56	0.10	0.00	0.92	0.74	0.00	0.66
Avail Cap(c_a), veh/h	403	903	756	435	0	645	329	0	682	220	0	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.89	0.00	0.89	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	14.3	12.2	17.7	0.0	21.3	19.8	0.0	29.2	37.7	0.0	24.8
Incr Delay (d2), s/veh	0.1	1.2	0.2	0.1	0.0	3.5	0.0	0.0	12.3	11.2	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.4	0.7	0.1	0.0	6.1	0.3	0.0	11.3	3.9	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	15.6	12.4	17.7	0.0	24.8	19.8	0.0	41.5	48.9	0.0	26.1
LnGrp LOS	B	B	B	B		C	B		D	D		C
Approach Vol, veh/h		479			370			524			552	
Approach Delay, s/veh		15.1			24.7			40.4			32.8	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	29.7		45.4	7.3	32.3	8.9	36.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	31.0		34.0	5.0	31.0	5.0	24.0				
Max Q Clear Time (g_c+I1), s	4.0	23.9		12.0	2.8	17.4	3.8	16.1				
Green Ext Time (p_c), s	0.0	0.8		0.9	0.0	0.8	0.0	0.6				

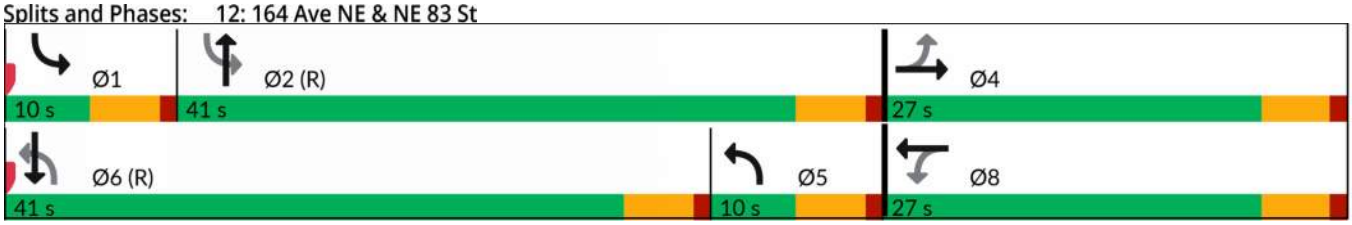
Intersection Summary		
HCM 7th Control Delay, s/veh		28.9
HCM 7th LOS		C

Lanes, Volumes, Timings
12: 164 Ave NE & NE 83 St 03/21/2025

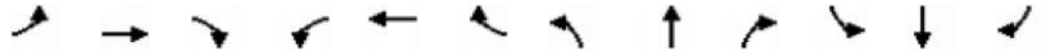
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	190	60	22	106	34	54	435	43	61	331	16
Future Volume (vph)	36	190	60	22	106	34	54	435	43	61	331	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			28	
Link Distance (ft)		968			599			662			659	
Travel Time (s)		22.0			13.6			16.1			16.0	
Confl. Peds. (#/hr)	34		47	47		34	24		31	31		24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Mid-Block Traffic (%)		40%			20%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	19.0		10.0	19.0	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	41.0		10.0	41.0	
Total Split (%)	34.6%	34.6%		34.6%	34.6%		12.8%	52.6%		12.8%	52.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary
Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 17 (22%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: 164 Ave NE & NE 83 St



HCM 7th Signalized Intersection Summary
12: 164 Ave NE & NE 83 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	190	60	22	106	34	54	435	43	61	331	16
Future Volume (veh/h)	36	190	60	22	106	34	54	435	43	61	331	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.92		0.88	0.95		0.88	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1885	1885	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	37	196	62	23	109	35	56	448	44	63	341	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	1	1	1	3	3	3	1	1	1
Cap, veh/h	239	261	82	149	268	86	683	924	91	679	823	39
Arrive On Green	0.07	0.07	0.07	0.20	0.20	0.20	0.29	1.00	1.00	0.05	0.46	0.46
Sat Flow, veh/h	1120	1284	406	1073	1320	424	1767	1658	163	1795	1783	84
Grp Volume(v), veh/h	37	0	258	23	0	144	56	0	492	63	0	357
Grp Sat Flow(s),veh/h/ln	1120	0	1690	1073	0	1743	1767	0	1821	1795	0	1867
Q Serve(g_s), s	2.5	0.0	11.7	1.6	0.0	5.6	0.0	0.0	0.0	1.1	0.0	9.9
Cycle Q Clear(g_c), s	8.1	0.0	11.7	13.3	0.0	5.6	0.0	0.0	0.0	1.1	0.0	9.9
Prop In Lane	1.00		0.24	1.00		0.24	1.00		0.09	1.00		0.04
Lane Grp Cap(c), veh/h	239	0	343	149	0	354	683	0	1014	679	0	862
V/C Ratio(X)	0.15	0.00	0.75	0.15	0.00	0.41	0.08	0.00	0.49	0.09	0.00	0.41
Avail Cap(c_a), veh/h	328	0	477	234	0	492	683	0	1014	708	0	862
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.91	0.99	0.00	0.99	0.90	0.00	0.90	0.79	0.00	0.79
Uniform Delay (d), s/veh	35.5	0.0	34.5	35.7	0.0	27.0	9.3	0.0	0.0	6.3	0.0	14.0
Incr Delay (d2), s/veh	0.1	0.0	2.2	0.2	0.0	0.3	0.0	0.0	1.5	0.0	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.4	0.4	0.0	2.3	0.4	0.0	0.4	0.4	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	0.0	36.7	35.9	0.0	27.3	9.3	0.0	1.5	6.3	0.0	15.1
LnGrp LOS	D		D	D		C	A		A	A		B
Approach Vol, veh/h		295			167			548			420	
Approach Delay, s/veh		36.5			28.5			2.3			13.8	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	48.4		20.8	16.2	41.0		20.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	36.0		22.0	5.0	36.0		22.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		13.7	2.0	11.9		15.3				
Green Ext Time (p_c), s	0.0	1.4		0.5	0.0	0.8		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		15.8
HCM 7th LOS		B

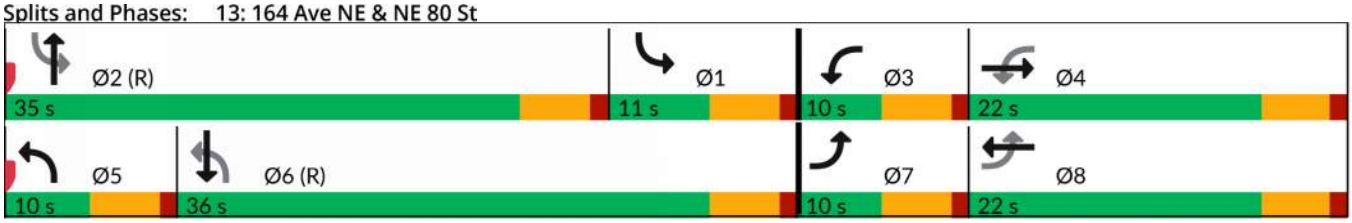
Lanes, Volumes, Timings
13: 164 Ave NE & NE 80 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	146	19	31	175	51	21	309	55	99	323	61
Future Volume (vph)	68	146	19	31	175	51	21	309	55	99	323	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			28			28	
Link Distance (ft)		178			313			347			662	
Travel Time (s)		4.9			8.5			8.4			16.1	
Confl. Peds. (#/hr)	27		24	24		27	37		22	22		37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	17.0		10.0	18.0		10.0	18.0		10.0	19.0	
Total Split (s)	10.0	22.0		10.0	22.0		10.0	35.0		11.0	36.0	
Total Split (%)	12.8%	28.2%		12.8%	28.2%		12.8%	44.9%		14.1%	46.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes			Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

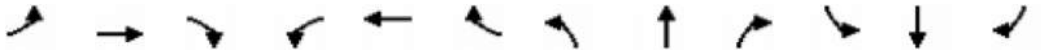
Intersection Summary

Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 17 (22%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 13: 164 Ave NE & NE 80 St



HCM 7th Signalized Intersection Summary
13: 164 Ave NE & NE 80 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	146	19	31	175	51	21	309	55	99	323	61
Future Volume (veh/h)	68	146	19	31	175	51	21	309	55	99	323	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.93	0.97		0.92	0.98		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	73	157	20	33	188	55	23	332	59	106	347	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	3	3	3
Cap, veh/h	219	296	38	263	225	66	612	585	104	576	757	144
Arrive On Green	0.05	0.18	0.18	0.03	0.16	0.16	0.03	0.51	0.51	0.29	1.00	1.00
Sat Flow, veh/h	1795	1622	207	1795	1370	401	1767	1521	270	1767	1505	286
Grp Volume(v), veh/h	73	0	177	33	0	243	23	0	391	106	0	413
Grp Sat Flow(s),veh/h/ln	1795	0	1829	1795	0	1771	1767	0	1791	1767	0	1791
Q Serve(g_s), s	2.6	0.0	6.8	1.1	0.0	10.4	0.5	0.0	11.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	6.8	1.1	0.0	10.4	0.5	0.0	11.7	0.0	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.23	1.00		0.15	1.00		0.16
Lane Grp Cap(c), veh/h	219	0	334	263	0	291	612	0	689	576	0	901
V/C Ratio(X)	0.33	0.00	0.53	0.13	0.00	0.83	0.04	0.00	0.57	0.18	0.00	0.46
Avail Cap(c_a), veh/h	242	0	399	319	0	386	681	0	689	576	0	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.00	0.94	0.96	0.00	0.96
Uniform Delay (d), s/veh	25.8	0.0	28.8	24.8	0.0	31.6	8.7	0.0	14.6	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.0	0.2	0.0	10.3	0.0	0.0	3.2	0.1	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	3.0	0.5	0.0	5.2	0.2	0.0	4.6	1.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.4	0.0	29.8	24.9	0.0	41.9	8.7	0.0	17.8	13.9	0.0	1.6
LnGrp LOS	C		C	C		D	A		B	B		A
Approach Vol, veh/h		250			276			414			519	
Approach Delay, s/veh		28.8			39.9			17.3			4.1	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	35.0	7.6	19.2	7.0	44.2	9.0	17.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	30.0	5.0	17.0	5.0	31.0	5.0	17.0
Max Q Clear Time (g_c+I1), s	2.0	13.7	3.1	8.8	2.5	2.0	4.6	12.4
Green Ext Time (p_c), s	0.1	1.2	0.0	0.3	0.0	1.4	0.0	0.3

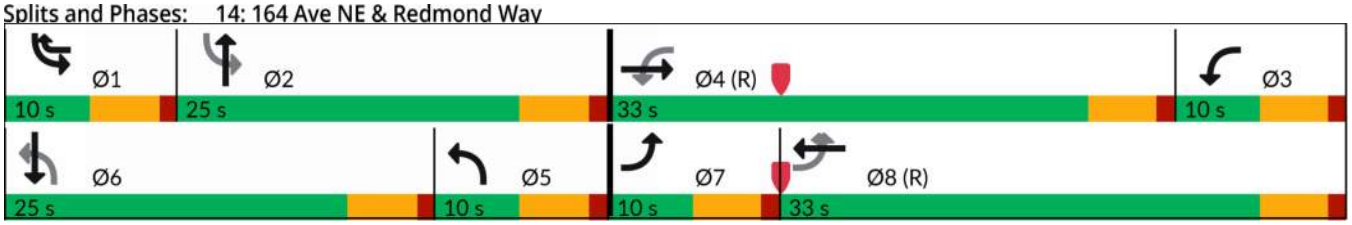
Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Lanes, Volumes, Timings
14: 164 Ave NE & Redmond Way 03/21/2025

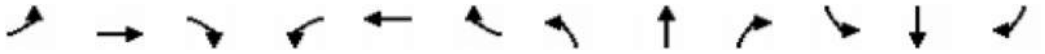
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	521	18	23	571	222	44	134	34	188	129	19
Future Volume (vph)	30	521	18	23	571	222	44	134	34	188	129	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	70		0	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			714			325			347	
Travel Time (s)		7.1			16.2			7.4			7.9	
Confl. Peds. (#/hr)	56		39	39		56	61		51	51		61
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	5%	5%	5%
Parking (#/hr)				0								
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	8			4		8	6			2		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	22.0		10.0	24.0	10.0	10.0	25.0		10.0	24.0	
Total Split (s)	10.0	33.0		10.0	33.0	10.0	10.0	25.0		10.0	25.0	
Total Split (%)	12.8%	42.3%		12.8%	42.3%	12.8%	12.8%	32.1%		12.8%	32.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 10 (13%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 14: 164 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
14: 164 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	521	18	23	571	222	44	134	34	188	129	19
Future Volume (veh/h)	30	521	18	23	571	222	44	134	34	188	129	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.92	1.00		0.93	0.95		0.86	0.91		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1670	1670	1670	1697	1697	1697	1643	1643	1643
Adj Flow Rate, veh/h	31	537	19	24	589	229	45	138	35	194	133	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	5	5	5
Cap, veh/h	297	578	20	311	716	658	334	276	70	329	293	44
Arrive On Green	0.06	0.72	0.72	0.20	0.86	0.86	0.14	0.44	0.44	0.02	0.07	0.07
Sat Flow, veh/h	1603	1610	57	1590	1670	1323	1616	1259	319	1565	1376	207
Grp Volume(v), veh/h	31	0	556	24	589	229	45	0	173	194	0	153
Grp Sat Flow(s),veh/h/ln	1603	0	1667	1590	1670	1323	1616	0	1578	1565	0	1583
Q Serve(g_s), s	0.8	0.0	22.0	0.0	13.3	2.6	0.0	0.0	6.1	5.0	0.0	7.2
Cycle Q Clear(g_c), s	0.8	0.0	22.0	0.0	13.3	2.6	0.0	0.0	6.1	5.0	0.0	7.2
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.20	1.00		0.13
Lane Grp Cap(c), veh/h	297	0	599	311	716	658	334	0	346	329	0	337
V/C Ratio(X)	0.10	0.00	0.93	0.08	0.82	0.35	0.13	0.00	0.50	0.59	0.00	0.45
Avail Cap(c_a), veh/h	349	0	599	311	716	658	334	0	405	329	0	406
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.77	0.00	0.77	0.82	0.82	0.82	0.81	0.00	0.81	0.92	0.00	0.92
Uniform Delay (d), s/veh	12.4	0.0	10.2	24.1	4.1	2.7	24.6	0.0	18.8	26.4	0.0	31.9
Incr Delay (d2), s/veh	0.1	0.0	19.0	0.1	8.6	1.2	0.1	0.0	0.9	2.5	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	6.3	0.3	3.3	0.7	0.6	0.0	2.0	1.3	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	0.0	29.1	24.2	12.8	3.9	24.7	0.0	19.7	28.9	0.0	32.8
LnGrp LOS	B		C	C	B	A	C		B	C		C
Approach Vol, veh/h		587			842			218			347	
Approach Delay, s/veh		28.3			10.7			20.7			30.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.1	12.9	33.0	10.5	21.6	7.4	38.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	20.0	5.0	28.0	5.0	20.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	7.0	8.1	2.0	24.0	2.0	9.2	2.8	15.3
Green Ext Time (p_c), s	0.0	0.8	0.0	1.0	0.0	0.6	0.0	3.0

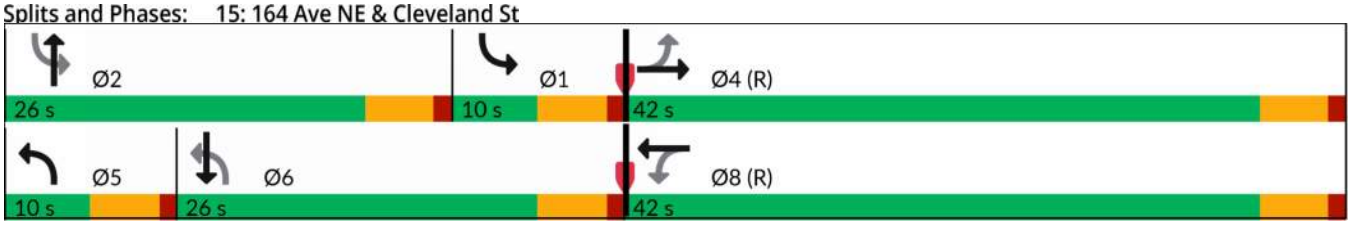
Intersection Summary	
HCM 7th Control Delay, s/veh	20.4
HCM 7th LOS	C

Lanes, Volumes, Timings
15: 164 Ave NE & Cleveland St 03/21/2025

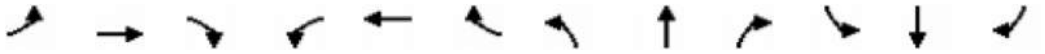
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	243	45	12	89	22	37	163	18	24	133	28
Future Volume (vph)	26	243	45	12	89	22	37	163	18	24	133	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		429			743			151			325	
Travel Time (s)		11.7			20.3			3.4			7.4	
Confl. Peds. (#/hr)	18		30	30		18	43		25	25		43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		8.0	8.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	20.0		10.0	19.0	
Total Split (s)	42.0	42.0		42.0	42.0		10.0	26.0		10.0	26.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		12.8%	33.3%		12.8%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 15: 164 Ave NE & Cleveland St



HCM 7th Signalized Intersection Summary
15: 164 Ave NE & Cleveland St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	243	45	12	89	22	37	163	18	24	133	28
Future Volume (veh/h)	26	243	45	12	89	22	37	163	18	24	133	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	0.92		0.87	0.93		0.86
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1683	1683	1683	1697	1697	1697	1683	1683	1683
Adj Flow Rate, veh/h	28	261	48	13	96	24	40	175	19	26	143	30
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	94	725	128	110	728	173	207	238	26	185	198	42
Arrive On Green	0.62	0.62	0.62	1.00	1.00	1.00	0.04	0.16	0.16	0.06	0.30	0.30
Sat Flow, veh/h	71	1171	206	96	1176	280	1616	1478	160	1603	1306	274
Grp Volume(v), veh/h	337	0	0	133	0	0	40	0	194	26	0	173
Grp Sat Flow(s),veh/h/ln	1448	0	0	1552	0	0	1616	0	1639	1603	0	1581
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	8.8	0.0	0.0	7.6
Cycle Q Clear(g_c), s	8.7	0.0	0.0	0.0	0.0	0.0	1.6	0.0	8.8	0.0	0.0	7.6
Prop In Lane	0.08		0.14	0.10		0.18	1.00		0.10	1.00		0.17
Lane Grp Cap(c), veh/h	946	0	0	1011	0	0	207	0	264	185	0	240
V/C Ratio(X)	0.36	0.00	0.00	0.13	0.00	0.00	0.19	0.00	0.73	0.14	0.00	0.72
Avail Cap(c_a), veh/h	946	0	0	1011	0	0	251	0	441	244	0	426
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.00	0.99	0.00	0.00	1.00	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	7.3	0.0	0.0	0.0	0.0	0.0	26.7	0.0	31.1	33.2	0.0	25.7
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	3.9	0.3	0.0	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	0.1	0.0	0.0	0.6	0.0	3.7	0.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.3	0.0	0.0	0.3	0.0	0.0	27.1	0.0	35.1	33.5	0.0	29.6
LnGrp LOS	A			A			C		D	C		C
Approach Vol, veh/h		337			133			234			199	
Approach Delay, s/veh		8.3			0.3			33.7			30.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	17.6		53.3	7.9	16.8		53.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	21.0		37.0	5.0	21.0		37.0				
Max Q Clear Time (g_c+I1), s	2.0	10.8		10.7	3.6	9.6		2.0				
Green Ext Time (p_c), s	0.0	0.5		1.5	0.0	0.5		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		18.5
HCM 7th LOS		B

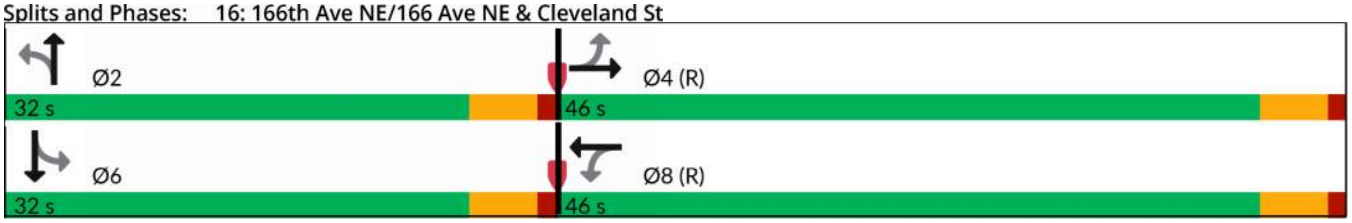
Lanes, Volumes, Timings
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	226	24	29	103	23	14	160	82	6	78	10
Future Volume (vph)	43	226	24	29	103	23	14	160	82	6	78	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	100		125	160		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		743			556			226			372	
Travel Time (s)		20.3			15.2			6.2			8.5	
Confl. Peds. (#/hr)	31		1	1		31	4		79	79		4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	46.0	46.0		46.0	46.0		32.0	32.0		32.0	32.0	
Total Split (%)	59.0%	59.0%		59.0%	59.0%		41.0%	41.0%		41.0%	41.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		Ped	Ped		Ped	Ped	

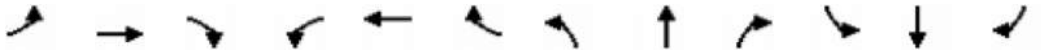
Intersection Summary

Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 16: 166th Ave NE/166 Ave NE & Cleveland St



HCM 7th Signalized Intersection Summary
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	226	24	29	103	23	14	160	82	6	78	10
Future Volume (veh/h)	43	226	24	29	103	23	14	160	82	6	78	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	0.85		1.00	0.88		0.81
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1697	1697	1697	1697	1697	1697	1697	1697	1697
Adj Flow Rate, veh/h	45	238	25	31	108	24	15	168	0	6	82	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	172	858	86	210	693	146	257	345		205	288	39
Arrive On Green	1.00	1.00	1.00	0.67	0.67	0.67	0.20	0.20	0.00	0.41	0.41	0.41
Sat Flow, veh/h	178	1284	129	232	1037	219	1000	1697	1438	971	1418	190
Grp Volume(v), veh/h	308	0	0	163	0	0	15	168	0	6	0	93
Grp Sat Flow(s),veh/h/ln	1592	0	0	1488	0	0	1000	1697	1438	971	0	1608
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.8	0.0	0.4	0.0	3.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.8	0.0	0.0	4.0	6.8	0.0	7.2	0.0	3.0
Prop In Lane	0.15		0.08	0.19		0.15	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	1117	0	0	1049	0	0	257	345		205	0	327
V/C Ratio(X)	0.28	0.00	0.00	0.16	0.00	0.00	0.06	0.49		0.03	0.00	0.28
Avail Cap(c_a), veh/h	1117	0	0	1049	0	0	400	587		343	0	557
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.8	0.0	0.0	27.6	27.5	0.0	23.2	0.0	19.3
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.3	3.8	0.0	0.2	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.9	0.0	0.0	0.3	3.1	0.0	0.1	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.6	0.0	0.0	5.1	0.0	0.0	28.0	31.3	0.0	23.4	0.0	21.0
LnGrp LOS	A			A			C	C		C		C
Approach Vol, veh/h		308			163			183			99	
Approach Delay, s/veh		0.6			5.1			31.0			21.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.9	57.1	20.9	57.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	27.0	41.0	27.0	41.0
Max Q Clear Time (g_c+I1), s	8.8	2.0	9.2	4.8
Green Ext Time (p_c), s	1.7	4.2	0.8	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

Notes

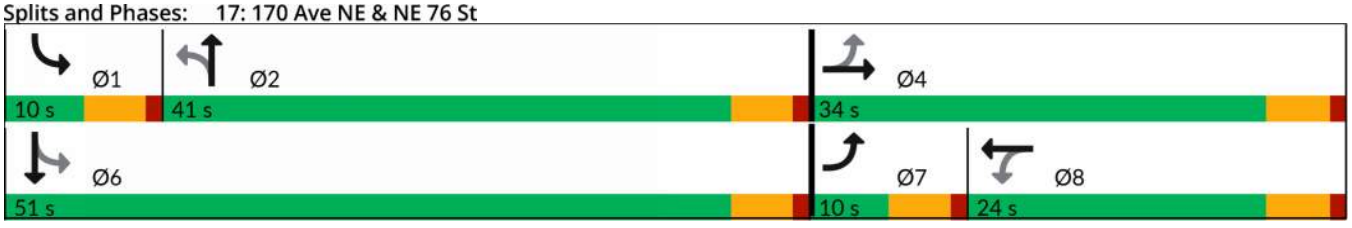
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
17: 170 Ave NE & NE 76 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	2	13	7	4	47	4	828	2	15	460	97
Future Volume (vph)	142	2	13	7	4	47	4	828	2	15	460	97
Satd. Flow (prot)	0	1772	0	0	1655	0	1787	3573	0	1787	3431	0
Flt Permitted		0.704			0.960		0.434			0.212		
Satd. Flow (perm)	0	1297	0	0	1594	0	793	3573	0	399	3431	0
Satd. Flow (RTOR)		6			49						46	
Confl. Peds. (#/hr)	5		25	25		5	21		31	31		21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	60	0	4	865	0	16	580	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	24.0		24.0	24.0		18.0	18.0		10.0	19.0	
Total Split (s)	10.0	34.0		24.0	24.0		41.0	41.0		10.0	51.0	
Total Split (%)	11.8%	40.0%		28.2%	28.2%		48.2%	48.2%		11.8%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		12.5			12.5		22.0	22.0		23.3	23.3	
Actuated g/C Ratio		0.27			0.27		0.47	0.47		0.50	0.50	
v/c Ratio		0.47			0.13		0.01	0.51		0.04	0.33	
Control Delay (s/veh)		19.5			7.7		9.8	11.0		6.9	7.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		19.5			7.7		9.8	11.0		6.9	7.2	
LOS		B			A		A	B		A	A	
Approach Delay (s/veh)		19.5			7.7			11.0			7.2	
Approach LOS		B			A			B			A	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 46.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: 170 Ave NE & NE 76 St



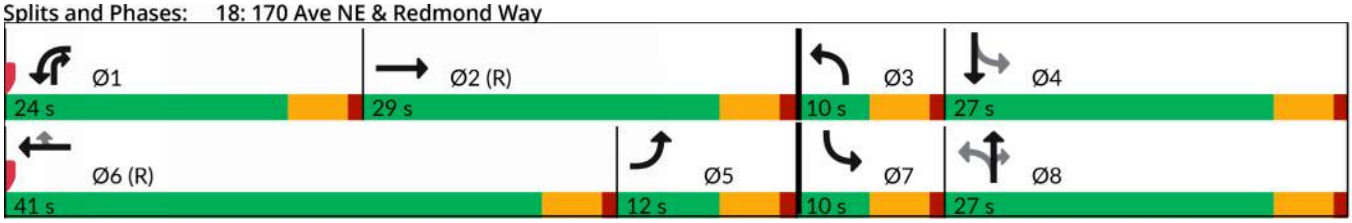
Lanes, Volumes, Timings
18: 170 Ave NE & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	758	77	347	654	224	27	339	655	134	154	14
Future Volume (vph)	56	758	77	347	654	224	27	339	655	134	154	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	125		0	100		0
Storage Lanes	1		0	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		585			661			498			439	
Travel Time (s)		13.3			15.0			11.3			10.0	
Confl. Peds. (#/hr)	20		6	6		20	15		27	27		15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6	8		8	4		
Detector Phase	5	2		1	6	6	3 8	8	1	7 4	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0	6.0	5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0	11.0	10.0	27.0	
Total Split (s)	12.0	29.0		24.0	41.0	41.0	10.0	27.0	24.0	10.0	27.0	
Total Split (%)	13.3%	32.2%		26.7%	45.6%	45.6%	11.1%	30.0%	26.7%	11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	

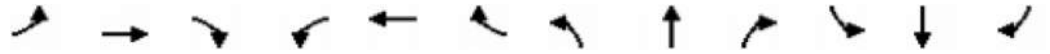
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 58 (64%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: 170 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
18: 170 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	758	77	347	654	224	27	339	655	134	154	14
Future Volume (veh/h)	56	758	77	347	654	224	27	339	655	134	154	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.98		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	59	798	81	365	688	236	28	357	689	141	162	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	140	1129	115	464	1433	623	347	461	591	216	461	43
Arrive On Green	0.16	0.69	0.69	0.04	0.13	0.13	0.03	0.24	0.24	0.02	0.09	0.09
Sat Flow, veh/h	1795	3277	333	3483	3582	1558	1795	1885	1545	1795	1694	157
Grp Volume(v), veh/h	59	436	443	365	688	236	28	357	689	141	0	177
Grp Sat Flow(s),veh/h/ln	1795	1791	1818	1742	1791	1558	1795	1885	1545	1795	0	1851
Q Serve(g_s), s	2.7	13.3	13.3	9.3	16.0	9.0	1.0	15.9	22.0	5.0	0.0	8.1
Cycle Q Clear(g_c), s	2.7	13.3	13.3	9.3	16.0	9.0	1.0	15.9	22.0	5.0	0.0	8.1
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	140	617	626	464	1433	623	347	461	591	216	0	504
V/C Ratio(X)	0.42	0.71	0.71	0.79	0.48	0.38	0.08	0.77	1.17	0.65	0.00	0.35
Avail Cap(c_a), veh/h	140	617	626	735	1433	623	396	461	591	216	0	504
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.97	0.97	0.97	0.66	0.66	0.66	0.85	0.85	0.85	0.43	0.00	0.43
Uniform Delay (d), s/veh	36.2	11.2	11.2	41.7	30.4	15.0	24.4	31.7	28.1	27.7	0.0	33.5
Incr Delay (d2), s/veh	0.7	6.5	6.4	0.7	0.8	1.2	0.0	6.3	90.1	2.4	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.3	4.3	4.3	7.8	3.7	0.4	7.8	26.8	2.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	17.8	17.7	42.5	31.2	16.2	24.4	38.0	118.2	30.0	0.0	33.6
LnGrp LOS	D	B	B	D	C	B	C	D	F	C		C
Approach Vol, veh/h		938			1289			1074			318	
Approach Delay, s/veh		18.9			31.6			89.1			32.0	
Approach LOS		B			C			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	36.0	7.5	29.5	12.0	41.0	10.0	27.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	24.0	5.0	22.0	7.0	36.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	11.3	15.3	3.0	10.1	4.7	18.0	7.0	24.0
Green Ext Time (p_c), s	0.7	2.7	0.0	0.3	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	45.4
HCM 7th LOS	D

Lanes, Volumes, Timings
19: Bear Creek Crossing & Redmond Way 03/21/2025

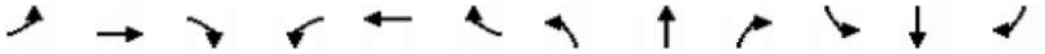
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1375	8	16	1019	141	37	15	46	116	16	52
Future Volume (vph)	89	1375	8	16	1019	141	37	15	46	116	16	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	175		150	0		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		661			588			140			177	
Travel Time (s)		15.0			13.4			3.8			4.8	
Confl. Peds. (#/hr)	20		2	2		20	2		20	20		2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	4			8		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0		10.0	27.0	
Total Split (s)	14.0	42.0		11.0	39.0	39.0	10.0	27.0		10.0	27.0	
Total Split (%)	15.6%	46.7%		12.2%	43.3%	43.3%	11.1%	30.0%		11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 19 (21%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 19: Bear Creek Crossing & Redmond Way

HCM 7th Signalized Intersection Summary
19: Bear Creek Crossing & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1375	8	16	1019	141	37	15	46	116	16	52
Future Volume (veh/h)	89	1375	8	16	1019	141	37	15	46	116	16	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.98		0.97	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	92	1418	8	16	1051	145	38	15	47	120	16	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	119	1501	8	158	1551	676	420	88	277	431	90	304
Arrive On Green	0.02	0.14	0.14	0.12	0.58	0.58	0.03	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1795	3651	21	1795	3582	1561	1810	396	1240	1781	368	1242
Grp Volume(v), veh/h	92	695	731	16	1051	145	38	0	62	120	0	70
Grp Sat Flow(s),veh/h/ln	1795	1791	1881	1795	1791	1561	1810	0	1636	1781	0	1610
Q Serve(g_s), s	4.6	34.6	34.7	0.7	18.4	4.0	1.4	0.0	2.8	4.7	0.0	3.1
Cycle Q Clear(g_c), s	4.6	34.6	34.7	0.7	18.4	4.0	1.4	0.0	2.8	4.7	0.0	3.1
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.76	1.00		0.77
Lane Grp Cap(c), veh/h	119	736	773	158	1551	676	420	0	365	431	0	394
V/C Ratio(X)	0.77	0.94	0.94	0.10	0.68	0.21	0.09	0.00	0.17	0.28	0.00	0.18
Avail Cap(c_a), veh/h	180	736	773	158	1551	676	459	0	400	431	0	394
HCM Platoon Ratio	0.33	0.33	0.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	37.9	37.9	36.5	14.7	11.7	24.0	0.0	28.2	25.2	0.0	26.9
Incr Delay (d2), s/veh	3.7	11.6	11.3	0.2	2.0	0.6	0.1	0.0	0.2	0.3	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	18.9	19.7	0.3	6.3	1.4	0.6	0.0	1.1	2.0	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	49.5	49.1	36.7	16.7	12.3	24.1	0.0	28.4	25.4	0.0	27.8
LnGrp LOS	D	D	D	D	B	B	C		C	C		C
Approach Vol, veh/h		1518			1212			100			190	
Approach Delay, s/veh		49.2			16.4			26.8			26.3	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	42.0	8.1	27.0	11.0	44.0	10.0	25.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	22.0	9.0	34.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	2.7	36.7	3.4	5.1	6.6	20.4	6.7	4.8
Green Ext Time (p_c), s	0.0	0.2	0.0	0.2	0.0	5.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

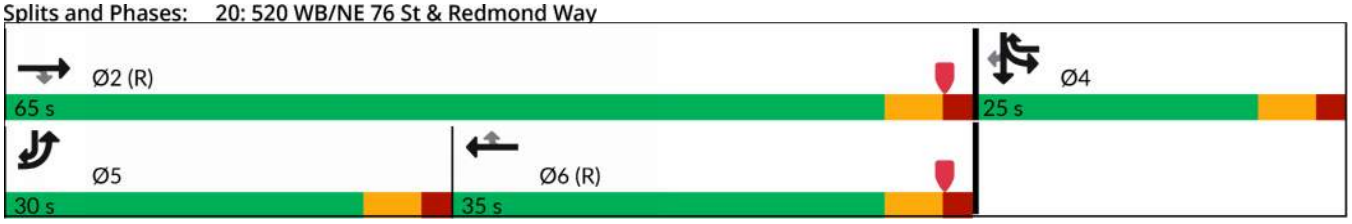
Lanes, Volumes, Timings
20: 520 WB/NE 76 St & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	379	935	230	0	802	332	0	0	0	61	329	374
Future Volume (vph)	379	935	230	0	802	332	0	0	0	61	329	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		110	0		0	0		0	400		350
Storage Lanes	2		1	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		588			476			347			459	
Travel Time (s)		8.9			7.2			9.5			12.5	
Confl. Peds. (#/hr)	16					16						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm		NA	pm+ov				Split	NA	pm+ov
Protected Phases	5	2			6	4				4	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	2		6	4				4	4	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0		7.0	5.0				5.0	5.0	5.0
Minimum Split (s)	10.9	12.9	12.9		37.9	10.9				10.9	10.9	10.9
Total Split (s)	30.0	65.0	65.0		35.0	25.0				25.0	25.0	30.0
Total Split (%)	33.3%	72.2%	72.2%		38.9%	27.8%				27.8%	27.8%	33.3%
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9				3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0				0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9		5.9	5.9				5.9	5.9	5.9
Lead/Lag	Lead				Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min		C-Min	None				None	None	None

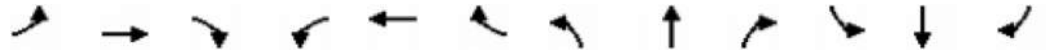
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 69 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 20: 520 WB/NE 76 St & Redmond Way



HCM 7th Signalized Intersection Summary
20: 520 WB/NE 76 St & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	379	935	230	0	802	332	0	0	0	61	329	374
Future Volume (veh/h)	379	935	230	0	802	332	0	0	0	61	329	374
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	0	1885	1885				1870	1870	1870
Adj Flow Rate, veh/h	391	964	237	0	827	342				63	339	386
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	0	1	1				2	2	2
Cap, veh/h	492	2352	1041	0	1611	1045				378	397	560
Arrive On Green	0.28	1.00	1.00	0.00	0.90	0.90				0.21	0.21	0.21
Sat Flow, veh/h	3483	3582	1586	0	3676	1569				1781	1870	1585
Grp Volume(v), veh/h	391	964	237	0	827	342				63	339	386
Grp Sat Flow(s),veh/h/ln	1742	1791	1586	0	1791	1569				1781	1870	1585
Q Serve(g_s), s	9.3	0.0	0.0	0.0	3.9	2.1				2.6	15.7	18.7
Cycle Q Clear(g_c), s	9.3	0.0	0.0	0.0	3.9	2.1				2.6	15.7	18.7
Prop In Lane	1.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	492	2352	1041	0	1611	1045				378	397	560
V/C Ratio(X)	0.79	0.41	0.23	0.00	0.51	0.33				0.17	0.85	0.69
Avail Cap(c_a), veh/h	933	2352	1041	0	1611	1045				378	397	560
HCM Platoon Ratio	2.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.00	0.87	0.87				1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	0.0	2.7	1.0				29.0	34.1	24.9
Incr Delay (d2), s/veh	1.8	0.3	0.3	0.0	1.0	0.7				0.2	16.4	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.1	0.1	0.0	1.0	0.9				1.1	8.8	16.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	0.3	0.3	0.0	3.7	1.7				29.2	50.5	28.4
LnGrp LOS	C	A	A		A	A				C	D	C
Approach Vol, veh/h		1592			1169						788	
Approach Delay, s/veh		8.3			3.1						38.0	
Approach LOS		A			A						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	65.0	25.0	18.6	46.4
Change Period (Y+Rc), s	5.9	5.9	5.9	5.9
Max Green Setting (Gmax), s	59.1	19.1	24.1	29.1
Max Q Clear Time (g_c+I1), s	2.0	20.7	11.3	5.9
Green Ext Time (p_c), s	11.1	0.0	1.4	8.6

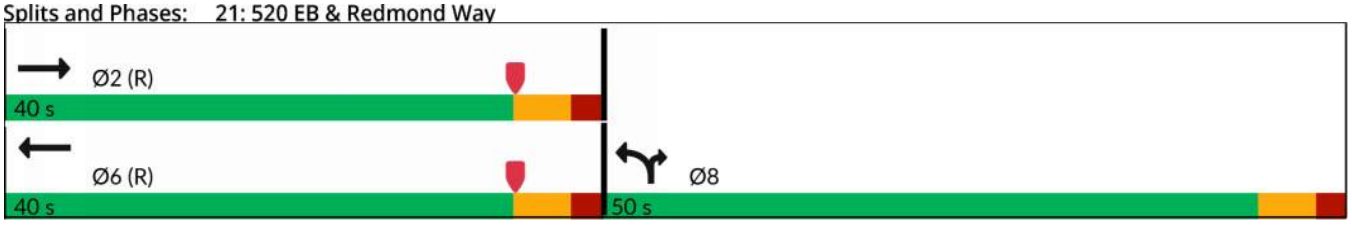
Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Notes
User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	998	0	0	781	370	1187
Future Volume (vph)	998	0	0	781	370	1187
Satd. Flow (prot)	5136	0	0	3574	3467	2814
Flt Permitted					0.950	
Satd. Flow (perm)	5136	0	0	3574	3467	2814
Satd. Flow (RTOR)						44
Confl. Peds. (#/hr)		8	8			16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1040	0	0	814	385	1236
Turn Type	NA			NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases						
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	10.0			10.0	5.0	5.0
Minimum Split (s)	37.9			15.9	37.9	37.9
Total Split (s)	40.0			40.0	50.0	50.0
Total Split (%)	44.4%			44.4%	55.6%	55.6%
Yellow Time (s)	3.9			3.9	3.9	3.9
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	5.9			5.9	5.9	5.9
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min			C-Min	None	None
Act Effct Green (s)	34.2			34.2	44.0	44.0
Actuated g/C Ratio	0.38			0.38	0.49	0.49
v/c Ratio	0.53			0.60	0.23	0.88
Control Delay (s/veh)	11.8			22.6	13.4	29.0
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	11.8			22.6	13.4	29.0
LOS	B			C	B	C
Approach Delay (s/veh)	11.8			22.6	25.3	
Approach LOS	B			C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 69 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 20.6	Intersection LOS: C
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 21: 520 EB & Redmond Way



Lanes, Volumes, Timings
22: 164 Ave NE & NE 76 St 03/21/2025

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	2	45	143	31	1	19	82	86	2	43	109	39
Future Volume (vph)	2	45	143	31	1	19	82	86	2	43	109	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)			25				25				25	
Link Distance (ft)			539				724				311	
Travel Time (s)			14.7				19.7				8.5	
Confl. Peds. (#/hr)	122	1		84	7	84		1	84	122		7
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	0%	0%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control			Yield				Yield				Yield	

Intersection Summary
Area Type: Other
Control Type: Roundabout

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	65	97	23
Future Volume (vph)	3	65	97	23
Ideal Flow (vphpl)	1900	1900	1900	1900
Link Speed (mph)			25	
Link Distance (ft)			149	
Travel Time (s)			4.1	
Confl. Peds. (#/hr)	1	7		122
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%
Shared Lane Traffic (%)				
Sign Control			Yield	

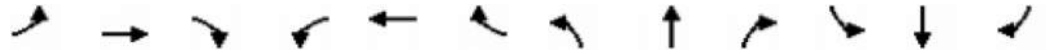
Intersection Summary

Intersection	
Intersection Delay, s/veh	5.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	263	224	229	223
Demand Flow Rate, veh/h	266	224	234	229
Vehicles Circulating, veh/h	227	248	313	178
Vehicles Exiting, veh/h	180	299	180	294
Ped Vol Crossing Leg, #/h	122	7	84	1
Ped Cap Adj	0.977	0.999	0.988	1.000
Approach Delay, s/veh	5.8	5.3	6.0	5.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	266	224	234	229
Cap Entry Lane, veh/h	1095	1071	1003	1151
Entry HV Adj Factor	0.990	1.000	0.980	0.971
Flow Entry, veh/h	263	224	229	222
Cap Entry, veh/h	1058	1070	972	1118
V/C Ratio	0.249	0.209	0.236	0.199
Control Delay, s/veh	5.8	5.3	6.0	5.0
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Lanes, Volumes, Timings
23: 166th Ave NE & NE 76 St 03/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	144	39	23	74	63	20	89	18	17	73	43
Future Volume (vph)	103	144	39	23	74	63	20	89	18	17	73	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			10			10	
Link Distance (ft)		724			1313			308			226	
Travel Time (s)		19.7			35.8			21.0			15.4	
Confl. Peds. (#/hr)	5		49	49		5	9		72	72		9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	144	39	23	74	63	20	89	18	17	73	43
Future Vol, veh/h	103	144	39	23	74	63	20	89	18	17	73	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	0	0	0
Mvmt Flow	110	153	41	24	79	67	21	95	19	18	78	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay, s/veh	11.3	9.4	9.8	9.3
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	16%	36%	14%	19%	0%
Vol Thru, %	70%	50%	46%	81%	0%
Vol Right, %	14%	14%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	286	160	90	43
LT Vol	20	103	23	17	0
Through Vol	89	144	74	73	0
RT Vol	18	39	63	0	43
Lane Flow Rate	135	304	170	96	46
Geometry Grp	4a	2	2	5	5
Degree of Util (X)	0.203	0.409	0.233	0.159	0.066
Departure Headway (Hd)	5.408	4.839	4.923	5.99	5.185
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	666	733	734	601	693
Service Time	3.422	2.935	2.923	3.703	2.898
HCM Lane V/C Ratio	0.203	0.415	0.232	0.16	0.066
HCM Control Delay, s/veh	9.8	11.3	9.4	9.8	8.3
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.8	2	0.9	0.6	0.2

Lanes, Volumes, Timings
24: 164th Ave NE & NE 74th St 03/21/2025

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	74	28	28	63	82	63
Future Volume (vph)	74	28	28	63	82	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10			10	10	
Link Distance (ft)	321			415	239	
Travel Time (s)	21.9			28.3	16.3	
Confl. Peds. (#/hr)	75	214	36			36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%
Parking (#/hr)	0	0	0	0		
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	28	28	63	82	63
Future Vol, veh/h	74	28	28	63	82	63
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	83	31	31	71	92	71
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.2	8	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	31%	73%	0%
Vol Thru, %	69%	0%	57%
Vol Right, %	0%	27%	43%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	91	102	145
LT Vol	28	74	0
Through Vol	63	0	82
RT Vol	0	28	63
Lane Flow Rate	102	115	163
Geometry Grp	1	1	1
Degree of Util (X)	0.125	0.142	0.183
Departure Headway (Hd)	4.393	4.451	4.047
Convergence, Y/N	Yes	Yes	Yes
Cap	819	808	891
Service Time	2.405	2.466	2.047
HCM Lane V/C Ratio	0.125	0.142	0.183
HCM Control Delay, s/veh	8	8.2	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.5	0.7

Lanes, Volumes, Timings
25: 166th Ave NE/166th Ave NE & NE 74th St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	38	75	41	40	74
Future Volume (vph)	48	38	75	41	40	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10		10			10
Link Distance (ft)	375		216			226
Travel Time (s)	25.6		14.7			15.4
Confl. Peds. (#/hr)	53	105		34	34	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	3%	3%
Parking (#/hr)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	38	75	41	40	74
Future Vol, veh/h	48	38	75	41	40	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	0	0	3	3
Mvmt Flow	52	41	82	45	43	80
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.8	7.7	8.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	56%	35%
Vol Thru, %	65%	0%	65%
Vol Right, %	35%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	116	86	114
LT Vol	0	48	40
Through Vol	75	0	74
RT Vol	41	38	0
Lane Flow Rate	126	93	124
Geometry Grp	1	1	1
Degree of Util (X)	0.138	0.112	0.147
Departure Headway (Hd)	3.947	4.306	4.282
Convergence, Y/N	Yes	Yes	Yes
Cap	894	838	827
Service Time	2.037	2.306	2.364
HCM Lane V/C Ratio	0.141	0.111	0.15
HCM Control Delay, s/veh	7.7	7.8	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.4	0.5

Lanes, Volumes, Timings
26: Bear Creek Pkwy & 164th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	110	766	467	30	60	65
Future Volume (vph)	110	766	467	30	60	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			150	0	125
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		500	450		401	
Travel Time (s)		11.4	10.2		27.3	
Confl. Peds. (#/hr)	12			12		18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Parking (#/hr)		0				
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	110	766	467	30	60	65
Future Vol, veh/h	110	766	467	30	60	65
Conflicting Peds, #/hr	12	0	0	12	0	18
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	150	0	125
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	115	798	486	31	63	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	530	0	-	0	1526	516
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	1027	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1043	-	-	-	130	559
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	345	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1032	-	-	-	113	545
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	342	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.12	0	18.68
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1032	-	-	-	239	545
HCM Lane V/C Ratio	0.111	-	-	-	0.262	0.124
HCM Ctrl Dly (s/v)	8.9	-	-	-	25.3	12.5
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1	0.4

Lanes, Volumes, Timings
27: Bear Creek Pkwy & 166th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	77	751	392	59	44	106
Future Volume (vph)	77	751	392	59	44	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	1%		-1%	
Storage Length (ft)	200			150	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		220	462		360	
Travel Time (s)		5.0	10.5		24.5	
Confl. Peds. (#/hr)	22			22		27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	77	751	392	59	44	106
Future Vol, veh/h	77	751	392	59	44	106
Conflicting Peds, #/hr	22	0	0	22	0	27
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	150
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	-1	1	-	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	81	791	413	62	46	112

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	497	0	-	0	1387	462
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	953	-
Critical Hdwy	4.11	-	-	-	6.23	6.13
Critical Hdwy Stg 1	-	-	-	-	5.23	-
Critical Hdwy Stg 2	-	-	-	-	5.23	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1072	-	-	-	169	606
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	393	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1053	-	-	-	151	581
Mov Cap-2 Maneuver	-	-	-	-	279	-
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	386	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.81	0	14.95
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1053	-	-	-	279	581
HCM Lane V/C Ratio	0.077	-	-	-	0.166	0.192
HCM Ctrl Dly (s/v)	8.7	-	-	-	20.5	12.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6	0.7

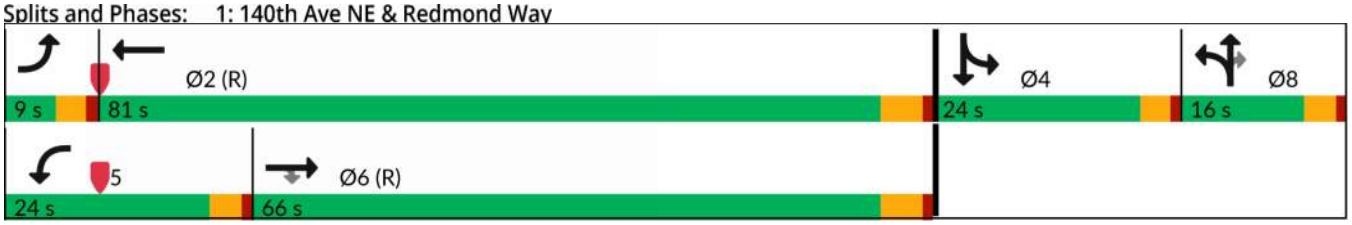
2030 No Action

Lanes, Volumes, Timings
1: 140th Ave NE & Redmond Way 03/21/2025

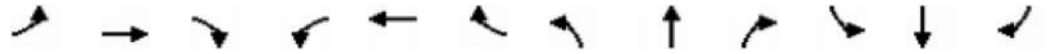
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1214	108	153	1574	7	82	10	52	17	8	23
Future Volume (vph)	31	1214	108	153	1574	7	82	10	52	17	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			4%			0%			7%	
Storage Length (ft)	125		250	250		0	0		200	0		30
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			25	
Link Distance (ft)		535			1832			797			317	
Travel Time (s)		9.1			31.2			15.5			8.6	
Confl. Peds. (#/hr)	8		2	2		8	11					11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6						8			
Detector Phase	1	6	6	5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	23.0	23.0	9.0	23.0		9.0	9.0	9.0	24.0	24.0	
Total Split (s)	9.0	66.0	66.0	24.0	81.0		16.0	16.0	16.0	24.0	24.0	
Total Split (%)	6.9%	50.8%	50.8%	18.5%	62.3%		12.3%	12.3%	12.3%	18.5%	18.5%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0			4.0	4.0		4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	

Intersection Summary
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: 140th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
1: 140th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1214	108	153	1574	7	82	10	52	17	8	23
Future Volume (veh/h)	31	1214	108	153	1574	7	82	10	52	17	8	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1791	1791	1791	1900	1900	1900	1611	1611	1611
Adj Flow Rate, veh/h	34	1320	0	166	1711	8	89	11	0	18	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	52	2438		192	2522	12	110	14		50	25	
Arrive On Green	0.03	0.64	0.00	0.11	0.73	0.73	0.07	0.07	0.00	0.05	0.05	0.00
Sat Flow, veh/h	1908	3806	1697	1706	3473	16	1619	200	1610	1040	520	0
Grp Volume(v), veh/h	34	1320	0	166	838	881	100	0	0	27	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1697	1706	1701	1788	1819	0	1610	1559	0	0
Q Serve(g_s), s	2.3	24.8	0.0	12.4	34.5	34.6	7.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	2.3	24.8	0.0	12.4	34.5	34.6	7.0	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.89		1.00	0.67		0.00
Lane Grp Cap(c), veh/h	52	2438		192	1235	1298	124	0		74	0	
V/C Ratio(X)	0.66	0.54		0.86	0.68	0.68	0.81	0.00		0.36	0.00	
Avail Cap(c_a), veh/h	73	2438		262	1235	1298	168	0		240	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.6	12.9	0.0	56.7	9.6	9.6	59.7	0.0	0.0	60.0	0.0	0.0
Incr Delay (d2), s/veh	13.1	0.9	0.0	19.2	3.0	2.9	18.2	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	10.0	0.0	6.3	11.9	12.5	3.9	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.8	13.7	0.0	75.9	12.6	12.5	78.0	0.0	0.0	62.2	0.0	0.0
LnGrp LOS	E	B		E	B	B	E			E		
Approach Vol, veh/h		1354			1885			100			27	
Approach Delay, s/veh		15.3			18.1			78.0			62.2	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	99.4		10.2	18.6	88.3		12.9				
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	5.0	76.0		20.0	20.0	61.0		12.0				
Max Q Clear Time (g_c+I1), s	4.3	36.6		4.2	14.4	26.8		9.0				
Green Ext Time (p_c), s	0.0	25.9		0.0	0.2	17.4		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.1	
HCM 7th LOS	B	

Notes

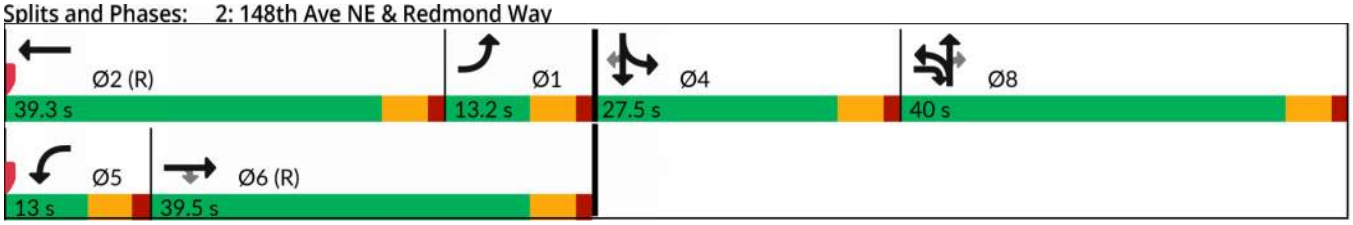
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
2: 148th Ave NE & Redmond Way 03/21/2025

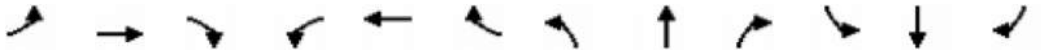
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	896	185	175	858	11	654	649	380	33	395	278
Future Volume (vph)	179	896	185	175	858	11	654	649	380	33	395	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			-3%			3%	
Storage Length (ft)	375		150	250		0	275		200	200		250
Storage Lanes	2		1	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		957			1580			2623			1894	
Travel Time (s)		16.3			26.9			44.7			32.3	
Confl. Peds. (#/hr)	4		4	4		4			9	9		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)							35%					
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	8	5	2		8	8		4	4	
Permitted Phases			6						8			4
Detector Phase	1	6	8	5	2		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	27.5	24.5	10.5	25.5		24.5	24.5	24.5	27.5	27.5	27.5
Total Split (s)	13.2	39.5	40.0	13.0	39.3		40.0	40.0	40.0	27.5	27.5	27.5
Total Split (%)	11.0%	32.9%	33.3%	10.8%	32.8%		33.3%	33.3%	33.3%	22.9%	22.9%	22.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?		Yes		Yes								
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 87 (73%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 2: 148th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
2: 148th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	896	185	175	858	11	654	649	380	33	395	278
Future Volume (veh/h)	179	896	185	175	858	11	654	649	380	33	395	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	2003	2003	2003	1817	1817	1817
Adj Flow Rate, veh/h	192	963	199	188	923	12	784	585	0	35	425	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	338	1182	1013	218	1020	13	1097	576		270	539	
Arrive On Green	0.09	0.31	0.31	0.02	0.09	0.09	0.29	0.29	0.00	0.05	0.05	0.00
Sat Flow, veh/h	3701	3806	1691	3483	3620	47	3815	2003	1697	1731	3453	1540
Grp Volume(v), veh/h	192	963	199	188	457	478	784	585	0	35	425	0
Grp Sat Flow(s),veh/h/ln	1850	1903	1691	1742	1791	1876	1908	2003	1697	1731	1726	1540
Q Serve(g_s), s	6.0	28.0	6.4	6.5	30.3	30.3	22.1	34.5	0.0	2.3	14.6	0.0
Cycle Q Clear(g_c), s	6.0	28.0	6.4	6.5	30.3	30.3	22.1	34.5	0.0	2.3	14.6	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	1182	1013	218	504	529	1097	576		270	539	
V/C Ratio(X)	0.57	0.81	0.20	0.86	0.91	0.91	0.71	1.02		0.13	0.79	
Avail Cap(c_a), veh/h	338	1182	1013	218	504	529	1097	576		317	633	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	0.20	0.20	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	52.2	38.2	11.0	58.3	52.8	52.8	38.3	42.8	0.0	49.1	55.0	0.0
Incr Delay (d2), s/veh	2.2	6.2	0.4	20.6	16.5	15.9	0.5	20.9	0.0	0.2	5.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	13.7	4.6	3.5	16.8	17.5	10.1	19.8	0.0	1.0	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	44.4	11.4	78.9	69.3	68.7	38.8	63.6	0.0	49.3	60.5	0.0
LnGrp LOS	D	D	B	E	E	E	D	F		D	E	
Approach Vol, veh/h		1354			1123			1369			460	
Approach Delay, s/veh		41.0			70.7			49.4			59.6	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	39.3		24.2	13.0	42.8		40.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	7.7	33.8		22.0	7.5	34.0		34.5				
Max Q Clear Time (g_c+I1), s	8.0	32.3		16.6	8.5	30.0		36.5				
Green Ext Time (p_c), s	0.0	0.7		1.6	0.0	2.1		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	53.4
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

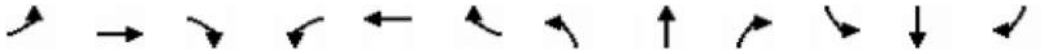
Lanes, Volumes, Timings
3: Willows Rd NE & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1371	14	26	1024	266	7	6	20	593	17	16
Future Volume (vph)	16	1371	14	26	1024	266	7	6	20	593	17	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			0%			5%	
Storage Length (ft)	150		0	125		30	0		0	275		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			35	
Link Distance (ft)		1580			850			188			922	
Travel Time (s)		26.9			14.5			5.1			18.0	
Confl. Peds. (#/hr)	12		4	4		12	19		5	5		19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)										47%		
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases												
Detector Phase	1	6		5	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	12.0		5.0	12.0		5.0	5.0		6.0	6.0	
Minimum Split (s)	11.0	19.0		10.0	19.0		23.0	23.0		25.0	25.0	
Total Split (s)	11.0	56.0		10.0	55.0		23.0	23.0		31.0	31.0	
Total Split (%)	9.2%	46.7%		8.3%	45.8%		19.2%	19.2%		25.8%	25.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 32 (27%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: Willows Rd NE & Redmond Way

HCM 7th Signalized Intersection Summary
3: Willows Rd NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1371	14	26	1024	266	7	6	20	593	17	16
Future Volume (veh/h)	16	1371	14	26	1024	266	7	6	20	593	17	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.91	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	1900	1900	1900	1738	1738	1738
Adj Flow Rate, veh/h	17	1474	15	28	1101	0	8	6	22	667	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	41	1640	17	234	1911		22	17	61	714	375	0
Arrive On Green	0.01	0.14	0.14	0.26	1.00	0.00	0.06	0.06	0.06	0.22	0.00	0.00
Sat Flow, veh/h	1908	3859	39	1795	3676	0	354	265	973	3310	1738	0
Grp Volume(v), veh/h	17	726	763	28	1101	0	36	0	0	667	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1995	1795	1791	0	1592	0	0	1655	1738	0
Q Serve(g_s), s	1.1	45.1	45.1	1.4	0.0	0.0	2.6	0.0	0.0	23.7	0.0	0.0
Cycle Q Clear(g_c), s	1.1	45.1	45.1	1.4	0.0	0.0	2.6	0.0	0.0	23.7	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	0.22		0.61	1.00		0.00
Lane Grp Cap(c), veh/h	41	809	848	234	1911		99	0	0	714	375	0
V/C Ratio(X)	0.41	0.90	0.90	0.12	0.58		0.36	0.00	0.00	0.93	0.00	0.00
Avail Cap(c_a), veh/h	95	809	848	234	1911		239	0	0	717	377	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.72	0.72	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.8	49.0	49.1	39.1	0.0	0.0	54.0	0.0	0.0	46.2	0.0	0.0
Incr Delay (d2), s/veh	2.3	7.9	7.6	0.1	0.9	0.0	0.8	0.0	0.0	19.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	24.6	25.8	0.6	0.2	0.0	1.1	0.0	0.0	11.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.1	56.9	56.7	39.2	0.9	0.0	54.8	0.0	0.0	65.9	0.0	0.0
LnGrp LOS	E	E	E	D	A		D			E		
Approach Vol, veh/h		1506			1129			36			667	
Approach Delay, s/veh		56.8			1.9			54.8			65.9	
Approach LOS		E			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	69.0		30.9	20.6	56.0		12.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	50.0		26.0	5.0	51.0		18.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		25.7	3.4	47.1		4.6				
Green Ext Time (p_c), s	0.0	20.8		0.1	0.0	3.5		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	40.0	
HCM 7th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1355	642	217	958	363	194
Future Volume (vph)	1355	642	217	958	363	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			3%	-4%	
Storage Length (ft)		125	150		0	75
Storage Lanes		1	2		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	35	
Link Distance (ft)	850			951	587	
Travel Time (s)	19.3			21.6	11.4	
Confl. Peds. (#/hr)		14	14			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Turn Type	NA	pm+ov	Prot	NA	Prot	
Protected Phases	6	4	5	2	4	
Permitted Phases		6				
Detector Phase	6	4	5	2	4	
Switch Phase						
Minimum Initial (s)	8.0	6.0	5.0	20.0	6.0	
Minimum Split (s)	22.0	25.0	10.0	25.0	25.0	
Total Split (s)	57.0	48.0	15.0	72.0	48.0	
Total Split (%)	47.5%	40.0%	12.5%	60.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: West Lake Sammamish Pkwy NE & Redmond Way

HCM 7th Signalized Intersection Summary
4: West Lake Sammamish Pkwy NE & Redmond Way 03/21/2025

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1355	642	217	958	363	194
Future Volume (veh/h)	1355	642	217	958	363	194
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2003	2003	1832	1832	2027	2027
Adj Flow Rate, veh/h	1369	648	219	968	367	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	1649	724	772	2448	411	
Arrive On Green	0.87	0.87	0.46	1.00	0.21	0.00
Sat Flow, veh/h	3906	1670	3385	3573	1926	0
Grp Volume(v), veh/h	1369	648	219	968	368	0
Grp Sat Flow(s),veh/h/ln	1903	1670	1693	1741	1931	0
Q Serve(g_s), s	20.5	27.7	4.8	0.0	22.2	0.0
Cycle Q Clear(g_c), s	20.5	27.7	4.8	0.0	22.2	0.0
Prop In Lane		1.00	1.00		1.00	0.00
Lane Grp Cap(c), veh/h	1649	724	772	2448	412	
V/C Ratio(X)	0.83	0.90	0.28	0.40	0.89	
Avail Cap(c_a), veh/h	1649	724	772	2448	692	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.88	0.88	0.93	0.00
Uniform Delay (d), s/veh	5.9	6.4	26.5	0.0	45.8	0.0
Incr Delay (d2), s/veh	2.9	10.0	0.2	0.4	7.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.7	1.9	0.1	11.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.8	16.4	26.7	0.4	53.6	0.0
LnGrp LOS	A	B	C	A	D	
Approach Vol, veh/h	2017			1187	368	
Approach Delay, s/veh	11.3			5.3	53.6	
Approach LOS	B			A	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		89.4		30.6	32.4	57.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		67.0		43.0	10.0	52.0
Max Q Clear Time (g_c+I1), s		2.0		24.2	6.8	29.7
Green Ext Time (p_c), s		5.6		1.4	0.3	12.3

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Notes

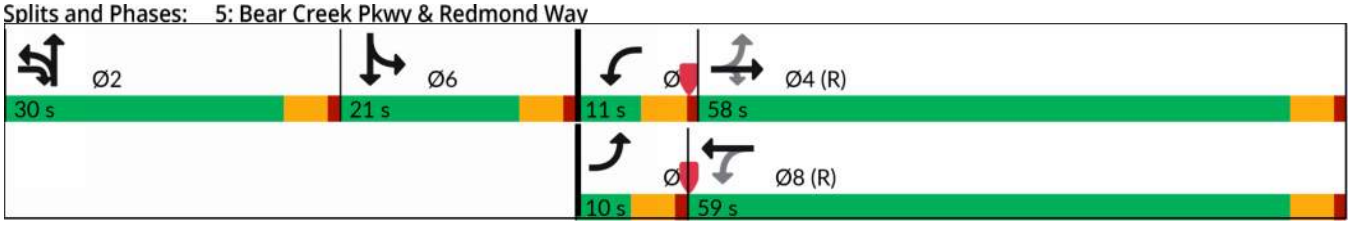
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
5: Bear Creek Pkwy & Redmond Way 03/21/2025

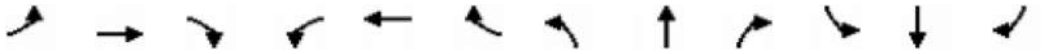
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1000	512	72	927	20	271	5	81	24	6	19
Future Volume (vph)	11	1000	512	72	927	20	271	5	81	24	6	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			0%			0%			0%	
Storage Length (ft)	150		175	150		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		951			828			488			167	
Travel Time (s)		21.6			18.8			11.1			4.6	
Confl. Peds. (#/hr)	9		15	15		9	9		19	19		9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							32%					
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	2	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	
Minimum Split (s)	10.0	24.0	24.0	10.0	21.0		24.0	24.0		21.0	21.0	
Total Split (s)	10.0	58.0	30.0	11.0	59.0		30.0	30.0		21.0	21.0	
Total Split (%)	8.3%	48.3%	25.0%	9.2%	49.2%		25.0%	25.0%		17.5%	17.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes				Yes	Yes				
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 66 (55%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Bear Creek Pkwy & Redmond Way



HCM 7th Signalized Intersection Summary
5: Bear Creek Pkwy & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1000	512	72	927	20	271	5	81	24	6	19
Future Volume (veh/h)	11	1000	512	72	927	20	271	5	81	24	6	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2042	2042	2042	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1031	528	74	956	21	184	138	84	25	6	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	378	2264	1257	323	2181	48	272	164	100	111	22	73
Arrive On Green	0.03	1.00	1.00	0.04	0.61	0.61	0.15	0.15	0.15	0.06	0.06	0.06
Sat Flow, veh/h	1945	3880	1709	1795	3582	79	1810	1088	662	1810	356	1187
Grp Volume(v), veh/h	11	1031	528	74	478	499	184	0	222	25	0	26
Grp Sat Flow(s),veh/h/ln	1945	1940	1709	1795	1791	1870	1810	0	1750	1810	0	1543
Q Serve(g_s), s	0.3	0.0	0.0	2.0	17.1	17.1	11.5	0.0	14.8	1.6	0.0	1.9
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.0	17.1	17.1	11.5	0.0	14.8	1.6	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.38	1.00		0.77
Lane Grp Cap(c), veh/h	378	2264	1257	323	1090	1138	272	0	263	111	0	95
V/C Ratio(X)	0.03	0.46	0.42	0.23	0.44	0.44	0.68	0.00	0.84	0.22	0.00	0.27
Avail Cap(c_a), veh/h	434	2264	1257	344	1090	1138	377	0	365	241	0	206
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	8.9	12.5	12.5	48.2	0.0	49.6	53.6	0.0	53.8
Incr Delay (d2), s/veh	0.0	0.3	0.4	0.1	1.0	0.9	2.2	0.0	11.0	1.0	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.8	6.9	7.2	5.4	0.0	7.3	0.8	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	0.3	0.4	9.1	13.5	13.5	50.4	0.0	60.6	54.6	0.0	55.3
LnGrp LOS	B	A	A	A	B	B	D		E	D		E
Approach Vol, veh/h		1570			1051			406			51	
Approach Delay, s/veh		0.4			13.2			56.0			55.0	
Approach LOS		A			B			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	9.6	75.0	12.4	6.5	78.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	6.0	53.0	16.0	5.0	54.0
Max Q Clear Time (g_c+I1), s	16.8	4.0	2.0	3.9	2.3	19.1
Green Ext Time (p_c), s	0.9	0.0	7.9	0.1	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.0
HCM 7th LOS	B

Notes

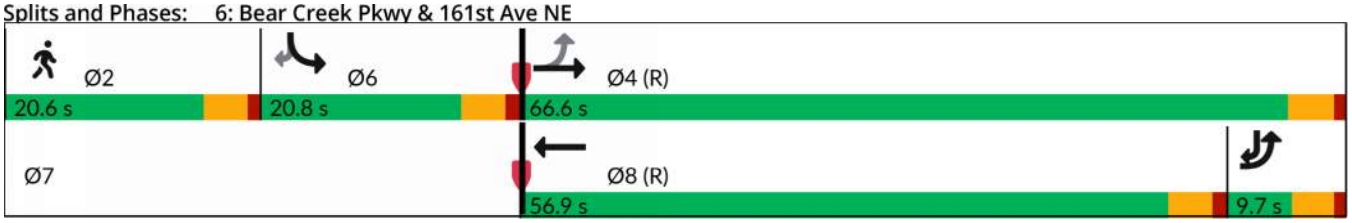
User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
6: Bear Creek Pkwy & 161st Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	33	484	319	190	110	80	
Future Volume (vph)	33	484	319	190	110	80	
Satd. Flow (prot)	1787	1693	1501	0	1787	1599	
Flt Permitted	0.337				0.950		
Satd. Flow (perm)	634	1693	1501	0	1612	1445	
Satd. Flow (RTOR)			38			91	
Confl. Peds. (#/hr)	48			48	29	23	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	
Parking (#/hr)		0	0	0			
Shared Lane Traffic (%)							
Lane Group Flow (vph)	38	550	579	0	125	91	
Turn Type	pm+pt	NA	NA		Prot	pm+ov	
Protected Phases	7	4	8		6	7	2
Permitted Phases	4					6	
Detector Phase	7	4	8		6	7	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.4	9.6	20.6		20.6	9.4	20.6
Total Split (s)	9.7	66.6	56.9		20.8	9.7	20.6
Total Split (%)	9.0%	61.7%	52.7%		19.3%	9.0%	19%
Yellow Time (s)	3.4	3.6	3.6		3.6	3.4	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.4	4.6	4.6		4.6	4.4	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	73.9	73.7	65.9		12.7	18.2	
Actuated g/C Ratio	0.68	0.68	0.61		0.12	0.17	
v/c Ratio	0.08	0.48	0.62		0.60	0.28	
Control Delay (s/veh)	10.0	12.5	17.3		56.3	6.8	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.0	12.5	17.3		56.3	6.8	
LOS	A	B	B		E	A	
Approach Delay (s/veh)		12.4	17.3		35.5		
Approach LOS		B	B		D		

Intersection Summary	
Cycle Length: 108	
Actuated Cycle Length: 108	
Offset: 6 (6%), Referenced to phase 4:EBTL and 8:WBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 18.0	Intersection LOS: B
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bear Creek Pkwy & 161st Ave NE

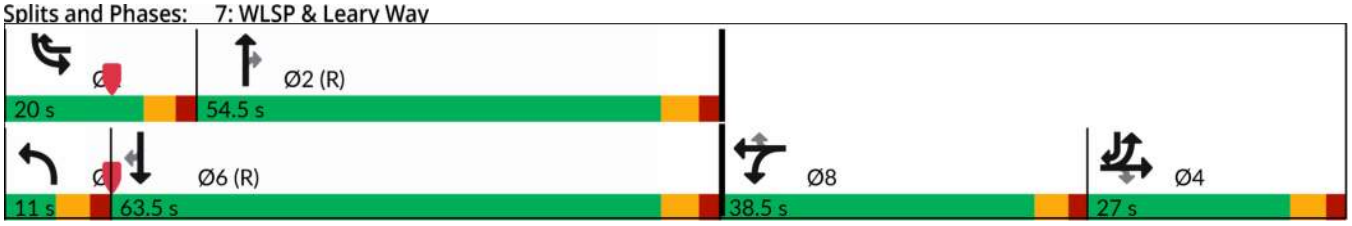


Lanes, Volumes, Timings
7: WLSP & Leary Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	11	213	277	486	87	15	1013	1150	209	876	584
Future Volume (vph)	287	11	213	277	486	87	15	1013	1150	209	876	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%			3%			0%			0%	
Storage Length (ft)	0		175	200		150	200		275	175		0
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		718			834			1781			1175	
Travel Time (s)		16.3			19.0			30.4			20.0	
Confl. Peds. (#/hr)	34					34			3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				11%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	4	4		8	8	1	5	2		1	6	4
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	1	5	2	2	1	6	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	5.0	10.0	10.0	7.0	10.0	5.0
Minimum Split (s)	10.9	10.9	10.9	38.5	38.5	12.5	10.5	33.9	33.9	12.5	15.9	10.9
Total Split (s)	27.0	27.0	27.0	38.5	38.5	20.0	11.0	54.5	54.5	20.0	63.5	27.0
Total Split (%)	19.3%	19.3%	19.3%	27.5%	27.5%	14.3%	7.9%	38.9%	38.9%	14.3%	45.4%	19.3%
Yellow Time (s)	3.9	3.9	3.9	3.5	3.5	3.5	3.5	3.9	3.9	3.5	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9	5.9	5.5	5.5	5.5	5.5	5.9	5.9	5.5	5.9	5.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None

Intersection Summary
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 92 (66%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: WLSP & Leary Way



HCM 7th Signalized Intersection Summary
7: WLSP & Leary Way 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	11	213	277	486	87	15	1013	1150	209	876	584
Future Volume (veh/h)	287	11	213	277	486	87	15	1013	1150	209	876	584
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2076	2076	2076	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	12	224	268	546	92	16	1066	0	220	922	615
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	11	247	374	785	476	29	1304		184	1613	957
Arrive On Green	0.15	0.15	0.15	0.22	0.22	0.22	0.01	0.12	0.00	0.10	0.45	0.45
Sat Flow, veh/h	1905	76	1640	1731	3635	1467	1781	3554	1585	1781	3554	1582
Grp Volume(v), veh/h	314	0	224	268	546	92	16	1066	0	220	922	615
Grp Sat Flow(s),veh/h/ln	1981	0	1640	1731	1817	1467	1781	1777	1585	1781	1777	1582
Q Serve(g_s), s	21.1	0.0	18.8	20.1	19.4	6.4	1.3	41.0	0.0	14.5	26.8	35.2
Cycle Q Clear(g_c), s	21.1	0.0	18.8	20.1	19.4	6.4	1.3	41.0	0.0	14.5	26.8	35.2
Prop In Lane	0.96		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	0	247	374	785	476	29	1304		184	1613	957
V/C Ratio(X)	1.05	0.00	0.91	0.72	0.70	0.19	0.54	0.82		1.19	0.57	0.64
Avail Cap(c_a), veh/h	299	0	247	408	857	505	70	1304		184	1613	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.94	0.94	0.94	0.31	0.31	0.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	59.5	0.0	58.5	50.9	50.6	34.6	69.1	57.0	0.0	62.7	28.2	17.9
Incr Delay (d2), s/veh	66.4	0.0	33.5	5.8	2.4	0.3	4.7	1.9	0.0	124.5	1.3	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	0.0	10.1	9.4	9.1	2.3	0.6	19.9	0.0	12.9	11.4	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	125.8	0.0	91.9	56.7	53.0	34.8	73.8	58.8	0.0	187.2	29.5	20.9
LnGrp LOS	F		F	E	D	C	E	E		F	C	C
Approach Vol, veh/h		538			906			1082			1757	
Approach Delay, s/veh		111.7			52.3			59.1			46.2	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	57.3		27.0	7.8	69.4		35.7				
Change Period (Y+Rc), s	5.5	5.9		5.9	5.5	5.9		5.5				
Max Green Setting (Gmax), s	14.5	48.6		21.1	5.5	57.6		33.0				
Max Q Clear Time (g_c+I1), s	16.5	43.0		23.1	3.3	37.2		22.1				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	11.3		5.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	59.0
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

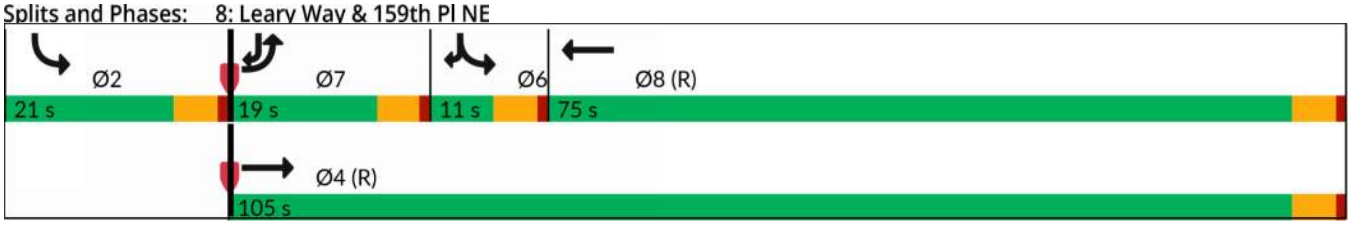
Lanes, Volumes, Timings
8: Leary Way & 159th Pl NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø6
Lane Configurations								
Traffic Volume (vph)	99	1292	829	17	26	79		
Future Volume (vph)	99	1292	829	17	26	79		
Satd. Flow (prot)	1787	1881	3550	0	1805	1615		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1696	1881	3550	0	1805	1615		
Satd. Flow (RTOR)			3			81		
Confl. Peds. (#/hr)	41			41		29		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%		
Mid-Block Traffic (%)		0%	0%		50%			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	102	1332	873	0	27	81		
Turn Type	Prot	NA	NA		Prot	pt+ov		
Protected Phases	7	4!	8		2 6!	6 7	2	6
Permitted Phases								
Detector Phase	7	4	8		2 6	7		
Switch Phase								
Minimum Initial (s)	5.0	7.0	7.0				4.0	6.0
Minimum Split (s)	10.0	12.0	20.0				21.0	11.0
Total Split (s)	19.0	105.0	75.0				21.0	11.0
Total Split (%)	15.1%	83.3%	59.5%				17%	9%
Yellow Time (s)	4.0	4.0	4.0				4.0	4.0
All-Red Time (s)	1.0	1.0	1.0				1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0					
Total Lost Time (s)	5.0	5.0	5.0					
Lead/Lag	Lead							Lag
Lead-Lag Optimize?	Yes							Yes
Recall Mode	None	C-Max	C-Max				None	None
Act Effct Green (s)	11.1	107.3	83.7		17.6	17.7		
Actuated g/C Ratio	0.09	0.85	0.66		0.14	0.14		
v/c Ratio	0.65	0.83	0.37		0.11	0.27		
Control Delay (s/veh)	74.3	13.7	12.5		30.3	11.3		
Queue Delay	0.0	2.3	0.0		0.0	0.0		
Total Delay (s/veh)	74.3	16.0	12.5		30.3	11.3		
LOS	E	B	B		C	B		
Approach Delay (s/veh)		20.1	12.5		16.1			
Approach LOS		C	B		B			

Intersection Summary			
Cycle Length: 126			
Actuated Cycle Length: 126			
Offset: 0 (0%), Referenced to phase 8:WBT and 4:EBT, Start of 1st Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 85.9%		ICU Level of Service E	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 8: Leary Way & 159th Pl NE



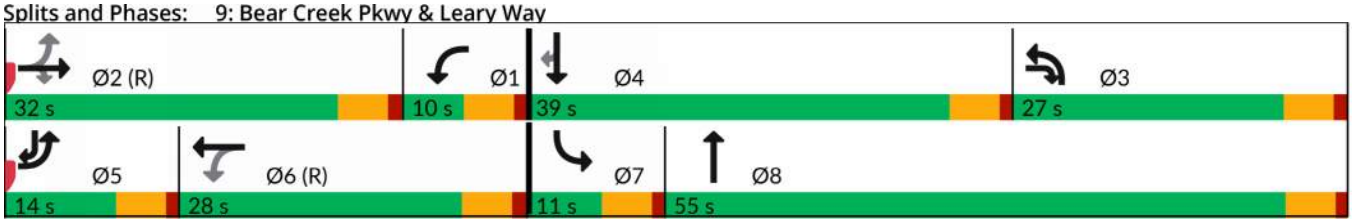
Lanes, Volumes, Timings
9: Bear Creek Pkwy & Leary Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	574	575	18	334	82	346	268	13	44	479	86
Future Volume (vph)	168	574	575	18	334	82	346	268	13	44	479	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	175		0	190		0	275		100
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			421			452			692	
Travel Time (s)		15.1			9.6			10.3			15.7	
Confl. Peds. (#/hr)	12		6	6		12	6		17	17		6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases	2		2	6								4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	5.0
Minimum Split (s)	10.0	26.2	11.2	10.0	24.2		11.2	28.0		10.0	26.0	10.0
Total Split (s)	14.0	32.0	27.0	10.0	28.0		27.0	55.0		11.0	39.0	14.0
Total Split (%)	13.0%	29.6%	25.0%	9.3%	25.9%		25.0%	50.9%		10.2%	36.1%	13.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.2	1.2	1.0	1.2		1.2	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.2	5.2	5.0	5.2		5.2	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	None

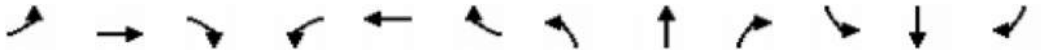
Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 108
Offset: 84 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Bear Creek Pkwy & Leary Way



HCM 7th Signalized Intersection Summary
9: Bear Creek Pkwy & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	574	575	18	334	82	346	268	13	44	479	86
Future Volume (veh/h)	168	574	575	18	334	82	346	268	13	44	479	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	171	586	587	18	341	84	353	273	13	45	489	88
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	1	1	1
Cap, veh/h	238	882	587	378	907	220	442	663	32	62	530	574
Arrive On Green	0.08	0.25	0.25	0.15	0.32	0.32	0.13	0.37	0.37	0.03	0.28	0.28
Sat Flow, veh/h	1781	3554	1547	1795	2846	691	3456	1770	84	1795	1885	1569
Grp Volume(v), veh/h	171	586	587	18	213	212	353	0	286	45	489	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1547	1795	1791	1745	1728	0	1854	1795	1885	1569
Q Serve(g_s), s	8.9	16.0	26.8	0.0	9.9	10.2	10.7	0.0	12.3	2.7	27.2	2.4
Cycle Q Clear(g_c), s	8.9	16.0	26.8	0.0	9.9	10.2	10.7	0.0	12.3	2.7	27.2	2.4
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	238	882	587	378	571	556	442	0	695	62	530	574
V/C Ratio(X)	0.72	0.66	1.00	0.05	0.37	0.38	0.80	0.00	0.41	0.73	0.92	0.15
Avail Cap(c_a), veh/h	238	882	587	378	571	556	698	0	858	100	593	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	0.85	0.00	0.85	0.86	0.86	0.86
Uniform Delay (d), s/veh	37.1	36.6	33.6	33.0	28.4	28.5	45.7	0.0	25.0	51.7	37.7	9.5
Incr Delay (d2), s/veh	4.5	1.9	25.6	0.0	1.9	2.0	3.0	0.0	0.3	13.3	17.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	7.1	13.0	0.4	4.5	4.5	4.8	0.0	5.4	1.4	14.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.7	38.4	59.2	33.0	30.3	30.5	48.7	0.0	25.3	64.9	54.7	9.6
LnGrp LOS	D	D	F	C	C	C	D		C	E	D	A
Approach Vol, veh/h		1344			443			639			622	
Approach Delay, s/veh		47.9			30.5			38.2			49.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	32.0	19.0	35.4	14.0	39.6	8.7	45.7
Change Period (Y+Rc), s	5.2	* 5.2	5.2	5.0	5.0	5.2	5.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 27	21.8	34.0	9.0	22.8	6.0	* 50
Max Q Clear Time (g_c+I1), s	2.0	28.8	12.7	29.2	10.9	12.2	4.7	14.3
Green Ext Time (p_c), s	0.0	0.0	1.1	1.2	0.0	1.3	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	43.6
HCM 7th LOS	D

Notes

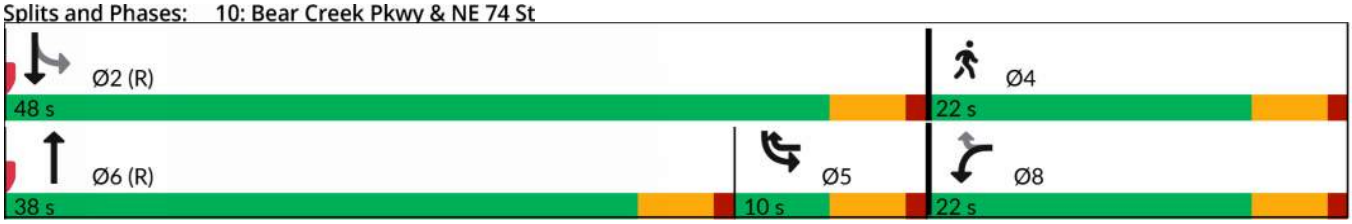
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
10: Bear Creek Pkwy & NE 74 St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	24	189	582	11	141	950	
Future Volume (vph)	24	189	582	11	141	950	
Satd. Flow (prot)	1805	1615	1857	0	1787	1881	
Flt Permitted	0.950				0.328		
Satd. Flow (perm)	1641	1615	1857	0	611	1881	
Satd. Flow (RTOR)		187	2				
Confl. Peds. (#/hr)	44			20	20		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	24	193	605	0	144	969	
Turn Type	Prot	pm+ov	NA		pm+pt	NA	
Protected Phases	8	5	6		5	2	4
Permitted Phases		8			2		
Detector Phase	8	5	6		5	2	
Switch Phase							
Minimum Initial (s)	7.0	4.0	8.0		4.0	5.0	8.0
Minimum Split (s)	12.0	9.0	23.0		9.0	10.0	22.0
Total Split (s)	22.0	10.0	38.0		10.0	48.0	22.0
Total Split (%)	31.4%	14.3%	54.3%		14.3%	68.6%	31%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	
Lead/Lag		Lag	Lead		Lag		
Lead-Lag Optimize?		Yes	Yes		Yes		
Recall Mode	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	13.0	19.3	40.7		51.8	53.8	
Actuated g/C Ratio	0.19	0.28	0.58		0.74	0.77	
v/c Ratio	0.07	0.33	0.56		0.26	0.67	
Control Delay (s/veh)	21.4	4.4	14.8		7.7	11.8	
Queue Delay	0.0	0.0	0.0		0.0	0.7	
Total Delay (s/veh)	21.4	4.4	14.8		7.7	12.5	
LOS	C	A	B		A	B	
Approach Delay (s/veh)	6.3		14.8			11.9	
Approach LOS	A		B			B	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 12.2	Intersection LOS: B
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Bear Creek Pkwy & NE 74 St



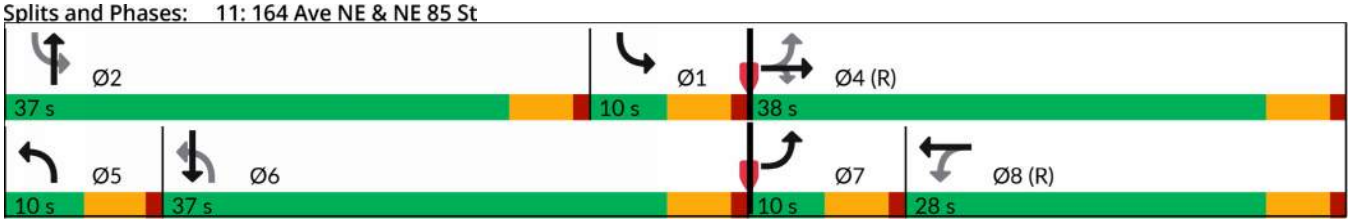
Lanes, Volumes, Timings
11: 164 Ave NE & NE 85 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	365	69	8	209	172	28	502	20	170	373	36
Future Volume (vph)	70	365	69	8	209	172	28	502	20	170	373	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		150	200		0	250		0	240		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			30	
Link Distance (ft)		469			304			659			473	
Travel Time (s)		10.7			6.9			16.0			10.8	
Confl. Peds. (#/hr)	12					12	22					22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			6			2		
Detector Phase	7	4	4	8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	20.0	20.0	20.0	20.0		10.0	22.0		10.0	27.0	
Total Split (s)	10.0	38.0	38.0	28.0	28.0		10.0	37.0		10.0	37.0	
Total Split (%)	11.8%	44.7%	44.7%	32.9%	32.9%		11.8%	43.5%		11.8%	43.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max		None	None		None	None	

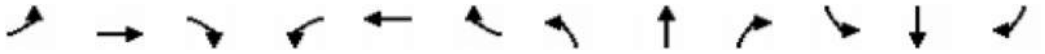
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: 164 Ave NE & NE 85 St



HCM 7th Signalized Intersection Summary
11: 164 Ave NE & NE 85 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	365	69	8	209	172	28	502	20	170	373	36
Future Volume (veh/h)	70	365	69	8	209	172	28	502	20	170	373	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	74	384	73	8	220	181	29	528	21	179	393	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	317	852	712	376	326	268	278	570	23	217	583	56
Arrive On Green	0.05	0.45	0.45	0.34	0.34	0.34	0.03	0.32	0.32	0.06	0.35	0.35
Sat Flow, veh/h	1810	1900	1589	942	956	786	1795	1798	72	1795	1686	163
Grp Volume(v), veh/h	74	384	73	8	0	401	29	0	549	179	0	431
Grp Sat Flow(s),veh/h/ln	1810	1900	1589	942	0	1742	1795	0	1869	1795	0	1850
Q Serve(g_s), s	2.1	11.9	2.3	0.5	0.0	16.7	0.9	0.0	24.1	2.9	0.0	16.9
Cycle Q Clear(g_c), s	2.1	11.9	2.3	3.2	0.0	16.7	0.9	0.0	24.1	2.9	0.0	16.9
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	317	852	712	376	0	594	278	0	593	217	0	640
V/C Ratio(X)	0.23	0.45	0.10	0.02	0.00	0.67	0.10	0.00	0.93	0.82	0.00	0.67
Avail Cap(c_a), veh/h	335	852	712	376	0	594	331	0	704	219	0	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.85	0.00	0.85	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	16.2	13.5	20.5	0.0	24.0	18.6	0.0	28.1	37.9	0.0	23.7
Incr Delay (d2), s/veh	0.1	1.7	0.3	0.1	0.0	6.0	0.1	0.0	13.7	20.4	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.3	0.8	0.1	0.0	7.6	0.4	0.0	12.6	4.8	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	17.9	13.8	20.6	0.0	30.0	18.7	0.0	41.7	58.3	0.0	25.4
LnGrp LOS	B	B	B	C		C	B		D	E		C
Approach Vol, veh/h		531			409			578			610	
Approach Delay, s/veh		17.3			29.8			40.6			35.1	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	32.0		43.1	7.5	34.4	9.1	34.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	32.0		33.0	5.0	32.0	5.0	23.0				
Max Q Clear Time (g_c+I1), s	4.9	26.1		13.9	2.9	18.9	4.1	18.7				
Green Ext Time (p_c), s	0.0	0.8		1.0	0.0	0.9	0.0	0.5				

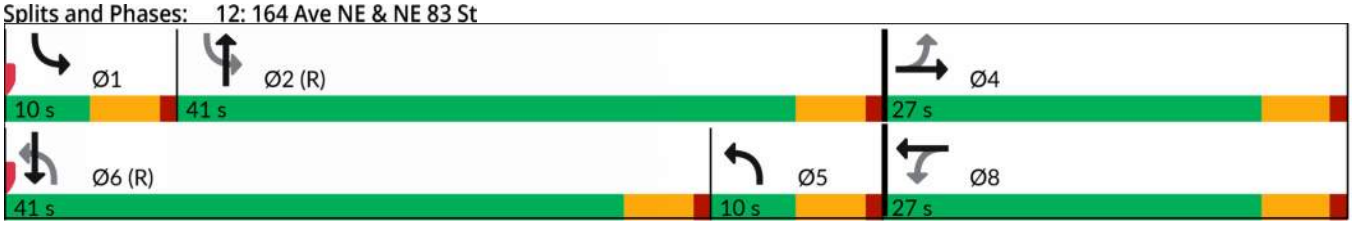
Intersection Summary		
HCM 7th Control Delay, s/veh		31.1
HCM 7th LOS		C

Lanes, Volumes, Timings
12: 164 Ave NE & NE 83 St 03/21/2025

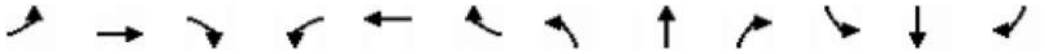
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	210	67	24	117	38	60	480	47	68	365	17
Future Volume (vph)	40	210	67	24	117	38	60	480	47	68	365	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			28	
Link Distance (ft)		968			599			662			659	
Travel Time (s)		22.0			13.6			16.1			16.0	
Confl. Peds. (#/hr)	34		47	47		34	24		31	31		24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Mid-Block Traffic (%)		40%			20%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	19.0		10.0	19.0	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	41.0		10.0	41.0	
Total Split (%)	34.6%	34.6%		34.6%	34.6%		12.8%	52.6%		12.8%	52.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary
Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 17 (22%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: 164 Ave NE & NE 83 St



HCM 7th Signalized Intersection Summary
12: 164 Ave NE & NE 83 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	210	67	24	117	38	60	480	47	68	365	17
Future Volume (veh/h)	40	210	67	24	117	38	60	480	47	68	365	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.93		0.89	0.96		0.89	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1885	1885	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	41	216	69	25	121	39	62	495	48	70	376	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	1	1	1	3	3	3	1	1	1
Cap, veh/h	246	278	89	146	286	92	632	898	87	647	822	39
Arrive On Green	0.07	0.07	0.07	0.22	0.22	0.22	0.26	1.00	1.00	0.05	0.46	0.46
Sat Flow, veh/h	1116	1283	410	1063	1321	426	1767	1660	161	1795	1781	85
Grp Volume(v), veh/h	41	0	285	25	0	160	62	0	543	70	0	394
Grp Sat Flow(s),veh/h/ln	1116	0	1693	1063	0	1747	1767	0	1821	1795	0	1866
Q Serve(g_s), s	2.8	0.0	12.9	1.8	0.0	6.2	0.0	0.0	0.0	1.3	0.0	11.2
Cycle Q Clear(g_c), s	8.9	0.0	12.9	14.7	0.0	6.2	0.0	0.0	0.0	1.3	0.0	11.2
Prop In Lane	1.00		0.24	1.00		0.24	1.00		0.09	1.00		0.05
Lane Grp Cap(c), veh/h	246	0	366	146	0	378	632	0	986	647	0	861
V/C Ratio(X)	0.17	0.00	0.78	0.17	0.00	0.42	0.10	0.00	0.55	0.11	0.00	0.46
Avail Cap(c_a), veh/h	319	0	478	216	0	493	632	0	986	672	0	861
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.91	0.99	0.00	0.99	0.87	0.00	0.87	0.78	0.00	0.78
Uniform Delay (d), s/veh	35.5	0.0	34.4	36.0	0.0	26.4	10.7	0.0	0.0	6.8	0.0	14.3
Incr Delay (d2), s/veh	0.1	0.0	3.9	0.2	0.0	0.3	0.0	0.0	1.9	0.0	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	6.2	0.5	0.0	2.5	0.5	0.0	0.5	0.4	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	0.0	38.3	36.2	0.0	26.6	10.8	0.0	1.9	6.8	0.0	15.7
LnGrp LOS	D		D	D		C	B		A	A		B
Approach Vol, veh/h		326			185			605			464	
Approach Delay, s/veh		37.9			27.9			2.8			14.4	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	47.2		21.9	15.1	41.0		21.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	36.0		22.0	5.0	36.0		22.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0		14.9	2.0	13.2		16.7				
Green Ext Time (p_c), s	0.0	1.6		0.5	0.0	0.9		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.4
HCM 7th LOS		B

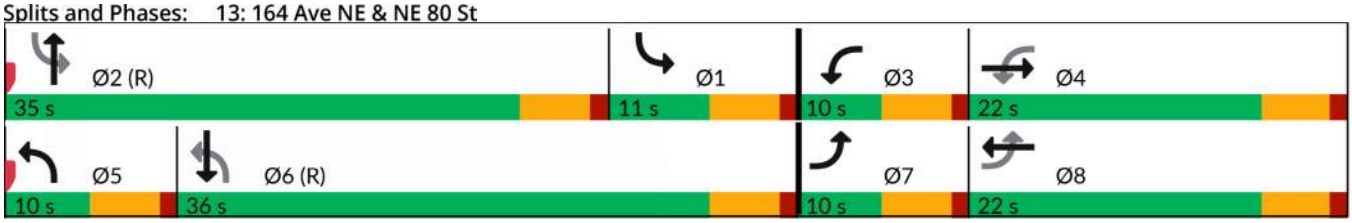
Lanes, Volumes, Timings
13: 164 Ave NE & NE 80 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	161	21	34	193	56	23	341	61	109	356	68
Future Volume (vph)	75	161	21	34	193	56	23	341	61	109	356	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			28			28	
Link Distance (ft)		178			313			347			662	
Travel Time (s)		4.9			8.5			8.4			16.1	
Confl. Peds. (#/hr)	27		24	24		27	37		22	22		37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	17.0		10.0	18.0		10.0	18.0		10.0	19.0	
Total Split (s)	10.0	22.0		10.0	22.0		10.0	35.0		11.0	36.0	
Total Split (%)	12.8%	28.2%		12.8%	28.2%		12.8%	44.9%		14.1%	46.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes			Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

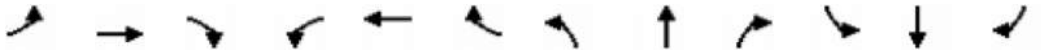
Intersection Summary

Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 18 (23%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 13: 164 Ave NE & NE 80 St



HCM 7th Signalized Intersection Summary
13: 164 Ave NE & NE 80 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	161	21	34	193	56	23	341	61	109	356	68
Future Volume (veh/h)	75	161	21	34	193	56	23	341	61	109	356	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.93	0.97		0.92	0.98		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	81	173	23	37	208	60	25	367	66	117	383	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	3	3	3
Cap, veh/h	220	312	42	283	242	70	572	584	105	521	734	140
Arrive On Green	0.11	0.39	0.39	0.04	0.18	0.18	0.04	0.51	0.51	0.26	0.98	0.98
Sat Flow, veh/h	1795	1613	214	1795	1377	397	1767	1517	273	1767	1504	287
Grp Volume(v), veh/h	81	0	196	37	0	268	25	0	433	117	0	456
Grp Sat Flow(s),veh/h/ln	1795	0	1828	1795	0	1775	1767	0	1790	1767	0	1791
Q Serve(g_s), s	2.8	0.0	6.5	1.3	0.0	11.4	0.5	0.0	13.6	0.0	0.0	1.0
Cycle Q Clear(g_c), s	2.8	0.0	6.5	1.3	0.0	11.4	0.5	0.0	13.6	0.0	0.0	1.0
Prop In Lane	1.00		0.12	1.00		0.22	1.00		0.15	1.00		0.16
Lane Grp Cap(c), veh/h	220	0	354	283	0	312	572	0	689	521	0	873
V/C Ratio(X)	0.37	0.00	0.55	0.13	0.00	0.86	0.04	0.00	0.63	0.22	0.00	0.52
Avail Cap(c_a), veh/h	240	0	398	335	0	387	638	0	689	521	0	873
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.00	0.92	0.94	0.00	0.94
Uniform Delay (d), s/veh	23.8	0.0	21.3	24.0	0.0	31.2	9.2	0.0	15.0	16.1	0.0	0.5
Incr Delay (d2), s/veh	0.8	0.0	1.0	0.2	0.0	13.8	0.0	0.0	4.0	0.1	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.5	0.5	0.0	6.0	0.2	0.0	5.2	1.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	0.0	22.3	24.1	0.0	45.0	9.3	0.0	19.0	16.3	0.0	2.6
LnGrp LOS	C		C	C		D	A		B	B		A
Approach Vol, veh/h		277			305			458			573	
Approach Delay, s/veh		22.9			42.5			18.5			5.4	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	35.0	7.8	20.1	7.1	43.0	9.1	18.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	30.0	5.0	17.0	5.0	31.0	5.0	17.0
Max Q Clear Time (g_c+I1), s	2.0	15.6	3.3	8.5	2.5	3.0	4.8	13.4
Green Ext Time (p_c), s	0.1	1.3	0.0	0.4	0.0	1.6	0.0	0.3

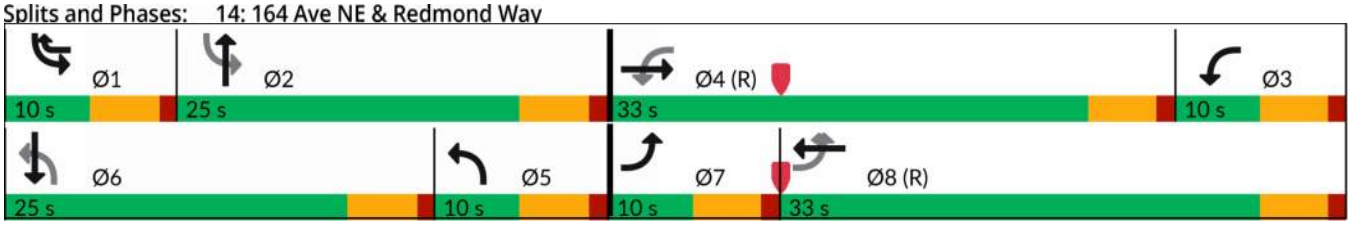
Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

Lanes, Volumes, Timings
14: 164 Ave NE & Redmond Way 03/21/2025

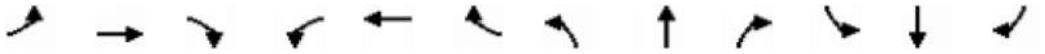
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	575	20	25	631	245	48	148	38	208	142	21
Future Volume (vph)	33	575	20	25	631	245	48	148	38	208	142	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	70		0	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			714			325			347	
Travel Time (s)		7.1			16.2			7.4			7.9	
Confl. Peds. (#/hr)	56		39	39		56	61		51	51		61
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	5%	5%	5%
Parking (#/hr)				0								
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	8			4		8	6			2		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	22.0		10.0	24.0	10.0	10.0	25.0		10.0	24.0	
Total Split (s)	10.0	33.0		10.0	33.0	10.0	10.0	25.0		10.0	25.0	
Total Split (%)	12.8%	42.3%		12.8%	42.3%	12.8%	12.8%	32.1%		12.8%	32.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 10 (13%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 14: 164 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
14: 164 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	575	20	25	631	245	48	148	38	208	142	21
Future Volume (veh/h)	33	575	20	25	631	245	48	148	38	208	142	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	0.95		0.86	0.92		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1670	1670	1670	1697	1697	1697	1643	1643	1643
Adj Flow Rate, veh/h	34	593	21	26	651	253	49	153	39	214	146	22
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	5	5	5
Cap, veh/h	231	578	20	248	707	651	326	280	71	320	297	45
Arrive On Green	0.07	0.72	0.72	0.20	0.85	0.85	0.14	0.44	0.44	0.02	0.07	0.07
Sat Flow, veh/h	1603	1610	57	1590	1670	1322	1616	1258	321	1565	1376	207
Grp Volume(v), veh/h	34	0	614	26	651	253	49	0	192	214	0	168
Grp Sat Flow(s),veh/h/ln	1603	0	1667	1590	1670	1322	1616	0	1579	1565	0	1583
Q Serve(g_s), s	0.9	0.0	28.0	0.0	21.1	3.3	0.0	0.0	7.0	5.0	0.0	8.0
Cycle Q Clear(g_c), s	0.9	0.0	28.0	0.0	21.1	3.3	0.0	0.0	7.0	5.0	0.0	8.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.20	1.00		0.13
Lane Grp Cap(c), veh/h	231	0	599	248	707	651	326	0	351	320	0	342
V/C Ratio(X)	0.15	0.00	1.03	0.10	0.92	0.39	0.15	0.00	0.55	0.67	0.00	0.49
Avail Cap(c_a), veh/h	280	0	599	248	707	651	326	0	405	320	0	406
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.77	0.00	0.77	0.82	0.82	0.82	0.77	0.00	0.77	0.89	0.00	0.89
Uniform Delay (d), s/veh	14.3	0.0	11.0	28.3	5.0	2.9	25.0	0.0	18.8	27.5	0.0	32.1
Incr Delay (d2), s/veh	0.2	0.0	39.0	0.2	16.5	1.4	0.2	0.0	1.0	4.7	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	9.9	0.4	5.1	0.8	0.7	0.0	2.2	1.9	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.0	50.0	28.4	21.5	4.4	25.2	0.0	19.8	32.2	0.0	33.1
LnGrp LOS	B		F	C	C	A	C		B	C		C
Approach Vol, veh/h		648			930			241			382	
Approach Delay, s/veh		48.2			17.1			20.9			32.6	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.4	12.6	33.0	10.5	21.8	7.6	38.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	20.0	5.0	28.0	5.0	20.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	7.0	9.0	2.0	30.0	2.0	10.0	2.9	23.1
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.7	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

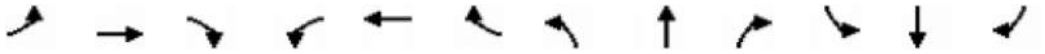
Lanes, Volumes, Timings
15: 164 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	268	50	14	98	25	41	180	20	27	146	30
Future Volume (vph)	28	268	50	14	98	25	41	180	20	27	146	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		429			743			151			325	
Travel Time (s)		11.7			20.3			3.4			7.4	
Confl. Peds. (#/hr)	18		30	30		18	43		25	25		43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		8.0	8.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	20.0		10.0	19.0	
Total Split (s)	43.0	43.0		43.0	43.0		10.0	25.0		10.0	25.0	
Total Split (%)	55.1%	55.1%		55.1%	55.1%		12.8%	32.1%		12.8%	32.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 77 (99%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 15: 164 Ave NE & Cleveland St

HCM 7th Signalized Intersection Summary
15: 164 Ave NE & Cleveland St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	268	50	14	98	25	41	180	20	27	146	30
Future Volume (veh/h)	28	268	50	14	98	25	41	180	20	27	146	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	1.00		0.98	0.93		0.87	0.94		0.87
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1683	1683	1683	1697	1697	1697	1683	1683	1683
Adj Flow Rate, veh/h	30	288	54	15	105	27	44	194	22	29	157	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	91	712	128	112	704	172	211	250	28	184	211	43
Arrive On Green	0.61	0.61	0.61	1.00	1.00	1.00	0.04	0.17	0.17	0.06	0.32	0.32
Sat Flow, veh/h	67	1171	210	101	1158	283	1616	1471	167	1603	1317	269
Grp Volume(v), veh/h	372	0	0	147	0	0	44	0	216	29	0	189
Grp Sat Flow(s),veh/h/ln	1448	0	0	1542	0	0	1616	0	1638	1603	0	1586
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	9.8	0.0	0.0	8.3
Cycle Q Clear(g_c), s	10.3	0.0	0.0	0.0	0.0	0.0	1.7	0.0	9.8	0.0	0.0	8.3
Prop In Lane	0.08		0.15	0.10		0.18	1.00		0.10	1.00		0.17
Lane Grp Cap(c), veh/h	930	0	0	988	0	0	211	0	279	184	0	255
V/C Ratio(X)	0.40	0.00	0.00	0.15	0.00	0.00	0.21	0.00	0.78	0.16	0.00	0.74
Avail Cap(c_a), veh/h	930	0	0	988	0	0	251	0	420	238	0	407
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.00	0.99	0.00	0.00	1.00	0.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	8.0	0.0	0.0	0.0	0.0	0.0	26.1	0.0	30.9	33.4	0.0	25.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	0.5	0.0	5.1	0.4	0.0	4.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	0.1	0.0	0.0	0.7	0.0	4.1	0.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	0.0	0.0	0.3	0.0	0.0	26.6	0.0	36.0	33.7	0.0	29.0
LnGrp LOS	A			A			C		D	C		C
Approach Vol, veh/h		372			147			260			218	
Approach Delay, s/veh		9.3			0.3			34.4			29.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	18.3		52.4	8.1	17.5		52.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	20.0		38.0	5.0	20.0		38.0				
Max Q Clear Time (g_c+I1), s	2.0	11.8		12.3	3.7	10.3		2.0				
Green Ext Time (p_c), s	0.0	0.5		1.6	0.0	0.5		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.0	
HCM 7th LOS	B	

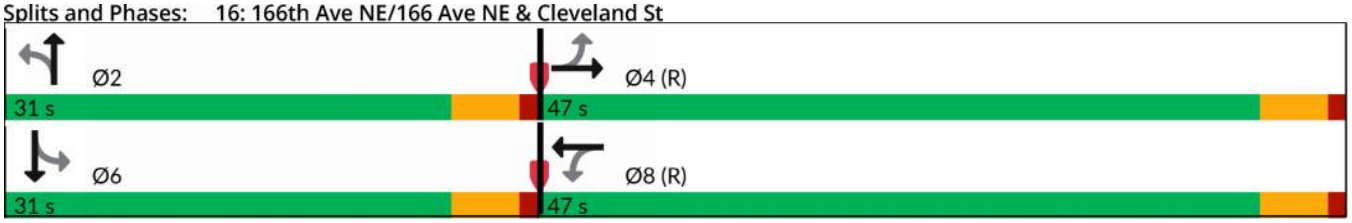
Lanes, Volumes, Timings
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	250	27	32	114	26	16	177	90	7	86	11
Future Volume (vph)	47	250	27	32	114	26	16	177	90	7	86	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	100		125	160		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		743			556			226			372	
Travel Time (s)		20.3			15.2			6.2			8.5	
Confl. Peds. (#/hr)	31		1	1		31	4		79	79		4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	47.0	47.0		47.0	47.0		31.0	31.0		31.0	31.0	
Total Split (%)	60.3%	60.3%		60.3%	60.3%		39.7%	39.7%		39.7%	39.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		Ped	Ped		Ped	Ped	

Intersection Summary

Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 8 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 16: 166th Ave NE/166 Ave NE & Cleveland St



HCM 7th Signalized Intersection Summary
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	250	27	32	114	26	16	177	90	7	86	11
Future Volume (veh/h)	47	250	27	32	114	26	16	177	90	7	86	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	0.85		1.00	0.89		0.81
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1697	1697	1697	1697	1697	1697	1697	1697	1697
Adj Flow Rate, veh/h	49	263	28	34	120	27	17	186	0	7	91	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	169	856	87	206	688	147	254	349		196	292	39
Arrive On Green	1.00	1.00	1.00	0.67	0.67	0.67	0.21	0.21	0.00	0.41	0.41	0.41
Sat Flow, veh/h	175	1284	131	227	1033	221	997	1697	1438	963	1423	188
Grp Volume(v), veh/h	340	0	0	181	0	0	17	186	0	7	0	103
Grp Sat Flow(s),veh/h/ln	1590	0	0	1481	0	0	997	1697	1438	963	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.1	7.6	0.0	0.5	0.0	3.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.2	0.0	0.0	4.5	7.6	0.0	8.1	0.0	3.4
Prop In Lane	0.14		0.08	0.19		0.15	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	1112	0	0	1042	0	0	254	349		196	0	331
V/C Ratio(X)	0.31	0.00	0.00	0.17	0.00	0.00	0.07	0.53		0.04	0.00	0.31
Avail Cap(c_a), veh/h	1112	0	0	1042	0	0	382	566		319	0	537
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.9	0.0	0.0	27.8	27.6	0.0	23.7	0.0	19.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.4	4.5	0.0	0.3	0.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.0	0.0	0.0	0.3	3.5	0.0	0.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.7	0.0	0.0	5.2	0.0	0.0	28.2	32.2	0.0	23.9	0.0	21.1
LnGrp LOS	A			A			C	C		C		C
Approach Vol, veh/h		340			181			203			110	
Approach Delay, s/veh		0.7			5.2			31.9			21.3	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.0	57.0	21.0	57.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	26.0	42.0	26.0	42.0
Max Q Clear Time (g_c+I1), s	9.6	2.0	10.1	5.2
Green Ext Time (p_c), s	1.8	4.8	0.8	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Notes

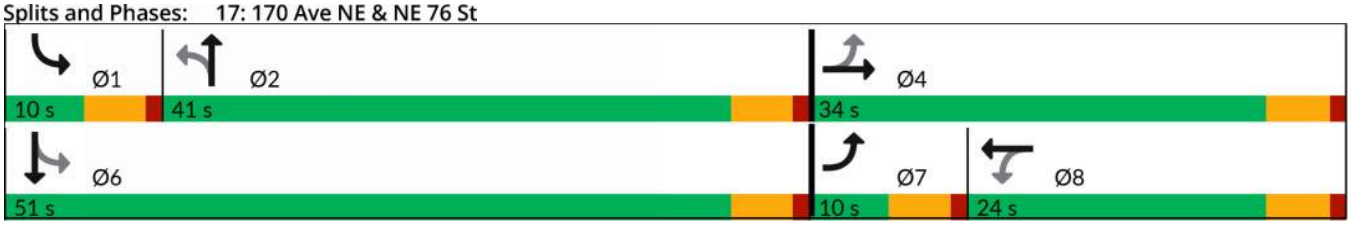
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
17: 170 Ave NE & NE 76 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	2	15	8	5	52	5	914	2	17	508	107
Future Volume (vph)	157	2	15	8	5	52	5	914	2	17	508	107
Satd. Flow (prot)	0	1772	0	0	1658	0	1787	3573	0	1787	3432	0
Flt Permitted		0.699			0.959		0.409			0.185		
Satd. Flow (perm)	0	1288	0	0	1594	0	749	3573	0	348	3432	0
Satd. Flow (RTOR)		6			54						45	
Confl. Peds. (#/hr)	5		25	25		5	21		31	31		21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	0	0	67	0	5	954	0	18	640	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	24.0		24.0	24.0		18.0	18.0		10.0	19.0	
Total Split (s)	10.0	34.0		24.0	24.0		41.0	41.0		10.0	51.0	
Total Split (%)	11.8%	40.0%		28.2%	28.2%		48.2%	48.2%		11.8%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		14.6			14.6		25.7	25.7		27.0	27.0	
Actuated g/C Ratio		0.28			0.28		0.49	0.49		0.52	0.52	
v/c Ratio		0.50			0.14		0.01	0.54		0.06	0.36	
Control Delay (s/veh)		21.8			8.0		10.2	12.0		7.6	7.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		21.8			8.0		10.2	12.0		7.6	7.9	
LOS		C			A		B	B		A	A	
Approach Delay (s/veh)		21.8			8.0			12.0			7.9	
Approach LOS		C			A			B			A	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 52.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 11.4	Intersection LOS: B
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: 170 Ave NE & NE 76 St



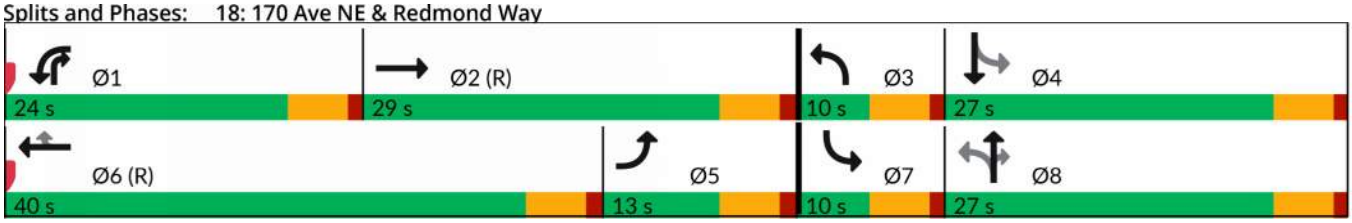
Lanes, Volumes, Timings
18: 170 Ave NE & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	837	84	383	722	248	29	374	723	148	170	16
Future Volume (vph)	62	837	84	383	722	248	29	374	723	148	170	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	125		0	100		0
Storage Lanes	1		0	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		585			661			498			439	
Travel Time (s)		13.3			15.0			11.3			10.0	
Confl. Peds. (#/hr)	20		6	6		20	15		27	27		15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6	8		8	4		
Detector Phase	5	2		1	6	6	3 8	8	1	7 4	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0	6.0	5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0	11.0	10.0	27.0	
Total Split (s)	13.0	29.0		24.0	40.0	40.0	10.0	27.0	24.0	10.0	27.0	
Total Split (%)	14.4%	32.2%		26.7%	44.4%	44.4%	11.1%	30.0%	26.7%	11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	

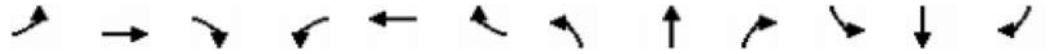
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 54 (60%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: 170 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
18: 170 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	837	84	383	722	248	29	374	723	148	170	16
Future Volume (veh/h)	62	837	84	383	722	248	29	374	723	148	170	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	65	881	88	403	760	261	31	394	761	156	179	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	160	1094	109	503	1393	605	333	461	608	202	456	43
Arrive On Green	0.18	0.67	0.67	0.05	0.13	0.13	0.03	0.24	0.24	0.02	0.09	0.09
Sat Flow, veh/h	1795	3282	328	3483	3582	1557	1795	1885	1545	1795	1690	160
Grp Volume(v), veh/h	65	481	488	403	760	261	31	394	761	156	0	196
Grp Sat Flow(s),veh/h/ln	1795	1791	1819	1742	1791	1557	1795	1885	1545	1795	0	1850
Q Serve(g_s), s	2.9	17.4	17.4	10.3	17.9	10.1	1.1	18.0	22.0	5.0	0.0	9.0
Cycle Q Clear(g_c), s	2.9	17.4	17.4	10.3	17.9	10.1	1.1	18.0	22.0	5.0	0.0	9.0
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	160	597	606	503	1393	605	333	461	608	202	0	500
V/C Ratio(X)	0.41	0.81	0.81	0.80	0.55	0.43	0.09	0.85	1.25	0.77	0.00	0.39
Avail Cap(c_a), veh/h	160	597	606	735	1393	605	379	461	608	202	0	500
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.97	0.97	0.97	0.57	0.57	0.57	0.82	0.82	0.82	0.43	0.00	0.43
Uniform Delay (d), s/veh	34.9	12.9	12.9	41.6	31.8	15.9	24.4	32.5	27.6	29.9	0.0	34.0
Incr Delay (d2), s/veh	0.6	10.8	10.6	1.4	0.9	1.3	0.0	11.7	123.9	7.2	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.6	5.7	4.9	8.7	4.2	0.5	9.5	33.3	1.3	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	23.7	23.5	42.9	32.7	17.2	24.4	44.2	151.5	37.0	0.0	34.1
LnGrp LOS	D	C	C	D	C	B	C	D	F	D		C
Approach Vol, veh/h		1034			1424			1186			352	
Approach Delay, s/veh		24.3			32.7			112.6			35.4	
Approach LOS		C			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	35.0	7.7	29.3	13.0	40.0	10.0	27.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	24.0	5.0	22.0	8.0	35.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	12.3	19.4	3.1	11.0	4.9	19.9	7.0	24.0
Green Ext Time (p_c), s	0.7	1.9	0.0	0.3	0.0	4.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.5
HCM 7th LOS	D

Lanes, Volumes, Timings
19: Bear Creek Crossing & Redmond Way 03/21/2025

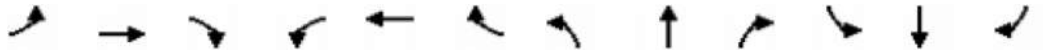
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1518	9	18	1125	155	41	17	51	128	18	57
Future Volume (vph)	98	1518	9	18	1125	155	41	17	51	128	18	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	175		150	0		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		661			588			140			177	
Travel Time (s)		15.0			13.4			3.8			4.8	
Confl. Peds. (#/hr)	20		2	2		20	2		20	20		2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	4			8		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0		10.0	27.0	
Total Split (s)	13.0	42.0		11.0	40.0	40.0	10.0	27.0		10.0	27.0	
Total Split (%)	14.4%	46.7%		12.2%	44.4%	44.4%	11.1%	30.0%		11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 14 (16%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 19: Bear Creek Crossing & Redmond Way

HCM 7th Signalized Intersection Summary
19: Bear Creek Crossing & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1518	9	18	1125	155	41	17	51	128	18	57
Future Volume (veh/h)	98	1518	9	18	1125	155	41	17	51	128	18	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.98		0.97	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	101	1565	9	19	1160	160	42	18	53	132	19	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	129	1501	9	155	1523	663	416	94	275	426	96	298
Arrive On Green	0.02	0.14	0.14	0.03	0.14	0.14	0.04	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	1795	3651	21	1795	3582	1560	1810	416	1224	1781	393	1221
Grp Volume(v), veh/h	101	767	807	19	1160	160	42	0	71	132	0	78
Grp Sat Flow(s),veh/h/ln	1795	1791	1881	1795	1791	1560	1810	0	1640	1781	0	1614
Q Serve(g_s), s	5.0	37.0	37.0	0.9	28.1	8.2	1.5	0.0	3.2	5.0	0.0	3.5
Cycle Q Clear(g_c), s	5.0	37.0	37.0	0.9	28.1	8.2	1.5	0.0	3.2	5.0	0.0	3.5
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.75	1.00		0.76
Lane Grp Cap(c), veh/h	129	736	773	155	1523	663	416	0	369	426	0	395
V/C Ratio(X)	0.78	1.04	1.04	0.12	0.76	0.24	0.10	0.00	0.19	0.31	0.00	0.20
Avail Cap(c_a), veh/h	160	736	773	155	1523	663	451	0	401	426	0	395
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.15	0.15	0.15	0.74	0.74	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	38.9	38.9	40.4	34.3	25.8	23.9	0.0	28.3	25.3	0.0	27.0
Incr Delay (d2), s/veh	2.8	25.7	25.8	0.2	2.7	0.6	0.1	0.0	0.2	0.3	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	22.8	24.0	0.4	13.9	3.4	0.7	0.0	1.3	2.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.0	64.6	64.7	40.6	37.0	26.4	24.0	0.0	28.4	25.6	0.0	28.1
LnGrp LOS	D	F	F	D	D	C	C		C	C		C
Approach Vol, veh/h		1675			1339			113			210	
Approach Delay, s/veh		63.5			35.8			26.8			26.5	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	42.0	8.3	27.0	11.5	43.3	10.0	25.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	22.0	8.0	35.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	2.9	39.0	3.5	5.5	7.0	30.1	7.0	5.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	2.9	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	48.8
HCM 7th LOS	D

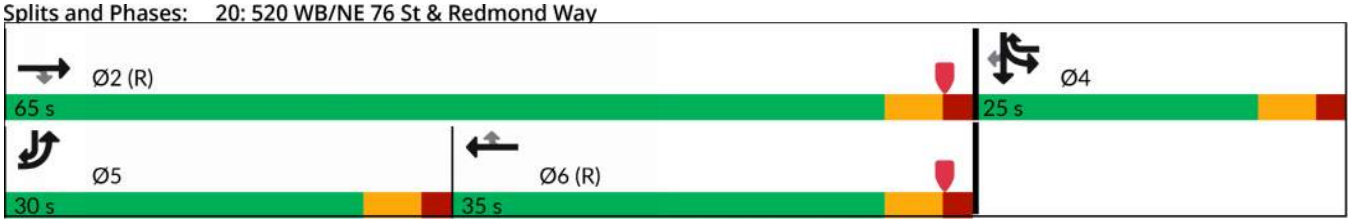
Lanes, Volumes, Timings
20: 520 WB/NE 76 St & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	419	1033	253	0	885	366	0	0	0	68	364	413
Future Volume (vph)	419	1033	253	0	885	366	0	0	0	68	364	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		110	0		0	0		0	400		350
Storage Lanes	2		1	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		588			476			347			459	
Travel Time (s)		8.9			7.2			9.5			12.5	
Confl. Peds. (#/hr)	16					16						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm		NA	pm+ov				Split	NA	pm+ov
Protected Phases	5	2			6	4				4	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	2		6	4				4	4	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0		7.0	5.0				5.0	5.0	5.0
Minimum Split (s)	10.9	12.9	12.9		37.9	10.9				10.9	10.9	10.9
Total Split (s)	30.0	65.0	65.0		35.0	25.0				25.0	25.0	30.0
Total Split (%)	33.3%	72.2%	72.2%		38.9%	27.8%				27.8%	27.8%	33.3%
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9				3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0				0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9		5.9	5.9				5.9	5.9	5.9
Lead/Lag	Lead				Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min		C-Min	None				None	None	None

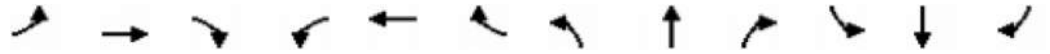
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 61 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 20: 520 WB/NE 76 St & Redmond Way



HCM 7th Signalized Intersection Summary
20: 520 WB/NE 76 St & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	419	1033	253	0	885	366	0	0	0	68	364	413
Future Volume (veh/h)	419	1033	253	0	885	366	0	0	0	68	364	413
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	0	1885	1885				1870	1870	1870
Adj Flow Rate, veh/h	432	1065	261	0	912	377				70	375	426
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	0	1	1				2	2	2
Cap, veh/h	549	2352	1041	0	1552	1019				378	397	586
Arrive On Green	0.16	0.66	0.66	0.00	0.87	0.87				0.21	0.21	0.21
Sat Flow, veh/h	3483	3582	1586	0	3676	1568				1781	1870	1585
Grp Volume(v), veh/h	432	1065	261	0	912	377				70	375	426
Grp Sat Flow(s),veh/h/ln	1742	1791	1586	0	1791	1568				1781	1870	1585
Q Serve(g_s), s	10.7	13.1	6.1	0.0	6.2	3.5				2.9	17.8	19.1
Cycle Q Clear(g_c), s	10.7	13.1	6.1	0.0	6.2	3.5				2.9	17.8	19.1
Prop In Lane	1.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	549	2352	1041	0	1552	1019				378	397	586
V/C Ratio(X)	0.79	0.45	0.25	0.00	0.59	0.37				0.19	0.94	0.73
Avail Cap(c_a), veh/h	933	2352	1041	0	1552	1019				378	397	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.00	0.81	0.81				1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	7.5	6.3	0.0	3.8	1.5				29.1	34.9	24.4
Incr Delay (d2), s/veh	1.0	0.2	0.2	0.0	1.3	0.8				0.2	31.3	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	3.9	1.6	0.0	1.5	1.2				1.3	11.4	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.4	7.8	6.6	0.0	5.1	2.3				29.3	66.3	28.9
LnGrp LOS	D	A	A		A	A				C	E	C
Approach Vol, veh/h		1758			1289						871	
Approach Delay, s/veh		14.9			4.3						45.0	
Approach LOS		B			A						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	65.0	25.0	20.1	44.9
Change Period (Y+Rc), s	5.9	5.9	5.9	5.9
Max Green Setting (Gmax), s	59.1	19.1	24.1	29.1
Max Q Clear Time (g_c+I1), s	15.1	21.1	12.7	8.2
Green Ext Time (p_c), s	12.4	0.0	1.5	9.2

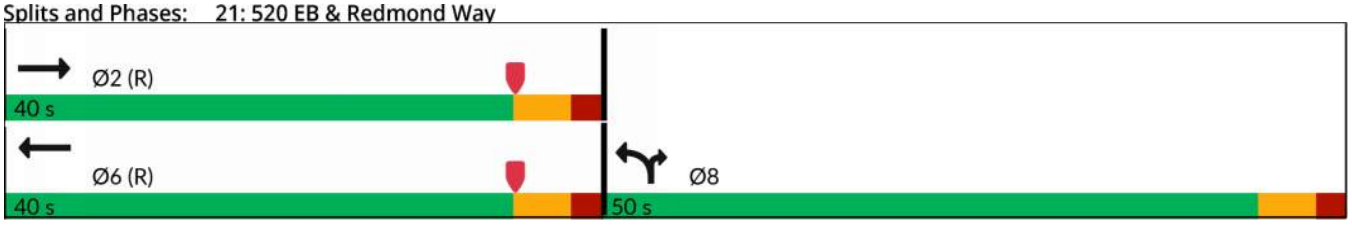
Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Notes
User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1101	0	0	863	409	1311
Future Volume (vph)	1101	0	0	863	409	1311
Satd. Flow (prot)	5136	0	0	3574	3467	2814
Flt Permitted					0.950	
Satd. Flow (perm)	5136	0	0	3574	3467	2814
Satd. Flow (RTOR)						29
Confl. Peds. (#/hr)		8	8			16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1147	0	0	899	426	1366
Turn Type	NA			NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases						
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	10.0			10.0	5.0	5.0
Minimum Split (s)	37.9			15.9	37.9	37.9
Total Split (s)	40.0			40.0	50.0	50.0
Total Split (%)	44.4%			44.4%	55.6%	55.6%
Yellow Time (s)	3.9			3.9	3.9	3.9
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	5.9			5.9	5.9	5.9
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min			C-Min	None	None
Act Effct Green (s)	31.6			31.6	46.6	46.6
Actuated g/C Ratio	0.35			0.35	0.52	0.52
v/c Ratio	0.64			0.72	0.24	0.93
Control Delay (s/veh)	14.3			25.9	12.6	33.1
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	14.3			25.9	12.6	33.1
LOS	B			C	B	C
Approach Delay (s/veh)	14.3			25.9	28.2	
Approach LOS	B			C	C	

Intersection Summary		
Cycle Length: 90		
Actuated Cycle Length: 90		
Offset: 61 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.93		
Intersection Signal Delay (s/veh): 23.5	Intersection LOS: C	
Intersection Capacity Utilization 83.9%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 21: 520 EB & Redmond Way



Lanes, Volumes, Timings
22: 164 Ave NE & NE 76 St 03/21/2025

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	2	50	158	34	1	21	90	95	2	47	120	43
Future Volume (vph)	2	50	158	34	1	21	90	95	2	47	120	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)			25				25				25	
Link Distance (ft)			539				724				311	
Travel Time (s)			14.7				19.7				8.5	
Confl. Peds. (#/hr)	122	1		84	7	84		1	84	122		7
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	0%	0%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control			Yield				Yield				Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	72	107	26
Future Volume (vph)	3	72	107	26
Ideal Flow (vphpl)	1900	1900	1900	1900
Link Speed (mph)			25	
Link Distance (ft)			149	
Travel Time (s)			4.1	
Confl. Peds. (#/hr)	1	7		122
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%
Shared Lane Traffic (%)				
Sign Control			Yield	

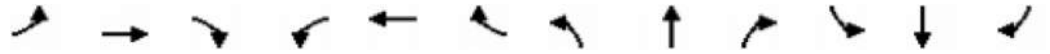
Intersection Summary

Intersection	
Intersection Delay, s/veh	6.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	290	246	252	248
Demand Flow Rate, veh/h	293	246	257	256
Vehicles Circulating, veh/h	252	272	347	194
Vehicles Exiting, veh/h	198	332	198	324
Ped Vol Crossing Leg, #/h	122	7	84	1
Ped Cap Adj	0.977	0.999	0.988	1.000
Approach Delay, s/veh	6.2	5.7	6.6	5.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	293	246	257	256
Cap Entry Lane, veh/h	1067	1046	969	1132
Entry HV Adj Factor	0.990	1.000	0.981	0.969
Flow Entry, veh/h	290	246	252	248
Cap Entry, veh/h	1032	1045	939	1097
V/C Ratio	0.281	0.236	0.268	0.226
Control Delay, s/veh	6.2	5.7	6.6	5.4
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Lanes, Volumes, Timings
23: 166th Ave NE & NE 76 St 03/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	159	43	26	82	70	23	98	20	19	81	47
Future Volume (vph)	114	159	43	26	82	70	23	98	20	19	81	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			10			10	
Link Distance (ft)		724			1313			308			226	
Travel Time (s)		19.7			35.8			21.0			15.4	
Confl. Peds. (#/hr)	5		49	49		5	9		72	72		9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	159	43	26	82	70	23	98	20	19	81	47
Future Vol, veh/h	114	159	43	26	82	70	23	98	20	19	81	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	0	0	0
Mvmt Flow	121	169	46	28	87	74	24	104	21	20	86	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay, s/veh	12.6	10	10.4	9.8
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	16%	36%	15%	19%	0%
Vol Thru, %	70%	50%	46%	81%	0%
Vol Right, %	14%	14%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	316	178	100	47
LT Vol	23	114	26	19	0
Through Vol	98	159	82	81	0
RT Vol	20	43	70	0	47
Lane Flow Rate	150	336	189	106	50
Geometry Grp	4a	2	2	5	5
Degree of Util (X)	0.234	0.473	0.267	0.183	0.075
Departure Headway (Hd)	5.611	5.062	5.084	6.188	5.381
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	639	713	706	580	665
Service Time	3.649	3.091	3.119	3.926	3.118
HCM Lane V/C Ratio	0.235	0.471	0.268	0.183	0.075
HCM Control Delay, s/veh	10.4	12.6	10	10.3	8.6
HCM Lane LOS	B	B	A	B	A
HCM 95th-tile Q	0.9	2.6	1.1	0.7	0.2

Lanes, Volumes, Timings
24: 164th Ave NE & NE 74th St 03/21/2025

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	30	30	70	90	70
Future Volume (vph)	82	30	30	70	90	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10			10	10	
Link Distance (ft)	321			415	239	
Travel Time (s)	21.9			28.3	16.3	
Confl. Peds. (#/hr)	75	214	36			36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%
Parking (#/hr)	0	0	0	0		
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	82	30	30	70	90	70
Future Vol, veh/h	82	30	30	70	90	70
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	92	34	34	79	101	79
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.4	8.2	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	30%	73%	0%
Vol Thru, %	70%	0%	56%
Vol Right, %	0%	27%	44%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	100	112	160
LT Vol	30	82	0
Through Vol	70	0	90
RT Vol	0	30	70
Lane Flow Rate	112	126	180
Geometry Grp	1	1	1
Degree of Util (X)	0.139	0.158	0.204
Departure Headway (Hd)	4.44	4.518	4.076
Convergence, Y/N	Yes	Yes	Yes
Cap	810	795	883
Service Time	2.455	2.536	2.09
HCM Lane V/C Ratio	0.138	0.158	0.204
HCM Control Delay, s/veh	8.2	8.4	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.6	0.8

Lanes, Volumes, Timings
25: 166th Ave NE/166th Ave NE & NE 74th St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	42	83	45	44	82
Future Volume (vph)	53	42	83	45	44	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10		10			10
Link Distance (ft)	375		216			226
Travel Time (s)	25.6		14.7			15.4
Confl. Peds. (#/hr)	53	105		34	34	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	3%	3%
Parking (#/hr)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	42	83	45	44	82
Future Vol, veh/h	53	42	83	45	44	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	0	0	3	3
Mvmt Flow	58	46	90	49	48	89
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8	7.8	8.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	56%	35%
Vol Thru, %	65%	0%	65%
Vol Right, %	35%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	128	95	126
LT Vol	0	53	44
Through Vol	83	0	82
RT Vol	45	42	0
Lane Flow Rate	139	103	137
Geometry Grp	1	1	1
Degree of Util (X)	0.158	0.125	0.164
Departure Headway (Hd)	4.08	4.366	4.311
Convergence, Y/N	Yes	Yes	Yes
Cap	885	825	819
Service Time	2.08	2.374	2.408
HCM Lane V/C Ratio	0.157	0.125	0.167
HCM Control Delay, s/veh	7.8	8	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.4	0.6

Lanes, Volumes, Timings
26: Bear Creek Pkwy & 164th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	122	846	516	33	66	72
Future Volume (vph)	122	846	516	33	66	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			150	0	125
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		500	450		401	
Travel Time (s)		11.4	10.2		27.3	
Confl. Peds. (#/hr)	12			12		18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Parking (#/hr)		0				
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	122	846	516	33	66	72
Future Vol, veh/h	122	846	516	33	66	72
Conflicting Peds, #/hr	12	0	0	12	0	18
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	150	0	125
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	127	881	538	34	69	75

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	584	0	-	0	1685	568
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	1135	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	996	-	-	-	103	523
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	307	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	986	-	-	-	88	510
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.16	0	21.45
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	986	-	-	-	209	510
HCM Lane V/C Ratio	0.129	-	-	-	0.328	0.147
HCM Ctrl Dly (s/v)	9.2	-	-	-	30.4	13.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.4	0.5

Lanes, Volumes, Timings
27: Bear Creek Pkwy & 166th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	84	829	432	65	48	117
Future Volume (vph)	84	829	432	65	48	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	1%		-1%	
Storage Length (ft)	200			150	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		220	462		360	
Travel Time (s)		5.0	10.5		24.5	
Confl. Peds. (#/hr)	22			22		27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	84	829	432	65	48	117
Future Vol, veh/h	84	829	432	65	48	117
Conflicting Peds, #/hr	22	0	0	22	0	27
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	150
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	-1	1	-	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	88	873	455	68	51	123

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	545	0	-	0	1526	504
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	1049	-
Critical Hdwy	4.11	-	-	-	6.23	6.13
Critical Hdwy Stg 1	-	-	-	-	5.23	-
Critical Hdwy Stg 2	-	-	-	-	5.23	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1029	-	-	-	140	574
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1010	-	-	-	123	551
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	349	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.82	0	16.21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1010	-	-	-	250	551
HCM Lane V/C Ratio	0.088	-	-	-	0.202	0.224
HCM Ctrl Dly (s/v)	8.9	-	-	-	23	13.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7	0.9

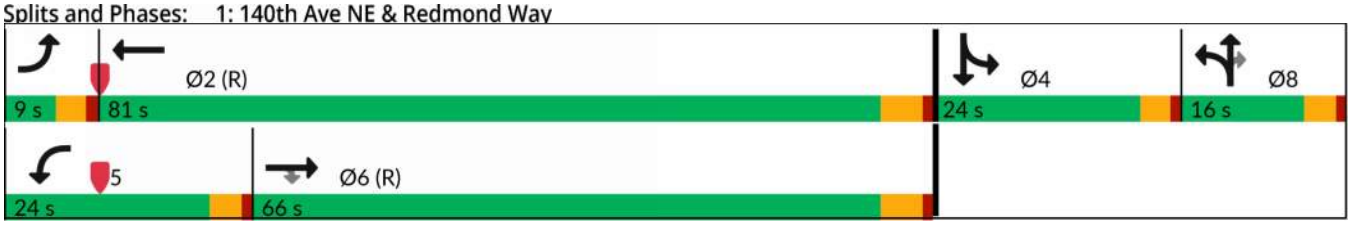
2030 With Project (Phases 1 to 3 of Scenario 2)

Lanes, Volumes, Timings
1: 140th Ave NE & Redmond Way 03/21/2025

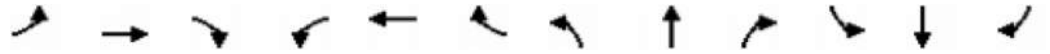
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	1218	108	160	1590	7	82	10	55	17	8	23
Future Volume (vph)	31	1218	108	160	1590	7	82	10	55	17	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			4%			0%			7%	
Storage Length (ft)	125		250	250		0	0		200	0		30
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			25	
Link Distance (ft)		535			1832			797			317	
Travel Time (s)		9.1			31.2			15.5			8.6	
Confl. Peds. (#/hr)	8		2	2		8	11					11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6						8			
Detector Phase	1	6	6	5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	23.0	23.0	9.0	23.0		9.0	9.0	9.0	24.0	24.0	
Total Split (s)	9.0	66.0	66.0	24.0	81.0		16.0	16.0	16.0	24.0	24.0	
Total Split (%)	6.9%	50.8%	50.8%	18.5%	62.3%		12.3%	12.3%	12.3%	18.5%	18.5%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0			4.0	4.0		4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	

Intersection Summary
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: 140th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
1: 140th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1218	108	160	1590	7	82	10	55	17	8	23
Future Volume (veh/h)	31	1218	108	160	1590	7	82	10	55	17	8	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1791	1791	1791	1900	1900	1900	1611	1611	1611
Adj Flow Rate, veh/h	34	1324	0	174	1728	8	89	11	0	18	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	52	2420		200	2522	12	110	14		50	25	
Arrive On Green	0.03	0.64	0.00	0.12	0.73	0.73	0.07	0.07	0.00	0.05	0.05	0.00
Sat Flow, veh/h	1908	3806	1697	1706	3473	16	1619	200	1610	1040	520	0
Grp Volume(v), veh/h	34	1324	0	174	846	890	100	0	0	27	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1697	1706	1701	1788	1819	0	1610	1559	0	0
Q Serve(g_s), s	2.3	25.2	0.0	13.0	35.2	35.3	7.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	2.3	25.2	0.0	13.0	35.2	35.3	7.0	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.89		1.00	0.67		0.00
Lane Grp Cap(c), veh/h	52	2420		200	1235	1298	124	0		74	0	
V/C Ratio(X)	0.66	0.55		0.87	0.68	0.69	0.81	0.00		0.36	0.00	
Avail Cap(c_a), veh/h	73	2420		262	1235	1298	168	0		240	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.6	13.2	0.0	56.4	9.7	9.7	59.7	0.0	0.0	60.0	0.0	0.0
Incr Delay (d2), s/veh	13.1	0.9	0.0	20.9	3.1	3.0	18.2	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	10.2	0.0	6.7	12.1	12.7	3.9	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.8	14.1	0.0	77.3	12.8	12.7	78.0	0.0	0.0	62.2	0.0	0.0
LnGrp LOS	E	B		E	B	B	E			E		
Approach Vol, veh/h		1358			1910			100			27	
Approach Delay, s/veh		15.6			18.6			78.0			62.2	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	99.4		10.2	19.2	87.7		12.9				
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	5.0	76.0		20.0	20.0	61.0		12.0				
Max Q Clear Time (g_c+I1), s	4.3	37.3		4.2	15.0	27.2		9.0				
Green Ext Time (p_c), s	0.0	25.9		0.0	0.2	17.3		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.5	
HCM 7th LOS	B	

Notes

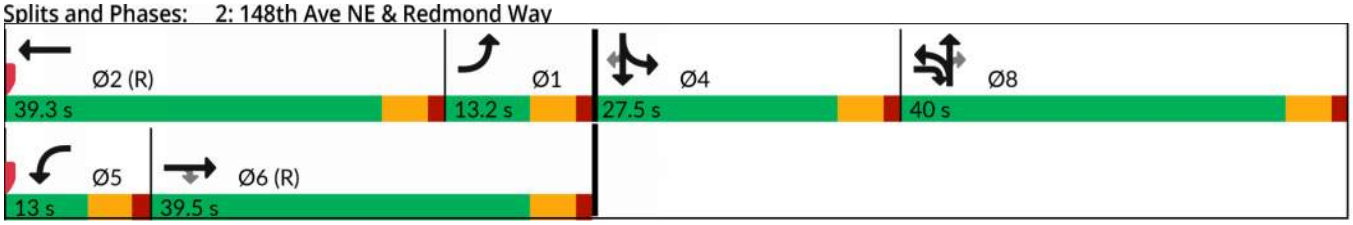
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
2: 148th Ave NE & Redmond Way 03/21/2025

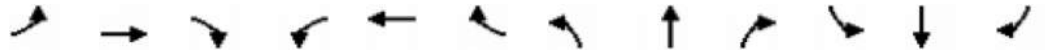
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	903	185	175	881	11	654	649	380	33	395	278
Future Volume (vph)	179	903	185	175	881	11	654	649	380	33	395	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			-3%			3%	
Storage Length (ft)	375		150	250		0	275		200	200		250
Storage Lanes	2		1	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		957			1580			2623			1894	
Travel Time (s)		16.3			26.9			44.7			32.3	
Confl. Peds. (#/hr)	4		4	4		4			9	9		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)							35%					
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	8	5	2		8	8		4	4	
Permitted Phases			6						8			4
Detector Phase	1	6	8	5	2		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	27.5	24.5	10.5	25.5		24.5	24.5	24.5	27.5	27.5	27.5
Total Split (s)	13.2	39.5	40.0	13.0	39.3		40.0	40.0	40.0	27.5	27.5	27.5
Total Split (%)	11.0%	32.9%	33.3%	10.8%	32.8%		33.3%	33.3%	33.3%	22.9%	22.9%	22.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?		Yes		Yes								
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 87 (73%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 2: 148th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
2: 148th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	903	185	175	881	11	654	649	380	33	395	278
Future Volume (veh/h)	179	903	185	175	881	11	654	649	380	33	395	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	2003	2003	2003	1817	1817	1817
Adj Flow Rate, veh/h	192	971	199	188	947	12	784	585	0	35	425	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	338	1182	1013	218	1020	13	1097	576		270	539	
Arrive On Green	0.09	0.31	0.31	0.04	0.19	0.19	0.29	0.29	0.00	0.05	0.05	0.00
Sat Flow, veh/h	3701	3806	1691	3483	3622	46	3815	2003	1697	1731	3453	1540
Grp Volume(v), veh/h	192	971	199	188	468	491	784	585	0	35	425	0
Grp Sat Flow(s),veh/h/ln	1850	1903	1691	1742	1791	1877	1908	2003	1697	1731	1726	1540
Q Serve(g_s), s	6.0	28.3	6.4	6.4	30.9	30.9	22.1	34.5	0.0	2.3	14.6	0.0
Cycle Q Clear(g_c), s	6.0	28.3	6.4	6.4	30.9	30.9	22.1	34.5	0.0	2.3	14.6	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	1182	1013	218	504	529	1097	576		270	539	
V/C Ratio(X)	0.57	0.82	0.20	0.86	0.93	0.93	0.71	1.02		0.13	0.79	
Avail Cap(c_a), veh/h	338	1182	1013	218	504	529	1097	576		317	633	
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	0.20	0.20	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	52.2	38.3	11.0	57.0	47.5	47.5	38.3	42.8	0.0	49.1	55.0	0.0
Incr Delay (d2), s/veh	2.2	6.5	0.4	19.9	18.7	18.1	0.5	20.9	0.0	0.2	5.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	13.9	4.6	3.4	16.7	17.4	10.1	19.8	0.0	1.0	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	44.8	11.4	76.9	66.2	65.6	38.8	63.6	0.0	49.3	60.5	0.0
LnGrp LOS	D	D	B	E	E	E	D	F		D	E	
Approach Vol, veh/h		1362			1147			1369			460	
Approach Delay, s/veh		41.3			67.7			49.4			59.6	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	39.3		24.2	13.0	42.8		40.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	7.7	33.8		22.0	7.5	34.0		34.5				
Max Q Clear Time (g_c+I1), s	8.0	32.9		16.6	8.4	30.3		36.5				
Green Ext Time (p_c), s	0.0	0.5		1.6	0.0	2.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	52.8
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

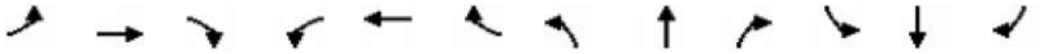
Lanes, Volumes, Timings
3: Willows Rd NE & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1378	14	26	1047	281	7	6	20	597	17	16
Future Volume (vph)	16	1378	14	26	1047	281	7	6	20	597	17	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			0%			5%	
Storage Length (ft)	150		0	125		30	0		0	275		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			35	
Link Distance (ft)		1580			850			188			922	
Travel Time (s)		26.9			14.5			5.1			18.0	
Confl. Peds. (#/hr)	12		4	4		12	19		5	5		19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)										47%		
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases												
Detector Phase	1	6		5	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	12.0		5.0	12.0		5.0	5.0		6.0	6.0	
Minimum Split (s)	11.0	19.0		10.0	19.0		23.0	23.0		25.0	25.0	
Total Split (s)	11.0	56.0		10.0	55.0		23.0	23.0		31.0	31.0	
Total Split (%)	9.2%	46.7%		8.3%	45.8%		19.2%	19.2%		25.8%	25.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 32 (27%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: Willows Rd NE & Redmond Way

HCM 7th Signalized Intersection Summary
3: Willows Rd NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1378	14	26	1047	281	7	6	20	597	17	16
Future Volume (veh/h)	16	1378	14	26	1047	281	7	6	20	597	17	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.91	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	1900	1900	1900	1738	1738	1738
Adj Flow Rate, veh/h	17	1482	15	28	1126	0	8	6	22	671	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	41	1640	17	233	1909		22	17	61	716	376	0
Arrive On Green	0.01	0.14	0.14	0.26	1.00	0.00	0.06	0.06	0.06	0.22	0.00	0.00
Sat Flow, veh/h	1908	3859	39	1795	3676	0	354	265	973	3310	1738	0
Grp Volume(v), veh/h	17	730	767	28	1126	0	36	0	0	671	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1995	1795	1791	0	1592	0	0	1655	1738	0
Q Serve(g_s), s	1.1	45.3	45.4	1.4	0.0	0.0	2.6	0.0	0.0	23.9	0.0	0.0
Cycle Q Clear(g_c), s	1.1	45.3	45.4	1.4	0.0	0.0	2.6	0.0	0.0	23.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	0.22		0.61	1.00		0.00
Lane Grp Cap(c), veh/h	41	809	848	233	1909		99	0	0	716	376	0
V/C Ratio(X)	0.41	0.90	0.90	0.12	0.59		0.36	0.00	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	95	809	848	233	1909		239	0	0	717	377	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.71	0.71	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.8	49.2	49.2	39.2	0.0	0.0	54.0	0.0	0.0	46.2	0.0	0.0
Incr Delay (d2), s/veh	2.2	8.1	7.8	0.1	1.0	0.0	0.8	0.0	0.0	20.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	24.8	26.0	0.6	0.3	0.0	1.1	0.0	0.0	11.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	57.2	57.0	39.3	1.0	0.0	54.8	0.0	0.0	66.3	0.0	0.0
LnGrp LOS	E	E	E	D	A		D			E		
Approach Vol, veh/h		1514			1154			36			671	
Approach Delay, s/veh		57.1			1.9			54.8			66.3	
Approach LOS		E			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	68.9		31.0	20.5	56.0		12.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	50.0		26.0	5.0	51.0		18.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		25.9	3.4	47.4		4.6				
Green Ext Time (p_c), s	0.0	21.5		0.0	0.0	3.3		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	40.0	
HCM 7th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1366	642	217	996	363	194
Future Volume (vph)	1366	642	217	996	363	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			3%	-4%	
Storage Length (ft)		125	150		0	75
Storage Lanes		1	2		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	35	
Link Distance (ft)	850			951	587	
Travel Time (s)	19.3			21.6	11.4	
Confl. Peds. (#/hr)		14	14			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Turn Type	NA	pm+ov	Prot	NA	Prot	
Protected Phases	6	4	5	2	4	
Permitted Phases		6				
Detector Phase	6	4	5	2	4	
Switch Phase						
Minimum Initial (s)	8.0	6.0	5.0	20.0	6.0	
Minimum Split (s)	22.0	25.0	10.0	25.0	25.0	
Total Split (s)	57.0	48.0	15.0	72.0	48.0	
Total Split (%)	47.5%	40.0%	12.5%	60.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: West Lake Sammamish Pkwy NE & Redmond Way

HCM 7th Signalized Intersection Summary
4: West Lake Sammamish Pkwy NE & Redmond Way 03/21/2025

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1366	642	217	996	363	194
Future Volume (veh/h)	1366	642	217	996	363	194
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2003	2003	1832	1832	2027	2027
Adj Flow Rate, veh/h	1380	648	219	1006	367	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	1649	724	772	2448	411	
Arrive On Green	0.87	0.87	0.46	1.00	0.21	0.00
Sat Flow, veh/h	3906	1670	3385	3573	1926	0
Grp Volume(v), veh/h	1380	648	219	1006	368	0
Grp Sat Flow(s),veh/h/ln	1903	1670	1693	1741	1931	0
Q Serve(g_s), s	21.1	27.7	4.8	0.0	22.2	0.0
Cycle Q Clear(g_c), s	21.1	27.7	4.8	0.0	22.2	0.0
Prop In Lane		1.00	1.00		1.00	0.00
Lane Grp Cap(c), veh/h	1649	724	772	2448	412	
V/C Ratio(X)	0.84	0.90	0.28	0.41	0.89	
Avail Cap(c_a), veh/h	1649	724	772	2448	692	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.87	0.87	0.93	0.00
Uniform Delay (d), s/veh	5.9	6.4	26.5	0.0	45.8	0.0
Incr Delay (d2), s/veh	3.0	9.9	0.2	0.4	7.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.7	1.9	0.2	11.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.0	16.2	26.7	0.4	53.6	0.0
LnGrp LOS	A	B	C	A	D	
Approach Vol, veh/h	2028			1225	368	
Approach Delay, s/veh	11.3			5.1	53.6	
Approach LOS	B			A	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		89.4		30.6	32.4	57.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		67.0		43.0	10.0	52.0
Max Q Clear Time (g_c+I1), s		2.0		24.2	6.8	29.7
Green Ext Time (p_c), s		6.0		1.4	0.3	12.4

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Notes

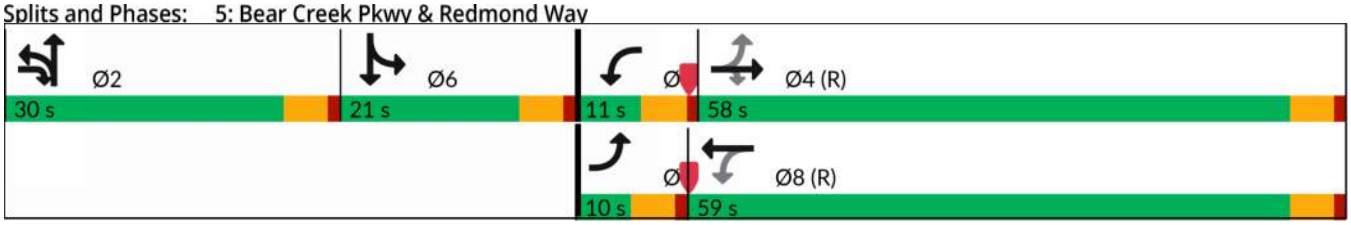
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
5: Bear Creek Pkwy & Redmond Way 03/21/2025

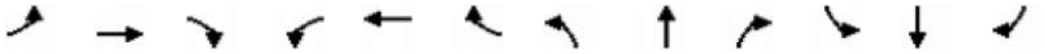
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1000	523	72	927	20	309	5	81	24	6	19
Future Volume (vph)	11	1000	523	72	927	20	309	5	81	24	6	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			0%			0%			0%	
Storage Length (ft)	150		175	150		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		951			828			488			167	
Travel Time (s)		21.6			18.8			11.1			4.6	
Confl. Peds. (#/hr)	9		15	15		9	9		19	19		9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							35%					
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	2	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	
Minimum Split (s)	10.0	24.0	24.0	10.0	21.0		24.0	24.0		21.0	21.0	
Total Split (s)	10.0	58.0	30.0	11.0	59.0		30.0	30.0		21.0	21.0	
Total Split (%)	8.3%	48.3%	25.0%	9.2%	49.2%		25.0%	25.0%		17.5%	17.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes				Yes	Yes				
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 66 (55%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Bear Creek Pkwy & Redmond Way



HCM 7th Signalized Intersection Summary
5: Bear Creek Pkwy & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1000	523	72	927	20	309	5	81	24	6	19
Future Volume (veh/h)	11	1000	523	72	927	20	309	5	81	24	6	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2042	2042	2042	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1031	539	74	956	21	204	166	84	25	6	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	368	2219	1257	317	2139	47	293	190	96	111	22	73
Arrive On Green	0.03	1.00	1.00	0.04	0.60	0.60	0.16	0.16	0.16	0.06	0.06	0.06
Sat Flow, veh/h	1945	3880	1708	1795	3582	79	1810	1174	594	1810	356	1187
Grp Volume(v), veh/h	11	1031	539	74	478	499	204	0	250	25	0	26
Grp Sat Flow(s),veh/h/ln	1945	1940	1708	1795	1791	1870	1810	0	1768	1810	0	1543
Q Serve(g_s), s	0.3	0.0	0.0	2.0	17.6	17.6	12.8	0.0	16.6	1.6	0.0	1.9
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.0	17.6	17.6	12.8	0.0	16.6	1.6	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.34	1.00		0.77
Lane Grp Cap(c), veh/h	368	2219	1257	317	1070	1117	293	0	286	111	0	95
V/C Ratio(X)	0.03	0.46	0.43	0.23	0.45	0.45	0.70	0.00	0.87	0.22	0.00	0.27
Avail Cap(c_a), veh/h	424	2219	1257	338	1070	1117	377	0	368	241	0	206
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	9.5	13.3	13.3	47.5	0.0	49.1	53.6	0.0	53.8
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.2	1.0	1.0	3.2	0.0	15.7	1.0	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.8	7.2	7.5	6.0	0.0	8.5	0.8	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.2	0.3	0.5	9.7	14.3	14.2	50.7	0.0	64.8	54.6	0.0	55.3
LnGrp LOS	B	A	A	A	B	B	D		E	D		E
Approach Vol, veh/h		1581			1051			454			51	
Approach Delay, s/veh		0.4			13.9			58.5			55.0	
Approach LOS		A			B			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.4	9.6	73.6	12.4	6.5	76.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	6.0	53.0	16.0	5.0	54.0
Max Q Clear Time (g_c+I1), s	18.6	4.0	2.0	3.9	2.3	19.6
Green Ext Time (p_c), s	0.9	0.0	8.0	0.1	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

Notes

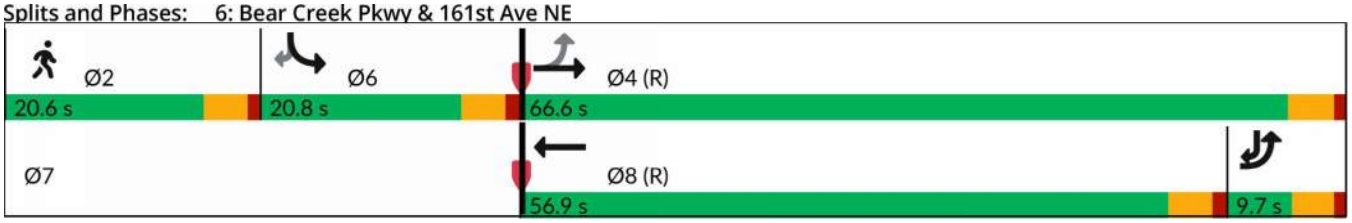
User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
6: Bear Creek Pkwy & 161st Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	33	495	357	190	110	80	
Future Volume (vph)	33	495	357	190	110	80	
Satd. Flow (prot)	1787	1693	1513	0	1787	1599	
Flt Permitted	0.309				0.950		
Satd. Flow (perm)	581	1693	1513	0	1612	1445	
Satd. Flow (RTOR)			34			91	
Confl. Peds. (#/hr)	48			48	29	23	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	
Parking (#/hr)		0	0	0			
Shared Lane Traffic (%)							
Lane Group Flow (vph)	38	563	622	0	125	91	
Turn Type	pm+pt	NA	NA		Prot	pm+ov	
Protected Phases	7	4	8		6	7	2
Permitted Phases	4					6	
Detector Phase	7	4	8		6	7	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.4	9.6	20.6		20.6	9.4	20.6
Total Split (s)	9.7	66.6	56.9		20.8	9.7	20.6
Total Split (%)	9.0%	61.7%	52.7%		19.3%	9.0%	19%
Yellow Time (s)	3.4	3.6	3.6		3.6	3.4	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.4	4.6	4.6		4.6	4.4	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	73.9	73.7	65.9		12.7	18.2	
Actuated g/C Ratio	0.68	0.68	0.61		0.12	0.17	
v/c Ratio	0.08	0.49	0.66		0.60	0.28	
Control Delay (s/veh)	10.1	12.7	20.4		56.3	6.8	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.1	12.7	20.4		56.3	6.8	
LOS	B	B	C		E	A	
Approach Delay (s/veh)		12.6	20.4		35.5		
Approach LOS		B	C		D		

Intersection Summary	
Cycle Length: 108	
Actuated Cycle Length: 108	
Offset: 6 (6%), Referenced to phase 4:EBTL and 8:WBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 19.4	Intersection LOS: B
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bear Creek Pkwy & 161st Ave NE

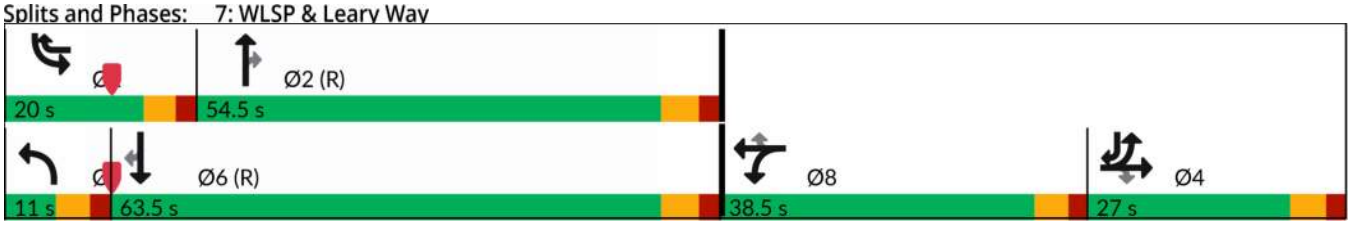


Lanes, Volumes, Timings
7: WLSP & Leary Way 03/21/2025

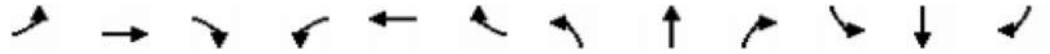
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	11	213	285	525	87	15	1013	1164	209	876	584
Future Volume (vph)	287	11	213	285	525	87	15	1013	1164	209	876	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%			3%			0%			0%	
Storage Length (ft)	0		175	200		150	200		275	175		0
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		718			834			1781			1175	
Travel Time (s)		16.3			19.0			30.4			20.0	
Confl. Peds. (#/hr)	34					34			3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				10%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	4	4		8	8	1	5	2		1	6	4
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	1	5	2	2	1	6	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	5.0	10.0	10.0	7.0	10.0	5.0
Minimum Split (s)	10.9	10.9	10.9	38.5	38.5	12.5	10.5	33.9	33.9	12.5	15.9	10.9
Total Split (s)	27.0	27.0	27.0	38.5	38.5	20.0	11.0	54.5	54.5	20.0	63.5	27.0
Total Split (%)	19.3%	19.3%	19.3%	27.5%	27.5%	14.3%	7.9%	38.9%	38.9%	14.3%	45.4%	19.3%
Yellow Time (s)	3.9	3.9	3.9	3.5	3.5	3.5	3.5	3.9	3.9	3.5	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9	5.9	5.5	5.5	5.5	5.5	5.9	5.9	5.5	5.9	5.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None

Intersection Summary
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 92 (66%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: WLSP & Leary Way



HCM 7th Signalized Intersection Summary
7: WLSP & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	11	213	285	525	87	15	1013	1164	209	876	584
Future Volume (veh/h)	287	11	213	285	525	87	15	1013	1164	209	876	584
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2076	2076	2076	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	12	224	284	575	92	16	1066	0	220	922	615
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	11	247	381	799	482	29	1290		184	1599	951
Arrive On Green	0.15	0.15	0.15	0.22	0.22	0.22	0.01	0.12	0.00	0.10	0.45	0.45
Sat Flow, veh/h	1905	76	1640	1731	3635	1469	1781	3554	1585	1781	3554	1582
Grp Volume(v), veh/h	314	0	224	284	575	92	16	1066	0	220	922	615
Grp Sat Flow(s),veh/h/ln	1981	0	1640	1731	1817	1469	1781	1777	1585	1781	1777	1582
Q Serve(g_s), s	21.1	0.0	18.8	21.4	20.5	6.3	1.3	41.0	0.0	14.5	27.0	35.6
Cycle Q Clear(g_c), s	21.1	0.0	18.8	21.4	20.5	6.3	1.3	41.0	0.0	14.5	27.0	35.6
Prop In Lane	0.96		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	0	247	381	799	482	29	1290		184	1599	951
V/C Ratio(X)	1.05	0.00	0.91	0.75	0.72	0.19	0.54	0.83		1.19	0.58	0.65
Avail Cap(c_a), veh/h	299	0	247	408	857	506	70	1290		184	1599	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.93	0.93	0.93	0.31	0.31	0.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	59.5	0.0	58.5	51.0	50.6	34.2	69.1	57.3	0.0	62.7	28.6	18.3
Incr Delay (d2), s/veh	66.4	0.0	33.5	7.1	2.9	0.3	4.7	2.0	0.0	124.5	1.4	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	0.0	10.1	10.1	9.7	2.3	0.6	20.0	0.0	12.9	11.5	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	125.8	0.0	91.9	58.0	53.5	34.4	73.8	59.3	0.0	187.2	30.0	21.3
LnGrp LOS	F		F	E	D	C	E	E		F	C	C
Approach Vol, veh/h		538			951			1082			1757	
Approach Delay, s/veh		111.7			53.0			59.5			46.6	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	56.7		27.0	7.8	68.9		36.3				
Change Period (Y+Rc), s	5.5	5.9		5.9	5.5	5.9		5.5				
Max Green Setting (Gmax), s	14.5	48.6		21.1	5.5	57.6		33.0				
Max Q Clear Time (g_c+I1), s	16.5	43.0		23.1	3.3	37.6		23.4				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	11.2		5.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	59.3
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

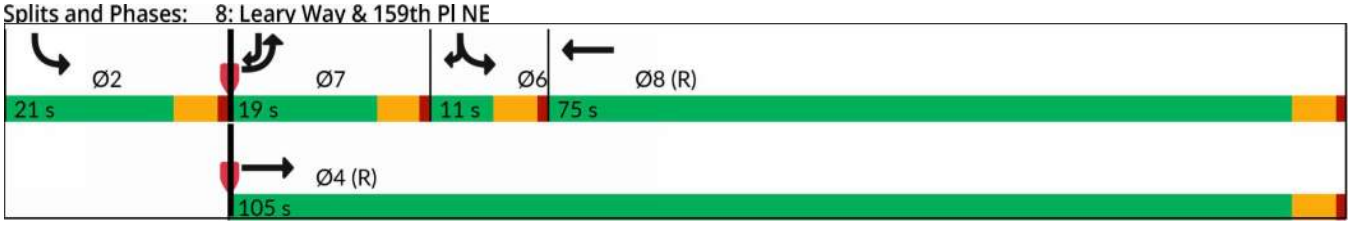
Lanes, Volumes, Timings
8: Leary Way & 159th Pl NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø6
Lane Configurations								
Traffic Volume (vph)	99	1306	876	17	26	79		
Future Volume (vph)	99	1306	876	17	26	79		
Satd. Flow (prot)	1787	1881	3550	0	1805	1615		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1701	1881	3550	0	1805	1615		
Satd. Flow (RTOR)			2			81		
Confl. Peds. (#/hr)	41			41		29		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%		
Mid-Block Traffic (%)		0%	0%		50%			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	102	1346	921	0	27	81		
Turn Type	Prot	NA	NA		Prot	pt+ov		
Protected Phases	7	4!	8		2 6!	6 7	2	6
Permitted Phases								
Detector Phase	7	4	8		2 6	7		
Switch Phase								
Minimum Initial (s)	5.0	7.0	7.0				4.0	6.0
Minimum Split (s)	10.0	12.0	20.0				21.0	11.0
Total Split (s)	19.0	105.0	75.0				21.0	11.0
Total Split (%)	15.1%	83.3%	59.5%				17%	9%
Yellow Time (s)	4.0	4.0	4.0				4.0	4.0
All-Red Time (s)	1.0	1.0	1.0				1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0					
Total Lost Time (s)	5.0	5.0	5.0					
Lead/Lag	Lead							Lag
Lead-Lag Optimize?	Yes							Yes
Recall Mode	None	C-Max	C-Max				None	None
Act Effct Green (s)	11.1	107.3	83.7		17.6	17.7		
Actuated g/C Ratio	0.09	0.85	0.66		0.14	0.14		
v/c Ratio	0.65	0.84	0.39		0.11	0.27		
Control Delay (s/veh)	74.3	14.2	12.8		30.3	11.3		
Queue Delay	0.0	2.5	0.0		0.0	0.0		
Total Delay (s/veh)	74.3	16.7	12.8		30.3	11.3		
LOS	E	B	B		C	B		
Approach Delay (s/veh)		20.8	12.8		16.1			
Approach LOS		C	B		B			

Intersection Summary		
Cycle Length: 126		
Actuated Cycle Length: 126		
Offset: 0 (0%), Referenced to phase 8:WBT and 4:EBT, Start of 1st Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay (s/veh): 17.6	Intersection LOS: B	
Intersection Capacity Utilization 86.6%	ICU Level of Service E	
Analysis Period (min) 15		

! Phase conflict between lane groups.

Splits and Phases: 8: Leary Way & 159th Pl NE



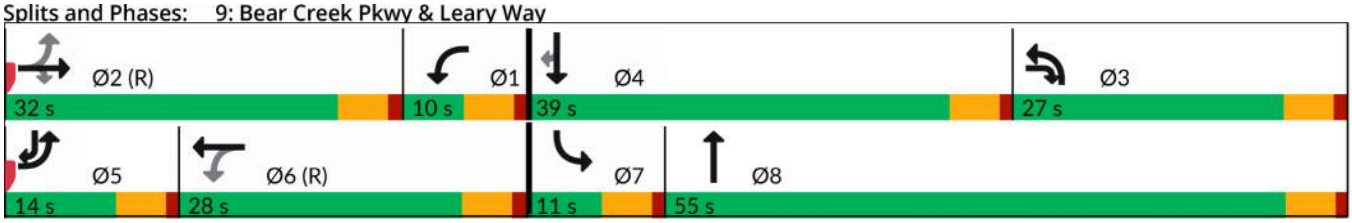
Lanes, Volumes, Timings
9: Bear Creek Pkwy & Leary Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	574	589	18	334	82	393	306	13	44	490	86
Future Volume (vph)	168	574	589	18	334	82	393	306	13	44	490	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	175		0	190		0	275		100
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			421			452			692	
Travel Time (s)		15.1			9.6			10.3			15.7	
Confl. Peds. (#/hr)	12		6	6		12	6		17	17		6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases	2		2	6								4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	5.0
Minimum Split (s)	10.0	26.2	11.2	10.0	24.2		11.2	28.0		10.0	26.0	10.0
Total Split (s)	14.0	32.0	27.0	10.0	28.0		27.0	55.0		11.0	39.0	14.0
Total Split (%)	13.0%	29.6%	25.0%	9.3%	25.9%		25.0%	50.9%		10.2%	36.1%	13.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.2	1.2	1.0	1.2		1.2	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.2	5.2	5.0	5.2		5.2	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	None

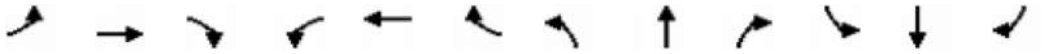
Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 108
Offset: 84 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 9: Bear Creek Pkwy & Leary Way



HCM 7th Signalized Intersection Summary
9: Bear Creek Pkwy & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	574	589	18	334	82	393	306	13	44	490	86
Future Volume (veh/h)	168	574	589	18	334	82	393	306	13	44	490	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	171	586	601	18	341	84	401	312	13	45	500	88
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	1	1	1
Cap, veh/h	236	882	609	344	853	207	490	701	29	62	539	582
Arrive On Green	0.08	0.25	0.25	0.13	0.30	0.30	0.14	0.39	0.39	0.03	0.29	0.29
Sat Flow, veh/h	1781	3554	1547	1795	2845	690	3456	1782	74	1795	1885	1569
Grp Volume(v), veh/h	171	586	601	18	213	212	401	0	325	45	500	88
Grp Sat Flow(s),veh/h/ln	1781	1777	1547	1795	1791	1744	1728	0	1856	1795	1885	1569
Q Serve(g_s), s	8.9	16.0	25.9	0.0	10.2	10.5	12.2	0.0	13.9	2.7	27.8	2.2
Cycle Q Clear(g_c), s	8.9	16.0	25.9	0.0	10.2	10.5	12.2	0.0	13.9	2.7	27.8	2.2
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	236	882	609	344	537	523	490	0	731	62	539	582
V/C Ratio(X)	0.73	0.66	0.99	0.05	0.40	0.41	0.82	0.00	0.44	0.73	0.93	0.15
Avail Cap(c_a), veh/h	236	882	609	344	537	523	698	0	859	100	593	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	0.82	0.00	0.82	0.85	0.85	0.85
Uniform Delay (d), s/veh	37.2	36.6	32.6	34.7	30.0	30.1	45.0	0.0	24.1	51.7	37.5	9.0
Incr Delay (d2), s/veh	4.8	1.8	21.9	0.0	2.2	2.3	4.3	0.0	0.3	13.2	17.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	7.1	12.0	0.4	4.7	4.7	5.5	0.0	6.1	1.4	15.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.0	38.4	54.5	34.7	32.2	32.5	49.3	0.0	24.4	64.8	55.1	9.1
LnGrp LOS	D	D	D	C	C	C	D		C	E	E	A
Approach Vol, veh/h		1358			443			726			633	
Approach Delay, s/veh		46.0			32.4			38.1			49.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	32.0	20.5	35.9	14.0	37.6	8.7	47.7
Change Period (Y+Rc), s	5.2	* 5.2	5.2	5.0	5.0	5.2	5.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 27	21.8	34.0	9.0	22.8	6.0	* 50
Max Q Clear Time (g_c+I1), s	2.0	27.9	14.2	29.8	10.9	12.5	4.7	15.9
Green Ext Time (p_c), s	0.0	0.0	1.2	1.1	0.0	1.3	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D

Notes

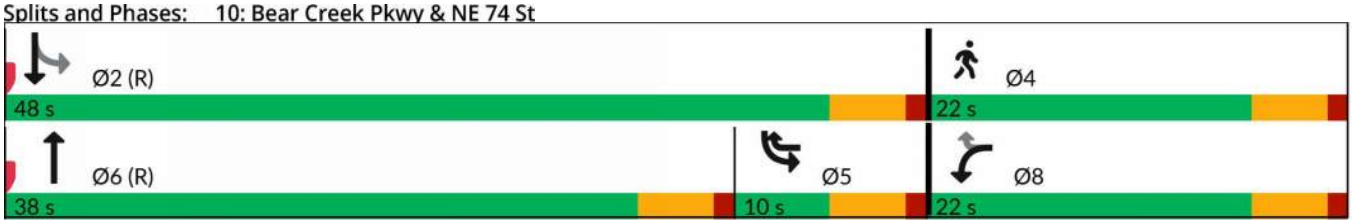
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
10: Bear Creek Pkwy & NE 74 St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	24	252	604	11	160	956	
Future Volume (vph)	24	252	604	11	160	956	
Satd. Flow (prot)	1805	1615	1857	0	1787	1881	
Flt Permitted	0.950				0.312		
Satd. Flow (perm)	1641	1615	1857	0	581	1881	
Satd. Flow (RTOR)		176	2				
Confl. Peds. (#/hr)	44			20	20		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	24	257	627	0	163	976	
Turn Type	Prot	pm+ov	NA		pm+pt	NA	
Protected Phases	8	5	6		5	2	4
Permitted Phases		8			2		
Detector Phase	8	5	6		5	2	
Switch Phase							
Minimum Initial (s)	7.0	4.0	8.0		4.0	5.0	8.0
Minimum Split (s)	12.0	9.0	23.0		9.0	10.0	22.0
Total Split (s)	22.0	10.0	38.0		10.0	48.0	22.0
Total Split (%)	31.4%	14.3%	54.3%		14.3%	68.6%	31%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	
Lead/Lag		Lag	Lead		Lag		
Lead-Lag Optimize?		Yes	Yes		Yes		
Recall Mode	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	13.0	19.3	40.7		51.8	53.8	
Actuated g/C Ratio	0.19	0.28	0.58		0.74	0.77	
v/c Ratio	0.07	0.45	0.58		0.31	0.68	
Control Delay (s/veh)	21.4	8.1	15.1		8.5	12.0	
Queue Delay	0.0	0.0	0.0		0.0	0.7	
Total Delay (s/veh)	21.4	8.1	15.1		8.5	12.7	
LOS	C	A	B		A	B	
Approach Delay (s/veh)	9.3		15.1			12.1	
Approach LOS	A		B			B	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Bear Creek Pkwy & NE 74 St



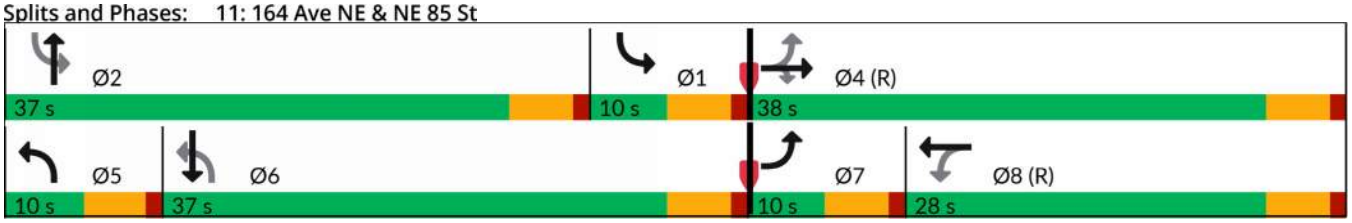
Lanes, Volumes, Timings
11: 164 Ave NE & NE 85 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	365	70	8	209	172	30	517	20	170	377	36
Future Volume (vph)	70	365	70	8	209	172	30	517	20	170	377	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		150	200		0	250		0	240		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			30	
Link Distance (ft)		469			304			659			473	
Travel Time (s)		10.7			6.9			16.0			10.8	
Confl. Peds. (#/hr)	12					12	22					22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			6			2		
Detector Phase	7	4	4	8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	20.0	20.0	20.0	20.0		10.0	22.0		10.0	27.0	
Total Split (s)	10.0	38.0	38.0	28.0	28.0		10.0	37.0		10.0	37.0	
Total Split (%)	11.8%	44.7%	44.7%	32.9%	32.9%		11.8%	43.5%		11.8%	43.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max		None	None		None	None	

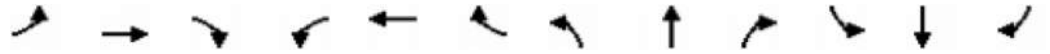
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: 164 Ave NE & NE 85 St



HCM 7th Signalized Intersection Summary
11: 164 Ave NE & NE 85 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	365	70	8	209	172	30	517	20	170	377	36
Future Volume (veh/h)	70	365	70	8	209	172	30	517	20	170	377	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	74	384	74	8	220	181	32	544	21	179	397	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	306	837	700	366	318	262	286	585	23	217	594	57
Arrive On Green	0.05	0.44	0.44	0.33	0.33	0.33	0.03	0.32	0.32	0.06	0.35	0.35
Sat Flow, veh/h	1810	1900	1588	941	955	786	1795	1800	69	1795	1688	162
Grp Volume(v), veh/h	74	384	74	8	0	401	32	0	565	179	0	435
Grp Sat Flow(s),veh/h/ln	1810	1900	1588	941	0	1741	1795	0	1870	1795	0	1850
Q Serve(g_s), s	2.2	12.0	2.3	0.5	0.0	17.0	1.0	0.0	24.8	2.9	0.0	16.9
Cycle Q Clear(g_c), s	2.2	12.0	2.3	3.4	0.0	17.0	1.0	0.0	24.8	2.9	0.0	16.9
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	306	837	700	366	0	580	286	0	608	217	0	651
V/C Ratio(X)	0.24	0.46	0.11	0.02	0.00	0.69	0.11	0.00	0.93	0.83	0.00	0.67
Avail Cap(c_a), veh/h	325	837	700	366	0	580	336	0	704	218	0	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.83	0.00	0.83	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	16.7	14.0	21.1	0.0	24.6	18.2	0.0	27.8	38.0	0.0	23.4
Incr Delay (d2), s/veh	0.2	1.8	0.3	0.1	0.0	6.6	0.1	0.0	14.3	20.9	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.4	0.9	0.1	0.0	7.8	0.4	0.0	13.1	4.8	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	18.5	14.3	21.2	0.0	31.2	18.3	0.0	42.0	58.8	0.0	25.1
LnGrp LOS	B	B	B	C		C	B		D	E		C
Approach Vol, veh/h		532			409			597			614	
Approach Delay, s/veh		17.8			31.0			40.8			34.9	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	32.6		42.4	7.7	34.9	9.1	33.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	32.0		33.0	5.0	32.0	5.0	23.0				
Max Q Clear Time (g_c+I1), s	4.9	26.8		14.0	3.0	18.9	4.2	19.0				
Green Ext Time (p_c), s	0.0	0.8		1.0	0.0	0.9	0.0	0.5				

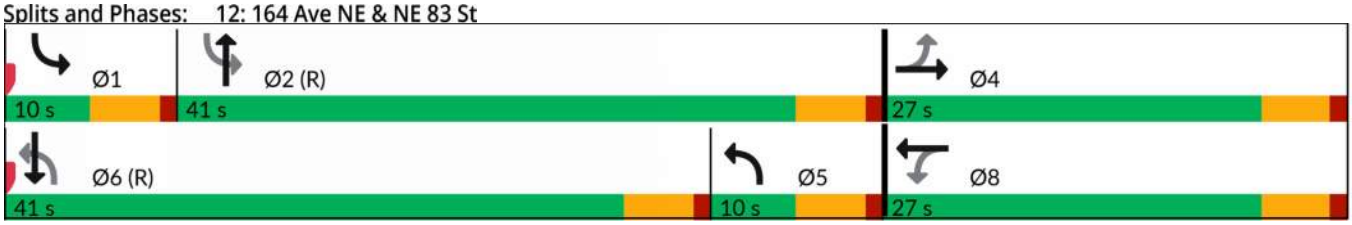
Intersection Summary		
HCM 7th Control Delay, s/veh		31.6
HCM 7th LOS		C

Lanes, Volumes, Timings
12: 164 Ave NE & NE 83 St 03/21/2025

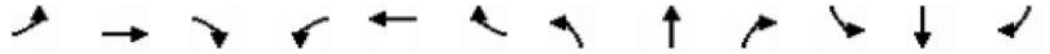
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	210	68	24	117	38	63	497	47	68	370	17
Future Volume (vph)	40	210	68	24	117	38	63	497	47	68	370	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			28	
Link Distance (ft)		968			599			662			659	
Travel Time (s)		22.0			13.6			16.1			16.0	
Confl. Peds. (#/hr)	34		47	47		34	24		31	31		24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Mid-Block Traffic (%)		40%			20%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	19.0		10.0	19.0	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	41.0		10.0	41.0	
Total Split (%)	34.6%	34.6%		34.6%	34.6%		12.8%	52.6%		12.8%	52.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary
Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 17 (22%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: 164 Ave NE & NE 83 St



HCM 7th Signalized Intersection Summary
12: 164 Ave NE & NE 83 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	210	68	24	117	38	63	497	47	68	370	17
Future Volume (veh/h)	40	210	68	24	117	38	63	497	47	68	370	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.93		0.89	0.96		0.89	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1885	1885	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	41	216	70	25	121	39	65	512	48	70	381	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	1	1	1	3	3	3	1	1	1
Cap, veh/h	247	277	90	146	287	92	628	900	84	639	823	39
Arrive On Green	0.07	0.07	0.07	0.22	0.22	0.22	0.26	1.00	1.00	0.05	0.46	0.46
Sat Flow, veh/h	1116	1278	414	1063	1322	426	1767	1666	156	1795	1782	84
Grp Volume(v), veh/h	41	0	286	25	0	160	65	0	560	70	0	399
Grp Sat Flow(s),veh/h/ln	1116	0	1692	1063	0	1747	1767	0	1822	1795	0	1867
Q Serve(g_s), s	2.8	0.0	13.0	1.8	0.0	6.2	0.0	0.0	0.0	1.3	0.0	11.4
Cycle Q Clear(g_c), s	8.9	0.0	13.0	14.7	0.0	6.2	0.0	0.0	0.0	1.3	0.0	11.4
Prop In Lane	1.00		0.24	1.00		0.24	1.00		0.09	1.00		0.05
Lane Grp Cap(c), veh/h	247	0	367	146	0	379	628	0	985	639	0	861
V/C Ratio(X)	0.17	0.00	0.78	0.17	0.00	0.42	0.10	0.00	0.57	0.11	0.00	0.46
Avail Cap(c_a), veh/h	319	0	477	215	0	493	628	0	985	664	0	861
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.91	0.99	0.00	0.99	0.85	0.00	0.85	0.74	0.00	0.74
Uniform Delay (d), s/veh	35.5	0.0	34.4	36.0	0.0	26.3	10.9	0.0	0.0	6.8	0.0	14.4
Incr Delay (d2), s/veh	0.1	0.0	4.0	0.2	0.0	0.3	0.0	0.0	2.0	0.0	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	6.2	0.5	0.0	2.5	0.5	0.0	0.6	0.4	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	0.0	38.3	36.2	0.0	26.6	10.9	0.0	2.0	6.8	0.0	15.7
LnGrp LOS	D		D	D		C	B		A	A		B
Approach Vol, veh/h		327			185			625			469	
Approach Delay, s/veh		38.0			27.9			3.0			14.4	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	47.2		21.9	15.1	41.0		21.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	36.0		22.0	5.0	36.0		22.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0		15.0	2.0	13.4		16.7				
Green Ext Time (p_c), s	0.0	1.6		0.5	0.0	0.9		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.3
HCM 7th LOS		B

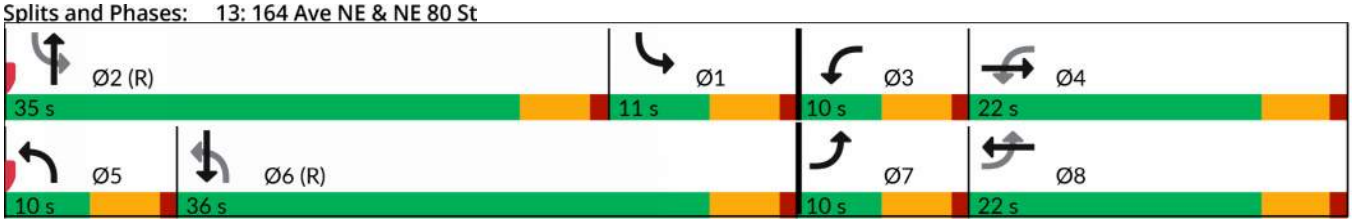
Lanes, Volumes, Timings
13: 164 Ave NE & NE 80 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	161	21	34	193	56	23	361	61	109	362	68
Future Volume (vph)	75	161	21	34	193	56	23	361	61	109	362	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			28			28	
Link Distance (ft)		178			313			347			662	
Travel Time (s)		4.9			8.5			8.4			16.1	
Confl. Peds. (#/hr)	27		24	24		27	37		22	22		37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	17.0		10.0	18.0		10.0	18.0		10.0	19.0	
Total Split (s)	10.0	22.0		10.0	22.0		10.0	35.0		11.0	36.0	
Total Split (%)	12.8%	28.2%		12.8%	28.2%		12.8%	44.9%		14.1%	46.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes			Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

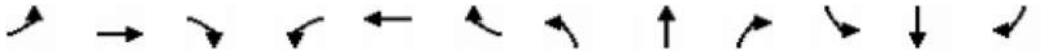
Intersection Summary

Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 18 (23%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 13: 164 Ave NE & NE 80 St



HCM 7th Signalized Intersection Summary
13: 164 Ave NE & NE 80 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	161	21	34	193	56	23	361	61	109	362	68
Future Volume (veh/h)	75	161	21	34	193	56	23	361	61	109	362	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.93	0.97		0.92	0.98		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	81	173	23	37	208	60	25	388	66	117	389	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	3	3	3
Cap, veh/h	220	312	42	283	242	70	570	589	100	506	736	138
Arrive On Green	0.11	0.39	0.39	0.04	0.18	0.18	0.04	0.51	0.51	0.26	0.98	0.98
Sat Flow, veh/h	1795	1613	214	1795	1377	397	1767	1532	261	1767	1508	283
Grp Volume(v), veh/h	81	0	196	37	0	268	25	0	454	117	0	462
Grp Sat Flow(s),veh/h/ln	1795	0	1828	1795	0	1775	1767	0	1793	1767	0	1791
Q Serve(g_s), s	2.8	0.0	6.5	1.3	0.0	11.4	0.5	0.0	14.5	0.0	0.0	1.0
Cycle Q Clear(g_c), s	2.8	0.0	6.5	1.3	0.0	11.4	0.5	0.0	14.5	0.0	0.0	1.0
Prop In Lane	1.00		0.12	1.00		0.22	1.00		0.15	1.00		0.16
Lane Grp Cap(c), veh/h	220	0	354	283	0	312	570	0	690	506	0	874
V/C Ratio(X)	0.37	0.00	0.55	0.13	0.00	0.86	0.04	0.00	0.66	0.23	0.00	0.53
Avail Cap(c_a), veh/h	240	0	398	335	0	387	636	0	690	506	0	874
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.00	0.90	0.94	0.00	0.94
Uniform Delay (d), s/veh	23.8	0.0	21.3	24.0	0.0	31.2	9.2	0.0	15.3	16.8	0.0	0.5
Incr Delay (d2), s/veh	0.8	0.0	1.0	0.2	0.0	13.8	0.0	0.0	4.4	0.1	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.5	0.5	0.0	6.0	0.2	0.0	5.6	1.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	0.0	22.3	24.1	0.0	45.0	9.3	0.0	19.7	16.9	0.0	2.7
LnGrp LOS	C		C	C		D	A		B	B		A
Approach Vol, veh/h		277			305			479			579	
Approach Delay, s/veh		22.9			42.5			19.1			5.5	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	35.0	7.8	20.1	7.1	43.0	9.1	18.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	30.0	5.0	17.0	5.0	31.0	5.0	17.0
Max Q Clear Time (g_c+I1), s	2.0	16.5	3.3	8.5	2.5	3.0	4.8	13.4
Green Ext Time (p_c), s	0.1	1.3	0.0	0.4	0.0	1.6	0.0	0.3

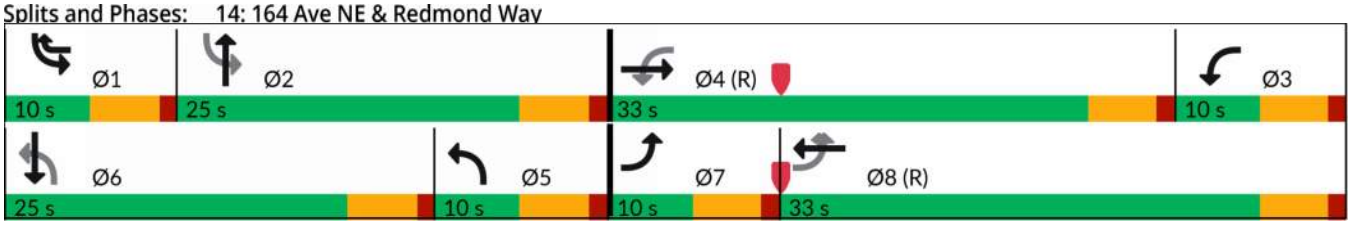
Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B

Lanes, Volumes, Timings
14: 164 Ave NE & Redmond Way 03/21/2025

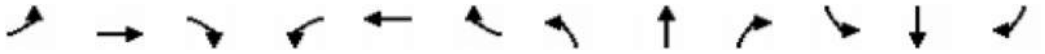
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	575	20	25	631	245	50	168	38	208	148	21
Future Volume (vph)	33	575	20	25	631	245	50	168	38	208	148	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	70		0	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			714			325			347	
Travel Time (s)		7.1			16.2			7.4			7.9	
Confl. Peds. (#/hr)	56		39	39		56	61		51	51		61
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	5%	5%	5%
Parking (#/hr)				0								
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	8			4		8	6			2		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	22.0		10.0	24.0	10.0	10.0	25.0		10.0	24.0	
Total Split (s)	10.0	33.0		10.0	33.0	10.0	10.0	25.0		10.0	25.0	
Total Split (%)	12.8%	42.3%		12.8%	42.3%	12.8%	12.8%	32.1%		12.8%	32.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 10 (13%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 14: 164 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
14: 164 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	575	20	25	631	245	50	168	38	208	148	21
Future Volume (veh/h)	33	575	20	25	631	245	50	168	38	208	148	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	0.95		0.86	0.92		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1670	1670	1670	1697	1697	1697	1643	1643	1643
Adj Flow Rate, veh/h	34	593	21	26	651	253	52	173	39	214	153	22
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	5	5	5
Cap, veh/h	223	578	20	243	702	646	325	293	66	312	301	43
Arrive On Green	0.07	0.72	0.72	0.19	0.84	0.84	0.15	0.45	0.45	0.02	0.07	0.07
Sat Flow, veh/h	1603	1610	57	1590	1670	1321	1616	1298	293	1565	1386	199
Grp Volume(v), veh/h	34	0	614	26	651	253	52	0	212	214	0	175
Grp Sat Flow(s),veh/h/ln	1603	0	1667	1590	1670	1321	1616	0	1590	1565	0	1586
Q Serve(g_s), s	0.9	0.0	28.0	0.0	21.9	3.4	0.0	0.0	7.8	5.0	0.0	8.3
Cycle Q Clear(g_c), s	0.9	0.0	28.0	0.0	21.9	3.4	0.0	0.0	7.8	5.0	0.0	8.3
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.18	1.00		0.13
Lane Grp Cap(c), veh/h	223	0	599	243	702	646	325	0	358	312	0	344
V/C Ratio(X)	0.15	0.00	1.03	0.11	0.93	0.39	0.16	0.00	0.59	0.69	0.00	0.51
Avail Cap(c_a), veh/h	273	0	599	243	702	646	325	0	408	312	0	407
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.77	0.00	0.77	0.82	0.82	0.82	0.72	0.00	0.72	0.88	0.00	0.88
Uniform Delay (d), s/veh	14.6	0.0	11.0	28.6	5.3	3.1	25.1	0.0	18.7	27.7	0.0	32.2
Incr Delay (d2), s/veh	0.2	0.0	39.0	0.2	17.4	1.5	0.2	0.0	1.3	5.5	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	9.9	0.4	5.3	0.9	0.8	0.0	2.4	2.1	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.9	0.0	50.0	28.7	22.7	4.5	25.3	0.0	20.0	33.2	0.0	33.2
LnGrp LOS	B		F	C	C	A	C		C	C		C
Approach Vol, veh/h		648			930			264			389	
Approach Delay, s/veh		48.2			17.9			21.1			33.2	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.6	12.4	33.0	10.7	21.9	7.6	37.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	20.0	5.0	28.0	5.0	20.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	7.0	9.8	2.0	30.0	2.0	10.3	2.9	23.9
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.7	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C

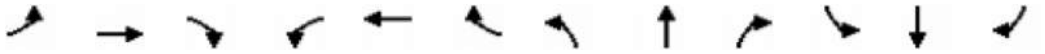
Lanes, Volumes, Timings
15: 164 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	268	50	14	98	25	41	202	20	27	152	30
Future Volume (vph)	28	268	50	14	98	25	41	202	20	27	152	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		429			743			151			325	
Travel Time (s)		11.7			20.3			3.4			7.4	
Confl. Peds. (#/hr)	18		30	30		18	43		25	25		43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		8.0	8.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	20.0		10.0	19.0	
Total Split (s)	43.0	43.0		43.0	43.0		10.0	25.0		10.0	25.0	
Total Split (%)	55.1%	55.1%		55.1%	55.1%		12.8%	32.1%		12.8%	32.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 77 (99%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 15: 164 Ave NE & Cleveland St

HCM 7th Signalized Intersection Summary
15: 164 Ave NE & Cleveland St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	268	50	14	98	25	41	202	20	27	152	30
Future Volume (veh/h)	28	268	50	14	98	25	41	202	20	27	152	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.97	1.00		0.97	0.93		0.88	0.95		0.87
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1683	1683	1683	1697	1697	1697	1683	1683	1683
Adj Flow Rate, veh/h	30	288	54	15	105	27	44	217	22	29	163	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	90	702	126	111	694	170	218	267	27	178	225	44
Arrive On Green	0.60	0.60	0.60	1.00	1.00	1.00	0.04	0.18	0.18	0.06	0.34	0.34
Sat Flow, veh/h	67	1171	210	100	1159	283	1616	1494	151	1603	1330	261
Grp Volume(v), veh/h	372	0	0	147	0	0	44	0	239	29	0	195
Grp Sat Flow(s),veh/h/ln	1448	0	0	1543	0	0	1616	0	1645	1603	0	1592
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	10.9	0.0	0.0	8.4
Cycle Q Clear(g_c), s	10.5	0.0	0.0	0.0	0.0	0.0	1.7	0.0	10.9	0.0	0.0	8.4
Prop In Lane	0.08		0.15	0.10		0.18	1.00		0.09	1.00		0.16
Lane Grp Cap(c), veh/h	917	0	0	975	0	0	218	0	294	178	0	270
V/C Ratio(X)	0.41	0.00	0.00	0.15	0.00	0.00	0.20	0.00	0.81	0.16	0.00	0.72
Avail Cap(c_a), veh/h	917	0	0	975	0	0	258	0	422	233	0	408
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.00	0.99	0.00	0.00	1.00	0.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	8.4	0.0	0.0	0.0	0.0	0.0	25.6	0.0	30.8	33.7	0.0	24.2
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	0.4	0.0	7.8	0.4	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.1	0.0	0.0	0.7	0.0	4.8	0.5	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.7	0.0	0.0	0.3	0.0	0.0	26.0	0.0	38.5	34.1	0.0	27.6
LnGrp LOS	A			A			C		D	C		C
Approach Vol, veh/h		372			147			283			224	
Approach Delay, s/veh		9.7			0.3			36.6			28.4	
Approach LOS		A			A			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	19.0		51.7	8.1	18.2		51.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	20.0		38.0	5.0	20.0		38.0				
Max Q Clear Time (g_c+I1), s	2.0	12.9		12.5	3.7	10.4		2.0				
Green Ext Time (p_c), s	0.0	0.5		1.6	0.0	0.5		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.9	
HCM 7th LOS	B	

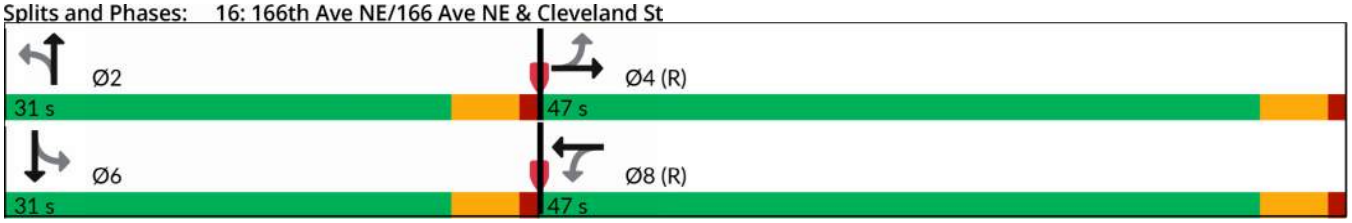
Lanes, Volumes, Timings
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	250	27	37	114	26	16	185	102	7	88	11
Future Volume (vph)	47	250	27	37	114	26	16	185	102	7	88	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	100		125	160		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		743			556			226			372	
Travel Time (s)		20.3			15.2			6.2			8.5	
Confl. Peds. (#/hr)	31		1	1		31	4		79	79		4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	47.0	47.0		47.0	47.0		31.0	31.0		31.0	31.0	
Total Split (%)	60.3%	60.3%		60.3%	60.3%		39.7%	39.7%		39.7%	39.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		Ped	Ped		Ped	Ped	

Intersection Summary

Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 8 (10%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 16: 166th Ave NE/166 Ave NE & Cleveland St



HCM 7th Signalized Intersection Summary
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	250	27	37	114	26	16	185	102	7	88	11
Future Volume (veh/h)	47	250	27	37	114	26	16	185	102	7	88	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	0.85		1.00	0.89		0.81
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1697	1697	1697	1697	1697	1697	1697	1697	1697
Adj Flow Rate, veh/h	49	263	28	39	120	27	17	195	0	7	93	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	169	854	87	226	660	141	254	351		192	295	38
Arrive On Green	1.00	1.00	1.00	0.67	0.67	0.67	0.21	0.21	0.00	0.41	0.41	0.41
Sat Flow, veh/h	175	1285	131	256	993	212	997	1697	1438	960	1428	184
Grp Volume(v), veh/h	340	0	0	186	0	0	17	195	0	7	0	105
Grp Sat Flow(s),veh/h/ln	1590	0	0	1461	0	0	997	1697	1438	960	0	1612
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.1	8.0	0.0	0.5	0.0	3.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.3	0.0	0.0	4.6	8.0	0.0	8.5	0.0	3.4
Prop In Lane	0.14		0.08	0.21		0.15	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	1111	0	0	1028	0	0	254	351		192	0	333
V/C Ratio(X)	0.31	0.00	0.00	0.18	0.00	0.00	0.07	0.56		0.04	0.00	0.32
Avail Cap(c_a), veh/h	1111	0	0	1028	0	0	381	566		313	0	537
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.92	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.9	0.0	0.0	27.8	27.7	0.0	23.9	0.0	19.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.4	4.9	0.0	0.3	0.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.1	0.0	0.0	0.3	3.7	0.0	0.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.7	0.0	0.0	5.3	0.0	0.0	28.2	32.7	0.0	24.2	0.0	21.1
LnGrp LOS	A			A			C	C		C		C
Approach Vol, veh/h		340			186			212			112	
Approach Delay, s/veh		0.7			5.3			32.3			21.3	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.1	56.9	21.1	56.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	26.0	42.0	26.0	42.0
Max Q Clear Time (g_c+I1), s	10.0	2.0	10.5	5.3
Green Ext Time (p_c), s	1.9	4.8	0.8	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	12.3
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
17: 170 Ave NE & NE 76 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	2	15	8	5	52	5	939	2	17	514	107
Future Volume (vph)	157	2	15	8	5	52	5	939	2	17	514	107
Satd. Flow (prot)	0	1772	0	0	1658	0	1787	3573	0	1787	3432	0
Flt Permitted		0.699			0.959		0.406			0.178		
Satd. Flow (perm)	0	1288	0	0	1594	0	744	3573	0	335	3432	0
Satd. Flow (RTOR)		6			54						45	
Confl. Peds. (#/hr)	5		25	25		5	21		31	31		21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	0	0	67	0	5	980	0	18	646	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	24.0		24.0	24.0		18.0	18.0		10.0	19.0	
Total Split (s)	10.0	34.0		24.0	24.0		41.0	41.0		10.0	51.0	
Total Split (%)	11.8%	40.0%		28.2%	28.2%		48.2%	48.2%		11.8%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		14.6			14.6		26.2	26.2		27.5	27.5	
Actuated g/C Ratio		0.28			0.28		0.50	0.50		0.52	0.52	
v/c Ratio		0.51			0.14		0.01	0.55		0.06	0.36	
Control Delay (s/veh)		22.2			8.1		10.2	12.1		7.6	7.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		22.2			8.1		10.2	12.1		7.6	7.9	
LOS		C			A		B	B		A	A	
Approach Delay (s/veh)		22.2			8.1			12.1			7.9	
Approach LOS		C			A			B			A	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 52.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 11.4	Intersection LOS: B
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: 170 Ave NE & NE 76 St

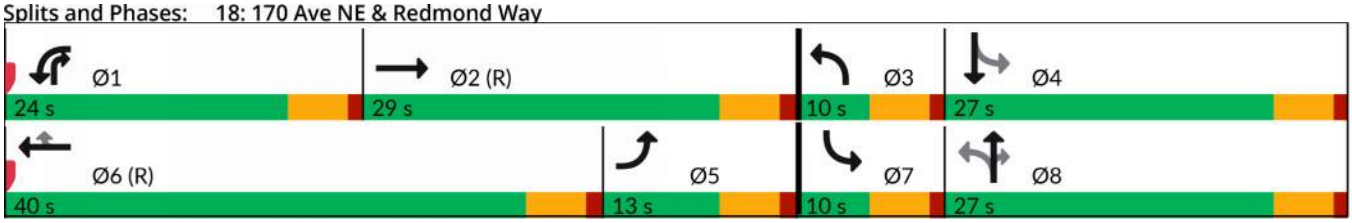
Lanes, Volumes, Timings
18: 170 Ave NE & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	842	84	388	724	248	29	382	740	148	171	16
Future Volume (vph)	62	842	84	388	724	248	29	382	740	148	171	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	125		0	100		0
Storage Lanes	1		0	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		585			661			498			439	
Travel Time (s)		13.3			15.0			11.3			10.0	
Confl. Peds. (#/hr)	20		6	6		20	15		27	27		15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6	8		8	4		
Detector Phase	5	2		1	6	6	3 8	8	1	7 4	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0	6.0	5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0	11.0	10.0	27.0	
Total Split (s)	13.0	29.0		24.0	40.0	40.0	10.0	27.0	24.0	10.0	27.0	
Total Split (%)	14.4%	32.2%		26.7%	44.4%	44.4%	11.1%	30.0%	26.7%	11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	

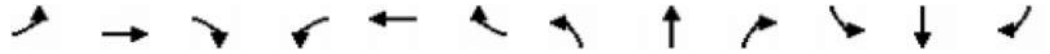
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 54 (60%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: 170 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
18: 170 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	842	84	388	724	248	29	382	740	148	171	16
Future Volume (veh/h)	62	842	84	388	724	248	29	382	740	148	171	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	65	886	88	408	762	261	31	402	779	156	180	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	160	1090	108	508	1393	605	332	461	611	199	457	43
Arrive On Green	0.18	0.66	0.66	0.05	0.13	0.13	0.03	0.24	0.24	0.02	0.09	0.09
Sat Flow, veh/h	1795	3284	326	3483	3582	1557	1795	1885	1545	1795	1691	160
Grp Volume(v), veh/h	65	483	491	408	762	261	31	402	779	156	0	197
Grp Sat Flow(s),veh/h/ln	1795	1791	1819	1742	1791	1557	1795	1885	1545	1795	0	1851
Q Serve(g_s), s	2.9	17.7	17.7	10.4	17.9	10.1	1.1	18.4	22.0	5.0	0.0	9.0
Cycle Q Clear(g_c), s	2.9	17.7	17.7	10.4	17.9	10.1	1.1	18.4	22.0	5.0	0.0	9.0
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	160	594	604	508	1393	605	332	461	611	199	0	500
V/C Ratio(X)	0.41	0.81	0.81	0.80	0.55	0.43	0.09	0.87	1.28	0.79	0.00	0.39
Avail Cap(c_a), veh/h	160	594	604	735	1393	605	378	461	611	199	0	500
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.97	0.97	0.97	0.57	0.57	0.57	0.81	0.81	0.81	0.43	0.00	0.43
Uniform Delay (d), s/veh	34.9	13.1	13.1	41.6	31.8	15.9	24.4	32.7	27.6	29.9	0.0	34.0
Incr Delay (d2), s/veh	0.6	11.3	11.1	1.5	0.9	1.3	0.0	13.4	134.2	8.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	5.7	5.8	4.9	8.7	4.2	0.5	9.9	35.2	1.4	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.5	24.4	24.2	43.0	32.7	17.2	24.4	46.1	161.8	37.9	0.0	34.1
LnGrp LOS	D	C	C	D	C	B	C	D	F	D		C
Approach Vol, veh/h		1039			1431			1212			353	
Approach Delay, s/veh		25.0			32.8			119.9			35.8	
Approach LOS		C			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	34.9	7.7	29.3	13.0	40.0	10.0	27.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	24.0	5.0	22.0	8.0	35.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	12.4	19.7	3.1	11.0	4.9	19.9	7.0	24.0
Green Ext Time (p_c), s	0.7	1.8	0.0	0.3	0.0	4.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	57.2
HCM 7th LOS	E

Lanes, Volumes, Timings
19: Bear Creek Crossing & Redmond Way 03/21/2025

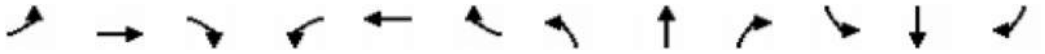
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	1540	9	18	1132	155	41	17	51	128	18	57
Future Volume (vph)	98	1540	9	18	1132	155	41	17	51	128	18	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	175		150	0		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		661			588			140			177	
Travel Time (s)		15.0			13.4			3.8			4.8	
Confl. Peds. (#/hr)	20		2	2		20	2		20	20		2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	4			8		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0		10.0	27.0	
Total Split (s)	13.0	42.0		11.0	40.0	40.0	10.0	27.0		10.0	27.0	
Total Split (%)	14.4%	46.7%		12.2%	44.4%	44.4%	11.1%	30.0%		11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 14 (16%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 19: Bear Creek Crossing & Redmond Way

HCM 7th Signalized Intersection Summary
19: Bear Creek Crossing & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1540	9	18	1132	155	41	17	51	128	18	57
Future Volume (veh/h)	98	1540	9	18	1132	155	41	17	51	128	18	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.98		0.97	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	101	1588	9	19	1167	160	42	18	53	132	19	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	129	1501	9	155	1523	663	416	94	275	426	96	298
Arrive On Green	0.02	0.14	0.14	0.03	0.14	0.14	0.04	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	1795	3651	21	1795	3582	1560	1810	416	1224	1781	393	1221
Grp Volume(v), veh/h	101	779	818	19	1167	160	42	0	71	132	0	78
Grp Sat Flow(s),veh/h/ln	1795	1791	1881	1795	1791	1560	1810	0	1640	1781	0	1614
Q Serve(g_s), s	5.0	37.0	37.0	0.9	28.2	8.2	1.5	0.0	3.2	5.0	0.0	3.5
Cycle Q Clear(g_c), s	5.0	37.0	37.0	0.9	28.2	8.2	1.5	0.0	3.2	5.0	0.0	3.5
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.75	1.00		0.76
Lane Grp Cap(c), veh/h	129	736	773	155	1523	663	416	0	369	426	0	395
V/C Ratio(X)	0.78	1.06	1.06	0.12	0.77	0.24	0.10	0.00	0.19	0.31	0.00	0.20
Avail Cap(c_a), veh/h	160	736	773	155	1523	663	451	0	401	426	0	395
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.2	38.9	38.9	40.4	34.4	25.8	23.9	0.0	28.3	25.3	0.0	27.0
Incr Delay (d2), s/veh	1.9	29.8	30.0	0.2	2.8	0.6	0.1	0.0	0.2	0.3	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	23.7	24.9	0.4	14.0	3.4	0.7	0.0	1.3	2.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.1	68.7	68.9	40.6	37.1	26.4	24.0	0.0	28.4	25.6	0.0	28.1
LnGrp LOS	D	F	F	D	D	C	C		C	C		C
Approach Vol, veh/h		1698			1346			113			210	
Approach Delay, s/veh		67.4			35.9			26.8			26.5	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	42.0	8.3	27.0	11.5	43.3	10.0	25.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	22.0	8.0	35.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	2.9	39.0	3.5	5.5	7.0	30.2	7.0	5.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	2.8	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	50.9
HCM 7th LOS	D

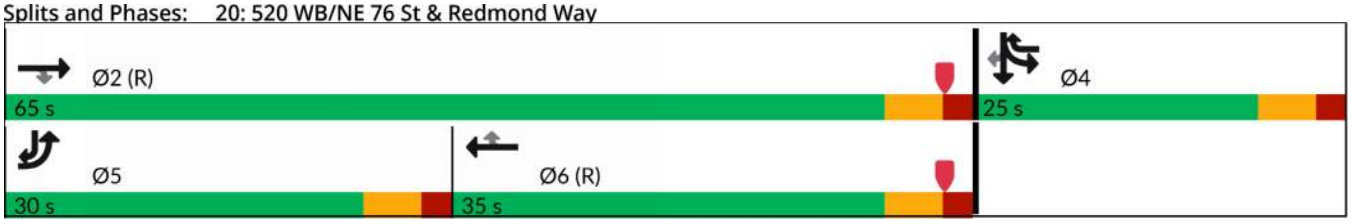
Lanes, Volumes, Timings
20: 520 WB/NE 76 St & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	426	1048	253	0	889	366	0	0	0	68	364	416
Future Volume (vph)	426	1048	253	0	889	366	0	0	0	68	364	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		110	0		0	0		0	400		350
Storage Lanes	2		1	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		588			476			347			459	
Travel Time (s)		8.9			7.2			9.5			12.5	
Confl. Peds. (#/hr)	16					16						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm		NA	pm+ov				Split	NA	pm+ov
Protected Phases	5	2			6	4				4	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	2		6	4				4	4	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0		7.0	5.0				5.0	5.0	5.0
Minimum Split (s)	10.9	12.9	12.9		37.9	10.9				10.9	10.9	10.9
Total Split (s)	30.0	65.0	65.0		35.0	25.0				25.0	25.0	30.0
Total Split (%)	33.3%	72.2%	72.2%		38.9%	27.8%				27.8%	27.8%	33.3%
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9				3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0				0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9		5.9	5.9				5.9	5.9	5.9
Lead/Lag	Lead				Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min		C-Min	None				None	None	None

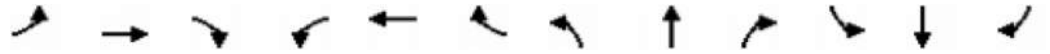
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 61 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 20: 520 WB/NE 76 St & Redmond Way



HCM 7th Signalized Intersection Summary
20: 520 WB/NE 76 St & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	426	1048	253	0	889	366	0	0	0	68	364	416
Future Volume (veh/h)	426	1048	253	0	889	366	0	0	0	68	364	416
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	0	1885	1885				1870	1870	1870
Adj Flow Rate, veh/h	439	1080	261	0	916	377				70	375	429
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	0	1	1				2	2	2
Cap, veh/h	557	2352	1041	0	1545	1015				378	397	590
Arrive On Green	0.16	0.66	0.66	0.00	0.86	0.86				0.21	0.21	0.21
Sat Flow, veh/h	3483	3582	1586	0	3676	1568				1781	1870	1585
Grp Volume(v), veh/h	439	1080	261	0	916	377				70	375	429
Grp Sat Flow(s),veh/h/ln	1742	1791	1586	0	1791	1568				1781	1870	1585
Q Serve(g_s), s	10.9	13.3	6.1	0.0	6.5	3.6				2.9	17.8	19.1
Cycle Q Clear(g_c), s	10.9	13.3	6.1	0.0	6.5	3.6				2.9	17.8	19.1
Prop In Lane	1.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	557	2352	1041	0	1545	1015				378	397	590
V/C Ratio(X)	0.79	0.46	0.25	0.00	0.59	0.37				0.19	0.94	0.73
Avail Cap(c_a), veh/h	933	2352	1041	0	1545	1015				378	397	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	0.36	0.00	0.80	0.80				1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	7.6	6.3	0.0	4.0	1.5				29.1	34.9	24.3
Incr Delay (d2), s/veh	0.9	0.2	0.2	0.0	1.3	0.8				0.2	31.3	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	4.0	1.6	0.0	1.5	1.3				1.3	11.4	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	7.8	6.6	0.0	5.3	2.4				29.3	66.3	28.8
LnGrp LOS	D	A	A		A	A				C	E	C
Approach Vol, veh/h		1780			1293						874	
Approach Delay, s/veh		14.9			4.5						44.9	
Approach LOS		B			A						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	65.0	25.0	20.3	44.7
Change Period (Y+Rc), s	5.9	5.9	5.9	5.9
Max Green Setting (Gmax), s	59.1	19.1	24.1	29.1
Max Q Clear Time (g_c+I1), s	15.3	21.1	12.9	8.5
Green Ext Time (p_c), s	12.7	0.0	1.5	9.1

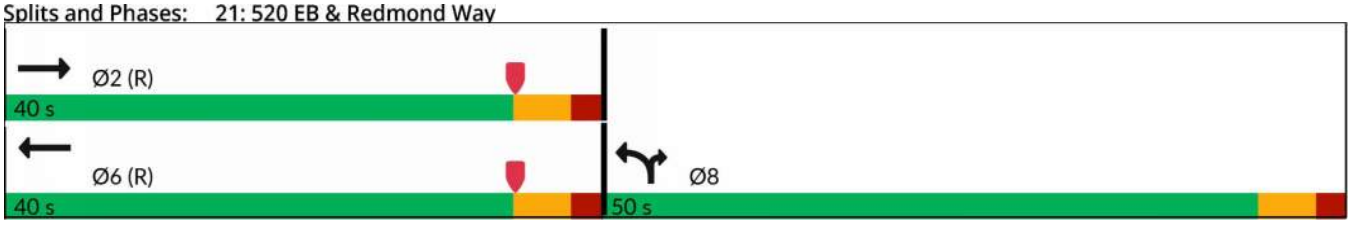
Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Notes
User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1116	0	0	867	409	1311
Future Volume (vph)	1116	0	0	867	409	1311
Satd. Flow (prot)	5136	0	0	3574	3467	2814
Flt Permitted					0.950	
Satd. Flow (perm)	5136	0	0	3574	3467	2814
Satd. Flow (RTOR)						27
Confl. Peds. (#/hr)		8	8			16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1163	0	0	903	426	1366
Turn Type	NA			NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases						
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	10.0			10.0	5.0	5.0
Minimum Split (s)	37.9			15.9	37.9	37.9
Total Split (s)	40.0			40.0	50.0	50.0
Total Split (%)	44.4%			44.4%	55.6%	55.6%
Yellow Time (s)	3.9			3.9	3.9	3.9
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	5.9			5.9	5.9	5.9
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min			C-Min	None	None
Act Effct Green (s)	31.7			31.7	46.5	46.5
Actuated g/C Ratio	0.35			0.35	0.52	0.52
v/c Ratio	0.64			0.72	0.24	0.93
Control Delay (s/veh)	14.4			25.9	12.7	33.4
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	14.4			25.9	12.7	33.4
LOS	B			C	B	C
Approach Delay (s/veh)	14.4			25.9	28.4	
Approach LOS	B			C	C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 23.6	Intersection LOS: C
Intersection Capacity Utilization 83.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 21: 520 EB & Redmond Way



Lanes, Volumes, Timings
22: 164 Ave NE & NE 76 St 03/21/2025

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	2	50	158	34	1	21	90	95	2	47	142	43
Future Volume (vph)	2	50	158	34	1	21	90	95	2	47	142	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)			25				25				25	
Link Distance (ft)			539				724				311	
Travel Time (s)			14.7				19.7				8.5	
Confl. Peds. (#/hr)	122	1		84	7	84		1	84	122		7
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	0%	0%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control			Yield				Yield				Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	72	113	26
Future Volume (vph)	3	72	113	26
Ideal Flow (vphpl)	1900	1900	1900	1900
Link Speed (mph)			25	
Link Distance (ft)			149	
Travel Time (s)			4.1	
Confl. Peds. (#/hr)	1	7		122
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%
Shared Lane Traffic (%)				
Sign Control			Yield	

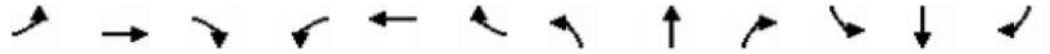
Intersection Summary

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	290	246	278	256
Demand Flow Rate, veh/h	293	246	283	264
Vehicles Circulating, veh/h	260	298	347	194
Vehicles Exiting, veh/h	198	332	206	350
Ped Vol Crossing Leg, #/h	122	7	84	1
Ped Cap Adj	0.977	0.999	0.988	1.000
Approach Delay, s/veh	6.3	5.9	6.9	5.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	293	246	283	264
Cap Entry Lane, veh/h	1058	1018	969	1132
Entry HV Adj Factor	0.990	1.000	0.981	0.969
Flow Entry, veh/h	290	246	278	256
Cap Entry, veh/h	1024	1017	939	1097
V/C Ratio	0.283	0.242	0.296	0.233
Control Delay, s/veh	6.3	5.9	6.9	5.4
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Lanes, Volumes, Timings
23: 166th Ave NE & NE 76 St 03/21/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	159	43	26	82	70	23	118	20	19	88	47
Future Volume (vph)	114	159	43	26	82	70	23	118	20	19	88	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			10			10	
Link Distance (ft)		724			1313			308			226	
Travel Time (s)		19.7			35.8			21.0			15.4	
Confl. Peds. (#/hr)	5		49	49		5	9		72	72		9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	159	43	26	82	70	23	118	20	19	88	47
Future Vol, veh/h	114	159	43	26	82	70	23	118	20	19	88	47
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	0	0	0
Mvmt Flow	121	169	46	28	87	74	24	126	21	20	94	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay, s/veh	12.9	10.2	10.8	9.9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	14%	36%	15%	18%	0%
Vol Thru, %	73%	50%	46%	82%	0%
Vol Right, %	12%	14%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	316	178	107	47
LT Vol	23	114	26	19	0
Through Vol	118	159	82	88	0
RT Vol	20	43	70	0	47
Lane Flow Rate	171	336	189	114	50
Geometry Grp	4a	2	2	5	5
Degree of Util (X)	0.269	0.482	0.273	0.197	0.076
Departure Headway (Hd)	5.66	5.162	5.193	6.244	5.443
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	634	699	691	575	657
Service Time	3.702	3.194	3.232	3.987	3.185
HCM Lane V/C Ratio	0.27	0.481	0.274	0.198	0.076
HCM Control Delay, s/veh	10.8	12.9	10.2	10.5	8.6
HCM Lane LOS	B	B	B	B	A
HCM 95th-tile Q	1.1	2.6	1.1	0.7	0.2

Lanes, Volumes, Timings
24: 164th Ave NE & NE 74th St 03/21/2025

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	49	93	92	96	70
Future Volume (vph)	82	49	93	92	96	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10			10	10	
Link Distance (ft)	321			415	239	
Travel Time (s)	21.9			28.3	16.3	
Confl. Peds. (#/hr)	75	214	36			36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%
Parking (#/hr)	0	0	0	0		
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	82	49	93	92	96	70
Future Vol, veh/h	82	49	93	92	96	70
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	92	55	104	103	108	79
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.8	9.2	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	50%	63%	0%
Vol Thru, %	50%	0%	58%
Vol Right, %	0%	37%	42%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	185	131	166
LT Vol	93	82	0
Through Vol	92	0	96
RT Vol	0	49	70
Lane Flow Rate	208	147	187
Geometry Grp	1	1	1
Degree of Util (X)	0.263	0.191	0.22
Departure Headway (Hd)	4.555	4.673	4.255
Convergence, Y/N	Yes	Yes	Yes
Cap	790	767	843
Service Time	2.579	2.704	2.28
HCM Lane V/C Ratio	0.263	0.192	0.222
HCM Control Delay, s/veh	9.2	8.8	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.7	0.8

Lanes, Volumes, Timings
25: 166th Ave NE/166th Ave NE & NE 74th St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	53	42	103	45	44	89
Future Volume (vph)	53	42	103	45	44	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10		10			10
Link Distance (ft)	375		216			226
Travel Time (s)	25.6		14.7			15.4
Confl. Peds. (#/hr)	53	105		34	34	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	3%	3%
Parking (#/hr)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	42	103	45	44	89
Future Vol, veh/h	53	42	103	45	44	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	0	0	3	3
Mvmt Flow	58	46	112	49	48	97
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.1	8.1	8.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	56%	33%
Vol Thru, %	70%	0%	67%
Vol Right, %	30%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	148	95	133
LT Vol	0	53	44
Through Vol	103	0	89
RT Vol	45	42	0
Lane Flow Rate	161	103	145
Geometry Grp	1	1	1
Degree of Util (X)	0.184	0.127	0.178
Departure Headway (Hd)	4.113	4.431	4.431
Convergence, Y/N	Yes	Yes	Yes
Cap	875	811	815
Service Time	2.125	2.447	2.431
HCM Lane V/C Ratio	0.184	0.127	0.178
HCM Control Delay, s/veh	8.1	8.1	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.4	0.6

Lanes, Volumes, Timings
26: Bear Creek Pkwy & 164th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	128	846	516	33	66	94
Future Volume (vph)	128	846	516	33	66	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			150	0	125
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		500	450		401	
Travel Time (s)		11.4	10.2		27.3	
Confl. Peds. (#/hr)	12			12		18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Parking (#/hr)		0				
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	128	846	516	33	66	94
Future Vol, veh/h	128	846	516	33	66	94
Conflicting Peds, #/hr	12	0	0	12	0	18
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	150	0	125
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	133	881	538	34	69	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	584	0	-	0	1697	568
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	1148	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	996	-	-	-	102	523
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	302	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	986	-	-	-	86	510
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	299	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.21	0	20.81
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	986	-	-	-	207	510
HCM Lane V/C Ratio	0.135	-	-	-	0.333	0.192
HCM Ctrl Dly (s/v)	9.2	-	-	-	30.9	13.7
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.4	0.7

Lanes, Volumes, Timings
27: Bear Creek Pkwy & 166th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	84	829	432	71	73	117
Future Volume (vph)	84	829	432	71	73	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	1%		-1%	
Storage Length (ft)	200			150	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		220	462		360	
Travel Time (s)		5.0	10.5		24.5	
Confl. Peds. (#/hr)	22			22		27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	84	829	432	71	73	117
Future Vol, veh/h	84	829	432	71	73	117
Conflicting Peds, #/hr	22	0	0	22	0	27
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	150
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	-1	1	-	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	88	873	455	75	77	123

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	551	0	-	0	1526	504
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	1049	-
Critical Hdwy	4.11	-	-	-	6.23	6.13
Critical Hdwy Stg 1	-	-	-	-	5.23	-
Critical Hdwy Stg 2	-	-	-	-	5.23	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1023	-	-	-	140	574
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1005	-	-	-	123	551
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	349	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.82	0	18.13
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1005	-	-	-	250	551
HCM Lane V/C Ratio	0.088	-	-	-	0.308	0.224
HCM Ctrl Dly (s/v)	8.9	-	-	-	25.7	13.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3	0.9

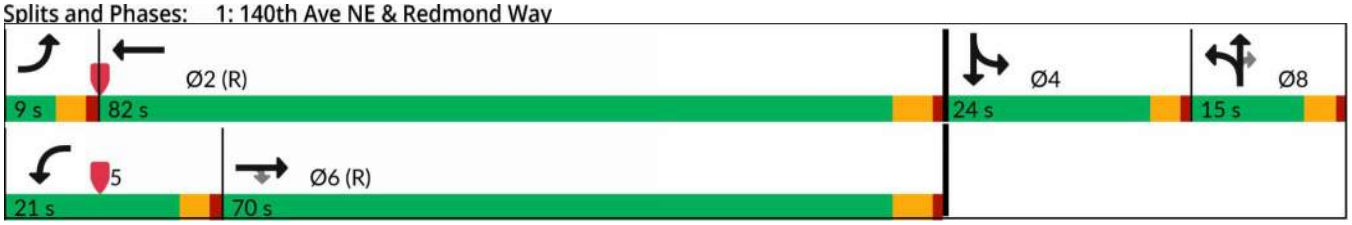
2034 No Action

Lanes, Volumes, Timings
1: 140th Ave NE & Redmond Way 03/21/2025

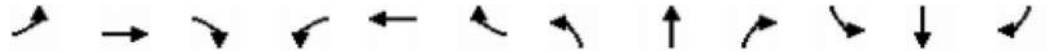
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1314	117	166	1704	7	89	11	56	18	9	24
Future Volume (vph)	34	1314	117	166	1704	7	89	11	56	18	9	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			4%			0%			7%	
Storage Length (ft)	125		250	250		0	0		200	0		30
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			25	
Link Distance (ft)		535			1832			797			317	
Travel Time (s)		9.1			31.2			15.5			8.6	
Confl. Peds. (#/hr)	8		2	2		8	11					11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6						8			
Detector Phase	1	6	6	5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	23.0	23.0	9.0	23.0		9.0	9.0	9.0	24.0	24.0	
Total Split (s)	9.0	70.0	70.0	21.0	82.0		15.0	15.0	15.0	24.0	24.0	
Total Split (%)	6.9%	53.8%	53.8%	16.2%	63.1%		11.5%	11.5%	11.5%	18.5%	18.5%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0			4.0	4.0		4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	

Intersection Summary
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: 140th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
1: 140th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1314	117	166	1704	7	89	11	56	18	9	24
Future Volume (veh/h)	34	1314	117	166	1704	7	89	11	56	18	9	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1791	1791	1791	1900	1900	1900	1611	1611	1611
Adj Flow Rate, veh/h	37	1428	0	180	1852	8	97	12	0	20	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	54	2387		204	2497	11	119	15		51	25	
Arrive On Green	0.03	0.63	0.00	0.12	0.72	0.72	0.07	0.07	0.00	0.05	0.05	0.00
Sat Flow, veh/h	1908	3806	1697	1706	3475	15	1619	200	1610	1040	520	0
Grp Volume(v), veh/h	37	1428	0	180	906	954	109	0	0	30	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1697	1706	1701	1788	1819	0	1610	1559	0	0
Q Serve(g_s), s	2.5	29.1	0.0	13.5	41.7	41.8	7.7	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	2.5	29.1	0.0	13.5	41.7	41.8	7.7	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.89		1.00	0.67		0.00
Lane Grp Cap(c), veh/h	54	2387		204	1223	1285	133	0		76	0	
V/C Ratio(X)	0.68	0.60		0.88	0.74	0.74	0.82	0.00		0.39	0.00	
Avail Cap(c_a), veh/h	73	2387		223	1223	1285	154	0		240	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.6	14.5	0.0	56.3	11.0	11.0	59.4	0.0	0.0	59.9	0.0	0.0
Incr Delay (d2), s/veh	14.6	1.1	0.0	29.4	4.1	3.9	25.2	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	11.9	0.0	7.4	14.6	15.4	4.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.1	15.6	0.0	85.8	15.1	14.9	84.5	0.0	0.0	62.4	0.0	0.0
LnGrp LOS	E	B		F	B	B	F			E		
Approach Vol, veh/h		1465			2040			109			30	
Approach Delay, s/veh		17.1			21.2			84.5			62.4	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	98.4		10.4	19.6	86.5		13.5				
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	5.0	77.0		20.0	17.0	65.0		11.0				
Max Q Clear Time (g_c+I1), s	4.5	43.8		4.4	15.5	31.1		9.7				
Green Ext Time (p_c), s	0.0	25.2		0.0	0.1	19.1		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	21.8	
HCM 7th LOS	C	

Notes

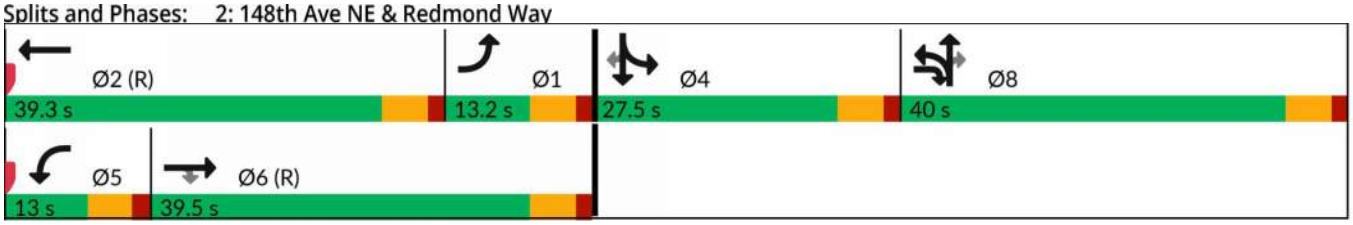
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
2: 148th Ave NE & Redmond Way 03/21/2025

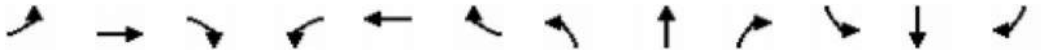
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	970	200	189	929	12	708	702	411	35	428	301
Future Volume (vph)	194	970	200	189	929	12	708	702	411	35	428	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			-3%			3%	
Storage Length (ft)	375		150	250		0	275		200	200		250
Storage Lanes	2		1	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		957			1580			2623			1894	
Travel Time (s)		16.3			26.9			44.7			32.3	
Confl. Peds. (#/hr)	4		4	4		4			9	9		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)							35%					
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	8	5	2		8	8		4	4	
Permitted Phases			6						8			4
Detector Phase	1	6	8	5	2		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	27.5	24.5	10.5	25.5		24.5	24.5	24.5	27.5	27.5	27.5
Total Split (s)	13.2	39.5	40.0	13.0	39.3		40.0	40.0	40.0	27.5	27.5	27.5
Total Split (%)	11.0%	32.9%	33.3%	10.8%	32.8%		33.3%	33.3%	33.3%	22.9%	22.9%	22.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?		Yes		Yes								
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 88 (73%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: 148th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
2: 148th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	970	200	189	929	12	708	702	411	35	428	301
Future Volume (veh/h)	194	970	200	189	929	12	708	702	411	35	428	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	2003	2003	2003	1817	1817	1817
Adj Flow Rate, veh/h	209	1043	215	203	999	13	848	633	0	38	460	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	311	1154	1001	218	1020	13	1097	576		283	565	
Arrive On Green	0.08	0.30	0.30	0.04	0.19	0.19	0.29	0.29	0.00	0.05	0.05	0.00
Sat Flow, veh/h	3701	3806	1691	3483	3620	47	3815	2003	1697	1731	3453	1540
Grp Volume(v), veh/h	209	1043	215	203	494	518	848	633	0	38	460	0
Grp Sat Flow(s),veh/h/ln	1850	1903	1691	1742	1791	1876	1908	2003	1697	1731	1726	1540
Q Serve(g_s), s	6.6	31.6	7.2	7.0	33.0	33.0	24.4	34.5	0.0	2.5	15.8	0.0
Cycle Q Clear(g_c), s	6.6	31.6	7.2	7.0	33.0	33.0	24.4	34.5	0.0	2.5	15.8	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	1154	1001	218	504	529	1097	576		283	565	
V/C Ratio(X)	0.67	0.90	0.21	0.93	0.98	0.98	0.77	1.10		0.13	0.81	
Avail Cap(c_a), veh/h	311	1154	1001	218	504	529	1097	576		317	633	
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	0.20	0.20	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	53.4	40.1	11.5	57.2	48.3	48.3	39.2	42.8	0.0	48.7	55.0	0.0
Incr Delay (d2), s/veh	5.6	11.6	0.5	30.2	26.2	25.5	0.7	50.7	0.0	0.2	7.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	16.2	5.0	4.0	18.7	19.5	11.2	24.6	0.0	1.1	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.9	51.7	12.0	87.4	74.6	73.9	39.9	93.5	0.0	48.9	62.1	0.0
LnGrp LOS	E	D	B	F	E	E	D	F		D	E	
Approach Vol, veh/h		1467			1215			1481			498	
Approach Delay, s/veh		46.9			76.4			62.8			61.1	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	39.3		25.1	13.0	41.9		40.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	7.7	33.8		22.0	7.5	34.0		34.5				
Max Q Clear Time (g_c+I1), s	8.6	35.0		17.8	9.0	33.6		36.5				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.0	0.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	61.2
HCM 7th LOS	E

Notes

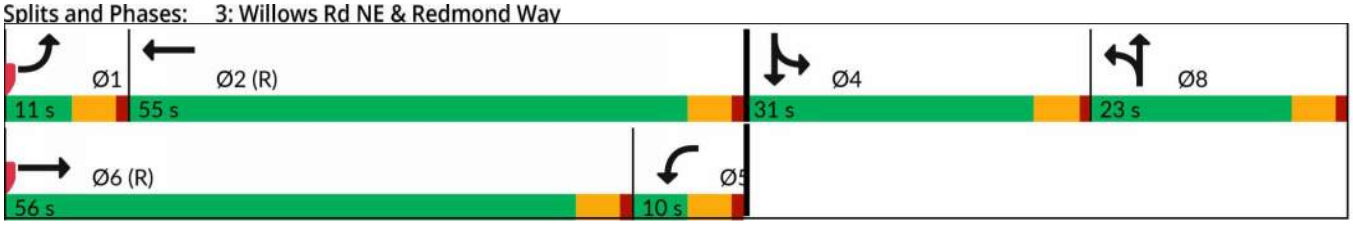
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
3: Willows Rd NE & Redmond Way 03/21/2025

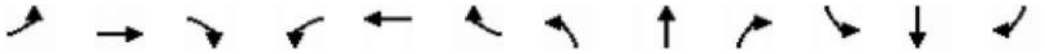
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1484	15	28	1108	288	7	6	22	642	18	17
Future Volume (vph)	17	1484	15	28	1108	288	7	6	22	642	18	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			0%			5%	
Storage Length (ft)	150		0	125		30	0		0	275		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			35	
Link Distance (ft)		1580			850			188			922	
Travel Time (s)		26.9			14.5			5.1			18.0	
Confl. Peds. (#/hr)	12		4	4		12	19		5	5		19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)										47%		
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases												
Detector Phase	1	6		5	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	12.0		5.0	12.0		5.0	5.0		6.0	6.0	
Minimum Split (s)	11.0	19.0		10.0	19.0		23.0	23.0		25.0	25.0	
Total Split (s)	11.0	56.0		10.0	55.0		23.0	23.0		31.0	31.0	
Total Split (%)	9.2%	46.7%		8.3%	45.8%		19.2%	19.2%		25.8%	25.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 3: Willows Rd NE & Redmond Way



HCM 7th Signalized Intersection Summary
3: Willows Rd NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1484	15	28	1108	288	7	6	22	642	18	17
Future Volume (veh/h)	17	1484	15	28	1108	288	7	6	22	642	18	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.91	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	1900	1900	1900	1738	1738	1738
Adj Flow Rate, veh/h	18	1596	16	30	1191	0	8	6	24	720	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	43	1640	16	231	1902		21	16	63	717	377	0
Arrive On Green	0.01	0.14	0.14	0.26	1.00	0.00	0.06	0.06	0.06	0.22	0.00	0.00
Sat Flow, veh/h	1908	3860	39	1795	3676	0	334	250	1001	3310	1738	0
Grp Volume(v), veh/h	18	786	826	30	1191	0	38	0	0	720	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1995	1795	1791	0	1586	0	0	1655	1738	0
Q Serve(g_s), s	1.1	49.4	49.5	1.5	0.0	0.0	2.8	0.0	0.0	26.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	49.4	49.5	1.5	0.0	0.0	2.8	0.0	0.0	26.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	0.21		0.63	1.00		0.00
Lane Grp Cap(c), veh/h	43	809	848	231	1902		100	0	0	717	377	0
V/C Ratio(X)	0.42	0.97	0.97	0.13	0.63		0.38	0.00	0.00	1.00	0.00	0.00
Avail Cap(c_a), veh/h	95	809	848	231	1902		238	0	0	717	377	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.66	0.66	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.8	50.9	50.9	39.4	0.0	0.0	54.0	0.0	0.0	47.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	13.0	12.8	0.1	1.0	0.0	0.9	0.0	0.0	34.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	28.0	29.4	0.7	0.3	0.0	1.1	0.0	0.0	14.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.4	63.9	63.8	39.5	1.0	0.0	54.8	0.0	0.0	81.5	0.0	0.0
LnGrp LOS	E	E	E	D	A		D			F		
Approach Vol, veh/h		1630			1221			38			720	
Approach Delay, s/veh		63.8			2.0			54.8			81.5	
Approach LOS		E			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	68.7		31.0	20.4	56.0		12.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	50.0		26.0	5.0	51.0		18.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		28.0	3.5	51.5		4.8				
Green Ext Time (p_c), s	0.0	23.2		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	46.3
HCM 7th LOS	D

Notes

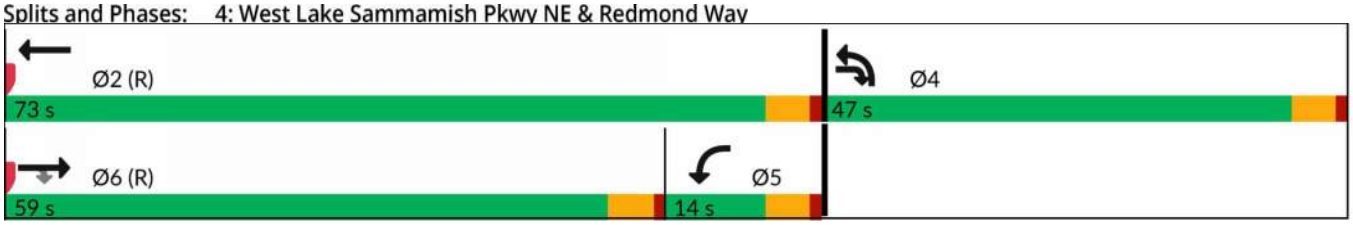
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1466	695	235	1037	393	210
Future Volume (vph)	1466	695	235	1037	393	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			3%	-4%	
Storage Length (ft)		125	150		0	75
Storage Lanes		1	2		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	35	
Link Distance (ft)	850			951	587	
Travel Time (s)	19.3			21.6	11.4	
Confl. Peds. (#/hr)		14	14			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Turn Type	NA	pm+ov	Prot	NA	Prot	
Protected Phases	6	4	5	2	4	
Permitted Phases		6				
Detector Phase	6	4	5	2	4	
Switch Phase						
Minimum Initial (s)	8.0	6.0	5.0	20.0	6.0	
Minimum Split (s)	22.0	25.0	10.0	25.0	25.0	
Total Split (s)	59.0	47.0	14.0	73.0	47.0	
Total Split (%)	49.2%	39.2%	11.7%	60.8%	39.2%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 42 (35%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: West Lake Sammamish Pkwy NE & Redmond Way



HCM 7th Signalized Intersection Summary
4: West Lake Sammamish Pkwy NE & Redmond Way 03/21/2025

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1466	695	235	1037	393	210
Future Volume (veh/h)	1466	695	235	1037	393	210
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2003	2003	1832	1832	2027	2027
Adj Flow Rate, veh/h	1481	702	237	1047	397	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	1713	752	663	2394	441	
Arrive On Green	0.90	0.90	0.39	1.00	0.23	0.00
Sat Flow, veh/h	3906	1671	3385	3573	1926	0
Grp Volume(v), veh/h	1481	702	237	1047	398	0
Grp Sat Flow(s),veh/h/ln	1903	1671	1693	1741	1931	0
Q Serve(g_s), s	21.1	31.5	5.9	0.0	24.0	0.0
Cycle Q Clear(g_c), s	21.1	31.5	5.9	0.0	24.0	0.0
Prop In Lane		1.00	1.00		1.00	0.00
Lane Grp Cap(c), veh/h	1713	752	663	2394	442	
V/C Ratio(X)	0.86	0.93	0.36	0.44	0.90	
Avail Cap(c_a), veh/h	1713	752	663	2394	676	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.84	0.84	0.93	0.00
Uniform Delay (d), s/veh	4.4	4.9	31.1	0.0	44.9	0.0
Incr Delay (d2), s/veh	3.0	11.4	0.3	0.5	9.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.5	2.3	0.2	12.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.4	16.3	31.4	0.5	54.8	0.0
LnGrp LOS	A	B	C	A	D	
Approach Vol, veh/h	2183			1284	398	
Approach Delay, s/veh	10.2			6.2	54.8	
Approach LOS	B			A	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		87.5		32.5	28.5	59.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		68.0		42.0	9.0	54.0
Max Q Clear Time (g_c+I1), s		2.0		26.0	7.9	33.5
Green Ext Time (p_c), s		6.3		1.5	0.1	12.8

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Notes

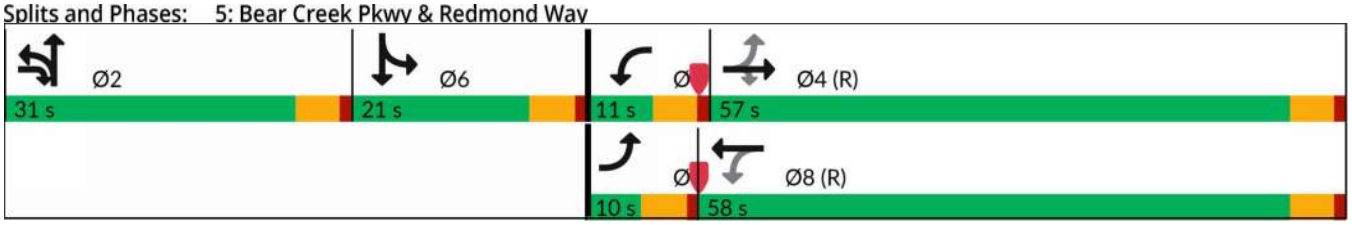
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
5: Bear Creek Pkwy & Redmond Way 03/21/2025

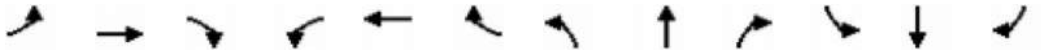
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1082	555	78	1003	22	294	5	88	26	6	21
Future Volume (vph)	12	1082	555	78	1003	22	294	5	88	26	6	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			0%			0%			0%	
Storage Length (ft)	150		175	150		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		951			828			488			167	
Travel Time (s)		21.6			18.8			11.1			4.6	
Confl. Peds. (#/hr)	9		15	15		9	9		19	19		9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							32%					
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	2	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	
Minimum Split (s)	10.0	24.0	24.0	10.0	21.0		24.0	24.0		21.0	21.0	
Total Split (s)	10.0	57.0	31.0	11.0	58.0		31.0	31.0		21.0	21.0	
Total Split (%)	8.3%	47.5%	25.8%	9.2%	48.3%		25.8%	25.8%		17.5%	17.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes				Yes	Yes				
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Bear Creek Pkwy & Redmond Way



HCM 7th Signalized Intersection Summary
5: Bear Creek Pkwy & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1082	555	78	1003	22	294	5	88	26	6	21
Future Volume (veh/h)	12	1082	555	78	1003	22	294	5	88	26	6	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2042	2042	2042	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1115	572	80	1034	23	200	150	91	27	6	22
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	341	2226	1255	298	2144	48	287	173	105	112	20	75
Arrive On Green	0.03	1.00	1.00	0.04	0.60	0.60	0.16	0.16	0.16	0.06	0.06	0.06
Sat Flow, veh/h	1945	3880	1708	1795	3581	80	1810	1090	661	1810	330	1209
Grp Volume(v), veh/h	12	1115	572	80	517	540	200	0	241	27	0	28
Grp Sat Flow(s),veh/h/ln	1945	1940	1708	1795	1791	1870	1810	0	1752	1810	0	1538
Q Serve(g_s), s	0.3	0.0	0.0	2.2	19.5	19.5	12.5	0.0	16.1	1.7	0.0	2.1
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.2	19.5	19.5	12.5	0.0	16.1	1.7	0.0	2.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.38	1.00		0.79
Lane Grp Cap(c), veh/h	341	2226	1255	298	1072	1120	287	0	278	112	0	96
V/C Ratio(X)	0.04	0.50	0.46	0.27	0.48	0.48	0.70	0.00	0.87	0.24	0.00	0.29
Avail Cap(c_a), veh/h	395	2226	1255	318	1072	1120	392	0	380	241	0	205
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	9.4	13.6	13.6	47.7	0.0	49.2	53.6	0.0	53.8
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.2	1.2	1.1	2.5	0.0	13.4	1.1	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	0.9	8.0	8.3	5.9	0.0	8.1	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.2	0.4	9.6	14.7	14.7	50.3	0.0	62.6	54.7	0.0	55.4
LnGrp LOS	B	A	A	A	B	B	D		E	D		E
Approach Vol, veh/h		1699			1137			441			55	
Approach Delay, s/veh		0.4			14.4			57.0			55.1	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.0	9.7	73.9	12.5	6.6	76.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	26.0	6.0	52.0	16.0	5.0	53.0
Max Q Clear Time (g_c+I1), s	18.1	4.2	2.0	4.1	2.3	21.5
Green Ext Time (p_c), s	0.9	0.0	9.0	0.1	0.0	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

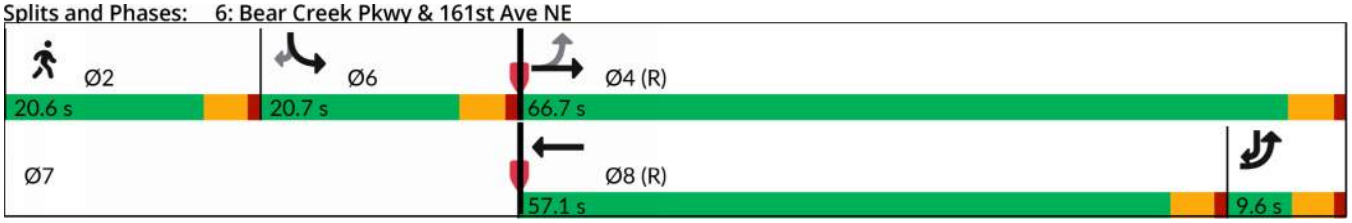
Notes
User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
6: Bear Creek Pkwy & 161st Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	36	523	346	205	119	87	
Future Volume (vph)	36	523	346	205	119	87	
Satd. Flow (prot)	1787	1693	1501	0	1787	1599	
Flt Permitted	0.299				0.950		
Satd. Flow (perm)	562	1693	1501	0	1612	1445	
Satd. Flow (RTOR)			38			99	
Confl. Peds. (#/hr)	48			48	29	23	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	
Parking (#/hr)		0	0	0			
Shared Lane Traffic (%)							
Lane Group Flow (vph)	41	594	626	0	135	99	
Turn Type	pm+pt	NA	NA		Prot	pm+ov	
Protected Phases	7	4	8		6	7	2
Permitted Phases	4					6	
Detector Phase	7	4	8		6	7	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.4	9.6	20.6		20.6	9.4	20.6
Total Split (s)	9.6	66.7	57.1		20.7	9.6	20.6
Total Split (%)	8.9%	61.8%	52.9%		19.2%	8.9%	19%
Yellow Time (s)	3.4	3.6	3.6		3.6	3.4	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.4	4.6	4.6		4.6	4.4	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	73.6	73.4	63.8		13.0	18.4	
Actuated g/C Ratio	0.68	0.68	0.59		0.12	0.17	
v/c Ratio	0.09	0.52	0.69		0.63	0.29	
Control Delay (s/veh)	10.3	13.4	18.2		57.8	6.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.3	13.4	18.2		57.8	6.7	
LOS	B	B	B		E	A	
Approach Delay (s/veh)		13.2	18.2		36.2		
Approach LOS		B	B		D		

Intersection Summary	
Cycle Length: 108	
Actuated Cycle Length: 108	
Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Bear Creek Pkwy & 161st Ave NE



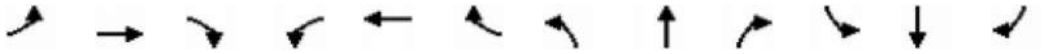
Lanes, Volumes, Timings
7: WLSP & Leary Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	311	12	230	300	526	94	16	1097	1245	226	949	632
Future Volume (vph)	311	12	230	300	526	94	16	1097	1245	226	949	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%			3%			0%			0%	
Storage Length (ft)	0		175	200		150	200		275	175		0
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		718			834			1781			1175	
Travel Time (s)		16.3			19.0			30.4			20.0	
Confl. Peds. (#/hr)	34					34			3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				11%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	4	4		8	8	1	5	2		1	6	4
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	1	5	2	2	1	6	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	5.0	10.0	10.0	7.0	10.0	5.0
Minimum Split (s)	10.9	10.9	10.9	38.5	38.5	12.5	10.5	33.9	33.9	12.5	15.9	10.9
Total Split (s)	26.0	26.0	26.0	38.5	38.5	20.0	11.1	55.5	55.5	20.0	64.4	26.0
Total Split (%)	18.6%	18.6%	18.6%	27.5%	27.5%	14.3%	7.9%	39.6%	39.6%	14.3%	46.0%	18.6%
Yellow Time (s)	3.9	3.9	3.9	3.5	3.5	3.5	3.5	3.9	3.9	3.5	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9	5.9	5.5	5.5	5.5	5.5	5.9	5.9	5.5	5.9	5.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None

Intersection Summary
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 90 (64%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: WLSP & Leary Way

HCM 7th Signalized Intersection Summary
7: WLSP & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	12	230	300	526	94	16	1097	1245	226	949	632
Future Volume (veh/h)	311	12	230	300	526	94	16	1097	1245	226	949	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2076	2076	2076	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	327	13	242	290	590	99	17	1155	0	238	999	665
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	11	235	383	805	485	31	1310		184	1617	947
Arrive On Green	0.14	0.14	0.14	0.22	0.22	0.22	0.01	0.12	0.00	0.10	0.45	0.45
Sat Flow, veh/h	1905	76	1634	1731	3635	1469	1781	3554	1585	1781	3554	1582
Grp Volume(v), veh/h	340	0	242	290	590	99	17	1155	0	238	999	665
Grp Sat Flow(s),veh/h/ln	1981	0	1634	1731	1817	1469	1781	1777	1585	1781	1777	1582
Q Serve(g_s), s	20.1	0.0	20.1	21.9	21.1	6.8	1.3	44.8	0.0	14.5	29.8	40.8
Cycle Q Clear(g_c), s	20.1	0.0	20.1	21.9	21.1	6.8	1.3	44.8	0.0	14.5	29.8	40.8
Prop In Lane	0.96		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	0	235	383	805	485	31	1310		184	1617	947
V/C Ratio(X)	1.20	0.00	1.03	0.76	0.73	0.20	0.55	0.88		1.29	0.62	0.70
Avail Cap(c_a), veh/h	284	0	235	408	857	506	71	1310		184	1617	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.92	0.92	0.92	0.31	0.31	0.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	60.0	0.0	59.9	51.0	50.7	34.2	69.1	58.5	0.0	62.7	28.9	19.5
Incr Delay (d2), s/veh	117.1	0.0	67.1	7.6	3.1	0.3	4.7	3.0	0.0	162.0	1.6	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.3	0.0	12.7	10.3	10.0	2.5	0.6	21.9	0.0	14.8	12.8	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	177.1	0.0	127.1	58.5	53.8	34.5	73.8	61.5	0.0	224.7	30.5	23.4
LnGrp LOS	F		F	E	D	C	E	E		F	C	C
Approach Vol, veh/h		582			979			1172			1902	
Approach Delay, s/veh		156.3			53.2			61.7			52.3	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	57.5		26.0	7.9	69.6		36.5				
Change Period (Y+Rc), s	5.5	5.9		5.9	5.5	5.9		5.5				
Max Green Setting (Gmax), s	14.5	49.6		20.1	5.6	58.5		33.0				
Max Q Clear Time (g_c+I1), s	16.5	46.8		22.1	3.3	42.8		23.9				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	10.3		5.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			67.9									
HCM 7th LOS			E									

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
8: Leary Way & 159th Pl NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø6
Lane Configurations								
Traffic Volume (vph)	107	1399	898	19	29	86		
Future Volume (vph)	107	1399	898	19	29	86		
Satd. Flow (prot)	1787	1881	3549	0	1805	1615		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1704	1881	3549	0	1805	1615		
Satd. Flow (RTOR)			3			89		
Confl. Peds. (#/hr)	41			41		29		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%		
Mid-Block Traffic (%)		0%	0%		50%			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	110	1442	946	0	30	89		
Turn Type	Prot	NA	NA		Prot	pt+ov		
Protected Phases	7	4!	8		2 6!	6 7	2	6
Permitted Phases								
Detector Phase	7	4	8		2 6	7		
Switch Phase								
Minimum Initial (s)	5.0	7.0	7.0				4.0	6.0
Minimum Split (s)	10.0	12.0	20.0				21.0	11.0
Total Split (s)	20.0	105.0	74.0				21.0	11.0
Total Split (%)	15.9%	83.3%	58.7%				17%	9%
Yellow Time (s)	4.0	4.0	4.0				4.0	4.0
All-Red Time (s)	1.0	1.0	1.0				1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0					
Total Lost Time (s)	5.0	5.0	5.0					
Lead/Lag	Lead							Lag
Lead-Lag Optimize?	Yes							Yes
Recall Mode	None	C-Max	C-Max				None	None
Act Effct Green (s)	11.7	107.3	83.0		17.6	18.3		
Actuated g/C Ratio	0.09	0.85	0.66		0.14	0.15		
v/c Ratio	0.67	0.90	0.40		0.12	0.29		
Control Delay (s/veh)	74.1	19.0	13.3		30.2	10.8		
Queue Delay	0.0	5.0	0.0		0.0	0.0		
Total Delay (s/veh)	74.1	24.0	13.3		30.2	10.8		
LOS	E	C	B		C	B		
Approach Delay (s/veh)		27.6	13.3		15.7			
Approach LOS		C	B		B			

Intersection Summary	
Cycle Length: 126	
Actuated Cycle Length: 126	
Offset: 0 (0%), Referenced to phase 8:WBT and 4:EBT, Start of 1st Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 21.9	Intersection LOS: C
Intersection Capacity Utilization 91.5%	ICU Level of Service F
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 8: Leary Way & 159th Pl NE

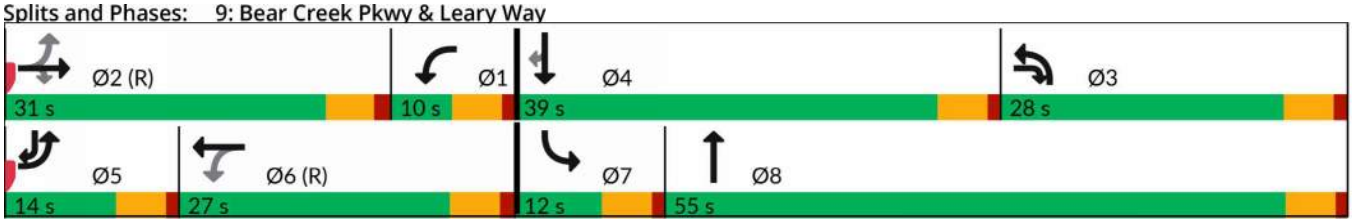
Lanes, Volumes, Timings
9: Bear Creek Pkwy & Leary Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	622	623	20	362	88	374	290	14	47	518	93
Future Volume (vph)	182	622	623	20	362	88	374	290	14	47	518	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	175		0	190		0	275		100
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			421			452			692	
Travel Time (s)		15.1			9.6			10.3			15.7	
Confl. Peds. (#/hr)	12		6	6		12	6		17	17		6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases	2		2	6								4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	5.0
Minimum Split (s)	10.0	26.2	11.2	10.0	24.2		11.2	28.0		10.0	26.0	10.0
Total Split (s)	14.0	31.0	28.0	10.0	27.0		28.0	55.0		12.0	39.0	14.0
Total Split (%)	13.0%	28.7%	25.9%	9.3%	25.0%		25.9%	50.9%		11.1%	36.1%	13.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.2	1.2	1.0	1.2		1.2	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.2	5.2	5.0	5.2		5.2	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	None

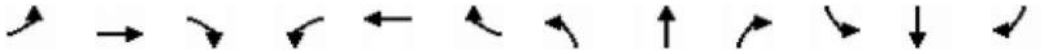
Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 108
Offset: 85 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 9: Bear Creek Pkwy & Leary Way



HCM 7th Signalized Intersection Summary
9: Bear Creek Pkwy & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	622	623	20	362	88	374	290	14	47	518	93
Future Volume (veh/h)	182	622	623	20	362	88	374	290	14	47	518	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	186	635	636	20	369	90	382	296	14	48	529	95
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	1	1	1
Cap, veh/h	217	849	586	332	831	200	474	709	34	63	564	603
Arrive On Green	0.08	0.24	0.24	0.13	0.29	0.29	0.14	0.40	0.40	0.04	0.30	0.30
Sat Flow, veh/h	1781	3554	1545	1795	2850	686	3456	1770	84	1795	1885	1570
Grp Volume(v), veh/h	186	635	636	20	230	229	382	0	310	48	529	95
Grp Sat Flow(s),veh/h/ln	1781	1777	1545	1795	1791	1745	1728	0	1854	1795	1885	1570
Q Serve(g_s), s	9.0	17.9	25.8	0.0	11.3	11.6	11.6	0.0	13.0	2.9	29.5	2.4
Cycle Q Clear(g_c), s	9.0	17.9	25.8	0.0	11.3	11.6	11.6	0.0	13.0	2.9	29.5	2.4
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	217	849	586	332	523	509	474	0	743	63	564	603
V/C Ratio(X)	0.86	0.75	1.08	0.06	0.44	0.45	0.81	0.00	0.42	0.76	0.94	0.16
Avail Cap(c_a), veh/h	217	849	586	332	523	509	730	0	858	116	593	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	1.00	1.00	1.00	0.82	0.00	0.82	0.83	0.83	0.83
Uniform Delay (d), s/veh	39.4	38.1	33.6	37.2	31.1	31.2	45.2	0.0	23.3	51.6	36.9	8.6
Incr Delay (d2), s/veh	10.8	2.1	48.5	0.1	2.7	2.9	3.2	0.0	0.3	14.0	19.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	8.0	16.2	0.5	5.2	5.2	5.1	0.0	5.7	1.5	16.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.2	40.2	82.1	37.3	33.8	34.0	48.4	0.0	23.6	65.7	56.6	8.7
LnGrp LOS	D	D	F	D	C	C	D		C	E	E	A
Approach Vol, veh/h		1457			479			692			672	
Approach Delay, s/veh		59.8			34.0			37.3			50.5	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	31.0	20.0	37.3	14.0	36.7	8.8	48.5
Change Period (Y+Rc), s	5.2	* 5.2	5.2	5.0	5.0	5.2	5.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 26	22.8	34.0	9.0	21.8	7.0	* 50
Max Q Clear Time (g_c+I1), s	2.0	27.8	13.6	31.5	11.0	13.6	4.9	15.0
Green Ext Time (p_c), s	0.0	0.0	1.2	0.7	0.0	1.2	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	49.4
HCM 7th LOS	D

Notes

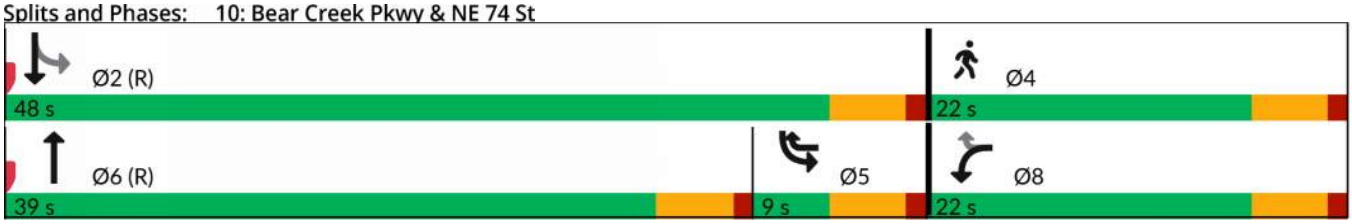
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
10: Bear Creek Pkwy & NE 74 St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	26	205	630	12	152	1029	
Future Volume (vph)	26	205	630	12	152	1029	
Satd. Flow (prot)	1805	1615	1857	0	1787	1881	
Flt Permitted	0.950				0.300		
Satd. Flow (perm)	1641	1615	1857	0	559	1881	
Satd. Flow (RTOR)		172	2				
Confl. Peds. (#/hr)	44			20	20		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	27	209	655	0	155	1050	
Turn Type	Prot	pm+ov	NA		pm+pt	NA	
Protected Phases	8	5	6		5	2	4
Permitted Phases		8			2		
Detector Phase	8	5	6		5	2	
Switch Phase							
Minimum Initial (s)	7.0	4.0	8.0		4.0	5.0	8.0
Minimum Split (s)	12.0	9.0	23.0		9.0	10.0	22.0
Total Split (s)	22.0	9.0	39.0		9.0	48.0	22.0
Total Split (%)	31.4%	12.9%	55.7%		12.9%	68.6%	31%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	
Lead/Lag		Lag	Lead		Lag		
Lead-Lag Optimize?		Yes	Yes		Yes		
Recall Mode	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	13.0	18.5	41.5		51.8	53.8	
Actuated g/C Ratio	0.19	0.26	0.59		0.74	0.77	
v/c Ratio	0.08	0.38	0.59		0.31	0.73	
Control Delay (s/veh)	21.5	6.2	14.9		8.6	13.9	
Queue Delay	0.0	0.0	0.0		0.0	0.9	
Total Delay (s/veh)	21.5	6.2	14.9		8.6	14.8	
LOS	C	A	B		A	B	
Approach Delay (s/veh)	8.0		14.9			14.0	
Approach LOS	A		B			B	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 13.6	Intersection LOS: B
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Bear Creek Pkwy & NE 74 St



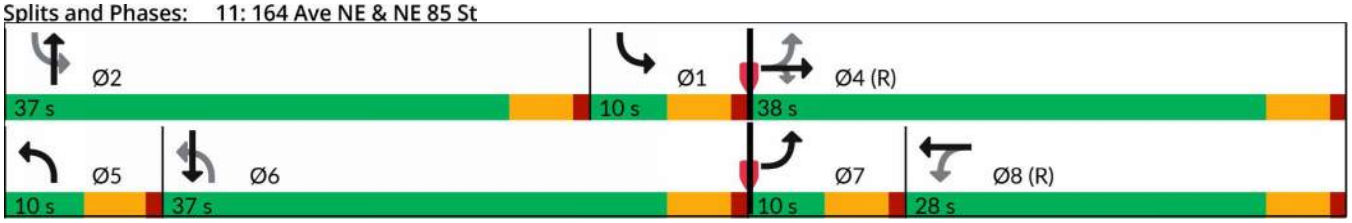
Lanes, Volumes, Timings
11: 164 Ave NE & NE 85 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	395	75	9	226	187	30	543	21	184	404	39
Future Volume (vph)	76	395	75	9	226	187	30	543	21	184	404	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		150	200		0	250		0	240		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			30	
Link Distance (ft)		469			304			659			473	
Travel Time (s)		10.7			6.9			16.0			10.8	
Confl. Peds. (#/hr)	12					12	22					22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			6			2		
Detector Phase	7	4	4	8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	20.0	20.0	20.0	20.0		10.0	22.0		10.0	27.0	
Total Split (s)	10.0	38.0	38.0	28.0	28.0		10.0	37.0		10.0	37.0	
Total Split (%)	11.8%	44.7%	44.7%	32.9%	32.9%		11.8%	43.5%		11.8%	43.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max		None	None		None	None	

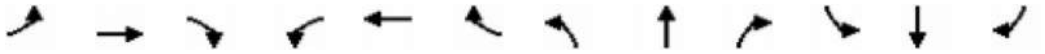
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: 164 Ave NE & NE 85 St



HCM 7th Signalized Intersection Summary
11: 164 Ave NE & NE 85 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	395	75	9	226	187	30	543	21	184	404	39
Future Volume (veh/h)	76	395	75	9	226	187	30	543	21	184	404	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	80	416	79	9	238	197	32	572	22	194	425	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	261	809	676	325	302	250	284	611	23	216	619	60
Arrive On Green	0.05	0.43	0.43	0.32	0.32	0.32	0.03	0.34	0.34	0.06	0.37	0.37
Sat Flow, veh/h	1810	1900	1587	910	952	788	1795	1801	69	1795	1687	163
Grp Volume(v), veh/h	80	416	79	9	0	435	32	0	594	194	0	466
Grp Sat Flow(s),veh/h/ln	1810	1900	1587	910	0	1740	1795	0	1870	1795	0	1850
Q Serve(g_s), s	2.4	13.7	2.6	0.6	0.0	19.4	0.9	0.0	26.1	3.8	0.0	18.1
Cycle Q Clear(g_c), s	2.4	13.7	2.6	5.1	0.0	19.4	0.9	0.0	26.1	3.8	0.0	18.1
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	261	809	676	325	0	551	284	0	634	216	0	679
V/C Ratio(X)	0.31	0.51	0.12	0.03	0.00	0.79	0.11	0.00	0.94	0.90	0.00	0.69
Avail Cap(c_a), veh/h	277	809	676	325	0	551	333	0	704	216	0	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.80	0.00	0.80	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	18.0	14.8	23.2	0.0	26.4	17.7	0.0	27.2	38.2	0.0	22.8
Incr Delay (d2), s/veh	0.2	2.3	0.4	0.2	0.0	11.0	0.1	0.0	15.5	33.7	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.2	1.0	0.1	0.0	9.4	0.4	0.0	13.9	5.8	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	20.3	15.1	23.4	0.0	37.4	17.7	0.0	42.7	71.9	0.0	25.0
LnGrp LOS	B	C	B	C		D	B		D	E		C
Approach Vol, veh/h		575			444			626			660	
Approach Delay, s/veh		19.5			37.1			41.4			38.8	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	33.8		41.2	7.7	36.2	9.2	31.9
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	32.0		33.0	5.0	32.0	5.0	23.0
Max Q Clear Time (g_c+I1), s	5.8	28.1		15.7	2.9	20.1	4.4	21.4
Green Ext Time (p_c), s	0.0	0.7		1.1	0.0	0.9	0.0	0.2

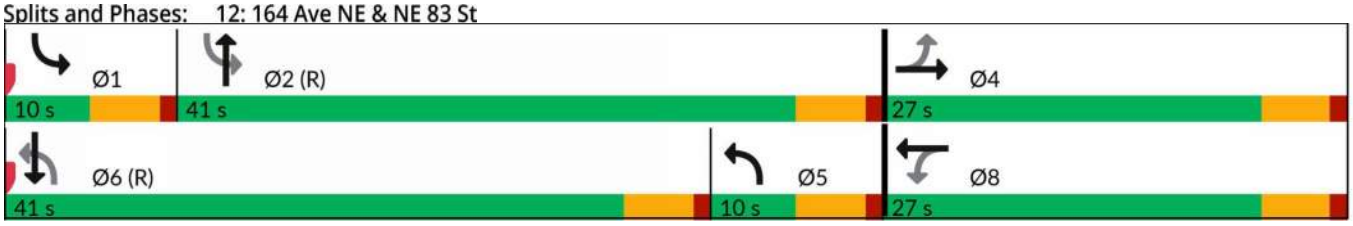
Intersection Summary	
HCM 7th Control Delay, s/veh	34.4
HCM 7th LOS	C

Lanes, Volumes, Timings
12: 164 Ave NE & NE 83 St 03/21/2025

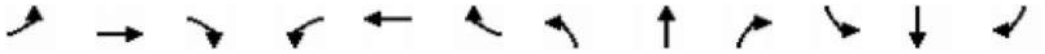
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	228	72	26	127	41	65	520	51	73	395	19
Future Volume (vph)	44	228	72	26	127	41	65	520	51	73	395	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			28	
Link Distance (ft)		968			599			662			659	
Travel Time (s)		22.0			13.6			16.1			16.0	
Confl. Peds. (#/hr)	34		47	47		34	24		31	31		24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Mid-Block Traffic (%)		40%			20%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	19.0		10.0	19.0	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	41.0		10.0	41.0	
Total Split (%)	34.6%	34.6%		34.6%	34.6%		12.8%	52.6%		12.8%	52.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary
Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 18 (23%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: 164 Ave NE & NE 83 St



HCM 7th Signalized Intersection Summary
12: 164 Ave NE & NE 83 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	228	72	26	127	41	65	520	51	73	395	19
Future Volume (veh/h)	44	228	72	26	127	41	65	520	51	73	395	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.94		0.90	0.98		0.90	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1885	1885	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	45	235	74	27	131	42	67	536	53	75	407	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	1	1	1	3	3	3	1	1	1
Cap, veh/h	256	299	94	148	307	98	582	869	86	617	821	40
Arrive On Green	0.08	0.08	0.08	0.23	0.23	0.23	0.23	1.00	1.00	0.05	0.46	0.46
Sat Flow, veh/h	1113	1292	407	1056	1327	425	1767	1656	164	1795	1778	87
Grp Volume(v), veh/h	45	0	309	27	0	173	67	0	589	75	0	427
Grp Sat Flow(s),veh/h/ln	1113	0	1698	1056	0	1752	1767	0	1820	1795	0	1866
Q Serve(g_s), s	3.0	0.0	13.9	1.9	0.0	6.6	0.0	0.0	0.0	1.4	0.0	12.5
Cycle Q Clear(g_c), s	9.6	0.0	13.9	15.9	0.0	6.6	0.0	0.0	0.0	1.4	0.0	12.5
Prop In Lane	1.00		0.24	1.00		0.24	1.00		0.09	1.00		0.05
Lane Grp Cap(c), veh/h	256	0	393	148	0	406	582	0	955	617	0	861
V/C Ratio(X)	0.18	0.00	0.79	0.18	0.00	0.43	0.12	0.00	0.62	0.12	0.00	0.50
Avail Cap(c_a), veh/h	313	0	479	201	0	494	582	0	955	639	0	861
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.91	0.99	0.00	0.99	0.84	0.00	0.84	0.73	0.00	0.73
Uniform Delay (d), s/veh	35.3	0.0	34.1	35.9	0.0	25.6	12.3	0.0	0.0	7.3	0.0	14.7
Incr Delay (d2), s/veh	0.1	0.0	5.0	0.2	0.0	0.3	0.0	0.0	2.5	0.0	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	6.8	0.5	0.0	2.7	0.6	0.0	0.7	0.5	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	0.0	39.2	36.1	0.0	25.8	12.4	0.0	2.5	7.3	0.0	16.2
LnGrp LOS	D		D	D		C	B		A	A		B
Approach Vol, veh/h		354			200			656			502	
Approach Delay, s/veh		38.7			27.2			3.5			14.8	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	45.9		23.1	13.9	41.0		23.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	36.0		22.0	5.0	36.0		22.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0		15.9	2.0	14.5		17.9				
Green Ext Time (p_c), s	0.0	1.8		0.5	0.0	1.0		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.9
HCM 7th LOS		B

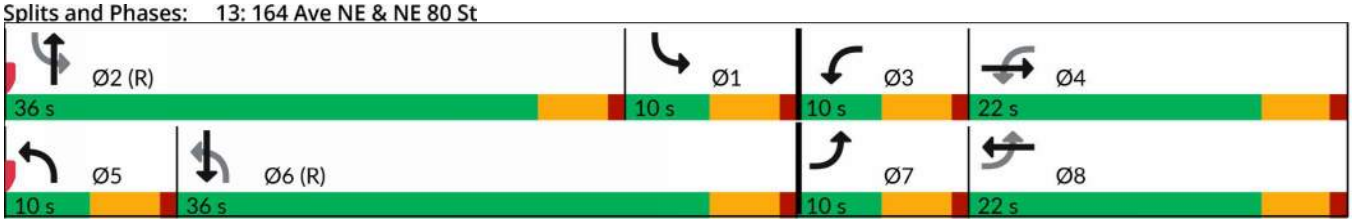
Lanes, Volumes, Timings
13: 164 Ave NE & NE 80 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	174	22	37	209	61	25	369	66	118	385	73
Future Volume (vph)	81	174	22	37	209	61	25	369	66	118	385	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			28			28	
Link Distance (ft)		178			313			347			662	
Travel Time (s)		4.9			8.5			8.4			16.1	
Confl. Peds. (#/hr)	27		24	24		27	37		22	22		37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	17.0		10.0	18.0		10.0	18.0		10.0	19.0	
Total Split (s)	10.0	22.0		10.0	22.0		10.0	36.0		10.0	36.0	
Total Split (%)	12.8%	28.2%		12.8%	28.2%		12.8%	46.2%		12.8%	46.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes			Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

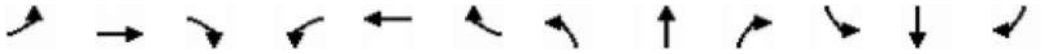
Intersection Summary

Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 18 (23%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 13: 164 Ave NE & NE 80 St



HCM 7th Signalized Intersection Summary
13: 164 Ave NE & NE 80 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	174	22	37	209	61	25	369	66	118	385	73
Future Volume (veh/h)	81	174	22	37	209	61	25	369	66	118	385	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.93	0.97		0.93	0.98		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	187	24	40	225	66	27	397	71	127	414	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	3	3	3
Cap, veh/h	221	333	43	293	258	76	531	604	108	467	712	134
Arrive On Green	0.11	0.41	0.41	0.04	0.19	0.19	0.04	0.53	0.53	0.21	0.95	0.95
Sat Flow, veh/h	1795	1622	208	1795	1373	403	1767	1519	272	1767	1507	284
Grp Volume(v), veh/h	87	0	211	40	0	291	27	0	468	127	0	492
Grp Sat Flow(s),veh/h/ln	1795	0	1830	1795	0	1776	1767	0	1791	1767	0	1791
Q Serve(g_s), s	3.0	0.0	6.9	1.3	0.0	12.4	0.6	0.0	14.7	0.0	0.0	2.6
Cycle Q Clear(g_c), s	3.0	0.0	6.9	1.3	0.0	12.4	0.6	0.0	14.7	0.0	0.0	2.6
Prop In Lane	1.00		0.11	1.00		0.23	1.00		0.15	1.00		0.16
Lane Grp Cap(c), veh/h	221	0	376	293	0	334	531	0	712	467	0	847
V/C Ratio(X)	0.39	0.00	0.56	0.14	0.00	0.87	0.05	0.00	0.66	0.27	0.00	0.58
Avail Cap(c_a), veh/h	239	0	399	342	0	387	594	0	712	467	0	847
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.00	0.90	0.92	0.00	0.92
Uniform Delay (d), s/veh	23.2	0.0	20.3	23.2	0.0	30.8	9.8	0.0	14.5	18.6	0.0	1.2
Incr Delay (d2), s/veh	0.8	0.0	1.3	0.2	0.0	16.6	0.0	0.0	4.3	0.2	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.6	0.6	0.0	6.7	0.2	0.0	5.6	1.6	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	0.0	21.6	23.4	0.0	47.3	9.8	0.0	18.8	18.8	0.0	3.9
LnGrp LOS	C		C	C		D	A		B	B		A
Approach Vol, veh/h		298			331			495			619	
Approach Delay, s/veh		22.3			44.4			18.3			6.9	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	36.0	7.9	21.0	7.2	41.9	9.2	19.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	31.0	5.0	17.0	5.0	31.0	5.0	17.0
Max Q Clear Time (g_c+I1), s	2.0	16.7	3.3	8.9	2.6	4.6	5.0	14.4
Green Ext Time (p_c), s	0.1	1.4	0.0	0.4	0.0	1.7	0.0	0.3

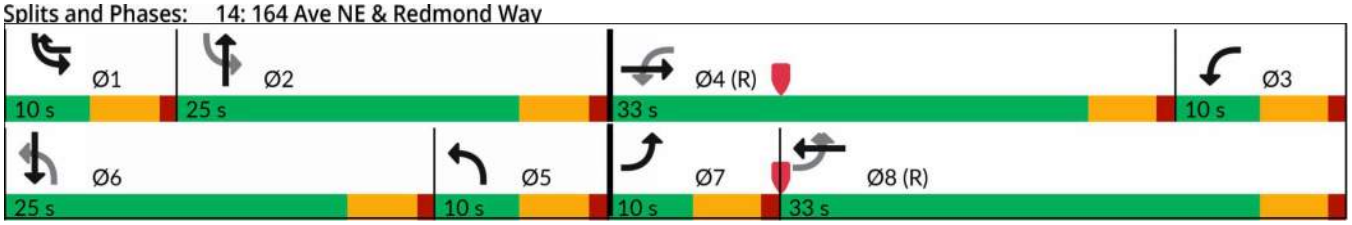
Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Lanes, Volumes, Timings
14: 164 Ave NE & Redmond Way 03/21/2025

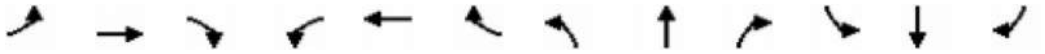
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	623	21	27	683	265	52	160	41	225	154	22
Future Volume (vph)	36	623	21	27	683	265	52	160	41	225	154	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	70		0	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			714			325			347	
Travel Time (s)		7.1			16.2			7.4			7.9	
Confl. Peds. (#/hr)	56		39	39		56	61		51	51		61
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	5%	5%	5%
Parking (#/hr)				0								
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	8			4		8	6			2		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	22.0		10.0	24.0	10.0	10.0	25.0		10.0	24.0	
Total Split (s)	10.0	33.0		10.0	33.0	10.0	10.0	25.0		10.0	25.0	
Total Split (%)	12.8%	42.3%		12.8%	42.3%	12.8%	12.8%	32.1%		12.8%	32.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 11 (14%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 14: 164 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
14: 164 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	623	21	27	683	265	52	160	41	225	154	22
Future Volume (veh/h)	36	623	21	27	683	265	52	160	41	225	154	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	0.95		0.86	0.92		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1670	1670	1670	1697	1697	1697	1643	1643	1643
Adj Flow Rate, veh/h	37	642	22	28	704	273	54	165	42	232	159	23
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	5	5	5
Cap, veh/h	149	579	20	244	700	644	318	283	72	313	302	44
Arrive On Green	0.07	0.72	0.72	0.13	0.56	0.56	0.14	0.45	0.45	0.02	0.07	0.07
Sat Flow, veh/h	1603	1613	55	1590	1670	1321	1616	1259	321	1565	1385	200
Grp Volume(v), veh/h	37	0	664	28	704	273	54	0	207	232	0	182
Grp Sat Flow(s),veh/h/ln	1603	0	1668	1590	1670	1321	1616	0	1580	1565	0	1586
Q Serve(g_s), s	1.0	0.0	28.0	0.0	32.7	8.8	0.0	0.0	7.6	5.0	0.0	8.6
Cycle Q Clear(g_c), s	1.0	0.0	28.0	0.0	32.7	8.8	0.0	0.0	7.6	5.0	0.0	8.6
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.20	1.00		0.13
Lane Grp Cap(c), veh/h	149	0	599	244	700	644	318	0	355	313	0	346
V/C Ratio(X)	0.25	0.00	1.11	0.11	1.01	0.42	0.17	0.00	0.58	0.74	0.00	0.53
Avail Cap(c_a), veh/h	195	0	599	244	700	644	318	0	405	313	0	407
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.77	0.00	0.77	0.82	0.82	0.82	0.74	0.00	0.74	0.86	0.00	0.86
Uniform Delay (d), s/veh	18.0	0.0	11.0	30.8	17.3	9.7	25.6	0.0	18.7	28.6	0.0	32.3
Incr Delay (d2), s/veh	0.7	0.0	66.5	0.2	32.1	1.7	0.2	0.0	1.2	7.8	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	14.5	0.5	15.3	2.4	0.8	0.0	2.4	2.7	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.7	0.0	77.5	31.0	49.4	11.3	25.7	0.0	19.9	36.4	0.0	33.4
LnGrp LOS	B		F	C	F	B	C		B	D		C
Approach Vol, veh/h		701			1005			261			414	
Approach Delay, s/veh		74.4			38.5			21.1			35.1	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.5	12.5	33.0	10.5	22.0	7.8	37.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	20.0	5.0	28.0	5.0	20.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	7.0	9.6	2.0	30.0	2.0	10.6	3.0	34.7
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	46.6
HCM 7th LOS	D

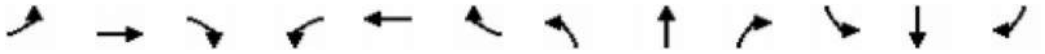
Lanes, Volumes, Timings
15: 164 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	290	54	15	106	27	44	195	22	29	158	33
Future Volume (vph)	30	290	54	15	106	27	44	195	22	29	158	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		429			743			151			325	
Travel Time (s)		11.7			20.3			3.4			7.4	
Confl. Peds. (#/hr)	18		30	30		18	43		25	25		43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		8.0	8.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	20.0		10.0	19.0	
Total Split (s)	42.0	42.0		42.0	42.0		10.0	26.0		10.0	26.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		12.8%	33.3%		12.8%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 77 (99%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 15: 164 Ave NE & Cleveland St

HCM 7th Signalized Intersection Summary
15: 164 Ave NE & Cleveland St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	290	54	15	106	27	44	195	22	29	158	33
Future Volume (veh/h)	30	290	54	15	106	27	44	195	22	29	158	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.97	1.00		0.97	0.94		0.88	0.95		0.87
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1683	1683	1683	1697	1697	1697	1683	1683	1683
Adj Flow Rate, veh/h	32	312	58	16	114	29	47	210	24	31	170	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	89	703	125	109	696	168	211	261	30	182	221	46
Arrive On Green	0.60	0.60	0.60	1.00	1.00	1.00	0.04	0.18	0.18	0.06	0.34	0.34
Sat Flow, veh/h	65	1174	209	98	1162	281	1616	1471	168	1603	1317	271
Grp Volume(v), veh/h	402	0	0	159	0	0	47	0	234	31	0	205
Grp Sat Flow(s),veh/h/ln	1448	0	0	1541	0	0	1616	0	1639	1603	0	1588
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	10.7	0.0	0.0	9.0
Cycle Q Clear(g_c), s	11.6	0.0	0.0	0.0	0.0	0.0	1.8	0.0	10.7	0.0	0.0	9.0
Prop In Lane	0.08		0.14	0.10		0.18	1.00		0.10	1.00		0.17
Lane Grp Cap(c), veh/h	917	0	0	973	0	0	211	0	291	182	0	267
V/C Ratio(X)	0.44	0.00	0.00	0.16	0.00	0.00	0.22	0.00	0.80	0.17	0.00	0.77
Avail Cap(c_a), veh/h	917	0	0	973	0	0	248	0	441	235	0	427
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.00	0.99	0.00	0.00	1.00	0.00	1.00	0.92	0.00	0.92
Uniform Delay (d), s/veh	8.6	0.0	0.0	0.0	0.0	0.0	25.7	0.0	30.8	33.5	0.0	24.5
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.4	0.0	0.0	0.5	0.0	6.2	0.4	0.0	4.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	0.1	0.0	0.0	0.7	0.0	4.6	0.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	0.0	0.4	0.0	0.0	26.2	0.0	37.0	33.9	0.0	28.8
LnGrp LOS	B			A			C		D	C		C
Approach Vol, veh/h		402			159			281			236	
Approach Delay, s/veh		10.1			0.4			35.2			29.5	
Approach LOS		B			A			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	18.8		51.7	8.2	18.1		51.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	21.0		37.0	5.0	21.0		37.0				
Max Q Clear Time (g_c+I1), s	2.0	12.7		13.6	3.8	11.0		2.0				
Green Ext Time (p_c), s	0.0	0.5		1.8	0.0	0.5		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.5									
HCM 7th LOS			B									

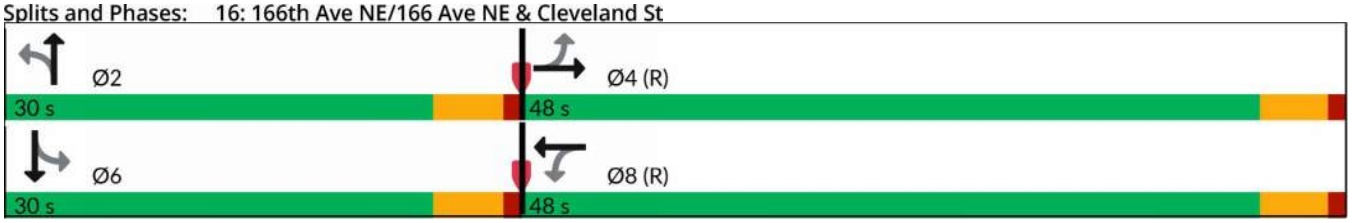
Lanes, Volumes, Timings
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	271	29	34	123	28	17	191	98	7	93	12
Future Volume (vph)	51	271	29	34	123	28	17	191	98	7	93	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	100		125	160		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		743			556			226			372	
Travel Time (s)		20.3			15.2			6.2			8.5	
Confl. Peds. (#/hr)	31		1	1		31	4		79	79		4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	48.0	48.0		48.0	48.0		30.0	30.0		30.0	30.0	
Total Split (%)	61.5%	61.5%		61.5%	61.5%		38.5%	38.5%		38.5%	38.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		Ped	Ped		Ped	Ped	

Intersection Summary

Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 4 (5%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 16: 166th Ave NE/166 Ave NE & Cleveland St



HCM 7th Signalized Intersection Summary
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	271	29	34	123	28	17	191	98	7	93	12
Future Volume (veh/h)	51	271	29	34	123	28	17	191	98	7	93	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	0.86		1.00	0.89		0.81
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1697	1697	1697	1697	1697	1697	1697	1697	1697
Adj Flow Rate, veh/h	54	285	31	36	129	29	18	201	0	7	98	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	171	848	88	203	687	147	252	351		189	295	39
Arrive On Green	1.00	1.00	1.00	0.66	0.66	0.66	0.21	0.21	0.00	0.41	0.41	0.41
Sat Flow, veh/h	177	1276	133	222	1033	221	994	1697	1438	957	1422	189
Grp Volume(v), veh/h	370	0	0	194	0	0	18	201	0	7	0	111
Grp Sat Flow(s),veh/h/ln	1586	0	0	1476	0	0	994	1697	1438	957	0	1610
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.2	8.3	0.0	0.5	0.0	3.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.5	0.0	0.0	4.9	8.3	0.0	8.8	0.0	3.7
Prop In Lane	0.15		0.08	0.19		0.15	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	1107	0	0	1036	0	0	252	351		189	0	334
V/C Ratio(X)	0.33	0.00	0.00	0.19	0.00	0.00	0.07	0.57		0.04	0.00	0.33
Avail Cap(c_a), veh/h	1107	0	0	1036	0	0	364	544		297	0	516
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.90	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.0	0.0	0.0	28.0	27.8	0.0	24.0	0.0	19.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.4	5.2	0.0	0.3	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.1	0.0	0.0	0.3	3.8	0.0	0.1	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.7	0.0	0.0	5.4	0.0	0.0	28.4	33.0	0.0	24.3	0.0	21.2
LnGrp LOS	A			A			C	C		C		C
Approach Vol, veh/h		370			194			219			118	
Approach Delay, s/veh		0.7			5.4			32.7			21.4	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.2	56.8	21.2	56.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	43.0	25.0	43.0
Max Q Clear Time (g_c+I1), s	10.3	2.0	10.8	5.5
Green Ext Time (p_c), s	1.9	5.4	0.8	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
17: 170 Ave NE & NE 76 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	2	16	9	5	56	5	990	2	18	550	116
Future Volume (vph)	169	2	16	9	5	56	5	990	2	18	550	116
Satd. Flow (prot)	0	1772	0	0	1658	0	1787	3573	0	1787	3431	0
Flt Permitted		0.695			0.957		0.388			0.162		
Satd. Flow (perm)	0	1281	0	0	1591	0	712	3573	0	305	3431	0
Satd. Flow (RTOR)		6			58						46	
Confl. Peds. (#/hr)	5		25	25		5	21		31	31		21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	72	0	5	1033	0	19	694	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	24.0		24.0	24.0		18.0	18.0		10.0	19.0	
Total Split (s)	10.0	34.0		24.0	24.0		41.0	41.0		10.0	51.0	
Total Split (%)	11.8%	40.0%		28.2%	28.2%		48.2%	48.2%		11.8%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		15.7			15.7		27.8	27.8		29.1	29.1	
Actuated g/C Ratio		0.28			0.28		0.50	0.50		0.52	0.52	
v/c Ratio		0.53			0.15		0.01	0.58		0.06	0.38	
Control Delay (s/veh)		23.1			8.0		10.8	12.9		8.1	8.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		23.1			8.0		10.8	12.9		8.1	8.5	
LOS		C			A		B	B		A	A	
Approach Delay (s/veh)		23.1			8.0			12.9			8.4	
Approach LOS		C			A			B			A	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 55.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

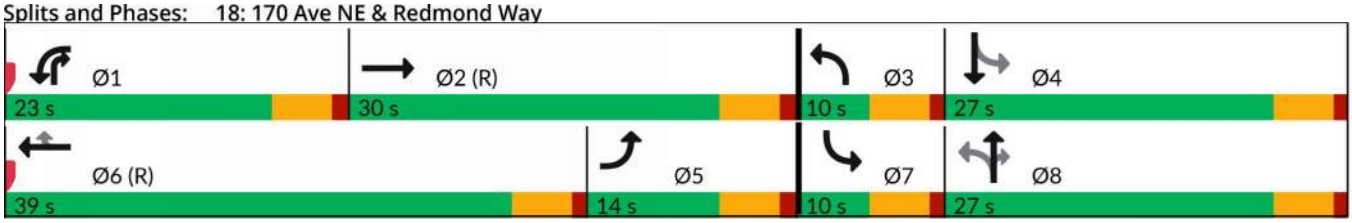
Splits and Phases: 17: 170 Ave NE & NE 76 St

Lanes, Volumes, Timings
18: 170 Ave NE & Redmond Way 03/21/2025

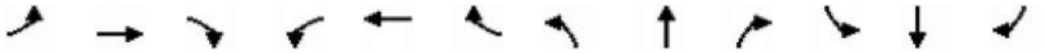
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	906	91	414	781	268	32	405	783	160	184	17
Future Volume (vph)	67	906	91	414	781	268	32	405	783	160	184	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	125		0	100		0
Storage Lanes	1		0	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		585			661			498			439	
Travel Time (s)		13.3			15.0			11.3			10.0	
Confl. Peds. (#/hr)	20		6	6		20	15		27	27		15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6	8		8	4		
Detector Phase	5	2		1	6	6	3 8	8	1	7 4	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0	6.0	5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0	11.0	10.0	27.0	
Total Split (s)	14.0	30.0		23.0	39.0	39.0	10.0	27.0	23.0	10.0	27.0	
Total Split (%)	15.6%	33.3%		25.6%	43.3%	43.3%	11.1%	30.0%	25.6%	11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 55 (61%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 18: 170 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
18: 170 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	906	91	414	781	268	32	405	783	160	184	17
Future Volume (veh/h)	67	906	91	414	781	268	32	405	783	160	184	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	71	954	96	436	822	282	34	426	824	168	194	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	180	1065	107	533	1353	588	322	461	622	190	454	42
Arrive On Green	0.20	0.65	0.65	0.05	0.12	0.12	0.03	0.24	0.24	0.02	0.09	0.09
Sat Flow, veh/h	1795	3279	330	3483	3582	1555	1795	1885	1545	1795	1694	157
Grp Volume(v), veh/h	71	521	529	436	822	282	34	426	824	168	0	212
Grp Sat Flow(s),veh/h/ln	1795	1791	1818	1742	1791	1555	1795	1885	1545	1795	0	1851
Q Serve(g_s), s	3.1	21.9	22.0	11.2	19.6	11.1	1.3	19.9	22.0	5.0	0.0	9.8
Cycle Q Clear(g_c), s	3.1	21.9	22.0	11.2	19.6	11.1	1.3	19.9	22.0	5.0	0.0	9.8
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	180	582	591	533	1353	588	322	461	622	190	0	496
V/C Ratio(X)	0.40	0.90	0.90	0.82	0.61	0.48	0.11	0.92	1.32	0.88	0.00	0.43
Avail Cap(c_a), veh/h	180	582	591	697	1353	588	364	461	622	190	0	496
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.97	0.97	0.97	0.41	0.41	0.41	0.79	0.79	0.79	0.43	0.00	0.43
Uniform Delay (d), s/veh	33.6	14.5	14.5	41.5	33.1	16.7	24.4	33.2	27.3	31.2	0.0	34.5
Incr Delay (d2), s/veh	0.5	18.5	18.3	1.9	0.8	1.2	0.0	20.3	154.8	17.9	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.4	7.5	5.3	9.5	4.7	0.5	11.4	39.4	2.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.1	33.0	32.8	43.4	33.9	17.9	24.4	53.5	182.1	49.1	0.0	34.6
LnGrp LOS	C	C	C	D	C	B	C	D	F	D		C
Approach Vol, veh/h		1121			1540			1284			380	
Approach Delay, s/veh		33.0			33.7			135.3			41.0	
Approach LOS		C			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	34.2	7.9	29.1	14.0	39.0	10.0	27.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	25.0	5.0	22.0	9.0	34.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	13.2	24.0	3.3	11.8	5.1	21.6	7.0	24.0
Green Ext Time (p_c), s	0.6	0.6	0.0	0.3	0.0	4.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	64.3
HCM 7th LOS	E

Lanes, Volumes, Timings
19: Bear Creek Crossing & Redmond Way 03/21/2025

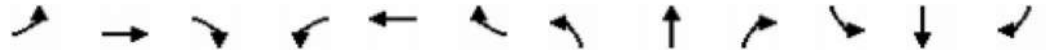
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1643	10	19	1218	168	44	18	55	139	20	62
Future Volume (vph)	106	1643	10	19	1218	168	44	18	55	139	20	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	175		150	0		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		661			588			140			177	
Travel Time (s)		15.0			13.4			3.8			4.8	
Confl. Peds. (#/hr)	20		2	2		20	2		20	20		2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	4			8		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0		10.0	27.0	
Total Split (s)	12.0	42.0		11.0	41.0	41.0	10.0	27.0		10.0	27.0	
Total Split (%)	13.3%	46.7%		12.2%	45.6%	45.6%	11.1%	30.0%		11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 17 (19%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 19: Bear Creek Crossing & Redmond Way

HCM 7th Signalized Intersection Summary
19: Bear Creek Crossing & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1643	10	19	1218	168	44	18	55	139	20	62
Future Volume (veh/h)	106	1643	10	19	1218	168	44	18	55	139	20	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.98		0.97	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	109	1694	10	20	1256	173	45	19	57	143	21	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	139	1501	9	152	1499	653	413	93	278	423	98	297
Arrive On Green	0.03	0.14	0.14	0.03	0.14	0.14	0.04	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	1795	3650	22	1795	3582	1559	1810	410	1229	1781	399	1216
Grp Volume(v), veh/h	109	831	873	20	1256	173	45	0	76	143	0	85
Grp Sat Flow(s),veh/h/ln	1795	1791	1881	1795	1791	1559	1810	0	1639	1781	0	1615
Q Serve(g_s), s	5.4	37.0	37.0	1.0	30.8	8.9	1.6	0.0	3.4	5.0	0.0	3.8
Cycle Q Clear(g_c), s	5.4	37.0	37.0	1.0	30.8	8.9	1.6	0.0	3.4	5.0	0.0	3.8
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.75	1.00		0.75
Lane Grp Cap(c), veh/h	139	736	773	152	1499	653	413	0	371	423	0	395
V/C Ratio(X)	0.79	1.13	1.13	0.13	0.84	0.26	0.11	0.00	0.20	0.34	0.00	0.22
Avail Cap(c_a), veh/h	140	736	773	152	1499	653	445	0	401	423	0	395
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	38.9	38.9	40.5	35.8	26.4	23.9	0.0	28.2	25.6	0.0	27.1
Incr Delay (d2), s/veh	2.6	59.5	60.1	0.2	3.8	0.6	0.1	0.0	0.2	0.3	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	29.8	31.4	0.4	15.4	3.8	0.7	0.0	1.4	2.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	98.4	99.0	40.7	39.6	27.0	24.0	0.0	28.4	26.0	0.0	28.4
LnGrp LOS	D	F	F	D	D	C	C		C	C		C
Approach Vol, veh/h		1813			1449			121			228	
Approach Delay, s/veh		95.5			38.1			26.8			26.9	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	42.0	8.4	27.0	11.9	42.7	10.0	25.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	22.0	7.0	36.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	3.0	39.0	3.6	5.8	7.4	32.8	7.0	5.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	2.2	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	65.9
HCM 7th LOS	E

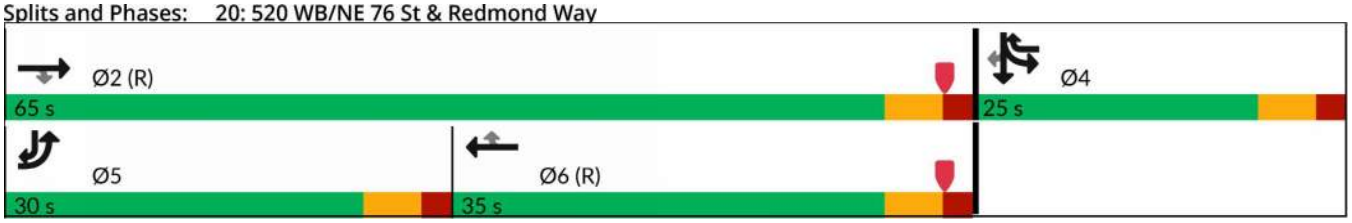
Lanes, Volumes, Timings
20: 520 WB/NE 76 St & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	453	1118	274	0	958	396	0	0	0	73	394	447
Future Volume (vph)	453	1118	274	0	958	396	0	0	0	73	394	447
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		110	0		0	0		0	400		350
Storage Lanes	2		1	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		588			476			347			459	
Travel Time (s)		8.9			7.2			9.5			12.5	
Confl. Peds. (#/hr)	16					16						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm		NA	pm+ov				Split	NA	pm+ov
Protected Phases	5	2			6	4				4	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	2		6	4				4	4	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0		7.0	5.0				5.0	5.0	5.0
Minimum Split (s)	10.9	12.9	12.9		37.9	10.9				10.9	10.9	10.9
Total Split (s)	30.0	65.0	65.0		35.0	25.0				25.0	25.0	30.0
Total Split (%)	33.3%	72.2%	72.2%		38.9%	27.8%				27.8%	27.8%	33.3%
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9				3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0				0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9		5.9	5.9				5.9	5.9	5.9
Lead/Lag	Lead				Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min		C-Min	None				None	None	None

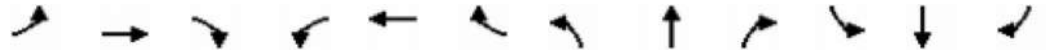
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 62 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 20: 520 WB/NE 76 St & Redmond Way



HCM 7th Signalized Intersection Summary
20: 520 WB/NE 76 St & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1118	274	0	958	396	0	0	0	73	394	447
Future Volume (veh/h)	453	1118	274	0	958	396	0	0	0	73	394	447
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	0	1885	1885				1870	1870	1870
Adj Flow Rate, veh/h	467	1153	282	0	988	408				75	406	461
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	0	1	1				2	2	2
Cap, veh/h	591	2352	1041	0	1509	999				378	397	605
Arrive On Green	0.11	0.44	0.44	0.00	0.84	0.84				0.21	0.21	0.21
Sat Flow, veh/h	3483	3582	1586	0	3676	1567				1781	1870	1585
Grp Volume(v), veh/h	467	1153	282	0	988	408				75	406	461
Grp Sat Flow(s),veh/h/ln	1742	1791	1586	0	1791	1567				1781	1870	1585
Q Serve(g_s), s	11.7	20.7	10.2	0.0	8.7	4.9				3.1	19.1	19.1
Cycle Q Clear(g_c), s	11.7	20.7	10.2	0.0	8.7	4.9				3.1	19.1	19.1
Prop In Lane	1.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	591	2352	1041	0	1509	999				378	397	605
V/C Ratio(X)	0.79	0.49	0.27	0.00	0.65	0.41				0.20	1.02	0.76
Avail Cap(c_a), veh/h	933	2352	1041	0	1509	999				378	397	605
HCM Platoon Ratio	0.67	0.67	0.67	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.24	0.24	0.24	0.00	0.75	0.75				1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	14.4	11.5	0.0	4.8	1.9				29.2	35.5	24.2
Incr Delay (d2), s/veh	0.6	0.2	0.2	0.0	1.7	0.9				0.3	51.1	5.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	8.6	3.3	0.0	1.9	1.6				1.4	14.2	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.9	14.6	11.7	0.0	6.5	2.8				29.4	86.6	29.9
LnGrp LOS	D	B	B		A	A				C	F	C
Approach Vol, veh/h		1902			1396						942	
Approach Delay, s/veh		20.1			5.4						54.3	
Approach LOS		C			A						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		65.0		25.0	21.2	43.8						
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9						
Max Green Setting (Gmax), s		59.1		19.1	24.1	29.1						
Max Q Clear Time (g_c+I1), s		22.7		21.1	13.7	10.7						
Green Ext Time (p_c), s		13.3		0.0	1.5	9.3						

Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C

Notes
User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

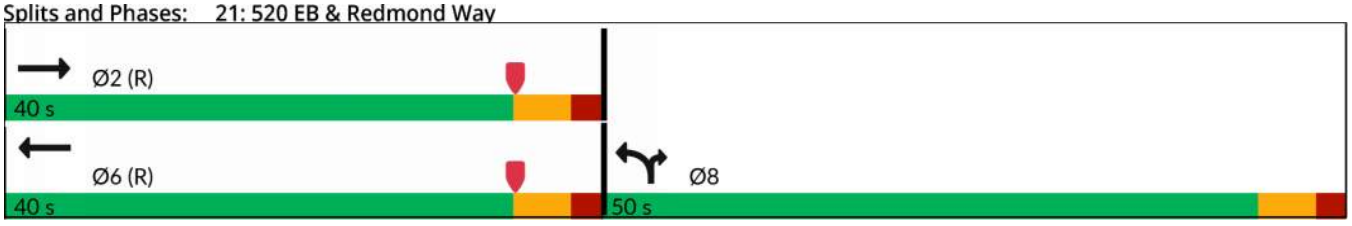
Lanes, Volumes, Timings
21: 520 EB & Redmond Way 03/21/2025

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1192	0	0	934	442	1419
Future Volume (vph)	1192	0	0	934	442	1419
Satd. Flow (prot)	5136	0	0	3574	3467	2814
Flt Permitted					0.950	
Satd. Flow (perm)	5136	0	0	3574	3467	2814
Satd. Flow (RTOR)						20
Confl. Peds. (#/hr)		8	8			16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1242	0	0	973	460	1478
Turn Type	NA			NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases						
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	10.0			10.0	5.0	5.0
Minimum Split (s)	37.9			15.9	37.9	37.9
Total Split (s)	40.0			40.0	50.0	50.0
Total Split (%)	44.4%			44.4%	55.6%	55.6%
Yellow Time (s)	3.9			3.9	3.9	3.9
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	5.9			5.9	5.9	5.9
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min			C-Min	None	None
Act Effct Green (s)	31.3			31.3	46.9	46.9
Actuated g/C Ratio	0.35			0.35	0.52	0.52
v/c Ratio	0.70			0.78	0.25	1.00
Control Delay (s/veh)	16.0			27.8	12.9	47.2
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	16.0			27.8	12.9	47.2
LOS	B			C	B	D
Approach Delay (s/veh)	16.0			27.8	39.1	
Approach LOS	B			C	D	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 62 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay (s/veh): 29.5 Intersection LOS: C
Intersection Capacity Utilization 87.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 21: 520 EB & Redmond Way



Lanes, Volumes, Timings
22: 164 Ave NE & NE 76 St 03/21/2025

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	2	54	171	37	1	23	98	102	2	51	130	46
Future Volume (vph)	2	54	171	37	1	23	98	102	2	51	130	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)			25				25				25	
Link Distance (ft)			539				724				311	
Travel Time (s)			14.7				19.7				8.5	
Confl. Peds. (#/hr)	122	1		84	7	84		1	84	122		7
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	0%	0%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control			Yield				Yield				Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	4	78	116	28
Future Volume (vph)	4	78	116	28
Ideal Flow (vphpl)	1900	1900	1900	1900
Link Speed (mph)			25	
Link Distance (ft)			149	
Travel Time (s)			4.1	
Confl. Peds. (#/hr)	1	7		122
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%
Shared Lane Traffic (%)				
Sign Control			Yield	

Intersection Summary

Intersection	
Intersection Delay, s/veh	6.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	314	266	273	269
Demand Flow Rate, veh/h	317	266	278	277
Vehicles Circulating, veh/h	273	294	375	211
Vehicles Exiting, veh/h	215	359	215	349
Ped Vol Crossing Leg, #/h	122	7	84	1
Ped Cap Adj	0.978	0.999	0.988	1.000
Approach Delay, s/veh	6.7	6.1	7.1	5.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	317	266	278	277
Cap Entry Lane, veh/h	1045	1022	941	1113
Entry HV Adj Factor	0.990	1.000	0.982	0.970
Flow Entry, veh/h	314	266	273	269
Cap Entry, veh/h	1011	1021	913	1079
V/C Ratio	0.310	0.260	0.299	0.249
Control Delay, s/veh	6.7	6.1	7.1	5.7
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Lanes, Volumes, Timings
23: 166th Ave NE & NE 76 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	172	46	28	89	76	24	106	22	21	88	51
Future Volume (vph)	123	172	46	28	89	76	24	106	22	21	88	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			10			10	
Link Distance (ft)		724			1313			308			226	
Travel Time (s)		19.7			35.8			21.0			15.4	
Confl. Peds. (#/hr)	5		49	49		5	9		72	72		9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	123	172	46	28	89	76	24	106	22	21	88	51
Future Vol, veh/h	123	172	46	28	89	76	24	106	22	21	88	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	0	0	0
Mvmt Flow	131	183	49	30	95	81	26	113	23	22	94	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay, s/veh	13.8	10.5	10.9	10.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	16%	36%	15%	19%	0%
Vol Thru, %	70%	50%	46%	81%	0%
Vol Right, %	14%	13%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	341	193	109	51
LT Vol	24	123	28	21	0
Through Vol	106	172	89	88	0
RT Vol	22	46	76	0	51
Lane Flow Rate	162	363	205	116	54
Geometry Grp	4a	2	2	5	5
Degree of Util (X)	0.26	0.524	0.299	0.205	0.084
Departure Headway (Hd)	5.792	5.197	5.245	6.367	5.557
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	619	693	684	562	643
Service Time	3.842	3.233	3.289	4.115	3.305
HCM Lane V/C Ratio	0.262	0.524	0.3	0.206	0.084
HCM Control Delay, s/veh	10.9	13.8	10.5	10.8	8.8
HCM Lane LOS	B	B	B	B	A
HCM 95th-tile Q	1	3.1	1.3	0.8	0.3

Lanes, Volumes, Timings
24: 164th Ave NE & NE 74th St 03/21/2025

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	89	33	33	76	98	76
Future Volume (vph)	89	33	33	76	98	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10			10	10	
Link Distance (ft)	321			415	239	
Travel Time (s)	21.9			28.3	16.3	
Confl. Peds. (#/hr)	75	214	36			36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%
Parking (#/hr)	0	0	0	0		
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	33	33	76	98	76
Future Vol, veh/h	89	33	33	76	98	76
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	100	37	37	85	110	85
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.6	8.3	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	30%	73%	0%
Vol Thru, %	70%	0%	56%
Vol Right, %	0%	27%	44%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	109	122	174
LT Vol	33	89	0
Through Vol	76	0	98
RT Vol	0	33	76
Lane Flow Rate	122	137	196
Geometry Grp	1	1	1
Degree of Util (X)	0.153	0.174	0.224
Departure Headway (Hd)	4.488	4.574	4.119
Convergence, Y/N	Yes	Yes	Yes
Cap	801	785	874
Service Time	2.507	2.596	2.136
HCM Lane V/C Ratio	0.152	0.175	0.224
HCM Control Delay, s/veh	8.3	8.6	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.6	0.9

Lanes, Volumes, Timings
25: 166th Ave NE/166th Ave NE & NE 74th St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	45	90	49	47	89
Future Volume (vph)	57	45	90	49	47	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10		10			10
Link Distance (ft)	375		216			226
Travel Time (s)	25.6		14.7			15.4
Confl. Peds. (#/hr)	53	105		34	34	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	3%	3%
Parking (#/hr)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	45	90	49	47	89
Future Vol, veh/h	57	45	90	49	47	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	0	0	3	3
Mvmt Flow	62	49	98	53	51	97
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.1	8	8.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	56%	35%
Vol Thru, %	65%	0%	65%
Vol Right, %	35%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	139	102	136
LT Vol	0	57	47
Through Vol	90	0	89
RT Vol	49	45	0
Lane Flow Rate	151	111	148
Geometry Grp	1	1	1
Degree of Util (X)	0.172	0.136	0.182
Departure Headway (Hd)	4.104	4.419	4.442
Convergence, Y/N	Yes	Yes	Yes
Cap	876	814	813
Service Time	2.118	2.433	2.442
HCM Lane V/C Ratio	0.172	0.136	0.182
HCM Control Delay, s/veh	8	8.1	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.5	0.7

Lanes, Volumes, Timings
26: Bear Creek Pkwy & 164th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	132	915	558	35	72	78
Future Volume (vph)	132	915	558	35	72	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			150	0	125
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		500	450		401	
Travel Time (s)		11.4	10.2		27.3	
Confl. Peds. (#/hr)	12			12		18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Parking (#/hr)		0				
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	132	915	558	35	72	78
Future Vol, veh/h	132	915	558	35	72	78
Conflicting Peds, #/hr	12	0	0	12	0	18
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	150	0	125
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	138	953	581	36	75	81

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	630	0	-	0	1821	611
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	1228	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	957	-	-	-	85	494
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	277	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	948	-	-	-	~ 71	481
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	274	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.19	0	24.78
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	948	-	-	-	187	481
HCM Lane V/C Ratio	0.145	-	-	-	0.4	0.169
HCM Ctrl Dly (s/v)	9.4	-	-	-	36.5	14
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.8	0.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
27: Bear Creek Pkwy & 166th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	91	897	468	71	52	127
Future Volume (vph)	91	897	468	71	52	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	1%		-1%	
Storage Length (ft)	200			150	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		220	462		360	
Travel Time (s)		5.0	10.5		24.5	
Confl. Peds. (#/hr)	22			22		27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	897	468	71	52	127
Future Vol, veh/h	91	897	468	71	52	127
Conflicting Peds, #/hr	22	0	0	22	0	27
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	150
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	-1	1	-	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	96	944	493	75	55	134

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	589	0	-	0	1650	542
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	1136	-
Critical Hdwy	4.11	-	-	-	6.23	6.13
Critical Hdwy Stg 1	-	-	-	-	5.23	-
Critical Hdwy Stg 2	-	-	-	-	5.23	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	991	-	-	-	118	547
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	325	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	973	-	-	-	103	525
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	319	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.84	0	17.59
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	973	-	-	-	226	525
HCM Lane V/C Ratio	0.098	-	-	-	0.242	0.255
HCM Ctrl Dly (s/v)	9.1	-	-	-	25.9	14.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9	1

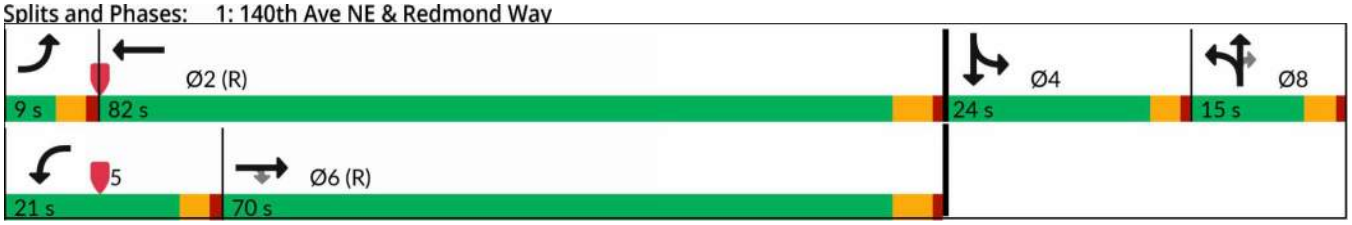
2034 With Project (Phases 1 to 3 of Scenario 2)

Lanes, Volumes, Timings
1: 140th Ave NE & Redmond Way 03/21/2025

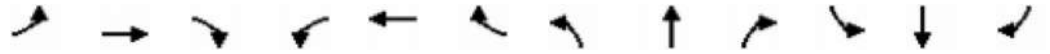
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1318	117	173	1720	7	89	11	59	18	9	24
Future Volume (vph)	34	1318	117	173	1720	7	89	11	59	18	9	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			4%			0%			7%	
Storage Length (ft)	125		250	250		0	0		200	0		30
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			25	
Link Distance (ft)		535			1832			797			317	
Travel Time (s)		9.1			31.2			15.5			8.6	
Confl. Peds. (#/hr)	8		2	2		8	11					11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			6						8			
Detector Phase	1	6	6	5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	23.0	23.0	9.0	23.0		9.0	9.0	9.0	24.0	24.0	
Total Split (s)	9.0	70.0	70.0	21.0	82.0		15.0	15.0	15.0	24.0	24.0	
Total Split (%)	6.9%	53.8%	53.8%	16.2%	63.1%		11.5%	11.5%	11.5%	18.5%	18.5%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0			4.0	4.0		4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	

Intersection Summary
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: 140th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
1: 140th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1318	117	173	1720	7	89	11	59	18	9	24
Future Volume (veh/h)	34	1318	117	173	1720	7	89	11	59	18	9	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1791	1791	1791	1900	1900	1900	1611	1611	1611
Adj Flow Rate, veh/h	37	1433	0	188	1870	8	97	12	0	20	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	54	2370		212	2497	11	119	15		51	25	
Arrive On Green	0.03	0.62	0.00	0.12	0.72	0.72	0.07	0.07	0.00	0.05	0.05	0.00
Sat Flow, veh/h	1908	3806	1697	1706	3475	15	1619	200	1610	1040	520	0
Grp Volume(v), veh/h	37	1433	0	188	915	963	109	0	0	30	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1697	1706	1701	1788	1819	0	1610	1559	0	0
Q Serve(g_s), s	2.5	29.6	0.0	14.1	42.6	42.7	7.7	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	2.5	29.6	0.0	14.1	42.6	42.7	7.7	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.89		1.00	0.67		0.00
Lane Grp Cap(c), veh/h	54	2370		212	1223	1285	133	0		76	0	
V/C Ratio(X)	0.68	0.60		0.89	0.75	0.75	0.82	0.00		0.39	0.00	
Avail Cap(c_a), veh/h	73	2370		223	1223	1285	154	0		240	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.6	14.8	0.0	56.0	11.1	11.2	59.4	0.0	0.0	59.9	0.0	0.0
Incr Delay (d2), s/veh	14.6	1.2	0.0	31.3	4.2	4.0	25.2	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	12.2	0.0	7.8	15.0	15.7	4.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.1	16.0	0.0	87.3	15.4	15.2	84.5	0.0	0.0	62.4	0.0	0.0
LnGrp LOS	E	B		F	B	B	F			E		
Approach Vol, veh/h		1470			2066			109			30	
Approach Delay, s/veh		17.5			21.8			84.5			62.4	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	98.4		10.4	20.1	86.0		13.5				
Change Period (Y+Rc), s	4.0	5.0		4.0	4.0	5.0		4.0				
Max Green Setting (Gmax), s	5.0	77.0		20.0	17.0	65.0		11.0				
Max Q Clear Time (g_c+I1), s	4.5	44.7		4.4	16.1	31.6		9.7				
Green Ext Time (p_c), s	0.0	24.9		0.0	0.1	19.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.3	
HCM 7th LOS	C	

Notes

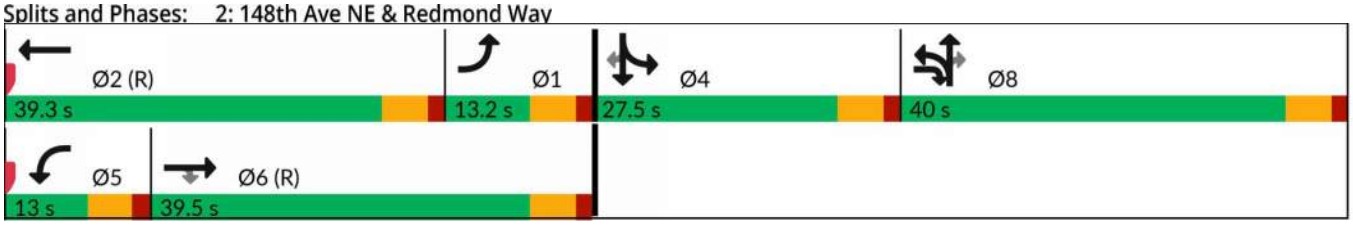
Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
2: 148th Ave NE & Redmond Way 03/21/2025

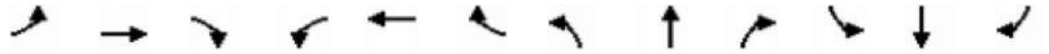
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	977	200	189	952	12	708	702	411	35	428	301
Future Volume (vph)	194	977	200	189	952	12	708	702	411	35	428	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			-3%			3%	
Storage Length (ft)	375		150	250		0	275		200	200		250
Storage Lanes	2		1	2		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		957			1580			2623			1894	
Travel Time (s)		16.3			26.9			44.7			32.3	
Confl. Peds. (#/hr)	4		4	4		4			9	9		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)							35%					
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	8	5	2		8	8		4	4	
Permitted Phases			6						8			4
Detector Phase	1	6	8	5	2		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	27.5	24.5	10.5	25.5		24.5	24.5	24.5	27.5	27.5	27.5
Total Split (s)	13.2	39.5	40.0	13.0	39.3		40.0	40.0	40.0	27.5	27.5	27.5
Total Split (%)	11.0%	32.9%	33.3%	10.8%	32.8%		33.3%	33.3%	33.3%	22.9%	22.9%	22.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?		Yes		Yes								
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 88 (73%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 2: 148th Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
2: 148th Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	977	200	189	952	12	708	702	411	35	428	301
Future Volume (veh/h)	194	977	200	189	952	12	708	702	411	35	428	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	2003	2003	2003	1817	1817	1817
Adj Flow Rate, veh/h	209	1051	215	203	1024	13	848	633	0	38	460	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	311	1154	1001	218	1020	13	1097	576		283	565	
Arrive On Green	0.08	0.30	0.30	0.04	0.19	0.19	0.29	0.29	0.00	0.05	0.05	0.00
Sat Flow, veh/h	3701	3806	1691	3483	3622	46	3815	2003	1697	1731	3453	1540
Grp Volume(v), veh/h	209	1051	215	203	506	531	848	633	0	38	460	0
Grp Sat Flow(s),veh/h/ln	1850	1903	1691	1742	1791	1877	1908	2003	1697	1731	1726	1540
Q Serve(g_s), s	6.6	31.9	7.2	7.0	33.8	33.8	24.4	34.5	0.0	2.5	15.8	0.0
Cycle Q Clear(g_c), s	6.6	31.9	7.2	7.0	33.8	33.8	24.4	34.5	0.0	2.5	15.8	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	1154	1001	218	504	529	1097	576		283	565	
V/C Ratio(X)	0.67	0.91	0.21	0.93	1.00	1.00	0.77	1.10		0.13	0.81	
Avail Cap(c_a), veh/h	311	1154	1001	218	504	529	1097	576		317	633	
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	0.20	0.20	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	53.4	40.2	11.5	57.2	48.7	48.7	39.2	42.8	0.0	48.7	55.0	0.0
Incr Delay (d2), s/veh	5.6	12.2	0.5	28.8	30.6	30.0	0.7	50.7	0.0	0.2	7.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	16.4	5.0	3.9	19.7	20.6	11.2	24.6	0.0	1.1	7.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.9	52.5	12.0	86.1	79.3	78.6	39.9	93.5	0.0	48.9	62.1	0.0
LnGrp LOS	E	D	B	F	F	F	D	F		D	E	
Approach Vol, veh/h		1475			1240			1481			498	
Approach Delay, s/veh		47.5			80.1			62.8			61.1	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	39.3		25.1	13.0	41.9		40.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	7.7	33.8		22.0	7.5	34.0		34.5				
Max Q Clear Time (g_c+I1), s	8.6	35.8		17.8	9.0	33.9		36.5				
Green Ext Time (p_c), s	0.0	0.0		1.4	0.0	0.1		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	62.4
HCM 7th LOS	E

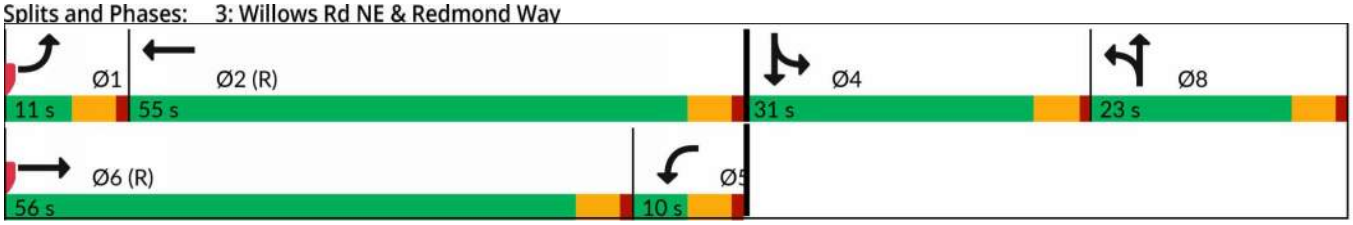
Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
3: Willows Rd NE & Redmond Way 03/21/2025

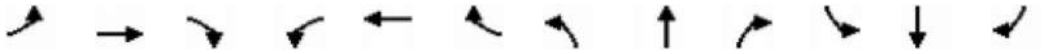
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1491	15	28	1131	303	7	6	22	646	18	17
Future Volume (vph)	17	1491	15	28	1131	303	7	6	22	646	18	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			0%			5%	
Storage Length (ft)	150		0	125		30	0		0	275		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			35	
Link Distance (ft)		1580			850			188			922	
Travel Time (s)		26.9			14.5			5.1			18.0	
Confl. Peds. (#/hr)	12		4	4		12	19		5	5		19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Shared Lane Traffic (%)										47%		
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases												
Detector Phase	1	6		5	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	12.0		5.0	12.0		5.0	5.0		6.0	6.0	
Minimum Split (s)	11.0	19.0		10.0	19.0		23.0	23.0		25.0	25.0	
Total Split (s)	11.0	56.0		10.0	55.0		23.0	23.0		31.0	31.0	
Total Split (%)	9.2%	46.7%		8.3%	45.8%		19.2%	19.2%		25.8%	25.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 34 (28%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 3: Willows Rd NE & Redmond Way



HCM 7th Signalized Intersection Summary
3: Willows Rd NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1491	15	28	1131	303	7	6	22	646	18	17
Future Volume (veh/h)	17	1491	15	28	1131	303	7	6	22	646	18	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.91	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2003	2003	2003	1885	1885	1885	1900	1900	1900	1738	1738	1738
Adj Flow Rate, veh/h	18	1603	16	30	1216	0	8	6	24	725	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	43	1640	16	231	1902		21	16	63	717	377	0
Arrive On Green	0.01	0.14	0.14	0.26	1.00	0.00	0.06	0.06	0.06	0.22	0.00	0.00
Sat Flow, veh/h	1908	3860	38	1795	3676	0	334	250	1001	3310	1738	0
Grp Volume(v), veh/h	18	790	829	30	1216	0	38	0	0	725	0	0
Grp Sat Flow(s),veh/h/ln	1908	1903	1995	1795	1791	0	1586	0	0	1655	1738	0
Q Serve(g_s), s	1.1	49.6	49.7	1.5	0.0	0.0	2.8	0.0	0.0	26.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	49.6	49.7	1.5	0.0	0.0	2.8	0.0	0.0	26.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.00	0.21		0.63	1.00		0.00
Lane Grp Cap(c), veh/h	43	809	848	231	1902		100	0	0	717	377	0
V/C Ratio(X)	0.42	0.98	0.98	0.13	0.64		0.38	0.00	0.00	1.01	0.00	0.00
Avail Cap(c_a), veh/h	95	809	848	231	1902		238	0	0	717	377	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	0.65	0.65	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	58.8	51.0	51.0	39.4	0.0	0.0	54.0	0.0	0.0	47.0	0.0	0.0
Incr Delay (d2), s/veh	1.6	13.4	13.3	0.1	1.1	0.0	0.9	0.0	0.0	36.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	28.2	29.6	0.7	0.3	0.0	1.1	0.0	0.0	14.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.4	64.4	64.3	39.5	1.1	0.0	54.8	0.0	0.0	83.3	0.0	0.0
LnGrp LOS	E	E	E	D	A		D			F		
Approach Vol, veh/h		1637			1246			38			725	
Approach Delay, s/veh		64.3			2.0			54.8			83.3	
Approach LOS		E			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	68.7		31.0	20.4	56.0		12.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	50.0		26.0	5.0	51.0		18.0				
Max Q Clear Time (g_c+I1), s	3.1	2.0		28.0	3.5	51.7		4.8				
Green Ext Time (p_c), s	0.0	23.9		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	46.7	
HCM 7th LOS	D	

Notes

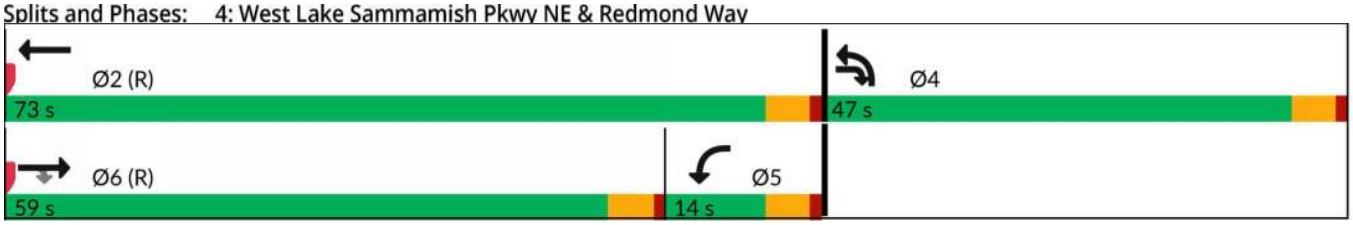
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: West Lake Sammamish Pkwy NE & Redmond Way 03/21/2025

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1477	695	235	1075	393	210
Future Volume (vph)	1477	695	235	1075	393	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			3%	-4%	
Storage Length (ft)		125	150		0	75
Storage Lanes		1	2		1	0
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	35	
Link Distance (ft)	850			951	587	
Travel Time (s)	19.3			21.6	11.4	
Confl. Peds. (#/hr)		14	14			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Turn Type	NA	pm+ov	Prot	NA	Prot	
Protected Phases	6	4	5	2	4	
Permitted Phases		6				
Detector Phase	6	4	5	2	4	
Switch Phase						
Minimum Initial (s)	8.0	6.0	5.0	20.0	6.0	
Minimum Split (s)	22.0	25.0	10.0	25.0	25.0	
Total Split (s)	59.0	47.0	14.0	73.0	47.0	
Total Split (%)	49.2%	39.2%	11.7%	60.8%	39.2%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max	None	None	C-Max	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 42 (35%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: West Lake Sammamish Pkwy NE & Redmond Way



HCM 7th Signalized Intersection Summary
4: West Lake Sammamish Pkwy NE & Redmond Way 03/21/2025

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1477	695	235	1075	393	210
Future Volume (veh/h)	1477	695	235	1075	393	210
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.98	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	2003	2003	1832	1832	2027	2027
Adj Flow Rate, veh/h	1492	702	237	1086	397	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	2	2
Cap, veh/h	1713	752	663	2394	441	
Arrive On Green	0.90	0.90	0.39	1.00	0.23	0.00
Sat Flow, veh/h	3906	1671	3385	3573	1926	0
Grp Volume(v), veh/h	1492	702	237	1086	398	0
Grp Sat Flow(s),veh/h/ln	1903	1671	1693	1741	1931	0
Q Serve(g_s), s	21.8	31.5	5.9	0.0	24.0	0.0
Cycle Q Clear(g_c), s	21.8	31.5	5.9	0.0	24.0	0.0
Prop In Lane		1.00	1.00		1.00	0.00
Lane Grp Cap(c), veh/h	1713	752	663	2394	442	
V/C Ratio(X)	0.87	0.93	0.36	0.45	0.90	
Avail Cap(c_a), veh/h	1713	752	663	2394	676	
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.83	0.83	0.93	0.00
Uniform Delay (d), s/veh	4.4	4.9	31.1	0.0	44.9	0.0
Incr Delay (d2), s/veh	3.1	11.2	0.3	0.5	9.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.5	2.3	0.2	12.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.5	16.1	31.4	0.5	54.8	0.0
LnGrp LOS	A	B	C	A	D	
Approach Vol, veh/h	2194			1323	398	
Approach Delay, s/veh	10.3			6.1	54.8	
Approach LOS	B			A	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		87.5		32.5	28.5	59.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		68.0		42.0	9.0	54.0
Max Q Clear Time (g_c+I1), s		2.0		26.0	7.9	33.5
Green Ext Time (p_c), s		6.7		1.5	0.1	12.9

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

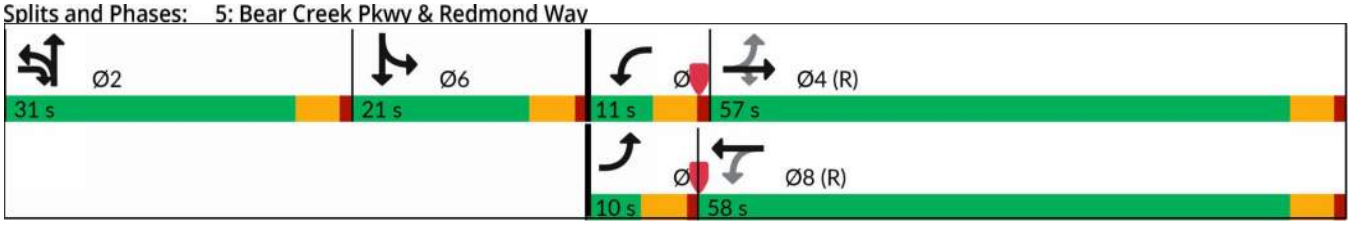
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
5: Bear Creek Pkwy & Redmond Way 03/21/2025

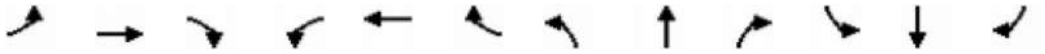
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1082	566	78	1003	22	332	5	88	26	6	21
Future Volume (vph)	12	1082	566	78	1003	22	332	5	88	26	6	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			0%			0%			0%	
Storage Length (ft)	150		175	150		0	125		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		951			828			488			167	
Travel Time (s)		21.6			18.8			11.1			4.6	
Confl. Peds. (#/hr)	9		15	15		9	9		19	19		9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)							34%					
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4	2	3	8		2	2		6	6	
Permitted Phases	4		4	8								
Detector Phase	7	4	2	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	
Minimum Split (s)	10.0	24.0	24.0	10.0	21.0		24.0	24.0		21.0	21.0	
Total Split (s)	10.0	57.0	31.0	11.0	58.0		31.0	31.0		21.0	21.0	
Total Split (%)	8.3%	47.5%	25.8%	9.2%	48.3%		25.8%	25.8%		17.5%	17.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?			Yes				Yes	Yes				
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 64 (53%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 5: Bear Creek Pkwy & Redmond Way



HCM 7th Signalized Intersection Summary
5: Bear Creek Pkwy & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1082	566	78	1003	22	332	5	88	26	6	21
Future Volume (veh/h)	12	1082	566	78	1003	22	332	5	88	26	6	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2042	2042	2042	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	12	1115	584	80	1034	23	219	177	91	27	6	22
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	330	2174	1255	292	2096	47	312	201	103	112	20	75
Arrive On Green	0.03	1.00	1.00	0.04	0.59	0.59	0.17	0.17	0.17	0.06	0.06	0.06
Sat Flow, veh/h	1945	3880	1708	1795	3581	80	1810	1167	600	1810	330	1209
Grp Volume(v), veh/h	12	1115	584	80	517	540	219	0	268	27	0	28
Grp Sat Flow(s),veh/h/ln	1945	1940	1708	1795	1791	1870	1810	0	1768	1810	0	1538
Q Serve(g_s), s	0.3	0.0	0.0	2.2	20.2	20.2	13.7	0.0	17.8	1.7	0.0	2.1
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.2	20.2	20.2	13.7	0.0	17.8	1.7	0.0	2.1
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.34	1.00		0.79
Lane Grp Cap(c), veh/h	330	2174	1255	292	1048	1094	312	0	304	112	0	96
V/C Ratio(X)	0.04	0.51	0.47	0.27	0.49	0.49	0.70	0.00	0.88	0.24	0.00	0.29
Avail Cap(c_a), veh/h	384	2174	1255	313	1048	1094	392	0	383	241	0	205
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.28	0.28	0.28	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	10.1	14.5	14.5	46.8	0.0	48.5	53.6	0.0	53.8
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.2	1.2	1.2	3.4	0.0	16.5	1.1	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	0.9	8.3	8.7	6.5	0.0	9.2	0.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.2	0.3	10.3	15.8	15.7	50.2	0.0	65.0	54.7	0.0	55.4
LnGrp LOS	B	A	A	B	B	B	D		E	D		E
Approach Vol, veh/h		1711			1137			487			55	
Approach Delay, s/veh		0.4			15.3			58.3			55.1	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	25.7	9.7	72.2	12.5	6.6	75.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	26.0	6.0	52.0	16.0	5.0	53.0
Max Q Clear Time (g_c+I1), s	19.8	4.2	2.0	4.1	2.3	22.2
Green Ext Time (p_c), s	0.9	0.0	9.1	0.1	0.0	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

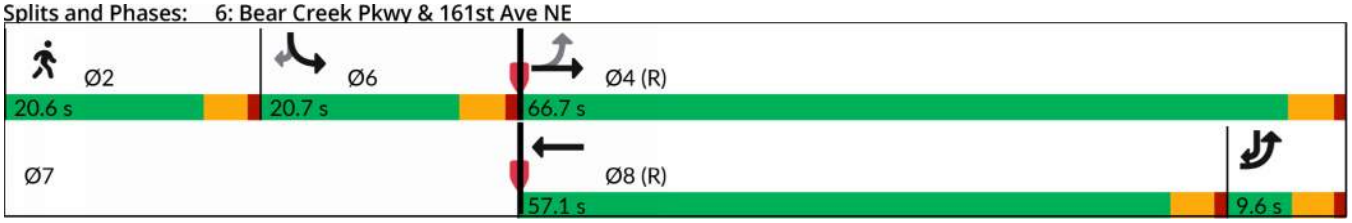
Notes
User approved volume balancing among the lanes for turning movement.

Lanes, Volumes, Timings
6: Bear Creek Pkwy & 161st Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	36	534	384	205	119	87	
Future Volume (vph)	36	534	384	205	119	87	
Satd. Flow (prot)	1787	1693	1513	0	1787	1599	
Flt Permitted	0.271				0.950		
Satd. Flow (perm)	510	1693	1513	0	1612	1445	
Satd. Flow (RTOR)			35			99	
Confl. Peds. (#/hr)	48			48	29	23	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	
Parking (#/hr)		0	0	0			
Shared Lane Traffic (%)							
Lane Group Flow (vph)	41	607	669	0	135	99	
Turn Type	pm+pt	NA	NA		Prot	pm+ov	
Protected Phases	7	4	8		6	7	2
Permitted Phases	4					6	
Detector Phase	7	4	8		6	7	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.4	9.6	20.6		20.6	9.4	20.6
Total Split (s)	9.6	66.7	57.1		20.7	9.6	20.6
Total Split (%)	8.9%	61.8%	52.9%		19.2%	8.9%	19%
Yellow Time (s)	3.4	3.6	3.6		3.6	3.4	3.6
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.4	4.6	4.6		4.6	4.4	
Lead/Lag	Lag		Lead		Lag	Lag	Lead
Lead-Lag Optimize?							
Recall Mode	None	C-Max	C-Max		None	None	None
Act Effct Green (s)	73.6	73.4	63.8		13.0	18.4	
Actuated g/C Ratio	0.68	0.68	0.59		0.12	0.17	
v/c Ratio	0.10	0.53	0.74		0.63	0.29	
Control Delay (s/veh)	10.5	13.6	20.6		57.8	6.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.5	13.6	20.6		57.8	6.7	
LOS	B	B	C		E	A	
Approach Delay (s/veh)		13.4	20.6		36.2		
Approach LOS		B	C		D		

Intersection Summary		
Cycle Length: 108		
Actuated Cycle Length: 108		
Offset: 11 (10%), Referenced to phase 4:EBTL and 8:WBT, Start of 1st Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.74		
Intersection Signal Delay (s/veh): 19.9	Intersection LOS: B	
Intersection Capacity Utilization 51.9%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 6: Bear Creek Pkwy & 161st Ave NE



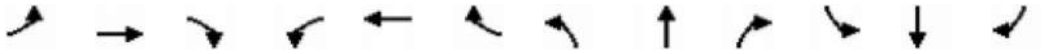
Lanes, Volumes, Timings
7: WLSP & Leary Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	311	12	230	308	565	94	16	1097	1259	226	949	632
Future Volume (vph)	311	12	230	308	565	94	16	1097	1259	226	949	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-6%			3%			0%			0%	
Storage Length (ft)	0		175	200		150	200		275	175		0
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		718			834			1781			1175	
Travel Time (s)		16.3			19.0			30.4			20.0	
Confl. Peds. (#/hr)	34					34			3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)				10%								
Turn Type	Split	NA	Perm	Split	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	4	4		8	8	1	5	2		1	6	4
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	1	5	2	2	1	6	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	5.0	10.0	10.0	7.0	10.0	5.0
Minimum Split (s)	10.9	10.9	10.9	38.5	38.5	12.5	10.5	33.9	33.9	12.5	15.9	10.9
Total Split (s)	26.0	26.0	26.0	38.5	38.5	20.0	11.1	55.5	55.5	20.0	64.4	26.0
Total Split (%)	18.6%	18.6%	18.6%	27.5%	27.5%	14.3%	7.9%	39.6%	39.6%	14.3%	46.0%	18.6%
Yellow Time (s)	3.9	3.9	3.9	3.5	3.5	3.5	3.5	3.9	3.9	3.5	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9	5.9	5.5	5.5	5.5	5.5	5.9	5.9	5.5	5.9	5.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None

Intersection Summary
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 90 (64%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 7: WLSP & Leary Way

HCM 7th Signalized Intersection Summary
7: WLSP & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	12	230	308	565	94	16	1097	1259	226	949	632
Future Volume (veh/h)	311	12	230	308	565	94	16	1097	1259	226	949	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2076	2076	2076	1817	1817	1817	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	327	13	242	306	620	99	17	1155	0	238	999	665
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	11	235	389	817	490	31	1298		184	1605	942
Arrive On Green	0.14	0.14	0.14	0.22	0.22	0.22	0.01	0.12	0.00	0.10	0.45	0.45
Sat Flow, veh/h	1905	76	1634	1731	3635	1470	1781	3554	1585	1781	3554	1582
Grp Volume(v), veh/h	340	0	242	306	620	99	17	1155	0	238	999	665
Grp Sat Flow(s),veh/h/ln	1981	0	1634	1731	1817	1470	1781	1777	1585	1781	1777	1582
Q Serve(g_s), s	20.1	0.0	20.1	23.3	22.3	6.8	1.3	44.8	0.0	14.5	30.0	41.1
Cycle Q Clear(g_c), s	20.1	0.0	20.1	23.3	22.3	6.8	1.3	44.8	0.0	14.5	30.0	41.1
Prop In Lane	0.96		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	0	235	389	817	490	31	1298		184	1605	942
V/C Ratio(X)	1.20	0.00	1.03	0.79	0.76	0.20	0.55	0.89		1.29	0.62	0.71
Avail Cap(c_a), veh/h	284	0	235	408	857	506	71	1298		184	1605	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.91	0.91	0.91	0.31	0.31	0.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	60.0	0.0	59.9	51.1	50.7	33.9	69.1	58.8	0.0	62.7	29.3	19.8
Incr Delay (d2), s/veh	117.1	0.0	67.1	9.3	3.8	0.3	4.7	3.3	0.0	162.0	1.6	4.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.3	0.0	12.7	11.1	10.6	2.5	0.6	22.0	0.0	14.8	12.9	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	177.1	0.0	127.1	60.4	54.5	34.1	73.8	62.0	0.0	224.7	30.9	23.8
LnGrp LOS	F		F	E	D	C	E	E		F	C	C
Approach Vol, veh/h		582			1025			1172			1902	
Approach Delay, s/veh		156.3			54.3			62.2			52.7	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	57.0		26.0	7.9	69.1		37.0				
Change Period (Y+Rc), s	5.5	5.9		5.9	5.5	5.9		5.5				
Max Green Setting (Gmax), s	14.5	49.6		20.1	5.6	58.5		33.0				
Max Q Clear Time (g_c+I1), s	16.5	46.8		22.1	3.3	43.1		25.3				
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	10.1		4.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	68.3
HCM 7th LOS	E

Notes

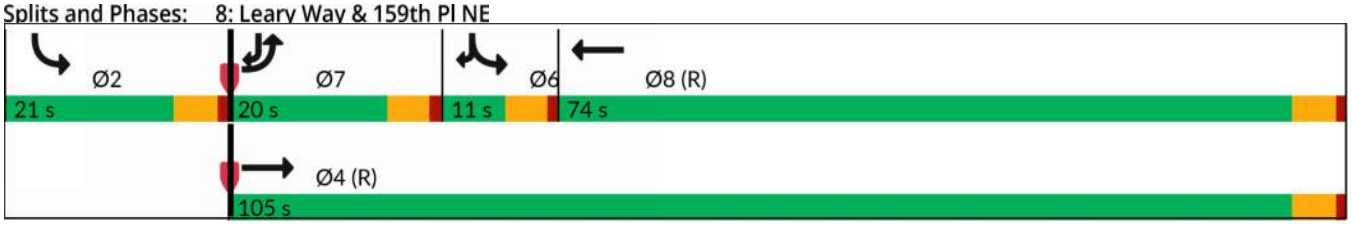
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
8: Leary Way & 159th Pl NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø6
Lane Configurations								
Traffic Volume (vph)	107	1413	945	19	29	86		
Future Volume (vph)	107	1413	945	19	29	86		
Satd. Flow (prot)	1787	1881	3550	0	1805	1615		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	1710	1881	3550	0	1805	1615		
Satd. Flow (RTOR)			3			89		
Confl. Peds. (#/hr)	41			41		29		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%		
Mid-Block Traffic (%)		0%	0%		50%			
Shared Lane Traffic (%)								
Lane Group Flow (vph)	110	1457	994	0	30	89		
Turn Type	Prot	NA	NA		Prot	pt+ov		
Protected Phases	7	4!	8		2 6!	6 7	2	6
Permitted Phases								
Detector Phase	7	4	8		2 6	7		
Switch Phase								
Minimum Initial (s)	5.0	7.0	7.0				4.0	6.0
Minimum Split (s)	10.0	12.0	20.0				21.0	11.0
Total Split (s)	20.0	105.0	74.0				21.0	11.0
Total Split (%)	15.9%	83.3%	58.7%				17%	9%
Yellow Time (s)	4.0	4.0	4.0				4.0	4.0
All-Red Time (s)	1.0	1.0	1.0				1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0					
Total Lost Time (s)	5.0	5.0	5.0					
Lead/Lag	Lead							Lag
Lead-Lag Optimize?	Yes							Yes
Recall Mode	None	C-Max	C-Max				None	None
Act Effct Green (s)	11.7	107.3	83.0		17.6	18.3		
Actuated g/C Ratio	0.09	0.85	0.66		0.14	0.15		
v/c Ratio	0.67	0.91	0.42		0.12	0.29		
Control Delay (s/veh)	74.1	20.0	13.6		30.2	10.8		
Queue Delay	0.0	5.6	0.0		0.0	0.0		
Total Delay (s/veh)	74.1	25.7	13.6		30.2	10.8		
LOS	E	C	B		C	B		
Approach Delay (s/veh)		29.1	13.6		15.7			
Approach LOS		C	B		B			

Intersection Summary
Cycle Length: 126
Actuated Cycle Length: 126
Offset: 0 (0%), Referenced to phase 8:WBT and 4:EBT, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay (s/veh): 22.7 Intersection LOS: C
Intersection Capacity Utilization 92.2% ICU Level of Service F
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 8: Leary Way & 159th Pl NE



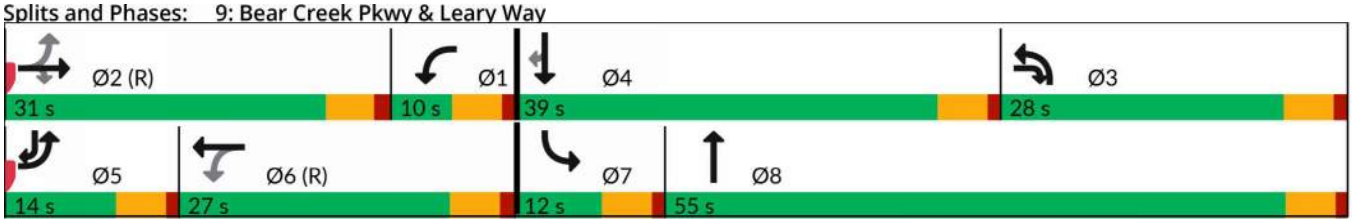
Lanes, Volumes, Timings
9: Bear Creek Pkwy & Leary Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	622	637	20	362	88	421	328	14	47	529	93
Future Volume (vph)	182	622	637	20	362	88	421	328	14	47	529	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	175		0	190		0	275		100
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		664			421			452			692	
Travel Time (s)		15.1			9.6			10.3			15.7	
Confl. Peds. (#/hr)	12		6	6		12	6		17	17		6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	5	2	3	1	6		3	8		7	4	5
Permitted Phases	2		2	6								4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	8.0	6.0	5.0	8.0		6.0	6.0		5.0	5.0	5.0
Minimum Split (s)	10.0	26.2	11.2	10.0	24.2		11.2	28.0		10.0	26.0	10.0
Total Split (s)	14.0	31.0	28.0	10.0	27.0		28.0	55.0		12.0	39.0	14.0
Total Split (%)	13.0%	28.7%	25.9%	9.3%	25.0%		25.9%	50.9%		11.1%	36.1%	13.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.2	1.2	1.0	1.2		1.2	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.2	5.2	5.0	5.2		5.2	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	None

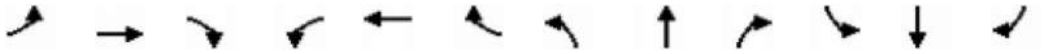
Intersection Summary

Area Type: Other
Cycle Length: 108
Actuated Cycle Length: 108
Offset: 85 (79%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 9: Bear Creek Pkwy & Leary Way



HCM 7th Signalized Intersection Summary
9: Bear Creek Pkwy & Leary Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	622	637	20	362	88	421	328	14	47	529	93
Future Volume (veh/h)	182	622	637	20	362	88	421	328	14	47	529	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	186	635	650	20	369	90	430	335	14	48	540	95
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	1	1	1
Cap, veh/h	215	849	608	298	779	187	522	747	31	63	572	610
Arrive On Green	0.08	0.24	0.24	0.12	0.27	0.27	0.15	0.42	0.42	0.04	0.30	0.30
Sat Flow, veh/h	1781	3554	1545	1795	2849	686	3456	1781	74	1795	1885	1571
Grp Volume(v), veh/h	186	635	650	20	230	229	430	0	349	48	540	95
Grp Sat Flow(s),veh/h/ln	1781	1777	1545	1795	1791	1744	1728	0	1856	1795	1885	1571
Q Serve(g_s), s	9.0	17.9	25.8	0.0	11.6	11.9	13.0	0.0	14.5	2.9	30.2	2.2
Cycle Q Clear(g_c), s	9.0	17.9	25.8	0.0	11.6	11.9	13.0	0.0	14.5	2.9	30.2	2.2
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	215	849	608	298	490	477	522	0	778	63	572	610
V/C Ratio(X)	0.86	0.75	1.07	0.07	0.47	0.48	0.82	0.00	0.45	0.76	0.94	0.16
Avail Cap(c_a), veh/h	215	849	608	298	490	477	730	0	859	116	593	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.33	0.33	0.33	1.00	1.00	1.00	0.79	0.00	0.79	0.82	0.82	0.82
Uniform Delay (d), s/veh	39.4	38.1	32.8	38.9	32.7	32.8	44.5	0.0	22.4	51.6	36.7	8.2
Incr Delay (d2), s/veh	11.4	2.0	42.0	0.1	3.2	3.4	4.3	0.0	0.3	13.9	20.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	7.9	15.3	0.5	5.4	5.4	5.9	0.0	6.3	1.5	16.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.8	40.1	74.8	39.0	35.9	36.3	48.8	0.0	22.8	65.5	57.2	8.3
LnGrp LOS	D	D	F	D	D	D	D		C	E	E	A
Approach Vol, veh/h		1471			479			779			683	
Approach Delay, s/veh		56.8			36.2			37.1			51.0	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	31.0	21.5	37.8	14.0	34.7	8.8	50.5
Change Period (Y+Rc), s	5.2	* 5.2	5.2	5.0	5.0	5.2	5.0	* 5.2
Max Green Setting (Gmax), s	5.0	* 26	22.8	34.0	9.0	21.8	7.0	* 50
Max Q Clear Time (g_c+I1), s	2.0	27.8	15.0	32.2	11.0	13.9	4.9	16.5
Green Ext Time (p_c), s	0.0	0.0	1.3	0.6	0.0	1.2	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	48.3
HCM 7th LOS	D

Notes

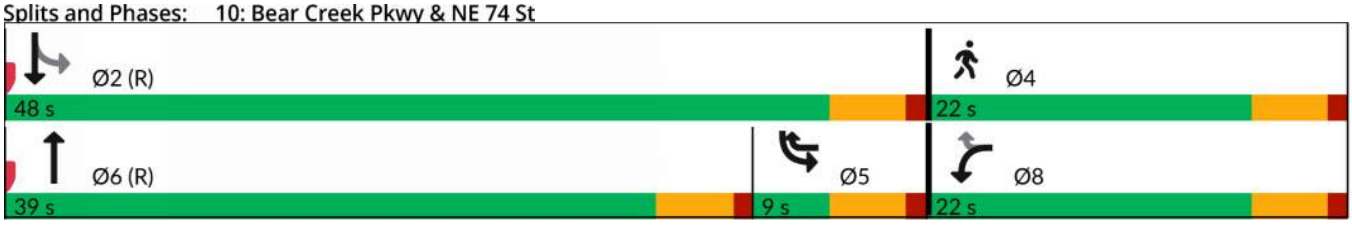
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
10: Bear Creek Pkwy & NE 74 St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	26	268	652	12	171	1035	
Future Volume (vph)	26	268	652	12	171	1035	
Satd. Flow (prot)	1805	1615	1857	0	1787	1881	
Flt Permitted	0.950				0.283		
Satd. Flow (perm)	1641	1615	1857	0	528	1881	
Satd. Flow (RTOR)		162	2				
Confl. Peds. (#/hr)	44			20	20		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	0%	2%	2%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	27	273	677	0	174	1056	
Turn Type	Prot	pm+ov	NA		pm+pt	NA	
Protected Phases	8	5	6		5	2	4
Permitted Phases		8			2		
Detector Phase	8	5	6		5	2	
Switch Phase							
Minimum Initial (s)	7.0	4.0	8.0		4.0	5.0	8.0
Minimum Split (s)	12.0	9.0	23.0		9.0	10.0	22.0
Total Split (s)	22.0	9.0	39.0		9.0	48.0	22.0
Total Split (%)	31.4%	12.9%	55.7%		12.9%	68.6%	31%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0	
Lead/Lag		Lag	Lead		Lag		
Lead-Lag Optimize?		Yes	Yes		Yes		
Recall Mode	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	13.0	18.7	41.3		51.8	53.8	
Actuated g/C Ratio	0.19	0.27	0.59		0.74	0.77	
v/c Ratio	0.08	0.50	0.62		0.36	0.73	
Control Delay (s/veh)	21.5	10.6	15.4		9.9	14.1	
Queue Delay	0.0	0.0	0.0		0.0	1.0	
Total Delay (s/veh)	21.5	10.6	15.4		9.9	15.1	
LOS	C	B	B		A	B	
Approach Delay (s/veh)	11.6		15.4			14.3	
Approach LOS	B		B			B	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 14.3	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 10: Bear Creek Pkwy & NE 74 St



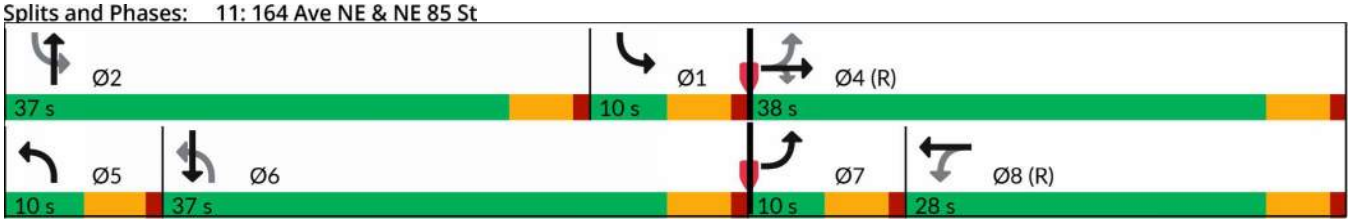
Lanes, Volumes, Timings
11: 164 Ave NE & NE 85 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	395	76	9	226	187	32	558	21	184	408	39
Future Volume (vph)	76	395	76	9	226	187	32	558	21	184	408	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		150	200		0	250		0	240		0
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			30	
Link Distance (ft)		469			304			659			473	
Travel Time (s)		10.7			6.9			16.0			10.8	
Confl. Peds. (#/hr)	12					12	22					22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			6			2		
Detector Phase	7	4	4	8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	20.0	20.0	20.0	20.0		10.0	22.0		10.0	27.0	
Total Split (s)	10.0	38.0	38.0	28.0	28.0		10.0	37.0		10.0	37.0	
Total Split (%)	11.8%	44.7%	44.7%	32.9%	32.9%		11.8%	43.5%		11.8%	43.5%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	C-Max	C-Max		None	None		None	None	

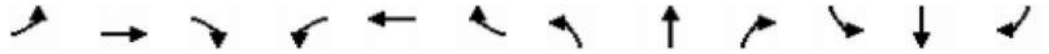
Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: 164 Ave NE & NE 85 St



HCM 7th Signalized Intersection Summary
11: 164 Ave NE & NE 85 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	395	76	9	226	187	32	558	21	184	408	39
Future Volume (veh/h)	76	395	76	9	226	187	32	558	21	184	408	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	80	416	80	9	238	197	34	587	22	194	429	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	252	795	664	317	295	244	290	624	23	215	629	60
Arrive On Green	0.05	0.42	0.42	0.31	0.31	0.31	0.03	0.35	0.35	0.06	0.37	0.37
Sat Flow, veh/h	1810	1900	1587	909	952	788	1795	1803	68	1795	1689	161
Grp Volume(v), veh/h	80	416	80	9	0	435	34	0	609	194	0	470
Grp Sat Flow(s),veh/h/ln	1810	1900	1587	909	0	1740	1795	0	1870	1795	0	1850
Q Serve(g_s), s	2.4	13.9	2.6	0.6	0.0	19.6	1.0	0.0	26.8	3.9	0.0	18.2
Cycle Q Clear(g_c), s	2.4	13.9	2.6	5.2	0.0	19.6	1.0	0.0	26.8	3.9	0.0	18.2
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.04	1.00		0.09
Lane Grp Cap(c), veh/h	252	795	664	317	0	539	290	0	648	215	0	690
V/C Ratio(X)	0.32	0.52	0.12	0.03	0.00	0.81	0.12	0.00	0.94	0.90	0.00	0.68
Avail Cap(c_a), veh/h	268	795	664	317	0	539	338	0	704	215	0	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.78	0.00	0.78	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	18.4	15.1	23.8	0.0	27.0	17.3	0.0	26.9	38.2	0.0	22.4
Incr Delay (d2), s/veh	0.3	2.5	0.4	0.2	0.0	12.3	0.1	0.0	16.0	34.8	0.0	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.3	1.0	0.1	0.0	9.6	0.4	0.0	14.3	5.8	0.0	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.2	20.9	15.5	24.0	0.0	39.3	17.4	0.0	43.0	73.0	0.0	24.6
LnGrp LOS	C	C	B	C		D	B		D	E		C
Approach Vol, veh/h		576			444			643			664	
Approach Delay, s/veh		20.0			39.0			41.6			38.8	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	34.4		40.6	7.8	36.7	9.2	31.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	32.0		33.0	5.0	32.0	5.0	23.0				
Max Q Clear Time (g_c+I1), s	5.9	28.8		15.9	3.0	20.2	4.4	21.6				
Green Ext Time (p_c), s	0.0	0.6		1.1	0.0	0.9	0.0	0.2				

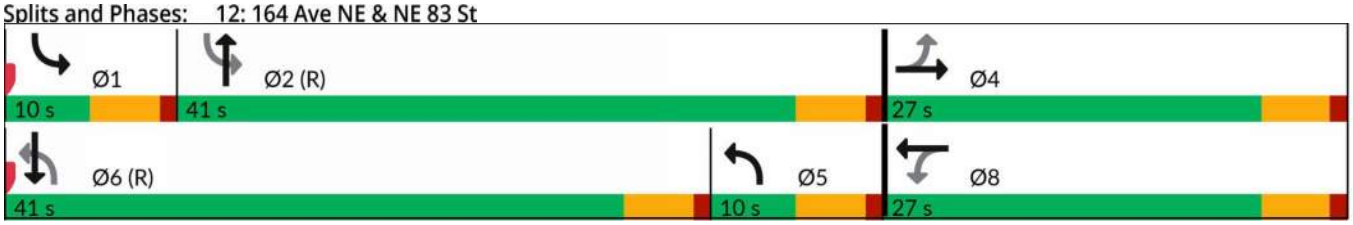
Intersection Summary	
HCM 7th Control Delay, s/veh	35.0
HCM 7th LOS	C

Lanes, Volumes, Timings
12: 164 Ave NE & NE 83 St 03/21/2025

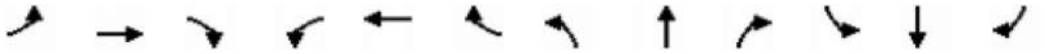
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	228	73	26	127	41	68	537	51	73	400	19
Future Volume (vph)	44	228	73	26	127	41	68	537	51	73	400	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			28			28	
Link Distance (ft)		968			599			662			659	
Travel Time (s)		22.0			13.6			16.1			16.0	
Confl. Peds. (#/hr)	34		47	47		34	24		31	31		24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	1%	1%	1%	3%	3%	3%	1%	1%	1%
Mid-Block Traffic (%)		40%			20%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6 5	2		2 1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	19.0		10.0	19.0	
Total Split (s)	27.0	27.0		27.0	27.0		10.0	41.0		10.0	41.0	
Total Split (%)	34.6%	34.6%		34.6%	34.6%		12.8%	52.6%		12.8%	52.6%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary
Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 18 (23%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 12: 164 Ave NE & NE 83 St



HCM 7th Signalized Intersection Summary
12: 164 Ave NE & NE 83 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	228	73	26	127	41	68	537	51	73	400	19
Future Volume (veh/h)	44	228	73	26	127	41	68	537	51	73	400	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.94		0.90	0.98		0.90	1.00		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1885	1885	1885	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	45	235	75	27	131	42	70	554	53	75	412	20
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	1	1	1	3	3	3	1	1	1
Cap, veh/h	257	299	95	148	308	99	577	871	83	609	821	40
Arrive On Green	0.08	0.08	0.08	0.23	0.23	0.23	0.23	1.00	1.00	0.05	0.46	0.46
Sat Flow, veh/h	1114	1287	411	1056	1327	425	1767	1662	159	1795	1780	86
Grp Volume(v), veh/h	45	0	310	27	0	173	70	0	607	75	0	432
Grp Sat Flow(s),veh/h/ln	1114	0	1697	1056	0	1752	1767	0	1821	1795	0	1866
Q Serve(g_s), s	3.0	0.0	14.0	1.9	0.0	6.6	0.0	0.0	0.0	1.4	0.0	12.7
Cycle Q Clear(g_c), s	9.6	0.0	14.0	15.9	0.0	6.6	0.0	0.0	0.0	1.4	0.0	12.7
Prop In Lane	1.00		0.24	1.00		0.24	1.00		0.09	1.00		0.05
Lane Grp Cap(c), veh/h	257	0	394	148	0	407	577	0	954	609	0	861
V/C Ratio(X)	0.17	0.00	0.79	0.18	0.00	0.43	0.12	0.00	0.64	0.12	0.00	0.50
Avail Cap(c_a), veh/h	313	0	479	201	0	494	577	0	954	632	0	861
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.00	0.91	0.99	0.00	0.99	0.82	0.00	0.82	0.72	0.00	0.72
Uniform Delay (d), s/veh	35.2	0.0	34.1	35.9	0.0	25.5	12.5	0.0	0.0	7.3	0.0	14.7
Incr Delay (d2), s/veh	0.1	0.0	5.1	0.2	0.0	0.3	0.0	0.0	2.7	0.0	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	6.8	0.5	0.0	2.7	0.7	0.0	0.7	0.5	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	0.0	39.2	36.1	0.0	25.8	12.5	0.0	2.7	7.4	0.0	16.2
LnGrp LOS	D		D	D		C	B		A	A		B
Approach Vol, veh/h		355			200			677			507	
Approach Delay, s/veh		38.7			27.2			3.7			14.9	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	45.9		23.1	13.9	41.0		23.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	36.0		22.0	5.0	36.0		22.0				
Max Q Clear Time (g_c+I1), s	3.4	2.0		16.0	2.0	14.7		17.9				
Green Ext Time (p_c), s	0.0	1.8		0.5	0.0	1.0		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.8									
HCM 7th LOS			B									

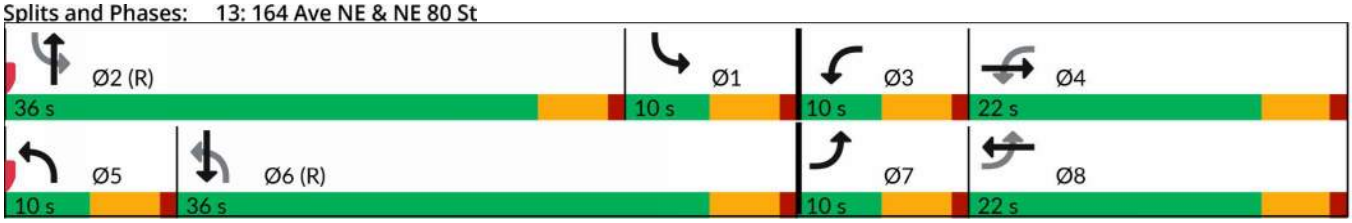
Lanes, Volumes, Timings
13: 164 Ave NE & NE 80 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	174	22	37	209	61	25	389	66	118	391	73
Future Volume (vph)	81	174	22	37	209	61	25	389	66	118	391	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			28			28	
Link Distance (ft)		178			313			347			662	
Travel Time (s)		4.9			8.5			8.4			16.1	
Confl. Peds. (#/hr)	27		24	24		27	37		22	22		37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	3%	3%	3%
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	8			4			6			2		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	10.0	17.0		10.0	18.0		10.0	18.0		10.0	19.0	
Total Split (s)	10.0	22.0		10.0	22.0		10.0	36.0		10.0	36.0	
Total Split (%)	12.8%	28.2%		12.8%	28.2%		12.8%	46.2%		12.8%	46.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes			Yes			Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

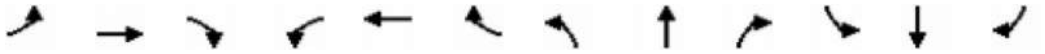
Intersection Summary

Area Type: Other
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 18 (23%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 13: 164 Ave NE & NE 80 St



HCM 7th Signalized Intersection Summary
13: 164 Ave NE & NE 80 St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	174	22	37	209	61	25	389	66	118	391	73
Future Volume (veh/h)	81	174	22	37	209	61	25	389	66	118	391	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.93	0.97		0.93	0.98		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	87	187	24	40	225	66	27	418	71	127	420	78
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	3	3	3
Cap, veh/h	221	333	43	293	258	76	528	609	104	452	714	133
Arrive On Green	0.11	0.41	0.41	0.04	0.19	0.19	0.04	0.53	0.53	0.21	0.95	0.95
Sat Flow, veh/h	1795	1622	208	1795	1373	403	1767	1533	260	1767	1511	281
Grp Volume(v), veh/h	87	0	211	40	0	291	27	0	489	127	0	498
Grp Sat Flow(s),veh/h/ln	1795	0	1830	1795	0	1776	1767	0	1794	1767	0	1792
Q Serve(g_s), s	3.0	0.0	6.9	1.3	0.0	12.4	0.6	0.0	15.7	0.0	0.0	2.7
Cycle Q Clear(g_c), s	3.0	0.0	6.9	1.3	0.0	12.4	0.6	0.0	15.7	0.0	0.0	2.7
Prop In Lane	1.00		0.11	1.00		0.23	1.00		0.15	1.00		0.16
Lane Grp Cap(c), veh/h	221	0	376	293	0	334	528	0	713	452	0	847
V/C Ratio(X)	0.39	0.00	0.56	0.14	0.00	0.87	0.05	0.00	0.69	0.28	0.00	0.59
Avail Cap(c_a), veh/h	239	0	399	342	0	387	591	0	713	452	0	847
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.00	0.88	0.92	0.00	0.92
Uniform Delay (d), s/veh	23.2	0.0	20.3	23.2	0.0	30.8	9.8	0.0	14.8	19.3	0.0	1.2
Incr Delay (d2), s/veh	0.8	0.0	1.3	0.2	0.0	16.6	0.0	0.0	4.7	0.2	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.6	0.6	0.0	6.7	0.2	0.0	5.9	1.6	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	0.0	21.6	23.4	0.0	47.3	9.8	0.0	19.5	19.5	0.0	3.9
LnGrp LOS	C		C	C		D	A		B	B		A
Approach Vol, veh/h		298			331			516			625	
Approach Delay, s/veh		22.3			44.4			19.0			7.1	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	36.0	7.9	21.0	7.2	41.9	9.2	19.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	31.0	5.0	17.0	5.0	31.0	5.0	17.0
Max Q Clear Time (g_c+I1), s	2.0	17.7	3.3	8.9	2.6	4.7	5.0	14.4
Green Ext Time (p_c), s	0.1	1.4	0.0	0.4	0.0	1.7	0.0	0.3

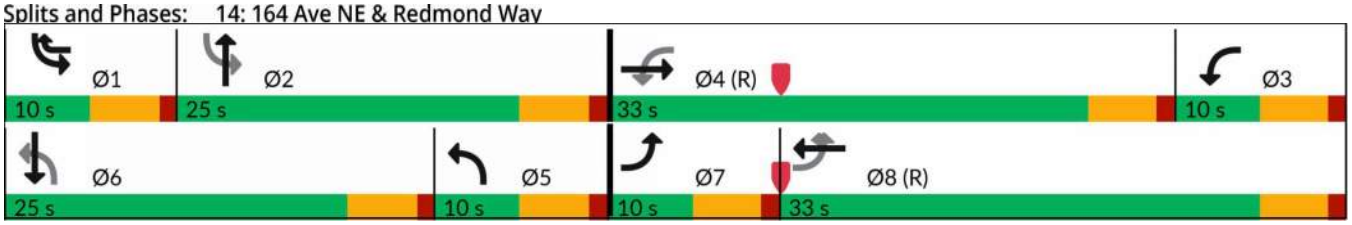
Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C

Lanes, Volumes, Timings
14: 164 Ave NE & Redmond Way 03/21/2025

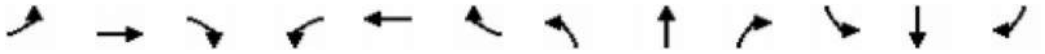
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	623	21	27	683	265	54	180	41	225	160	22
Future Volume (vph)	36	623	21	27	683	265	54	180	41	225	160	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	70		0	150		150
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		314			714			325			347	
Travel Time (s)		7.1			16.2			7.4			7.9	
Confl. Peds. (#/hr)	56		39	39		56	61		51	51		61
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	5%	5%	5%
Parking (#/hr)				0								
Shared Lane Traffic (%)												
Turn Type	D.P+P	NA		D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	8			4		8	6			2		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	22.0		10.0	24.0	10.0	10.0	25.0		10.0	24.0	
Total Split (s)	10.0	33.0		10.0	33.0	10.0	10.0	25.0		10.0	25.0	
Total Split (%)	12.8%	42.3%		12.8%	42.3%	12.8%	12.8%	32.1%		12.8%	32.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	None	None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 11 (14%), Referenced to phase 4:EBWB and 8:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 14: 164 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
14: 164 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	623	21	27	683	265	54	180	41	225	160	22
Future Volume (veh/h)	36	623	21	27	683	265	54	180	41	225	160	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.93	0.95		0.87	0.93		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1683	1683	1683	1670	1670	1670	1697	1697	1697	1643	1643	1643
Adj Flow Rate, veh/h	37	642	22	28	704	273	56	186	42	232	165	23
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	5	5	5
Cap, veh/h	149	579	20	239	695	640	319	296	67	304	305	43
Arrive On Green	0.07	0.72	0.72	0.12	0.55	0.55	0.15	0.46	0.46	0.02	0.07	0.07
Sat Flow, veh/h	1603	1613	55	1590	1670	1320	1616	1298	293	1565	1393	194
Grp Volume(v), veh/h	37	0	664	28	704	273	56	0	228	232	0	188
Grp Sat Flow(s),veh/h/ln	1603	0	1668	1590	1670	1320	1616	0	1591	1565	0	1587
Q Serve(g_s), s	1.0	0.0	28.0	0.0	32.5	8.8	0.0	0.0	8.5	5.0	0.0	8.9
Cycle Q Clear(g_c), s	1.0	0.0	28.0	0.0	32.5	8.8	0.0	0.0	8.5	5.0	0.0	8.9
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	149	0	599	239	695	640	319	0	363	304	0	348
V/C Ratio(X)	0.25	0.00	1.11	0.12	1.01	0.43	0.18	0.00	0.63	0.76	0.00	0.54
Avail Cap(c_a), veh/h	195	0	599	239	695	640	319	0	408	304	0	407
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.77	0.00	0.77	0.82	0.82	0.82	0.70	0.00	0.70	0.85	0.00	0.85
Uniform Delay (d), s/veh	18.1	0.0	11.0	31.0	17.4	9.8	25.6	0.0	18.7	28.9	0.0	32.4
Incr Delay (d2), s/veh	0.7	0.0	66.5	0.2	34.2	1.7	0.2	0.0	1.8	9.4	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	14.5	0.5	15.7	2.4	0.8	0.0	2.7	2.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.7	0.0	77.5	31.2	51.6	11.5	25.7	0.0	20.5	38.2	0.0	33.5
LnGrp LOS	B		F	C	F	B	C		C	D		C
Approach Vol, veh/h		701			1005			284			420	
Approach Delay, s/veh		74.4			40.2			21.5			36.1	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.8	12.2	33.0	10.7	22.1	7.8	37.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	20.0	5.0	28.0	5.0	20.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	7.0	10.5	2.0	30.0	2.0	10.9	3.0	34.5
Green Ext Time (p_c), s	0.0	1.0	0.0	0.0	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.2
HCM 7th LOS	D

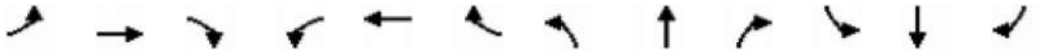
Lanes, Volumes, Timings
15: 164 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	290	54	15	106	27	44	217	22	29	164	33
Future Volume (vph)	30	290	54	15	106	27	44	217	22	29	164	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		429			743			151			325	
Travel Time (s)		11.7			20.3			3.4			7.4	
Confl. Peds. (#/hr)	18		30	30		18	43		25	25		43
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Parking (#/hr)	0	0	0									
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		D.P+P	NA		D.P+P	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		8.0	8.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	20.0		10.0	19.0	
Total Split (s)	42.0	42.0		42.0	42.0		10.0	26.0		10.0	26.0	
Total Split (%)	53.8%	53.8%		53.8%	53.8%		12.8%	33.3%		12.8%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	

Intersection Summary
Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 77 (99%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 15: 164 Ave NE & Cleveland St

HCM 7th Signalized Intersection Summary
15: 164 Ave NE & Cleveland St 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	290	54	15	106	27	44	217	22	29	164	33
Future Volume (veh/h)	30	290	54	15	106	27	44	217	22	29	164	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.97	1.00		0.97	0.94		0.88	0.95		0.88
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1697	1697	1697	1683	1683	1683	1697	1697	1697	1683	1683	1683
Adj Flow Rate, veh/h	32	312	58	16	114	29	47	233	24	31	176	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	88	693	123	108	686	166	219	278	29	177	235	47
Arrive On Green	0.59	0.59	0.59	1.00	1.00	1.00	0.04	0.19	0.19	0.06	0.35	0.35
Sat Flow, veh/h	65	1175	209	97	1163	281	1616	1492	154	1603	1328	264
Grp Volume(v), veh/h	402	0	0	159	0	0	47	0	257	31	0	211
Grp Sat Flow(s),veh/h/ln	1448	0	0	1541	0	0	1616	0	1645	1603	0	1593
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	11.7	0.0	0.0	9.1
Cycle Q Clear(g_c), s	11.9	0.0	0.0	0.0	0.0	0.0	1.8	0.0	11.7	0.0	0.0	9.1
Prop In Lane	0.08		0.14	0.10		0.18	1.00		0.09	1.00		0.17
Lane Grp Cap(c), veh/h	904	0	0	960	0	0	219	0	307	177	0	282
V/C Ratio(X)	0.44	0.00	0.00	0.17	0.00	0.00	0.22	0.00	0.84	0.18	0.00	0.75
Avail Cap(c_a), veh/h	904	0	0	960	0	0	256	0	443	229	0	429
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.97	0.00	0.00	0.99	0.00	0.00	1.00	0.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	9.0	0.0	0.0	0.0	0.0	0.0	25.1	0.0	30.6	33.9	0.0	23.7
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.4	0.0	0.0	0.5	0.0	9.2	0.4	0.0	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	0.1	0.0	0.0	0.7	0.0	5.3	0.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	0.0	0.0	0.4	0.0	0.0	25.6	0.0	39.8	34.3	0.0	27.3
LnGrp LOS	B			A			C		D	C		C
Approach Vol, veh/h		402			159			304			242	
Approach Delay, s/veh		10.5			0.4			37.6			28.2	
Approach LOS		B			A			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	19.5		51.0	8.2	18.8		51.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	21.0		37.0	5.0	21.0		37.0				
Max Q Clear Time (g_c+I1), s	2.0	13.7		13.9	3.8	11.1		2.0				
Green Ext Time (p_c), s	0.0	0.6		1.8	0.0	0.5		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	20.4	
HCM 7th LOS	C	

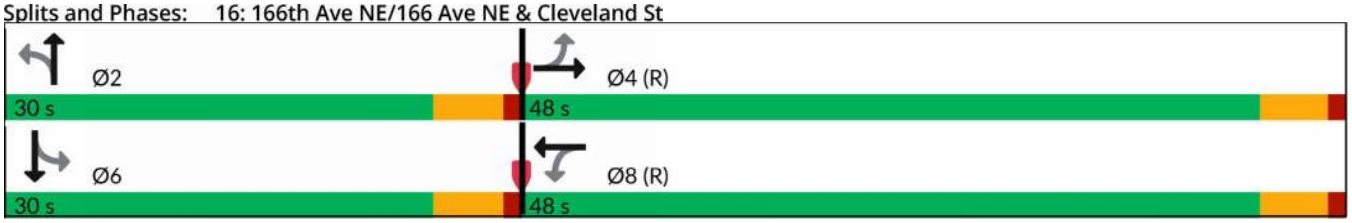
Lanes, Volumes, Timings
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	271	29	39	123	28	17	199	110	7	95	12
Future Volume (vph)	51	271	29	39	123	28	17	199	110	7	95	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	100		125	160		0
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			25			30	
Link Distance (ft)		743			556			226			372	
Travel Time (s)		20.3			15.2			6.2			8.5	
Confl. Peds. (#/hr)	31		1	1		31	4		79	79		4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Free	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		Free	6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	48.0	48.0		48.0	48.0		30.0	30.0		30.0	30.0	
Total Split (%)	61.5%	61.5%		61.5%	61.5%		38.5%	38.5%		38.5%	38.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		Ped	Ped		Ped	Ped	

Intersection Summary

Area Type: CBD
Cycle Length: 78
Actuated Cycle Length: 78
Offset: 4 (5%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 16: 166th Ave NE/166 Ave NE & Cleveland St



HCM 7th Signalized Intersection Summary
16: 166th Ave NE/166 Ave NE & Cleveland St 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	271	29	39	123	28	17	199	110	7	95	12
Future Volume (veh/h)	51	271	29	39	123	28	17	199	110	7	95	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.98	0.86		1.00	0.90		0.81
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1710	1710	1710	1697	1697	1697	1697	1697	1697	1697	1697	1697
Adj Flow Rate, veh/h	54	285	31	41	129	29	18	209	0	7	100	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	170	847	88	221	660	141	252	353		185	297	39
Arrive On Green	1.00	1.00	1.00	0.66	0.66	0.66	0.21	0.21	0.00	0.42	0.42	0.42
Sat Flow, veh/h	177	1276	133	250	994	212	994	1697	1438	953	1427	185
Grp Volume(v), veh/h	370	0	0	199	0	0	18	209	0	7	0	113
Grp Sat Flow(s),veh/h/ln	1586	0	0	1456	0	0	994	1697	1438	953	0	1612
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.2	8.7	0.0	0.5	0.0	3.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.6	0.0	0.0	4.9	8.7	0.0	9.1	0.0	3.7
Prop In Lane	0.15		0.08	0.21		0.15	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	1105	0	0	1022	0	0	252	353		185	0	335
V/C Ratio(X)	0.33	0.00	0.00	0.19	0.00	0.00	0.07	0.59		0.04	0.00	0.34
Avail Cap(c_a), veh/h	1105	0	0	1022	0	0	364	544		292	0	517
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.89	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.98	0.00	0.98
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.0	0.0	0.0	28.0	27.9	0.0	24.2	0.0	19.1
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.4	5.6	0.0	0.3	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.2	0.0	0.0	0.3	4.0	0.0	0.1	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.7	0.0	0.0	5.4	0.0	0.0	28.4	33.5	0.0	24.5	0.0	21.2
LnGrp LOS	A			A			C	C		C		C
Approach Vol, veh/h		370			199			227			120	
Approach Delay, s/veh		0.7			5.4			33.1			21.4	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.2	56.8	21.2	56.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	43.0	25.0	43.0
Max Q Clear Time (g_c+I1), s	10.7	2.0	11.1	5.6
Green Ext Time (p_c), s	1.9	5.4	0.8	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

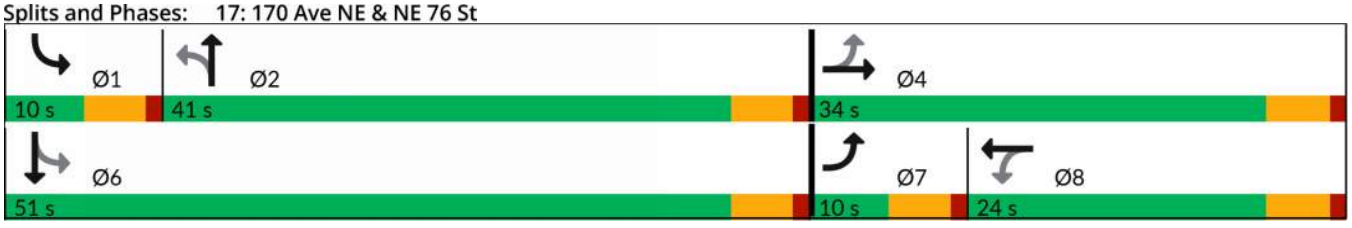
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
17: 170 Ave NE & NE 76 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	2	16	9	5	56	5	1015	2	18	556	116
Future Volume (vph)	169	2	16	9	5	56	5	1015	2	18	556	116
Satd. Flow (prot)	0	1772	0	0	1658	0	1787	3573	0	1787	3432	0
Flt Permitted		0.695			0.957		0.385			0.156		
Satd. Flow (perm)	0	1281	0	0	1591	0	707	3573	0	293	3432	0
Satd. Flow (RTOR)		6			58						45	
Confl. Peds. (#/hr)	5		25	25		5	21		31	31		21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	72	0	5	1059	0	19	700	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		8.0	8.0		5.0	8.0	
Minimum Split (s)	10.0	24.0		24.0	24.0		18.0	18.0		10.0	19.0	
Total Split (s)	10.0	34.0		24.0	24.0		41.0	41.0		10.0	51.0	
Total Split (%)	11.8%	40.0%		28.2%	28.2%		48.2%	48.2%		11.8%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead			Lag	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	Min	
Act Effct Green (s)		15.8			15.8		28.5	28.5		29.9	29.9	
Actuated g/C Ratio		0.28			0.28		0.51	0.51		0.53	0.53	
v/c Ratio		0.54			0.15		0.01	0.59		0.06	0.38	
Control Delay (s/veh)		23.6			8.1		10.8	13.0		8.1	8.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		23.6			8.1		10.8	13.0		8.1	8.4	
LOS		C			A		B	B		A	A	
Approach Delay (s/veh)		23.6			8.1			13.0			8.4	
Approach LOS		C			A			B			A	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 56.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 12.2	Intersection LOS: B
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 17: 170 Ave NE & NE 76 St

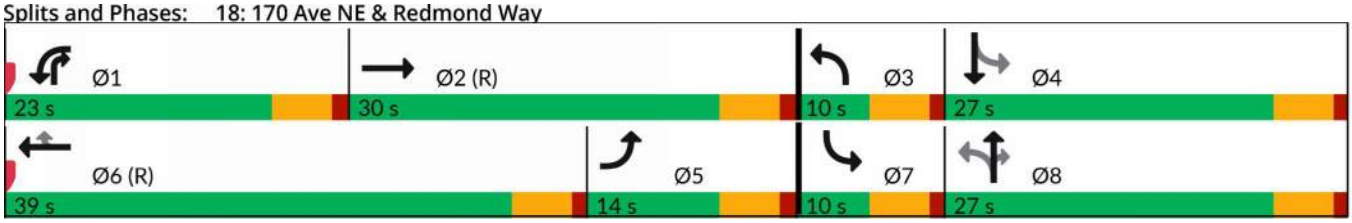


Lanes, Volumes, Timings
18: 170 Ave NE & Redmond Way 03/21/2025

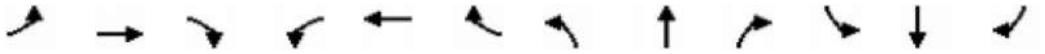
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	911	91	419	783	268	32	413	800	160	185	17
Future Volume (vph)	67	911	91	419	783	268	32	413	800	160	185	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	250		0	125		0	100		0
Storage Lanes	1		0	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		585			661			498			439	
Travel Time (s)		13.3			15.0			11.3			10.0	
Confl. Peds. (#/hr)	20		6	6		20	15		27	27		15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases						6	8		8	4		
Detector Phase	5	2		1	6	6	3 8	8	1	7 4	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0	6.0	5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0	11.0	10.0	27.0	
Total Split (s)	14.0	30.0		23.0	39.0	39.0	10.0	27.0	23.0	10.0	27.0	
Total Split (%)	15.6%	33.3%		25.6%	43.3%	43.3%	11.1%	30.0%	25.6%	11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	

Intersection Summary
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 55 (61%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 18: 170 Ave NE & Redmond Way



HCM 7th Signalized Intersection Summary
18: 170 Ave NE & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	911	91	419	783	268	32	413	800	160	185	17
Future Volume (veh/h)	67	911	91	419	783	268	32	413	800	160	185	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	71	959	96	441	824	282	34	435	842	168	195	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	180	1061	106	538	1353	588	321	461	624	187	455	42
Arrive On Green	0.20	0.65	0.65	0.05	0.12	0.12	0.03	0.24	0.24	0.02	0.09	0.09
Sat Flow, veh/h	1795	3281	328	3483	3582	1555	1795	1885	1545	1795	1695	156
Grp Volume(v), veh/h	71	523	532	441	824	282	34	435	842	168	0	213
Grp Sat Flow(s),veh/h/ln	1795	1791	1819	1742	1791	1555	1795	1885	1545	1795	0	1851
Q Serve(g_s), s	3.1	22.4	22.4	11.3	19.6	11.1	1.3	20.4	22.0	5.0	0.0	9.8
Cycle Q Clear(g_c), s	3.1	22.4	22.4	11.3	19.6	11.1	1.3	20.4	22.0	5.0	0.0	9.8
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	180	579	588	538	1353	588	321	461	624	187	0	496
V/C Ratio(X)	0.40	0.90	0.90	0.82	0.61	0.48	0.11	0.94	1.35	0.90	0.00	0.43
Avail Cap(c_a), veh/h	180	579	588	697	1353	588	363	461	624	187	0	496
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.97	0.97	0.97	0.40	0.40	0.40	0.78	0.78	0.78	0.43	0.00	0.43
Uniform Delay (d), s/veh	33.6	14.7	14.7	41.5	33.1	16.7	24.4	33.4	27.2	31.2	0.0	34.5
Incr Delay (d2), s/veh	0.5	19.5	19.3	1.9	0.8	1.1	0.0	23.7	165.2	20.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.7	7.7	5.4	9.5	4.7	0.5	12.1	41.3	2.2	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.1	34.2	34.0	43.4	33.9	17.8	24.4	57.1	192.4	51.3	0.0	34.6
LnGrp LOS	C	C	C	D	C	B	C	E	F	D		C
Approach Vol, veh/h		1126			1547			1311			381	
Approach Delay, s/veh		34.1			33.7			143.1			42.0	
Approach LOS		C			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	34.1	7.9	29.1	14.0	39.0	10.0	27.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	25.0	5.0	22.0	9.0	34.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	13.3	24.4	3.3	11.8	5.1	21.6	7.0	24.0
Green Ext Time (p_c), s	0.6	0.3	0.0	0.3	0.0	4.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	67.4
HCM 7th LOS	E

Lanes, Volumes, Timings
19: Bear Creek Crossing & Redmond Way 03/21/2025

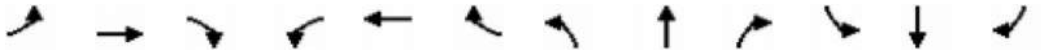
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1665	10	19	1225	168	44	18	55	139	20	62
Future Volume (vph)	106	1665	10	19	1225	168	44	18	55	139	20	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	175		150	0		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		661			588			140			177	
Travel Time (s)		15.0			13.4			3.8			4.8	
Confl. Peds. (#/hr)	20		2	2		20	2		20	20		2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	D.P+P	NA		D.P+P	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6	4			8		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		6.0	8.0	8.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	24.0		11.0	23.0	23.0	10.0	27.0		10.0	27.0	
Total Split (s)	12.0	42.0		11.0	41.0	41.0	10.0	27.0		10.0	27.0	
Total Split (%)	13.3%	46.7%		12.2%	45.6%	45.6%	11.1%	30.0%		11.1%	30.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes	Yes	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 17 (19%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 19: Bear Creek Crossing & Redmond Way

HCM 7th Signalized Intersection Summary
19: Bear Creek Crossing & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1665	10	19	1225	168	44	18	55	139	20	62
Future Volume (veh/h)	106	1665	10	19	1225	168	44	18	55	139	20	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.98		0.97	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	109	1716	10	20	1263	173	45	19	57	143	21	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	139	1501	9	152	1499	653	413	93	278	423	98	297
Arrive On Green	0.03	0.14	0.14	0.03	0.14	0.14	0.04	0.23	0.23	0.06	0.24	0.24
Sat Flow, veh/h	1795	3650	21	1795	3582	1559	1810	410	1229	1781	399	1216
Grp Volume(v), veh/h	109	841	885	20	1263	173	45	0	76	143	0	85
Grp Sat Flow(s),veh/h/ln	1795	1791	1881	1795	1791	1559	1810	0	1639	1781	0	1615
Q Serve(g_s), s	5.4	37.0	37.0	1.0	31.0	8.9	1.6	0.0	3.4	5.0	0.0	3.8
Cycle Q Clear(g_c), s	5.4	37.0	37.0	1.0	31.0	8.9	1.6	0.0	3.4	5.0	0.0	3.8
Prop In Lane	1.00		0.01	1.00		1.00	1.00		0.75	1.00		0.75
Lane Grp Cap(c), veh/h	139	736	773	152	1499	653	413	0	371	423	0	395
V/C Ratio(X)	0.79	1.14	1.14	0.13	0.84	0.26	0.11	0.00	0.20	0.34	0.00	0.22
Avail Cap(c_a), veh/h	140	736	773	152	1499	653	445	0	401	423	0	395
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	38.9	38.9	40.5	35.9	26.4	23.9	0.0	28.2	25.6	0.0	27.1
Incr Delay (d2), s/veh	2.6	65.9	66.5	0.2	3.9	0.6	0.1	0.0	0.2	0.3	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	31.1	32.8	0.4	15.6	3.8	0.7	0.0	1.4	2.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	104.8	105.4	40.7	39.8	27.0	24.0	0.0	28.4	26.0	0.0	28.4
LnGrp LOS	D	F	F	D	D	C	C		C	C		C
Approach Vol, veh/h		1835			1456			121			228	
Approach Delay, s/veh		101.6			38.3			26.8			26.9	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	42.0	8.4	27.0	11.9	42.7	10.0	25.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	37.0	5.0	22.0	7.0	36.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	3.0	39.0	3.6	5.8	7.4	33.0	7.0	5.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	2.1	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	69.1
HCM 7th LOS	E

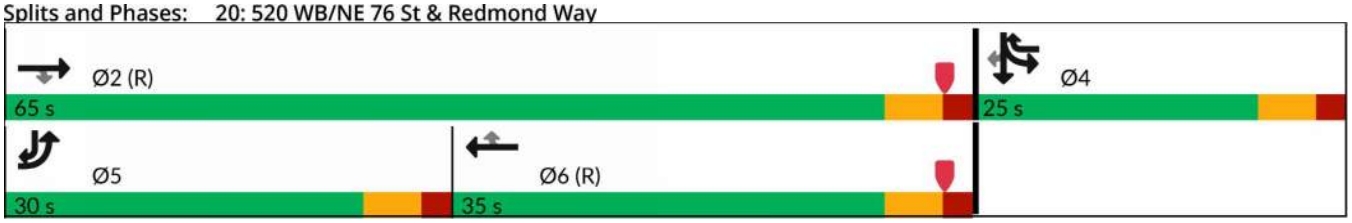
Lanes, Volumes, Timings
20: 520 WB/NE 76 St & Redmond Way 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	1133	274	0	962	396	0	0	0	73	394	450
Future Volume (vph)	460	1133	274	0	962	396	0	0	0	73	394	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		110	0		0	0		0	400		350
Storage Lanes	2		1	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		588			476			347			459	
Travel Time (s)		8.9			7.2			9.5			12.5	
Confl. Peds. (#/hr)	16					16						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm		NA	pm+ov				Split	NA	pm+ov
Protected Phases	5	2			6	4				4	4	5
Permitted Phases			2			6						4
Detector Phase	5	2	2		6	4				4	4	5
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0		7.0	5.0				5.0	5.0	5.0
Minimum Split (s)	10.9	12.9	12.9		37.9	10.9				10.9	10.9	10.9
Total Split (s)	30.0	65.0	65.0		35.0	25.0				25.0	25.0	30.0
Total Split (%)	33.3%	72.2%	72.2%		38.9%	27.8%				27.8%	27.8%	33.3%
Yellow Time (s)	3.9	3.9	3.9		3.9	3.9				3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0				0.0	0.0	0.0
Total Lost Time (s)	5.9	5.9	5.9		5.9	5.9				5.9	5.9	5.9
Lead/Lag	Lead				Lag							Lead
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min		C-Min	None				None	None	None

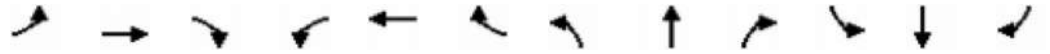
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 62 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Red
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 20: 520 WB/NE 76 St & Redmond Way



HCM 7th Signalized Intersection Summary
20: 520 WB/NE 76 St & Redmond Way 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	460	1133	274	0	962	396	0	0	0	73	394	450
Future Volume (veh/h)	460	1133	274	0	962	396	0	0	0	73	394	450
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	0	1885	1885				1870	1870	1870
Adj Flow Rate, veh/h	474	1168	282	0	992	408				75	406	464
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	0	1	1				2	2	2
Cap, veh/h	599	2352	1041	0	1502	996				378	397	609
Arrive On Green	0.12	0.44	0.44	0.00	0.84	0.84				0.21	0.21	0.21
Sat Flow, veh/h	3483	3582	1586	0	3676	1567				1781	1870	1585
Grp Volume(v), veh/h	474	1168	282	0	992	408				75	406	464
Grp Sat Flow(s),veh/h/ln	1742	1791	1586	0	1791	1567				1781	1870	1585
Q Serve(g_s), s	11.9	21.0	10.2	0.0	9.0	5.0				3.1	19.1	19.1
Cycle Q Clear(g_c), s	11.9	21.0	10.2	0.0	9.0	5.0				3.1	19.1	19.1
Prop In Lane	1.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	599	2352	1041	0	1502	996				378	397	609
V/C Ratio(X)	0.79	0.50	0.27	0.00	0.66	0.41				0.20	1.02	0.76
Avail Cap(c_a), veh/h	933	2352	1041	0	1502	996				378	397	609
HCM Platoon Ratio	0.67	0.67	0.67	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.22	0.22	0.22	0.00	0.75	0.75				1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	14.5	11.5	0.0	5.0	2.0				29.2	35.5	24.1
Incr Delay (d2), s/veh	0.6	0.2	0.1	0.0	1.7	0.9				0.3	51.1	5.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	8.8	3.3	0.0	2.0	1.6				1.4	14.2	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	14.7	11.6	0.0	6.7	2.9				29.4	86.6	29.8
LnGrp LOS	D	B	B		A	A				C	F	C
Approach Vol, veh/h		1924			1400						945	
Approach Delay, s/veh		20.2			5.6						54.1	
Approach LOS		C			A						D	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		65.0		25.0	21.4	43.6						
Change Period (Y+Rc), s		5.9		5.9	5.9	5.9						
Max Green Setting (Gmax), s		59.1		19.1	24.1	29.1						
Max Q Clear Time (g_c+I1), s		23.0		21.1	13.9	11.0						
Green Ext Time (p_c), s		13.5		0.0	1.5	9.3						

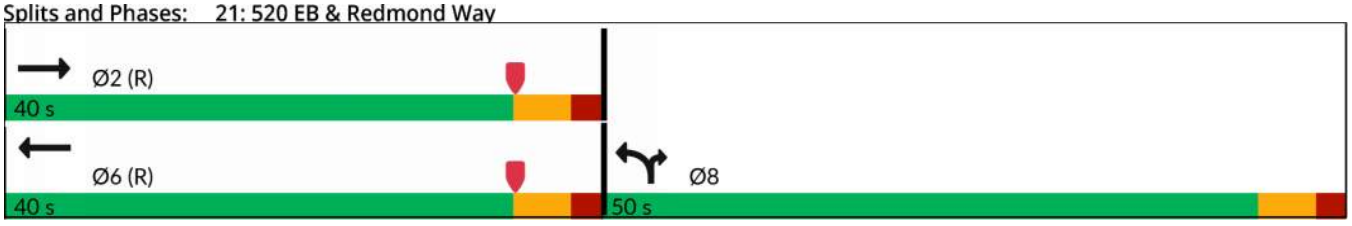
Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C

Notes
User approved pedestrian interval to be less than phase max green.
User approved changes to right turn type.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1207	0	0	938	442	1419
Future Volume (vph)	1207	0	0	938	442	1419
Satd. Flow (prot)	5136	0	0	3574	3467	2814
Flt Permitted					0.950	
Satd. Flow (perm)	5136	0	0	3574	3467	2814
Satd. Flow (RTOR)						19
Confl. Peds. (#/hr)		8	8			16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1257	0	0	977	460	1478
Turn Type	NA			NA	Prot	Prot
Protected Phases	2			6	8	8
Permitted Phases						
Detector Phase	2			6	8	8
Switch Phase						
Minimum Initial (s)	10.0			10.0	5.0	5.0
Minimum Split (s)	37.9			15.9	37.9	37.9
Total Split (s)	40.0			40.0	50.0	50.0
Total Split (%)	44.4%			44.4%	55.6%	55.6%
Yellow Time (s)	3.9			3.9	3.9	3.9
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	5.9			5.9	5.9	5.9
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min			C-Min	None	None
Act Effct Green (s)	31.4			31.4	46.8	46.8
Actuated g/C Ratio	0.35			0.35	0.52	0.52
v/c Ratio	0.70			0.78	0.25	1.00
Control Delay (s/veh)	16.1			27.9	12.9	47.7
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	16.1			27.9	12.9	47.7
LOS	B			C	B	D
Approach Delay (s/veh)	16.1			27.9	39.4	
Approach LOS	B			C	D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 62 (69%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay (s/veh): 29.7	Intersection LOS: C
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 21: 520 EB & Redmond Way



Lanes, Volumes, Timings
22: 164 Ave NE & NE 76 St 03/21/2025

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	2	54	171	37	1	23	98	102	2	51	152	46
Future Volume (vph)	2	54	171	37	1	23	98	102	2	51	152	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)			25				25				25	
Link Distance (ft)			539				724				311	
Travel Time (s)			14.7				19.7				8.5	
Confl. Peds. (#/hr)	122	1		84	7	84		1	84	122		7
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%	0%	0%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control			Yield				Yield				Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	4	78	122	28
Future Volume (vph)	4	78	122	28
Ideal Flow (vphpl)	1900	1900	1900	1900
Link Speed (mph)			25	
Link Distance (ft)			149	
Travel Time (s)			4.1	
Confl. Peds. (#/hr)	1	7		122
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	3%
Shared Lane Traffic (%)				
Sign Control			Yield	

Intersection Summary

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	314	266	299	276
Demand Flow Rate, veh/h	317	266	305	284
Vehicles Circulating, veh/h	280	321	375	211
Vehicles Exiting, veh/h	215	359	222	376
Ped Vol Crossing Leg, #/h	122	7	84	1
Ped Cap Adj	0.978	0.999	0.988	1.000
Approach Delay, s/veh	6.8	6.3	7.5	5.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	317	266	305	284
Cap Entry Lane, veh/h	1037	995	941	1113
Entry HV Adj Factor	0.990	1.000	0.981	0.970
Flow Entry, veh/h	314	266	299	276
Cap Entry, veh/h	1004	994	913	1079
V/C Ratio	0.313	0.268	0.328	0.255
Control Delay, s/veh	6.8	6.3	7.5	5.8
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Lanes, Volumes, Timings
23: 166th Ave NE & NE 76 St 03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	172	46	28	89	76	24	126	22	21	95	51
Future Volume (vph)	123	172	46	28	89	76	24	126	22	21	95	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			10			10	
Link Distance (ft)		724			1313			308			226	
Travel Time (s)		19.7			35.8			21.0			15.4	
Confl. Peds. (#/hr)	5		49	49		5	9		72	72		9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	123	172	46	28	89	76	24	126	22	21	95	51
Future Vol, veh/h	123	172	46	28	89	76	24	126	22	21	95	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	0	0	0
Mvmt Flow	131	183	49	30	95	81	26	134	23	22	101	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay, s/veh	14.3	10.8	11.4	10.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	14%	36%	15%	18%	0%
Vol Thru, %	73%	50%	46%	82%	0%
Vol Right, %	13%	13%	39%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	341	193	116	51
LT Vol	24	123	28	21	0
Through Vol	126	172	89	95	0
RT Vol	22	46	76	0	51
Lane Flow Rate	183	363	205	123	54
Geometry Grp	4a	2	2	5	5
Degree of Util (X)	0.297	0.534	0.306	0.22	0.085
Departure Headway (Hd)	5.844	5.298	5.358	6.429	5.624
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	613	678	669	557	634
Service Time	3.901	3.343	3.41	4.186	3.381
HCM Lane V/C Ratio	0.299	0.535	0.306	0.221	0.085
HCM Control Delay, s/veh	11.4	14.3	10.8	11	8.9
HCM Lane LOS	B	B	B	B	A
HCM 95th-tile Q	1.2	3.2	1.3	0.8	0.3

Lanes, Volumes, Timings
24: 164th Ave NE & NE 74th St 03/21/2025

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	89	52	96	98	104	76
Future Volume (vph)	89	52	96	98	104	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10			10	10	
Link Distance (ft)	321			415	239	
Travel Time (s)	21.9			28.3	16.3	
Confl. Peds. (#/hr)	75	214	36			36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%
Parking (#/hr)	0	0	0	0		
Shared Lane Traffic (%)						
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	52	96	98	104	76
Future Vol, veh/h	89	52	96	98	104	76
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	100	58	108	110	117	85
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9	9.4	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	49%	63%	0%
Vol Thru, %	51%	0%	58%
Vol Right, %	0%	37%	42%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	194	141	180
LT Vol	96	89	0
Through Vol	98	0	104
RT Vol	0	52	76
Lane Flow Rate	218	158	202
Geometry Grp	1	1	1
Degree of Util (X)	0.279	0.209	0.242
Departure Headway (Hd)	4.604	4.738	4.301
Convergence, Y/N	Yes	Yes	Yes
Cap	780	756	833
Service Time	2.635	2.776	2.331
HCM Lane V/C Ratio	0.279	0.209	0.242
HCM Control Delay, s/veh	9.4	9	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.8	0.9

Lanes, Volumes, Timings
25: 166th Ave NE/166th Ave NE & NE 74th St 03/21/2025

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	57	45	110	49	47	96
Future Volume (vph)	57	45	110	49	47	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	10		10			10
Link Distance (ft)	375		216			226
Travel Time (s)	25.6		14.7			15.4
Confl. Peds. (#/hr)	53	105		34	34	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	3%	3%
Parking (#/hr)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	45	110	49	47	96
Future Vol, veh/h	57	45	110	49	47	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	0	0	3	3
Mvmt Flow	62	49	120	53	51	104
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.2	8.2	8.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	56%	33%
Vol Thru, %	69%	0%	67%
Vol Right, %	31%	44%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	159	102	143
LT Vol	0	57	47
Through Vol	110	0	96
RT Vol	49	45	0
Lane Flow Rate	173	111	155
Geometry Grp	1	1	1
Degree of Util (X)	0.199	0.138	0.192
Departure Headway (Hd)	4.144	4.483	4.451
Convergence, Y/N	Yes	Yes	Yes
Cap	868	802	808
Service Time	2.158	2.501	2.467
HCM Lane V/C Ratio	0.199	0.138	0.192
HCM Control Delay, s/veh	8.2	8.2	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.5	0.7

Lanes, Volumes, Timings
26: Bear Creek Pkwy & 164th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	138	915	558	35	72	100
Future Volume (vph)	138	915	558	35	72	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100			150	0	125
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		500	450		401	
Travel Time (s)		11.4	10.2		27.3	
Confl. Peds. (#/hr)	12			12		18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Parking (#/hr)		0				
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	138	915	558	35	72	100
Future Vol, veh/h	138	915	558	35	72	100
Conflicting Peds, #/hr	12	0	0	12	0	18
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	150	0	125
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	144	953	581	36	75	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	630	0	-	0	1834	611
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	1241	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	957	-	-	-	84	494
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	273	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	948	-	-	-	~ 70	481
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	270	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.24	0	24.02
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	948	-	-	-	185	481
HCM Lane V/C Ratio	0.152	-	-	-	0.406	0.216
HCM Ctrl Dly (s/v)	9.5	-	-	-	37.2	14.5
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.8	0.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s
+: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
27: Bear Creek Pkwy & 166th Ave NE 03/21/2025

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	91	897	468	77	77	127
Future Volume (vph)	91	897	468	77	77	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	1%		-1%	
Storage Length (ft)	200			150	0	150
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		10	
Link Distance (ft)		220	462		360	
Travel Time (s)		5.0	10.5		24.5	
Confl. Peds. (#/hr)	22			22		27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	3%	3%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	897	468	77	77	127
Future Vol, veh/h	91	897	468	77	77	127
Conflicting Peds, #/hr	22	0	0	22	0	27
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	150	0	150
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	-1	1	-	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	96	944	493	81	81	134

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	596	0	-	0	1650	542
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	1136	-
Critical Hdwy	4.11	-	-	-	6.23	6.13
Critical Hdwy Stg 1	-	-	-	-	5.23	-
Critical Hdwy Stg 2	-	-	-	-	5.23	-
Follow-up Hdwy	2.209	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	986	-	-	-	118	547
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	325	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	968	-	-	-	103	525
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	319	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.84	0	19.98
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	968	-	-	-	226	525
HCM Lane V/C Ratio	0.099	-	-	-	0.358	0.255
HCM Ctrl Dly (s/v)	9.1	-	-	-	29.5	14.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5	1

Appendix F

ITE Pass-by Data for LUC 820

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey	#	Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Appendix G

Trip Generation Calculations

RTC Master Plan - Scenario 1 (All Residential Option) - Phases 1 - 3
Weekday Daily Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Directional Split [2] Exit	Vehicle Trip Generation Enter	Vehicle Trip Generation Exit	Vehicle Trip Generation Total
DAILY									
Master Plan Scenario 1 (Phases 1 - 3)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Buildings 4IC East & West (Phase 2)	550	DU	221	2.01	50%	50%	553	553	1,106
Building 4B (Phase 3)	150	DU	221	2.01	50%	50%	151	151	302
	700						704	704	1,408
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	385,255	GLA							
New Shopping Center (proposed with project)	29,000	GLA							
	414,255	GLA	820	T = 26.11(X) + 5863.73	50%	50%	8,340	8,340	16,680
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	T = 26.11(X) + 5863.73	50%	50%	-8,076	-8,075	-16,151
						GROSS WEEKDAY DAILY TRIP GENERATION =	**9,044**	**9,044**	**18,088**
						Internal Reduction =	***0***	***0***	***0***
						Pass-By =	***0***	***0***	***0***
						NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)	**9,044**	**9,044**	**18,088**
						EXISTING USES NET TRIP GENERATION	**-8,076**	**-8,075**	**-16,151**
						TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)	**968**	**969**	**1,937**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	700	DU	221				704	704	1,408
Retail (Shopping Center >150k)	20,262	GLA	820				264	265	529
							968	969	1,937

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

RTC Master Plan - Scenario 1 (All Residential Option) - Phases 1 - 3
Weekday AM Peak Hour Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
AM PEAK HOUR									
Master Plan Scenario 1 (Phases 1 - 3)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Buildings 4IC East & West (Phase 2)	550	DU	221	0.25	15%	85%	21	117	138
Building 4B (Phase 3)	150	DU	221	0.25	15%	85%	6	32	38
	700						27	149	176
Internal Reduction [3]							*-1*	*-1*	-2
					Subtotal (less internal) =		26	148	174
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	385,255	GLA							
New Shopping Center (proposed with project)	29,000	GLA							
	414,255	GLA	820	T = 0.59(X) + 133.55	62%	38%	234	144	378
Internal Reduction [3]							*-1*	*-1*	-2
					Subtotal (less internal) =		233	143	376
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	T = 0.59(X) + 133.55	62%	38%	-227	-139	-366
					GROSS AM PEAK HOUR TRIP GENERATION =		**261**	**293**	**554**
					Internal Reduction =		***-2***	***-2***	***-4***
					Pass-By =		***0***	***0***	***0***
					NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)		**259**	**291**	**550**
					EXISTING USES NET TRIP GENERATION		**-227**	**-139**	**-366**
					TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)		**32**	**152**	**184**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	700	DU	221				26	148	174
Retail (Shopping Center >150k)	20,262	GLA	820				6	4	10
							32	152	184

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017

RTC Master Plan - Scenario 1 (All Residential Option) - Phases 1 - 3
Weekday PM Peak Hour Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
PM PEAK HOUR									
Master Plan Scenario 1 (Phases 1 - 3)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Buildings 4IC East & West (Phase 2)	550	DU	221	0.25	74%	26%	102	36	138
Building 4B (Phase 3)	150	DU	221	0.25	74%	26%	28	10	38
	700						130	46	176
Internal Reduction [3]							*-60*	*-19*	*-79*
					Subtotal (less internal) =		70	27	97
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	385,255	GLA							
New Shopping Center (proposed with project)	29,000	GLA							
	414,255	GLA	820	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	754	816	1,570
Internal Reduction [3]							*-19*	*-60*	*-79*
Pass-by [4]	*19%*						*-140*	*-143*	*-283*
					Subtotal (less internal and pass-by) =		595	613	1,208
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-727	-788	-1,515
Pass-by [4]	*19%*						*138*	*150*	*288*
							-589	-638	-1,227
					GROSS PM PEAK HOUR TRIP GENERATION =		**884**	**862**	**1,746**
					Internal Reduction =		***-79***	***-79***	***-158***
					Pass-By =		***-140***	***-143***	***-283***
					NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)		**665**	**640**	**1,305**
					EXISTING USES NET TRIP GENERATION		**-589**	**-638**	**-1,227**
					TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)		**76**	**2**	**78**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	700	DU	221				70	27	97
Retail (Shopping Center >150k)	20,262	GLA	820				6	-25	-19
							76	2	78

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE),*Trip Generation Manual* , 11th Edition (2021).

[3] Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017

[4] Based on pass-by % documented in the appendices of the ITE,*Trip Generation Manual* , 11th Edition (2021).

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	RTC Master Plan	**Organization:**	TENW
Project Location:	Redmond, WA	**Performed By:**	CAW
Scenario Description:	Scenario 1 - Ph 1 to 3	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	3/27/2025

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	414,255	GLA	378	234	144
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	700	DU	176	27	149
Hotel				0		
All Other Land Uses[2]				0		
Total				554	261	293

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	554	261	293
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips[3]	550	259	291
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	4%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	RTC Master Plan
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	234	234	1.00	144	144
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	27	27	1.00	149	149
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	42		19	0	20	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	1	30	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		75	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	19		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	40	0	0		0
Hotel	0	9	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	233	234	233	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	26	27	26	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	143	144	143	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	148	149	148	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	RTC Master Plan	**Organization:**	TENW
Project Location:	Redmond, WA	**Performed By:**	CAW
Scenario Description:	Scenario 1 - Ph 1 to 3	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	3/27/2025

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	414,255	GLA	1570	754	816
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	700	DU	176	130	46
Hotel				0		
All Other Land Uses[2]				0		
Total				1746	884	862

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	60	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	19	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,746	884	862
Internal Capture Percentage	9%	9%	9%
External Vehicle-Trips[3]	1,588	805	783
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	7%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	41%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Exhibit E

Project Name:	RTC Master Plan
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	754	754	1.00	816	816
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	130	130	1.00	46	46
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	16		237	33	212	41
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	10	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		60	0	0	5	0
Retail	0		0	0	60	0
Restaurant	0	377		0	21	0
Cinema/Entertainment	0	30	0		5	0
Residential	0	75	0	0		0
Hotel	0	15	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	19	735	754	735	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	60	70	130	70	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	60	756	816	756	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	19	27	46	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

RTC Master Plan - Scenario 1 (All Residential Option) - Full Buildout (Phases 1 - 5)
Weekday Daily Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Directional Split [2] Exit	Vehicle Trip Generation Enter	Vehicle Trip Generation Exit	Vehicle Trip Generation Total
DAILY									
Master Plan Scenario 1 Full Buildout (Phases 1 - 5)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Buildings 4IC East & West (Phase 2)	550	DU	221	2.01	50%	50%	553	553	1,106
Building 4B (Phase 3)	150	DU	221	2.01	50%	50%	151	151	302
Building 3A (Phase 4)	165	DU	221	2.01	50%	50%	166	166	332
Building 3D (Phase 5)	155	DU	221	2.01	50%	50%	156	156	312
	1,020						1,026	1,026	2,052
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	296,169	GLA							
New Shopping Center (proposed with project)	63,000	GLA							
	359,169	GLA	820	T = 26.11(X) + 5863.73	50%	50%	7,621	7,621	15,242
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	T = 26.11(X) + 5863.73	50%	50%	-8,076	-8,075	-16,151
GROSS WEEKDAY DAILY TRIP GENERATION =							**8,647**	**8,647**	**17,294**
Internal Reduction =							***0***	***0***	***0***
Pass-By =							***0***	***0***	***0***
NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)							**8,647**	**8,647**	**17,294**
EXISTING USES NET TRIP GENERATION							**-8,076**	**-8,075**	**-16,151**
TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)							**571**	**572**	**1,143**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	1,020	DU	221				1,026	1,026	2,052
Retail (Shopping Center >150k)	-34,824	GLA	820				-455	-454	-909
							571	572	1,143

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

RTC Master Plan - Scenario 1 (All Residential Option) - Full Buildout (Phases 1 - 5)
Weekday AM Peak Hour Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
AM PEAK HOUR									
Master Plan Scenario 1 Full Buildout (Phases 1 - 5)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Buildings 4IC East & West (Phase 2)	550	DU	221	0.25	15%	85%	21	117	138
Building 4B (Phase 3)	150	DU	221	0.25	15%	85%	6	32	38
Building 3A (Phase 4)	165	DU	221	0.25	15%	85%	6	35	41
Building 3D (Phase 5)	155	DU	221	0.25	15%	85%	6	33	39
	1,020						39	217	256
Internal Reduction [3]							*-1*	*-2*	*-3*
					Subtotal (less internal) =		38	215	253
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	296,169	GLA							
New Shopping Center (proposed with project)	63,000	GLA							
	359,169	GLA	820	T = 0.59(X) + 133.55	62%	38%	214	131	345
Internal Reduction [3]							*-2*	*-1*	*-3*
					Subtotal (less internal) =		212	130	342
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	T = 0.59(X) + 133.55	62%	38%	-227	-139	-366
					GROSS AM PEAK HOUR TRIP GENERATION =		**253**	**348**	**601**
					Internal Reduction =		***-3***	***-3***	***-6***
					Pass-By =		***0***	***0***	***0***
					NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)		**250**	**345**	**595**
					EXISTING USES NET TRIP GENERATION		**-227**	**-139**	**-366**
					TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)		**23**	**206**	**229**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	1,020	DU	221				38	215	253
Retail (Shopping Center >150k)	-34,824	GLA	820				-15	-9	-24
							23	206	229

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017

RTC Master Plan - Scenario 1 (All Residential Option) - Full Buildout (Phases 1 - 5)
Weekday PM Peak Hour Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Directional Split [2] Exit	Vehicle Trip Generation Enter	Vehicle Trip Generation Exit	Vehicle Trip Generation Total
PM PEAK HOUR									
Master Plan Scenario 1 Full Buildout (Phases 1 - 5)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Buildings 4IC East & West (Phase 2)	550	DU	221	0.25	74%	26%	102	36	138
Building 4B (Phase 3)	150	DU	221	0.25	74%	26%	28	10	38
Building 3A (Phase 4)	165	DU	221	0.25	74%	26%	30	11	41
Building 3D (Phase 5)	155	DU	221	0.25	74%	26%	29	10	39
	1,020						189	67	256
Internal Reduction [3]							*-87*	*-28*	*-115*
						Subtotal (less internal) =	102	39	141
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	296,169	GLA							
New Shopping Center (proposed with project)	63,000	GLA							
	359,169	GLA	820	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	680	737	1,417
Internal Reduction [3]							*-28*	*-87*	*-115*
Pass-by [4]	*19%*						*-124*	*-123*	*-247*
						Subtotal (less internal and pass-by) =	528	527	1,055
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-727	-788	-1,515
Pass-by [4]	*19%*						*138*	*150*	*288*
							-589	-638	-1,227
						GROSS PM PEAK HOUR TRIP GENERATION =	**869**	**804**	**1,673**
						Internal Reduction =	***-115***	***-115***	***-230***
						Pass-By =	***-124***	***-123***	***-247***
						NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)	**630**	**566**	**1,196**
						EXISTING USES NET TRIP GENERATION	**-589**	**-638**	**-1,227**
						TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)	**41**	**-72**	**-31**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	1,020	DU	221				102	39	141
Retail (Shopping Center >150k)	-34,824	GLA	820				-61	-111	-172
							41	-72	-31

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017

[4] Based on pass-by % documented in the appendices of the ITE, *Trip Generation Manual* , 11th Edition (2021).

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	RTC Master Plan	**Organization:**	TENW
Project Location:	Redmond, WA	**Performed By:**	CAW
Scenario Description:	Scenario 1 - Full Buildout	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	3/27/2025

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	359,169	GLA	345	214	131
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	1,020	DU	256	39	217
Hotel				0		
All Other Land Uses[2]				0		
Total				601	253	348

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	601	253	348
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips[3]	595	250	345
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	3%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Exhibit E

Project Name:	RTC Master Plan
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	214	214	1.00	131	131
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	39	39	1.00	217	217
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	38		17	0	18	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	2	43	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		68	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	17		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	36	0	0		0
Hotel	0	9	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	212	214	212	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	38	39	38	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	130	131	130	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	215	217	215	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	RTC Master Plan	**Organization:**	TENW
Project Location:	Redmond, WA	**Performed By:**	CAW
Scenario Description:	Scenario 1 - Full Buildout	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	3/27/2025

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	359,169	GLA	1417	680	737
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	1,020	DU	256	189	67
Hotel				0		
All Other Land Uses[2]				0		
Total				1673	869	804

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	87	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	28	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,673	869	804
Internal Capture Percentage	14%	13%	14%
External Vehicle-Trips[3]	1,443	754	689
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	12%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	42%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	RTC Master Plan
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	680	680	1.00	737	737
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	189	189	1.00	67	67
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	15		214	29	192	37
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	28	14	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		54	0	0	8	0
Retail	0		0	0	87	0
Restaurant	0	340		0	30	0
Cinema/Entertainment	0	27	0		8	0
Residential	0	68	0	0		0
Hotel	0	14	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	28	652	680	652	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	87	102	189	102	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	87	650	737	650	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	28	39	67	39	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

RTC Master Plan - Scenario 2 (Residential & Office Option) - Phases 1 - 3
Weekday Daily Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
DAILY									
Master Plan Scenario 2 (Phases 1 - 3)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Building 4IC East (Phase 2)	275	DU	221	2.01	50%	50%	276	277	553
Building 4B (Phase 3)	150	DU	221	2.01	50%	50%	151	151	302
	425						427	428	855
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	385,255	GLA							
New Shopping Center (proposed with project)	27,600	GLA							
	412,855	GLA	820	T = 26.11(X) + 5863.73	50%	50%	8,322	8,321	16,643
Office (Urban/Suburban) [3]	270,100	GFA	710	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	1,377	1,377	2,754
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	T = 26.11(X) + 5863.73	50%	50%	-8,076	-8,075	-16,151
				GROSS WEEKDAY DAILY TRIP GENERATION =			**10,126**	**10,126**	**20,252**
				Internal Reduction =			***0***	***0***	***0***
				Pass-By =			***0***	***0***	***0***
				NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)			**10,126**	**10,126**	**20,252**
				EXISTING USES NET TRIP GENERATION			**-8,076**	**-8,075**	**-16,151**
				TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)			**2,050**	**2,051**	**4,101**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	425	DU	221				427	428	855
Retail (Shopping Center >150k)	18,862	GLA	820				246	246	492
Office (Urban/Suburban) [3]	270,100	GFA	710				1,377	1,377	2,754
							2,050	2,051	4,101

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] There is no daily trip generation rate in ITE for LUC 710 Office in a Dense Multi Use Urban setting. As a conservative assumption, the daily trip generation was based on LU 710 in an Urban/Suburban setting.

RTC Master Plan - Scenario 2 (Residential & Office Option) - Phases 1 - 3
Weekday AM Peak Hour Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
AM PEAK HOUR									
Master Plan Scenario 2 (Phases 1 - 3)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Building 4IC East (Phase 2)	275	DU	221	0.25	15%	85%	10	59	69
Building 4B (Phase 3)	150	DU	221	0.25	15%	85%	6	32	38
	425						16	91	107
Internal Reduction [3]							*0*	-3	-3
					Subtotal (less internal) =		16	88	104
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	385,255	GLA							
New Shopping Center (proposed with project)	27,600	GLA							
	412,855	GLA	820	T = 0.59(X) + 133.55	62%	38%	234	143	377
Internal Reduction [3]							-9	-8	*-17*
					Subtotal (less internal) =		225	135	360
Office (Dense Multi-Use Urban)	270,100	GFA	710	0.84	87%	13%	197	30	227
Internal Reduction [3]							*-10*	-8	*-18*
					Subtotal (less internal) =		187	22	209
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	T = 0.59(X) + 133.55	62%	38%	-227	-139	-366
					GROSS AM PEAK HOUR TRIP GENERATION =		**447**	**264**	**711**
					Internal Reduction =		***-19***	***-19***	***-38***
					Pass-By =		***0***	***0***	***0***
					NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)		**428**	**245**	**673**
					EXISTING USES NET TRIP GENERATION		**-227**	**-139**	**-366**
					TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)		**201**	**106**	**307**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	425	DU	221				16	88	104
Retail (Shopping Center >150k)	18,862	GLA	820				-2	-4	-6
Office (Dense Multi-Use Urban)	270,100	GFA	710				187	22	209
							201	106	307

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017

RTC Master Plan - Scenario 2 (Residential & Office Option) - Phases 1 - 3
Weekday PM Peak Hour Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
PM PEAK HOUR									
Master Plan Scenario 2 (Phases 1 - 3)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Building 4IC East (Phase 2)	275	DU	221	0.25	74%	26%	51	18	69
Building 4B (Phase 3)	150	DU	221	0.25	74%	26%	28	10	38
	425						79	28	107
Internal Reduction [3]							-39	-13	-52
						Subtotal (less internal) =	40	15	55
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	385,255	GLA							
New Shopping Center (proposed with project)	27,600	GLA							
	412,855	GLA	820	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	752	815	1,567
Internal Reduction [3]							-51	-47	-98
Pass-by [4]	19%						-133	-146	-279
						Subtotal (less internal and pass-by) =	568	622	1,190
Office (Dense Multi-Use Urban)	270,100	GFA	710	T = 0.83(X) + 7.46	16%	84%	37	195	232
Internal Reduction [3]							-12	-42	-54
						Subtotal (less internal) =	25	153	178
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-727	-788	-1,515
Pass-by [4]	19%						138	150	288
							-589	-638	-1,227
						GROSS PM PEAK HOUR TRIP GENERATION =	**868**	**1,038**	**1,906**
						Internal Reduction =	***-102***	***-102***	***-204***
						Pass-By =	***-133***	***-146***	***-279***
						NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)	**633**	**790**	**1,423**
						EXISTING USES NET TRIP GENERATION	**-589**	**-638**	**-1,227**
						TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)	**44**	**152**	**196**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	425	DU	221				40	15	55
Retail (Shopping Center >150k)	18,862	GLA	820				-21	-16	-37
Office (Dense Multi-Use Urban)	270,100	GFA	710				25	153	178
							44	152	196

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017

[4] Based on pass-by % documented in the appendices of the ITE, *Trip Generation Manual* , 11th Edition (2021).

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	RTC Master Plan	**Organization:**	TENW
Project Location:	Redmond, WA	**Performed By:**	CAW
Scenario Description:	Scenario 2 - Ph 1 to 3	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	3/27/2025

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	270,100	GFA	227	197	30
Retail	820	412,855	GLA	377	234	143
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	425	DU	107	16	91
Hotel				0		
All Other Land Uses[2]				0		
Total				711	447	264

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	0	0	0	0
Retail	8		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	711	447	264
Internal Capture Percentage	5%	4%	7%
External Vehicle-Trips[3]	673	428	245
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	5%	27%
Retail	4%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	3%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Exhibit E

Project Name:	RTC Master Plan
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	197	197	1.00	30	30
Retail	1.00	234	234	1.00	143	143
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	16	16	1.00	91	91
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	19	0	0	0
Retail	41		19	0	20	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	18	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		75	0	0	0	0
Retail	8		0	0	0	0
Restaurant	28	19		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	40	0	0		0
Hotel	6	9	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	10	187	197	187	0	0
Retail	9	225	234	225	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	16	16	16	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	8	22	30	22	0	0
Retail	8	135	143	135	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	88	91	88	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	RTC Master Plan	**Organization:**	TENW
Project Location:	Redmond, WA	**Performed By:**	CAW
Scenario Description:	Scenario 2 - Ph 1 to 3	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	3/27/2025

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	270,100	GFA	232	37	195
Retail	820	412,855	GLA	1567	752	815
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	425	DU	107	79	28
Hotel				0		
All Other Land Uses[2]				0		
Total				1906	868	1038

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		39	0	0	3	0
Retail	11		0	0	36	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	12	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,906	868	1,038
Internal Capture Percentage	11%	12%	10%
External Vehicle-Trips[3]	1,702	766	936
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	32%	22%
Retail	7%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	49%	46%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Exhibit E

Project Name:	RTC Master Plan
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	37	37	1.00	195	195
Retail	1.00	752	752	1.00	815	815
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	79	79	1.00	28	28
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		39	8	0	4	0
Retail	16		236	33	212	41
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	12	6	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		60	0	0	3	0
Retail	11		0	0	36	0
Restaurant	11	376		0	13	0
Cinema/Entertainment	2	30	0		3	0
Residential	21	75	0	0		0
Hotel	0	15	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	12	25	37	25	0	0
Retail	51	701	752	701	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	39	40	79	40	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	42	153	195	153	0	0
Retail	47	768	815	768	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	15	28	15	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

RTC Master Plan - Scenario 2 (Residential & Office Option) - Full Buildout (Phases 1 - 5)
Weekday Daily Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
DAILY									
Master Plan Scenario 2 Full Buildout (Phases 1 - 5)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Building 4IC East (Phase 2)	275	DU	221	2.01	50%	50%	276	277	553
Building 4B (Phase 3)	150	DU	221	2.01	50%	50%	151	151	302
Building 3A (Phase 4)	165	DU	221	2.01	50%	50%	166	166	332
Building 3D (Phase 5)	155	DU	221	2.01	50%	50%	156	156	312
	745						749	750	1,499
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	296,169	GLA							
New Shopping Center (proposed with project)	61,600	GLA							
	357,769	GLA	820	T = 26.11(X) + 5863.73	50%	50%	7,603	7,602	15,205
Office (Urban/Suburban) [3]	270,100	GFA	710	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	1,377	1,377	2,754
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	T = 26.11(X) + 5863.73	50%	50%	-8,076	-8,075	-16,151
				GROSS WEEKDAY DAILY TRIP GENERATION =			**9,729**	**9,729**	**19,458**
				Internal Reduction =			***0***	***0***	***0***
				Pass-By =			***0***	***0***	***0***
				NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)			**9,729**	**9,729**	**19,458**
				EXISTING USES NET TRIP GENERATION			**-8,076**	**-8,075**	**-16,151**
				TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)			**1,653**	**1,654**	**3,307**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	745	DU	221				749	750	1,499
Retail (Shopping Center >150k)	-36,224	GLA	820				-473	-473	-946
Office (Urban/Suburban) [3]	270,100	GFA	710				1,377	1,377	2,754
							1,653	1,654	3,307

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] There is no daily trip generation rate in ITE for LUC 710 Office in a Dense Multi Use Urban setting. As a conservative assumption, the daily trip generation was based on LU 710 in an Urban/Suburban setting.

RTC Master Plan - Scenario 2 (Residential & Office Option) - Full Buildout (Phases 1 - 5)
Weekday AM Peak Hour Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
AM PEAK HOUR									
Master Plan Scenario 2 Full Buildout (Phases 1 - 5)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Building 4IC East (Phase 2)	275	DU	221	0.25	15%	85%	10	59	69
Building 4B (Phase 3)	150	DU	221	0.25	15%	85%	6	32	38
Building 3A (Phase 4)	165	DU	221	0.25	15%	85%	6	35	41
Building 3D (Phase 5)	155	DU	221	0.25	15%	85%	6	33	39
	745						28	159	187
Internal Reduction [3]							*-1*	*-5*	*-6*
					Subtotal (less internal) =		27	154	181
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	296,169	GLA							
New Shopping Center (proposed with project)	61,600	GLA							
	357,769	GLA	820	T = 0.59(X) + 133.55	62%	38%	214	131	345
Internal Reduction [3]							*-10*	*-9*	*-19*
					Subtotal (less internal) =		204	122	326
Office (Dense Multi-Use Urban)	270,100	GFA	710	0.84	87%	13%	197	30	227
Internal Reduction [3]							*-11*	*-8*	*-19*
					Subtotal (less internal) =		186	22	208
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	T = 0.59(X) + 133.55	62%	38%	-227	-139	-366
					GROSS AM PEAK HOUR TRIP GENERATION =		**439**	**320**	**759**
					Internal Reduction =		***-22***	***-22***	***-44***
					Pass-By =		***0***	***0***	***0***
					NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)		**417**	**298**	**715**
					EXISTING USES NET TRIP GENERATION		**-227**	**-139**	**-366**
					TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)		**190**	**159**	**349**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	745	DU	221				27	154	181
Retail (Shopping Center >150k)	-36,224	GLA	820				-23	-17	-40
Office (Dense Multi-Use Urban)	270,100	GFA	710				186	22	208
							190	159	349

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017

Exhibit E

RTC Master Plan - Scenario 2 (Residential & Office Option) - Full Buildout (Phases 1 - 5)
Weekday PM Peak Hour Trip Generation Summary

Land Use	Size	Units [1]	ITE LUC [2]	Trip Rate / Equation [2]	Directional Split [2] Enter	Exit	Vehicle Trip Generation Enter	Exit	Total
PM PEAK HOUR									
Master Plan Scenario 2 Full Buildout (Phases 1 - 5)									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)									
Building 4IC East (Phase 2)	275	DU	221	0.25	74%	26%	51	18	69
Building 4B (Phase 3)	150	DU	221	0.25	74%	26%	28	10	38
Building 3A (Phase 4)	165	DU	221	0.25	74%	26%	30	11	41
Building 3D (Phase 5)	155	DU	221	0.25	74%	26%	29	10	39
	745						138	49	187
Internal Reduction [3]							*-67*	*-23*	*-90*
						Subtotal (less internal) =	71	26	97
Retail (Shopping Center >150k)									
Existing Shopping Center (to remain with project)	296,169	GLA							
New Shopping Center (proposed with project)	61,600	GLA							
	357,769	GLA	820	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	678	735	1,413
Internal Reduction [3]							*-60*	*-74*	*-134*
Pass-by [4]	*19%*						*-117*	*-126*	*-243*
						Subtotal (less internal and pass-by) =	501	535	1,036
Office (Dense Multi-Use Urban)	270,100	GFA	710	T = 0.83(X) + 7.46	16%	84%	37	195	232
Internal Reduction [3]							*-13*	*-43*	*-56*
						Subtotal (less internal) =	24	152	176
Less Existing Building Area									
Retail (Shopping Center >150k)	393,993	GLA	820	Ln(T) = 0.72Ln(X) + 3.02	48%	52%	-727	-788	-1,515
Pass-by [4]	*19%*						*138*	*150*	*288*
							-589	-638	-1,227
						GROSS PM PEAK HOUR TRIP GENERATION =	**853**	**979**	**1,832**
						Internal Reduction =	***-140***	***-140***	***-280***
						Pass-By =	***-117***	***-126***	***-243***
						NET TRIP GENERATION (NOT INCLUDING EXISTING USE CREDIT)	**596**	**713**	**1,309**
						EXISTING USES NET TRIP GENERATION	**-589**	**-638**	**-1,227**
						TOTAL NET NEW TRIP GENERATION (PROPOSED LESS EXISTING)	**7**	**75**	**82**
NET CHANGE BY LAND USE									
Multifamily Housing (Mid-Rise) Close to Rail (Dense Multi-Use Urban)	745	DU	221				71	26	97
Retail (Shopping Center >150k)	-36,224	GLA	820				-88	-103	-191
Office (Dense Multi-Use Urban)	270,100	GFA	710				24	152	176
							7	75	82

[1] DU = Dwelling Units, GLA = Gross Leasable Area.

[2] Based on Institute of Transportation Engineers (ITE), *Trip Generation Manual* , 11th Edition (2021).

[3] Internal trip reductions based on methodology documented in the ITE Trip Generation Handbook, 3rd Edition, September 2017

[4] Based on pass-by % documented in the appendices of the ITE, *Trip Generation Manual* , 11th Edition (2021).

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	RTC Master Plan	**Organization:**	TENW
Project Location:	Redmond, WA	**Performed By:**	CAW
Scenario Description:	Scenario 2 - Full Buildout	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	3/27/2025

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	270,100	GFA	227	197	30
Retail	820	357,769	GLA	345	214	131
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	745	DU	187	28	159
Hotel				0		
All Other Land Uses[2]				0		
Total				759	439	320

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	0	0	0	0
Retail	8		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	759	439	320
Internal Capture Percentage	6%	5%	7%
External Vehicle-Trips[3]	715	417	298
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	6%	27%
Retail	5%	7%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	4%	3%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Exhibit E

Project Name:	RTC Master Plan
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	197	197	1.00	30	30
Retail	1.00	214	214	1.00	131	131
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	28	28	1.00	159	159
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	19	0	0	0
Retail	38		17	0	18	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	2	32	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		68	0	0	0	0
Retail	8		0	0	1	0
Restaurant	28	17		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	36	0	0		0
Hotel	6	9	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	11	186	197	186	0	0
Retail	10	204	214	204	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	27	28	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	8	22	30	22	0	0
Retail	9	122	131	122	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	154	159	154	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	RTC Master Plan	**Organization:**	TENW
Project Location:	Redmond, WA	**Performed By:**	CAW
Scenario Description:	Scenario 2 - Full Buildout	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	3/27/2025

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	270,100	GFA	232	37	195
Retail	820	357,769	GLA	1413	678	735
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	745	DU	187	138	49
Hotel				0		
All Other Land Uses[2]				0		
Total				1832	853	979

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		39	0	0	4	0
Retail	11		0	0	63	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	21	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,832	853	979
Internal Capture Percentage	15%	16%	14%
External Vehicle-Trips[3]	1,552	713	839
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	35%	22%
Retail	9%	10%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	49%	47%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	RTC Master Plan
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	37	37	1.00	195	195
Retail	1.00	678	678	1.00	735	735
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	138	138	1.00	49	49
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		39	8	0	4	0
Retail	15		213	29	191	37
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	21	10	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		54	0	0	6	0
Retail	11		0	0	63	0
Restaurant	11	339		0	22	0
Cinema/Entertainment	2	27	0		6	0
Residential	21	68	0	0		0
Hotel	0	14	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	13	24	37	24	0	0
Retail	60	618	678	618	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	67	71	138	71	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	43	152	195	152	0	0
Retail	74	661	735	661	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	26	49	26	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Appendix H

Transportation Concurrency Application

CITY OF REDMOND TRANSPORTATION CONCURRENCY APPLICATION

This application provides the City of Redmond with the information needed to issue a certificate of concurrency for a development. Please complete the entire form and return it to the Redmond Engineering Services Division. After agreement is reached on the mobility unit demand for a development based on the land use type, size of development and table on the back of this application, the City will, if necessary, determine if enough mobility unit supply is available to issue a certificate of concurrency. If determining the mobility unit demand for a development requires an independent calculation a fee for the review will be required, payable at the City Hall Permit Center.

1. Applicant name and address: Mitch Ptacek, GGLO
   1301 1st Ave, #301
   Seattle, WA 98101
2. Property location:
   a. Property address: 7330, 7345, 7530 164th Ave NE
   b. Development name: RTC Master Plan (Scenario 2 Residential & Office Option, Phases 1 to 3)
   c. Assessor's Parcel Number(s): 7202410010, 7202410020, 7202410030, 7202410050
3. Type of development permit to be requested: Master Plan Development

	Land Use Type (ITE Land Use Code)	Development Units	Mobility Unit Rate (see table on back)	Mobility Unit Demand	Notes
Proposed	Multi-Family (LUC 221) Retail 300,000+ (LUC 820) Office 200,000-299,999 SF (LUC 710)	425 DU 412,855 SF 270,100 SF	1.39 5.34 4.94	590.75 2204.65 1334.29	Downtown
			Total Proposed:	4139.69	
Existing	Retail 300,000+ (LUC 820)	393,993 SF	5.34	2103.92	Downtown
			Total Existing:	2103.92	
Net New Mobility Unit Demand (Total Proposed minus Total Existing)				2035.77	

Signature of Applicant: Mitch Ptacek Digitally signed by Mitch Ptacek DN: E=MPtacek@GGLO.com, CN=Mitch Ptacek, OU=Architecture, OU=Professional Staff, OU=GGLO Users, DC=corp, DC=ggllo, DC=com Reason: I have reviewed this document Date: 2025.03.21 15:34:14-07'00' Date: 03.21.2025

For Official Use Only:

Mobility Unit Demand calculation reviewed: _____ _____
Initials Date

Concurrency certificate required: □ Yes □ No Mobility Units available: □ Yes □ No

Application number:_____

Exhibit E

TABLE 1. Development Mobility Unit Calculator

Land Uses			ITE Land USE Code	Standard of Measure	Mobility Units/Land Use Unit		
					Downtown Urban Center	Overlake Urban Center	Rest of City
Residential		Single Family	210	dwelling	1.98	2.05	2.42
		Multiple Family	220	dwelling	1.39	1.44	1.7
		Residential Suites	N/A	residential suite	0.85	0.88	1.04
		Retirement Community	251	dwelling	0.64	0.66	0.78
		Nursing Home	620	bed	0.52	0.54	0.63
		Congregate Care/Asst Living	253	dwelling	0.4	0.41	0.49
		Hotel/Motel	310	room	1.86	1.93	2.28
Commercial	Services	Bank/Savings & Loan	912	sq ft/GFA	23.38	24.18	28.61
		Day Care	565	sq ft/GFA	17.81	18.42	21.8
		Library	590	sq ft/GFA	10.53	10.9	12.89
		Post Office	732	sq ft/GFA	16.19	16.75	19.82
		Service Station	944	fuel position	10.67	11.04	13.07
		Service Station/Minimart	945	fuel position	7.8	8.07	9.54
		Movie Theater	444,445	seat	0.11	0.12	0.14
		Carwash	947	stall	6.93	7.17	8.48
		Health Club/Racquet Club	492,493	sq ft/GFA	6.85	7.08	8.38
	Institutional	Elementary School	520	student	0.16	0.17	0.2
		High School	530	student	0.16	0.17	0.2
		Church/House of Worship	560	sq ft/GFA	1.06	1.09	1.3
		Hospital	610	sq ft/GFA	1.52	1.57	1.86
	Rest-aurant	Restaurant	931	sq ft/GFA	11.53	11.93	14.11
		Fast Food Restaurant	934	sq ft/GFA	31.41	32.49	38.45
	Retail Shopping Center	up to 99,999	820	sq ft/GLA	6.34	6.56	7.76
		100,000-199,999	820	sq ft/GLA	6.05	6.26	7.41
		200,000-299,999	820	sq ft/GLA	5.54	5.73	6.78
		300,000 and over	820	sq ft/GLA	5.34	5.52	6.53
		Supermarket	850	sq ft/GFA	13.68	14.15	16.74
		Convenience Market	851	sq ft/GFA	45.37	46.94	55.54
		Free Standing Discount Store	813, 815, 861, 863, 864	sq ft/GFA	4.51	4.66	5.52
		Miscellaneous Retail	820	sq ft/GFA	5.35	5.54	6.55
		Furniture Store	890	sq ft/GFA	0.52	0.54	0.64
		Car Sales - New/Used	841	sq ft/GFA	4.03	4.17	4.94
	Administrative Office	up to 99,999	710,715, 750	sq ft/GFA	6.58	6.81	8.06
		100,000-199,999	710,715, 750	sq ft/GFA	5.66	5.85	6.92
		200,000-299,999	710,715, 750	sq ft/GFA	4.94	5.11	6.04
		300,000 and over	710,715, 750	sq ft/GFA	4.63	4.79	5.67
		Medical Office/Clinic	720	sq ft/GFA	6.76	6.99	8.28
	Industrial	Light Industry/Manufacturing	110	sq ft/GFA	3.09	3.2	3.78
		Industrial Park	130	sq ft/GFA	2.71	2.8	3.31
		Warehousing/Storage	150	sq ft/GFA	1.02	1.05	1.25
		Mini Warehouse	151	sq ft/GFA	0.61	0.63	0.74

For uses with standard of measure in sq ft, mobility units are given per 1000 sq ft

Appendix I

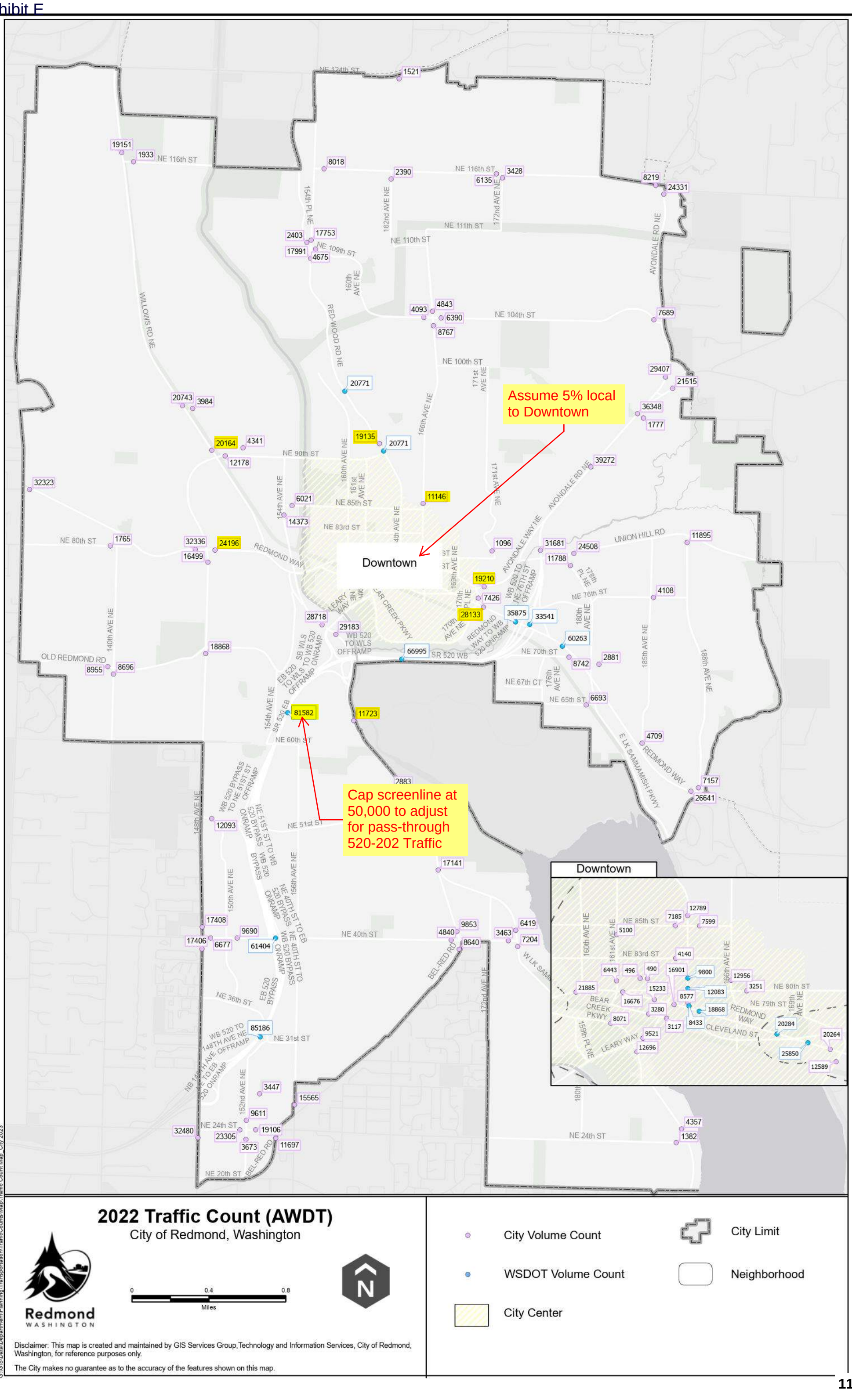
Trip Distribution Calculations

RTC Master Plan

Trip Distribution based on COR AWDT Count Map

Street		Screenlines 2022 AWDT Counts	Screenline %	Rounded for Distribution
Redmond Way (west)		24,196	13%	15%
SR 520 (west)		*50,000*	27%	25%
W Lk Samm Pkwy (south)		11,723	6%	5%
Avondale Way NE (north)		19,210	10%	10%
Redmond Way (east)		28,133	15%	15%
166th Ave NE (north)		11,146	6%	5%
Willows Rd (north)		20,164	11%	10%
164th Ave NE (north)		19,135	10%	10%
Local Traffic		*Estimated*	0%	5%
	Totals	183,707	100%	100%

Exhibit E


Assume 5% local to Downtown
Cap screenline at 50,000 to adjust for pass-through 520-202 Traffic
Downtown
NE 124th ST
NE 116th ST
NE 111th ST
NE 110th ST
NE 109th ST
NE 104th ST
NE 100th ST
NE 90th ST
NE 85th ST
NE 83rd ST
NE 80th ST
NE 76th ST
NE 70th ST
NE 67th CT
NE 65th ST
NE 60th ST
NE 51st ST
NE 40th ST
NE 36th ST
NE 31st ST
NE 24th ST
NE 20th ST
SR 520 WB
SR 520 EB
WILLOWS RD NE
RED-WOOD RD NE
AVONDALE RD NE
UNION HILL RD
REDMOND WAY
OLD REDMOND RD
BEL-RED RD
LEARY WAY
BEAR CREEK PKWY
E LK SAMMAMISH PKWY
CLEVELAND ST
154th PL NE
162nd AVE NE
172nd AVE NE
160th AVE NE
171st AVE NE
166th AVE NE
140th AVE NE
154th AVE NE
148th AVE NE
150th AVE NE
152nd AVE NE
161st AVE NE
4th AVE NE
169th PL NE
170th PL NE
178th PL NE
180th AVE NE
185th AVE NE
188th AVE NE
176th AVE NE
WB 520 TO WLS OFFRAMP
EB 520 TO WLS TO WB 520 ONRAMP
SB WLS TO WB 520 ONRAMP
WB 520 BYPASS TO NE 51ST ST OFFRAMP
NE 51ST ST TO WB 520 BYPASS ONRAMP
NE 40TH ST TO EB 520 BYPASS WB 520 ONRAMP
EB 520 BYPASS
WB 520 TO 148TH AVE NE OFFRAMP
NB 148TH AVE NE TO EB 520 ONRAMP
WB 520 TO NE 76TH ST OFFRAMP
REDMOND WAY TO WB 520 ONRAMP
1521
19151
1933
8018
2390
3428
6135
8219
24331
2403
17753
17991
4675
4093
4843
6390
8767
7689
20771
20743
3984
29407
21515
36348
1777
20164
4341
12178
19135
39272
32323
6021
11146
14373
1765
32336
16499
24196
1096
31681
24508
11788
11895
19210
7426
4108
28718
28133
35875
33541
29183
18868
60263
66995
8955
8696
8742
2881
81582
11723
6693
4709
7157
26641
2883
12093
17141
17408
9690
17406
6677
61404
4840
9853
8640
6419
3463
7204
85186
3447
15565
9611
32480
23305
19106
3673
11697
12789
7185
7599
5100
4140
6443
496
490
16901
9800
12956
21885
15233
12083
3251
16676
8577
3280
18868
8071
3117
8433
20284
20264
9521
12696
25850
12589
4357
1382
2022 Traffic Count (AWDT)
City of Redmond, Washington
Redmond
WASHINGTON
0
0.4
0.8
Miles
N
City Volume Count
WSDOT Volume Count
City Center
City Limit
Neighborhood
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.
G:\GIS\Data\Department\Planning\Transportation\TrafficCounts\Map\Traffic Count Map_City 2023

Item		Discussion Notes	Issue Status
Redmond Town Center Master Plan and Development Agreement			
1.	Phasing and Potential Project Timeline (all)	**Council Discussion** Council requested additional information on the project phasing and general timeline for the proposed Master Plan. **Staff Comments** The project is proposed to be completed in 5 phases during the term of the Development Agreement, which is 10 years, or 15 years with City approval of an extension. The scope of each phase is outlined in Attachment B. The applicant may change the sequence of phases at their discretion, as long as all infrastructure, public amenity space, and public benefits associated with each respective phase are consistent with the public benefits table included in the Master Plan, and each phase provides for adequate mitigation of the impacts associated with the development proposed in that phase. The project timeline for the Master Plan is at the discretion of the applicant team, so long as the timeline falls within the terms of the Development Agreement. Site plan entitlement and construction permits are required prior to construction on any phase, which will impact timelines. The applicant team will be available to address questions related to project timelines.	Opened 8/4/25 Closed 9/23/25
2.	Project Renderings (Council Vice President Forsythe)	**Council Discussion** Council Vice President Forsythe requested renderings and images of the proposed Master Planned Development. **Staff Comments** The Master Plan (Attachment B, Exhibit C) contains conceptual renderings of the proposed Master Plan. Renderings at this stage of review are intended to demonstrate the overall scale of development and the general character of open spaces. More detailed design review of proposed buildings and sites will be conducted in conjunction with the Site Plan Entitlement land use permit that will be submitted for each phase.	Opened 8/4/25 Closed 9/23/25

Item		Discussion Notes	Issue Status
3.	Redmond Town Center Zoning Code Updates (Councilmember Stuart)	**Council Discussion** Councilmember Stuart requested information on the land use standards that were set for development in conjunction with Redmond Zoning Code (RZC) updates to the Town Center Zone adopted in 2023. **Staff Comments** In 2023, Redmond City Council adopted an ordinance amending the Zoning Code regulations for the Town Center Zone. Those amendments provided greater development potential within the Town Center Zone for projects providing exceptional amenities and executing a Development Agreement. The concurrent Master Plan and Development Agreement currently under review are pursuing 12 story maximum heights through the Exceptional Amenities for Additional Height (EAAH) program, as established in RZC 21.10.050. To achieve the maximum 12 stories of allowable height through the EAAH incentive program, the applicant will be providing 20% of units as affordable housing, larger residential units, and commercial spaces supporting small and local businesses.	Opened 8/4/25 Closed 9/23/25
4.	Overall Project Scope and Impacts to Existing Center (Council President Kritzer)	**Council Discussion** Council President Kritzer requested clarification on how proposed development will impact existing businesses within Redmond Town Center regarding potential displacement. **Staff Comments** Much of the existing Redmond Town Center commercial center will not be redeveloped with this Master Plan. Phase 3 proposes redevelopment of the existing BJ's Restaurant Site (7211 166th Ave NE), and Phases 4 and 5 propose the redevelopment of the two buildings closest to NE 76th Street that wrap the western and eastern edges of the Redmond Town Center parking structure, where Flatstick Pub and Zio Sal Ristorante are currently located (7530 164th Ave NE and 7525 166th Ave NE). Those businesses that front the NE 74th Street pedestrian thoroughfare are not proposed to be redeveloped with this Master Plan.	Opened 8/4/25 Closed 9/23/25

Item		Discussion Notes	Issue Status
5.	Project Presentation (Council Vice President Forsythe)	**Council Discussion** Council Vice President Forsythe noted that the presentation slides were not included in the Council Packet and requested that the slides be provided to Council. **Staff Comments** The presentation slides were posted online to the project webpage (https://www.redmond.gov/2105/Redmond-Town-Center-Master-Plan).	Opened 9/23/25 Closed 9/26/25

Attachment D
Public Hearing Comments

The public comments included in this attachment represent those comments received by the City of Redmond in advance of the October 21, 2025 public hearing up until the point of Council packet review and publication. Additional comments may be received before the public hearing that are not reflected in this attachment but will be entered into the project record and considered as part of the public hearing.

Hines

Dear Alex,

In preparation of the October 21st public hearing, I wanted to provide a summary of the Redmond Town Center Master Planned Development ("MPD") and Development Agreement ("DA") process and address comments and questions from the City Council from the September 23rd Study Session, along with the August 4th Committee of the Whole meeting. The MPD and DA are the next step in the entitlement and design process for the planned Redmond Town Center improvements, following on the Comprehensive Plan and Code Amendment changes approved in 2021 and 2023, respectively.

During the above sessions, we heard Council ask for clarification on the following:

- The requirement for a minimum of 170,000 square feet of Pedestrian Generating Uses within the project boundary. Questions included how the new threshold was determined, and what uses would fall outside of "Pedestrian Generating Uses";
- Timing for the project, particularly as it relates to any demo of existing improvements;
- What is changing within RTC, and what is not (including any changes to the 44 acres of designated open space that were part of the original Town Center Master Plan); and,
- Clarifying the bar that was set at Zoning, and how we're meeting and exceeding it

This letter is intended to help clarify those questions.

How We Got Here

The MPD and DA are part three of a three-step entitlement process that began with the Comprehensive Plan amendment in 2021 and continued with Code Amendment in 2023. The Comp Plan and Code Amendment approvals provided the overall framework for a development proposal at Redmond Town Center – including a list of required public benefits in exchange for additional building height. The MPD and DA provide additional design detail around that framework, and include density, massing, and phasing details for the project.

- Our plans involve the retail core of RTC only, which currently includes ~400,000 square feet of retail, medical office and office space (please see map attached as Exhibit A).
- ***The MPD and DA have no impact on the existing 44 acres of open space / natural area around the perimeter of RTC.***
- We are not tearing down the existing retail. While the plan does include limited densification and redevelopment of the northern (adjacent to the light rail station) and southeastern corners of the site, the ground floor will remain commercial space, and the central core of Redmond Town Center will remain in its current configuration, with upgrades to public areas, pedestrian corridors and open spaces to enhance the existing environment.
- The MPD sets the long-term vision for the retail core of RTC, and is intended to be a 10-15 year document and plan. Completion of the included improvements will occur over a long period of

time, with individual Site Plan Entitlement permitting applications for each phase of the development. Each SPE application will provide details for each phase, including construction phasing and mitigation, and will be the implementation tool for providing the public benefits included in the MPD and DA.

Throughout the process, we have engaged in continued public outreach efforts to engage stakeholders and customers at RTC and get feedback. Those efforts have included:

- An on site information center at the center of the project;
- Four public open houses (outside and in addition to any public hearings required as part of the zoning process);
- Outreach to over 5,000 area residents;
- Continued engagement throughout the process with existing tenants at the site;
- A community website, with opportunities for feedback and input that has engaged over 3,500 unique visitors, gained 237 followers, and garnered over 540 pieces of feedback.

That continued, long-term engagement with project stakeholders has helped inform an MPD and DA design that attempts to respond to feedback provided throughout the process.

Pedestrian Generating Uses

At the Study Session, Council was interested in understanding the DA provisions regarding pedestrian generating uses.

The Redmond Code does not define "pedestrian generating uses". As part of the negotiations for the DA, we worked with city staff to create a specific definition for Pedestrian Generating Uses to create as much clarity as possible throughout the term of the DA. That definition is as follows: "Retail; Food and Beverage; personal service uses (subset of Business and Service); copy centers and parcel and mail centers; the customer service portion of financial institutions; Arts, Entertainment, Recreation, and Assembly, Amusement, Sports, Recreation Establishments, and Athletic Clubs and Fitness Centers."

While clear and specific, that definition excludes a number of existing uses at Redmond Town Center that, while not meeting the definition above, do bring activity and customers to the site and are a healthy and necessary part of the Town Center eco system. Some of the uses excluded from the definition include things like Medical Office, Child Care, and schools/educational facilities. Those uses are particularly successful and bring vibrancy to some of the second floor spaces that don't lend themselves as naturally to the list of uses contained in the agreed-upon pedestrian generating uses definition in the DA.

The existing project site contains 267,958 square feet of leasable square footage on the first and second floors of RTC that meets the more restrictive pedestrian generating use definition. To account for tenant vacancies and to allow for flexibility over the course of the 10-15 year life of the Development Agreement, the DA provides that no less than 170,000 square feet of pedestrian generating uses shall exist within the RTC Master Plan project area at any given time.

As explained during the study session, the 170,000 square foot requirement is a **minimum** floor area for the uses meeting the specific pedestrian generating use definition. At no point can the project area

drop below that threshold, but it can (and likely will for the majority of the Development Agreement duration) function above that threshold.

This minimum floor area provides the operator the necessary flexibility to keep the space leased and activated, which includes engagement of a broad swath of commercial uses that create a vibrant mixed use center while still encouraging a healthy minimum of pedestrian generating uses. The broader zoning use restrictions continue to apply to the entirety of the space, as do the architectural guidelines within the zoning code and the Development Agreement, such that the project will maintain its commercial character and pedestrian facing façade and street frontage regardless of the square footage of Pedestrian Generating Uses.

What Is In the Plan

Circling back to some of the broader questions around the project, the MPD includes the potential for up to five (5) new buildings on site, along with the expansion of the existing "I" Parking Garage to replace the retail stalls lost with the development of the existing surface lots to the south of the main retail center. A map showing the proposed development locations and densities can be found attached as Exhibit B.

As part of the 2023 Code Amendment, the City Council required that any project seeking to develop a building taller than five (5) stories in height must provide specific public benefits—called Extraordinary Amenities for Additional Height—in order to achieve a maximum building height of 12 stories. The MPD includes the potential for two new 12-story buildings on site – both located on the existing surface parking lots – thereby triggering the requirement for compliance with the Extraordinary Amenities table. Below is a summary table showing what was required in the Zoning Code, and what is included in the Master Plan.

Code Requirement	MPD and DA Approach	Notes
Affordable Housing: • Min. 20% of units affordable at 60% AMI. • A Min. 10% two bedrooms units and min. 5% three bedrooms. • All affordable units shall be electric-ready	• The MPD and DA include the required affordability hurdles listed. • At full build out, the project will include **~135 – 185 affordable residential units at 60% of AMI**.	• In addition to affordable housing, the MPD provides ~675 – 925 total units of transit-oriented housing, providing a boost to Redmond's housing stock while also supporting the immediately adjacent retail and streetscape environment.
Small and Local Businesses: • 10% of new ground level commercial space or a total of 7,000 sf of total commercial space dedicated to local commercial. • The lesser of 25% or 4,000 sf of new commercial space no larger than 1,000 sf	• The MPD and DA include the required square footage minimums.	

Sustainable Development • LEED Platinum, or equivalent, for all new buildings.	• The MPD and DA will achieve this incentive. • Applicant intends to select the proposed compliance path for each new building at the SPE stage of design.	

In addition to the Extraordinary Amenities for Additional Height, the project will provide additional public benefits. These public benefits were developed based on feedback we heard from both the Council and Community throughout the process. These additional public benefits included in the MPD and DA are as follows:

Item	Notes / Description
Ground water aquifer impact mitigation	The project team heard the concerns about impacts to the aquifer and, after significant design discussion and effort, eliminated all below grade parking. In addition to eliminating potential impact to the below grade aquifer, relocating parking above grade allows for a more active ground level and reduces environmental and embedded carbon impacts of the project.
Public Plaza / Open Space connecting NE 74th St with Bear Creek Parkway.	Phases 2 and 3 include approximately 31,000 square feet of open space between 73rd Way and Bear Creek Parkway along with enhanced pedestrian crossings at 73rd and 72nd Way. The open space is in addition to the code-required minimum and is a critical part of a larger pedestrian connection from the light rail station to Bear Creak and the adjacent pedestrian/bike greenways.
74th Street Improvements	While 74th Street was formerly closed to traffic, it is still largely designed for vehicle use. The proposed design will transform the street into a pedestrian-first public plaza. New materials will designate the space as pedestrian oriented, with alternative paving / paver materiality, additional landscaping, furniture, lighting, and programmable spaces. This creates approximately 54,000 square feet of dedicated additional open / pedestrian space within the project. The new 74th St paving design will extend across 164th and 166th streets with table-toped intersections to provide traffic calming and prioritize pedestrian circulation. The timing of the proposed improvements will coincide with the development of the adjacent northern buildings phase 4 or 5, whichever comes first.

Bike infrastructure and traffic Calming at 164th and 166th	Phase 2 of the project includes bicycle facilities on 164th and 166th Street to link existing bike lanes and trails through the site and connect to the new light rail station. The inclusion of bike lanes will also reduce excessively wide vehicle travel lanes to provide traffic calming and improve pedestrian circulation.
Pedestrian crossing and intersection improvements	Phase 3 will include a mid-block crossing at Bear Creek Parkway between 164th and 166th Street. Phase 5 will include enhanced pedestrian intersection improvements at 166th and 76th Street, (similar to the existing Leary and Cleveland St intersection) including: Signalized pedestrian crossing from the light rail station, raised crossing and accessible curb ramps extensions, and special paving.
Enhanced Pedestrian-Oriented Design	Multiple improvements will be made to create a ground plane environment that does a better job of encouraging pedestrian activity and drawing foot traffic into the site. Some of those improvements include: Increased width of overhead weather protection along new commercial retail facades, increasing the current standard by 50% from 48” to 72” wide. Pedestrian scaled lighting through building mounted lighting, light bollards, or pedestrian scaled light poles at NE 74th St, the Linear N-S Pedestrian Plaza between buildings I4ICW and 4ICE, and Gateways 1, 2, 4, and 5, consistent with the precedent character examples in the MPD. A minimum of 100 SF of furnished seating groups / gathering areas at the Linear N-S Pedestrian Plaza between buildings 4ICW and 4ICE, along with at Gateways 1 and 2. Please see precedent character examples on the Public Amenities / Outdoor Plazas page in Section 3 of the MPD document. Overhead catenary lighting or art installation between buildings 4ICW and 4ICE to provide a sense of pedestrian scaled enclosure to the N-S plaza consistent with the precedent character examples in the MPD. These enhanced Pedestrian-Oriented Design elements will be provided on a phase-by-phase basis, alongside new building construction during the corresponding construction phase physically closest to the respective improvement. The NE 74th St. improvements will be completed with Phase 3.

Additional Trees Preservation - in excess of min. required (All phases)	The proposed project will preserve approximately 60% of existing significant trees, while the code requires only 35% preservation. Maintaining and increasing the City's tree canopy can reduce the heat island effect in an area that currently includes significant surface parking.
Building Green Roofs (Phases 2-5)	In addition to required open space, the proposed project will include green roofs on non-mechanical or amenity areas of new building rooftops. Green roofs can reduce the urban heat island effect and help improve and manage stormwater.

Project Timeline

Approval of the MPD and DA create a long-term vision for Redmond Town Center that includes the added density included in the Master Plan. However, at each phase, an SPE approval and fully permitted construction drawings will have to be completed and approved by the City of Redmond before construction can begin. Those processes for each phase will take 12 – 18 months, which would be the minimum duration before the initial phase of the project could commence.

As mentioned above, the initial duration of the MPD is 10-years, with an optional 5-year extension (subject to City of Redmond approval). As mentioned above, there are no plans to actively discuss relocating or displacing existing tenants. Quite the opposite, we continue to actively and aggressively lease the entire existing footprint of RTC, including relatively recent leases with Flatstick Pub, IKEA, and others. Near-term development is focused on the two surface lots (Phases 1 – 2 in the MPD).

In Closing

Thank you, again, for your engagement in the process thus far. Hopefully, the above summary provide a helpful starting point for the upcoming discussion. We look forward to a continuing, successful partnership with Redmond and a successful and vibrant Redmond Town Center.

Thank you,

patrick woodruff

Patrick Woodruff

Exhibit A

Exhibit B

- · — PROPOSED MPD BOUNDARY

SITE AREA: 934,915 SQUARE FEET OR 21.4627 ACRES

3A NEW BUILDING 3A

- 7 STORY MIXED-USE RESIDENTIAL

3D NEW BUILDING 3D

- 7 STORY MIXED-USE RESIDENTIAL

4IC NEW BUILDINGS 4IC

- TWO NEW 12 STORY MIXED-USE RESIDENTIAL

OR

- (1) 12 STORY MIXED-USE RESIDENTIAL AND (1) 12 STORY MIXED-USE OFFICE

4B NEW BUILDING 4B

- 7 STORY RESIDENTIAL

I EXISTING I GARAGE ADDITION

- 2 STORY ADDITION TO EXISTING 2 STORY PARKING GARAGE

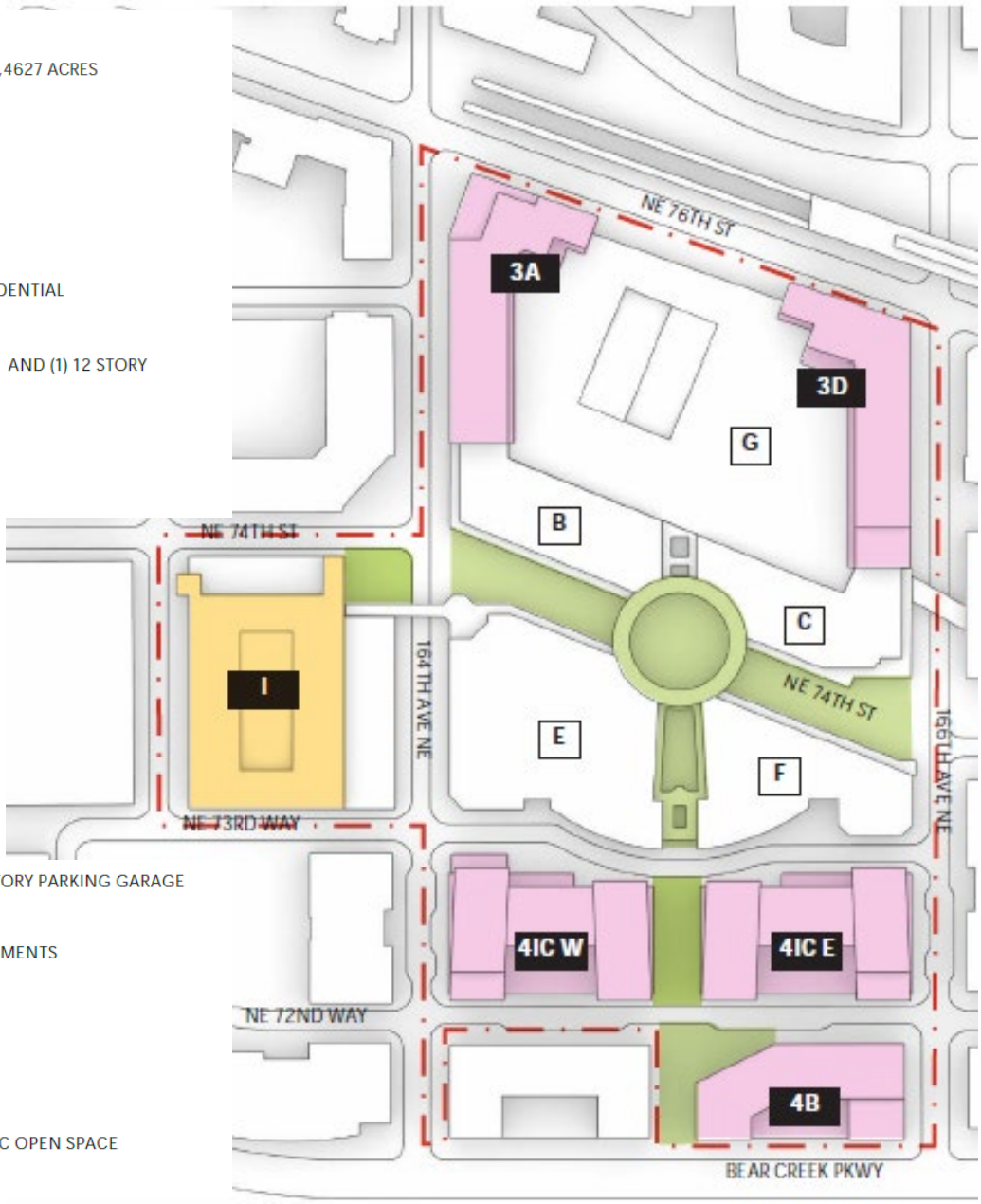
74TH STREET

- FUTURE STREET AND PLAZA IMPROVEMENTS

NEW BUILDINGS ADDED OR MODIFIED

EXISTING BUILDINGS

NEW/MODIFIED GROUND LEVEL PUBLIC OPEN SPACE



Alex Hunt

From: Travis Walters <owner.hobbytownrtc@gmail.com>
Sent: Friday, September 19, 2025 4:23 PM
To: Alex Hunt
Cc: Patrick.Woodruff@hines.com; gmanojlovic@fairbourne.com
Subject: Support for Redmond Town Center Development

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

Dear Redmond City Council members,

I am writing to express support for the Redmond Town Center Master Planned Development and Development Agreement because of the benefits to our community, including:

City-Wide Benefits

- Housing Goals – The Master Plan includes capacity for up to ~900 transit-oriented housing units, 20% of which will be delivered at an affordability level of 60% of Area Median Income (AMI). This housing addresses a critical need within our community, and creating these units close to transit furthers the sustainability goals of the City.
- Supporting Vibrant Retail– New residents and planned common area improvements included in the Master Plan will help keep the existing Redmond Town Center retail space vibrant and thriving.
- Support for Local Retail – The provisions in the Development Agreement for smaller retail spaces, and spaces reserved for local businesses, will continue to ensure RTC is a place that offers a wide variety of options and supports our local community.
- Protecting Redmond's Water Resource – The project has agreed to keep parking above grade, removing it from the water table and thereby limiting impacts to Redmond's aquifer, protecting a critical community resource.
- Sustainable Development – The sustainable development elements of the Benefits Table, including LEED-Platinum (or equivalent) and green roofs, limit the impact of this new development on Redmond's natural environment. Additionally, the pedestrian and bike improvements included in the Master Plan will continue to enhance Redmond's leading alternative transportation infrastructure.
- Public Open Space – The included investments in public open space, including improvements to 74th street running through the center of the project and improvements to the North-South corridors from the new light rail station, will create a more vibrant pedestrian environment and a livelier ground plane.
- Job Creation – The Masterplan will create hundreds of temporary and permanent jobs within the community.

As member of the Redmond Town Center community, I support the plan and its approval.

Thank you,

Travis Walters

Owner, Hobbytown Redmond

Dear Redmond City Councilmembers,

My name is Andrea Kim and I'm the owner of Lani's Tailor & Atelier located in the Redmond Town Center. My business has been serving Redmond for the past 42 years. We've served three generations among our regular clientele and I'm also happy to call Redmond my home. My business was recently voted a top America's top 150 Mom and Pop shops by Yelp! and Entrepreneur magazine.

I have discussed the benefits of the Redmond Town Center Master Planned Development and its agreement with my staff and know for a fact that it will provide countless advantages and benefits to our ever-growing community.

City-Wide Benefits

- Housing Goals – With a large influx of new residents coming into Redmond, the Master Plan will expand room to accommodate each and every one of them. The Master Plan includes capacity for up to ~900 transit-oriented housing units, 20% of which will be delivered at an affordability level of 60% of Area Median Income (AMI). This housing addresses a critical need within our community, and creating these units close to transit furthers the sustainability goals of the City.
- Supporting Vibrant Retail– Extra retail space is necessary to meet the growing demand. New residents and planned common area improvements included in the Master Plan will help keep the existing Redmond Town Center retail space vibrant and thriving.
- Support for Local Retail – The provisions in the Development Agreement for smaller retail spaces, and spaces reserved for local businesses, will continue to ensure RTC is a place that offers a wide variety of options and supports our local community.
- Protecting Redmond's Water Resource – The project has agreed to keep parking above grade, removing it from the water table and thereby limiting impacts to Redmond's aquifer, protecting a critical community resource.
- Sustainable Development – The sustainable development elements of the Benefits Table, including LEED-Platinum (or equivalent) and green roofs, limit the impact of this new development on Redmond's natural environment. Additionally, the

pedestrian and bike improvements included in the Master Plan will continue to enhance Redmond's leading alternative transportation infrastructure.

- Public Open Space – One of the key aspects that old and new residents love Redmond is the availability of public open space. The included investments in public open space, including improvements to 74th street running through the center of the project and improvements to the North-South corridors from the new light rail station, will create a more vibrant pedestrian environment and a livelier ground plane.
- Job Creation – This key component is crucial for our ever-growing community. The Masterplan will create hundreds of temporary and permanent jobs within the community.

My team and I wholeheartedly support the plan and the approval.

Thank you,

Andrea Kim

Alex Hunt

From: Mark Chenovick <exec@secondstoryrep.org>
Sent: Thursday, September 18, 2025 5:56 PM
To: Alex Hunt
Cc: Patrick.Woodruff@hines.com; George Manojlovic
Subject: A letter in support of Redmond Town Center

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

Dear Redmond City Councilmembers,

For over two decades, SecondStory Repertory has been a proud and thriving member of this community, and this would not have been possible without the partnership of the Redmond Town Center.

Redmond Town Center is not just our home; it is the reason we exist. Since our founding, they have provided us with the space and support necessary to bring our mission of entertaining, educating, and enlightening the community through live theater to life. They have been instrumental in allowing us to grow from a fledgling company into a cherished cultural institution in Redmond.

This partnership became more critical than ever during the challenging times of the pandemic. As a small non-profit theater, our survival was far from guaranteed. The team at Redmond Town Center demonstrated extraordinary generosity and flexibility, working with us to ensure we could navigate the significant challenges of that period. Their kindness was a lifeline, and it directly enabled us to reopen our doors and welcome audiences back to the magic of live performance.

We are further encouraged by Redmond Town Center's long-term commitment to SecondStory Repertory. Their recent agreement to a ten-year lease provides us with the stability and security needed to continue our work for years to come. This is more than a simple business agreement; it is a profound vote of confidence in the value of the arts and a powerful statement about their dedication to the cultural vitality of this community.

We are deeply grateful for our partnership with the Redmond Town Center and strongly urge your support for their continued success.

Thank you for your consideration.

--

Mark Chenovick | managing artistic director
Office: (425) 881-6777 | Cell: (206) 235-1807
SecondStory Repertory | 7325 166th AVE NE, Suite F250 Redmond, WA 98052

www.SecondStoryRep.org | Follow Us: Facebook

K-Street KBBQ

7430 164th Ave NE, Ste B103

Redmond, WA 98052

September 18, 2025

Redmond City Councilmembers,

On behalf of K-Street KBBQ, I write to express our strong support for the Redmond Town Center Master Planned Development and Development Agreement. We believe the proposal will bring meaningful benefits to Redmond and the businesses and residents who call it home.

Housing Goals - The plan creates space for approximately 900 transit-oriented homes, with roughly 20% set to be affordable at about 60% of Area Median Income. This helps address a critical local housing need while encouraging sustainable, transit-friendly development.

Supporting Vibrant Retail - New residents and investments in public areas will help energize the Town Center's retail environment, supporting businesses of all sizes and attracting more foot traffic to the area.

Support for Local Businesses - Provisions that reserve smaller storefronts and flexible retail spaces for local operators will help preserve the diverse mix of shops and services that make Redmond unique.

Protecting Water Resources - By keeping parking structures above the water table, the project reduces risks to Redmond's aquifer and helps safeguard an essential environmental resource.

Sustainable Design - Commitments such as LEED-Platinum (or equivalent), green roofs, and enhanced pedestrian and bicycle connections demonstrate the project's focus on long-term environmental stewardship.

Public Open Space - Investments in public realm improvements — including upgrades along 74th Street and the north-south corridors linking the new light rail station — will create a more inviting, walkable Town Center.

Job Creation - The Master Plan will support the creation of both temporary construction jobs and ongoing local employment, contributing to the area's economic vitality.

As a longtime member of the Redmond Town Center community, K-Street KBBQ enthusiastically supports the approval of this Master Planned Development and Development Agreement.

Thank you for your time and consideration.

Sincerely,

Allen Kim

Owner, K-Street KBBQ

info@kstreetkbbq.com | (425) 463-8080

Alex Hunt

From: Dan Ullom <ullomdw@gmail.com>
Sent: Thursday, September 18, 2025 1:08 PM
To: Alex Hunt
Cc: Patrick.Woodruff@hines.com
Subject: In Support of Density

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

Dear Redmond City Councilmembers,
I am writing to express support for the Redmond Town Center Master Planned Development and Development Agreement.

I am one of the owners of Brick & Mortar Books in Redmond Town Center. In our 8 ½ years we have seen Redmond change and grow. I have also seen people change. When I was young it was a badge of honor to have a driver's license. Many of my younger employees, and my youngest daughter, don't have the desire to drive. I have employees that walk, bus, and now even one that takes the light rail into work. We also live in a time where everything is expensive, so car ownership is not possible for everyone.

Density built around transportation hubs makes sense. It allows for people to live in downtown Redmond while still being able to experience sporting events, shopping, Comic Con, and plays and musicals. My 20-year-old daughter, who likes to drive, would rather not drive into Seattle for concerts and thrift shopping. Having affordable housing in Redmond and being near the light rail would likely be a deciding factor for her between moving to Redmond over Kirkland.

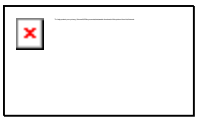
Redmond is a tech hub. My employees with partners in tech can live in Redmond; other employees can't. Having affordable housing allows for the people who work in Redmond to live in Redmond. Which, in addition to being the right thing to do, also cuts down on daily drivers.

When we looked at where we were going to create a bookstore, we looked at current density, parking availability, walking traffic, and projected density. More density equates more walking traffic, which means that more people are finding us and buying from us. We aren't the only stores that have understood the importance of density and good public transportation. Since the apartments have started going up we have also seen a variety of new and interesting stores open, including Farine, Salt & Straw, and Mendocino Farms.

Like most business owners, I have concerns. Mostly my concerns are in the short term: how will construction, road closures, and loss of parking impact us? Ultimately, I am trying to think 25+ years down the road. Will added density be better for the city, and our store, in the future? I firmly believe it will.

Best,
Dan Ullom

Dan Ullom



Sent via Superhuman

NON-CODE

CITY OF REDMOND
ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, ADOPTING THE TECHNICAL COMMITTEE'S RECOMMENDATION TO APPROVE THE REDMOND TOWN CENTER MASTER PLANNED DEVELOPMENT AND DEVELOPMENT AGREEMENT (LAND-2023-00296 & LAND-2023-00297), AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Fairbourne Properties, LLC ("Applicant") submitted a Master Planned Development and Development Agreement application to develop site improvements, a two-story addition to an existing garage, four mixed-use residential buildings, and either one mixed-use office building or one additional mixed-use residential building (the "Project"); and

WHEREAS, a Master Planned Development permit and Development Agreement is a Consolidated Type V permit decision; and

WHEREAS, the Redmond Zoning Code (RZC) authorizes the City Council to conduct an open record hearing for the Consolidated Master Planned Development and Development Agreement; and

WHEREAS, on July 23, 2025, the City's Technical Committee recommended approval of the Consolidated Redmont Town Center Master Planned Development and Development Agreement (LAND-2023-00296 & LAND-2023-00297); and

WHEREAS, on October 21, 2025, the City Council opened an open record public hearing to receive and review the application record and hear testimony relative to the Redmond Town Center Master Planned Development and Development Agreement applications (LAND-2023-00296 & LAND-2023-00297) and closed the hearing on October 21, 2025.

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

Section 1. Classification. This is a non-code ordinance.

Section 2. Findings, Conclusions, and Conditions of Approval. After carefully reviewing the record and considering the evidence and arguments in the record and in the Technical Committee's recommendation, the City Council hereby adopts the findings, analysis, and conclusions in the Technical Committee's recommendation for the Redmond Town Center Master Planned Development and Development Agreement.

Section 3. Approval. The City Council hereby approves the Redmond Town Center Master Planned Development and Development Agreement, subject to the conditions of approval identified in the Technical Committee's recommendation dated July 23, 2025.

Section 4. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such

invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 5. Effective date. This ordinance shall become effective five days after its publication, or publication of a summary thereof, in the city's official newspaper, or as otherwise provided by law.

ADOPTED by the Redmond City Council this _____ day of _____, 2025.

CITY OF REDMOND

_____
ANGELA BIRNEY, MAYOR

ATTEST:

_____
CHERYL XANTHOS, MMC, CITY CLERK (SEAL)

APPROVED AS TO FORM:

_____
REBECCA MUELLER, CITY ATTORNEY

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

CITY OF REDMOND
RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, APPROVING A DEVELOPMENT AGREEMENT FOR A SITE OWNED BY FAIRBOURNE PROPERTIES, LLC LOCATED AT PARCELS NO. 7202410030, 7202410010, 7202410050, AND 7202410020

WHEREAS, Fairbourne Properties, LLC (the "Owner") owns Parcels No. 7202410030, 7202410010, 7202410050, And 7202410020 (the "Site") within the Redmond Town Center Mixed-Use Subarea; and

WHEREAS, the Owner has requested that the City of Redmond ("City") and the Owner enter into a development agreement for the Site in order to set forth the development standards and other provisions that will govern and vest a Master Planned Development including site improvements, a two-story addition to an existing garage, four mixed-use residential buildings, and either one mixed-use office building or one additional mixed-use residential building (the "Project"); and

WHEREAS, pursuant to Redmond Zoning Code (RZC) Section 21.76.070.P, the Redmond City Council reviewed and approved the Redmond Town Center Master Planned Development application; and

WHEREAS, pursuant to RCW 36.70B.200, the Redmond City Council held and opened a public hearing on the proposed agreement on October 21, 2025 and closed the record on October 21, 2025; and after

considering all testimony presented at the public hearing, determined that a development agreement for the Site should be approved.

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

Section 1. Development Agreement Approved. That agreement entitled "Redmond Town Center Development Agreement" attached hereto as Exhibit A and incorporated herein by this reference as if set forth in full, is hereby approved and shall govern development of the Site described in said Agreement. The Mayor is hereby authorized to execute the Development Agreement on behalf of the City.

Section 2. Recording. As provided in RCW 36.70B.190, a signed original of the Agreement shall be recorded with the real property records of King County, Washington and shall be binding on the parties and their successors and assigns.

ADOPTED by the Redmond City Council this _____ day of _____ _____, 2025.

APPROVED:

_____
ANGELA BIRNEY, MAYOR

ATTEST:

CHERYL XANTHOS, MMC, CITY CLERK (SEAL)

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO:

Redmond Town Center Master Plan and Development Agreement

September 23, 2025

Alex Hunt, Senior Planer

Redmond
WASHINGTON

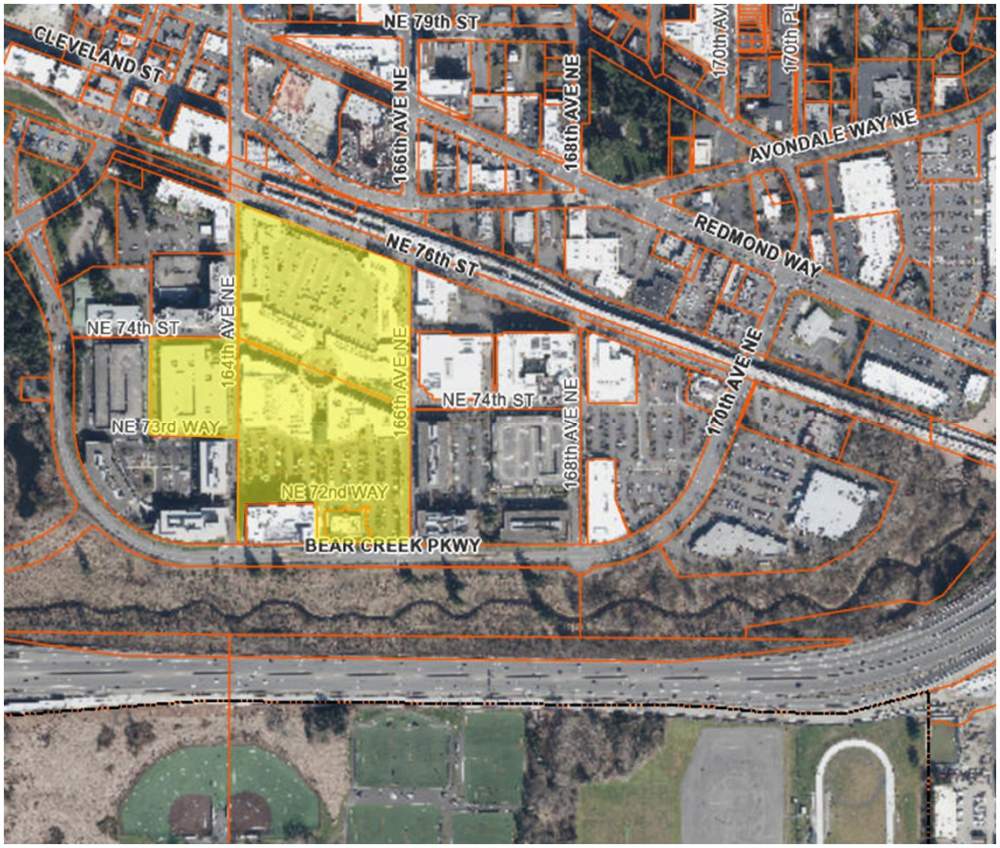
Agenda Item Summary

- Note: Quasi-Judicial Decisions of the City Council are governed by the Appearance of Fairness Doctrine. Communications outside the scope of a Council meeting must be disclosed and could result in the disqualification of a decision maker if objections to participation are raised by the parties.

- Purpose: Overview and preparation for October 21 Quasi-Judicial Public Hearing on Master Plan and Development Agreement consolidated application.

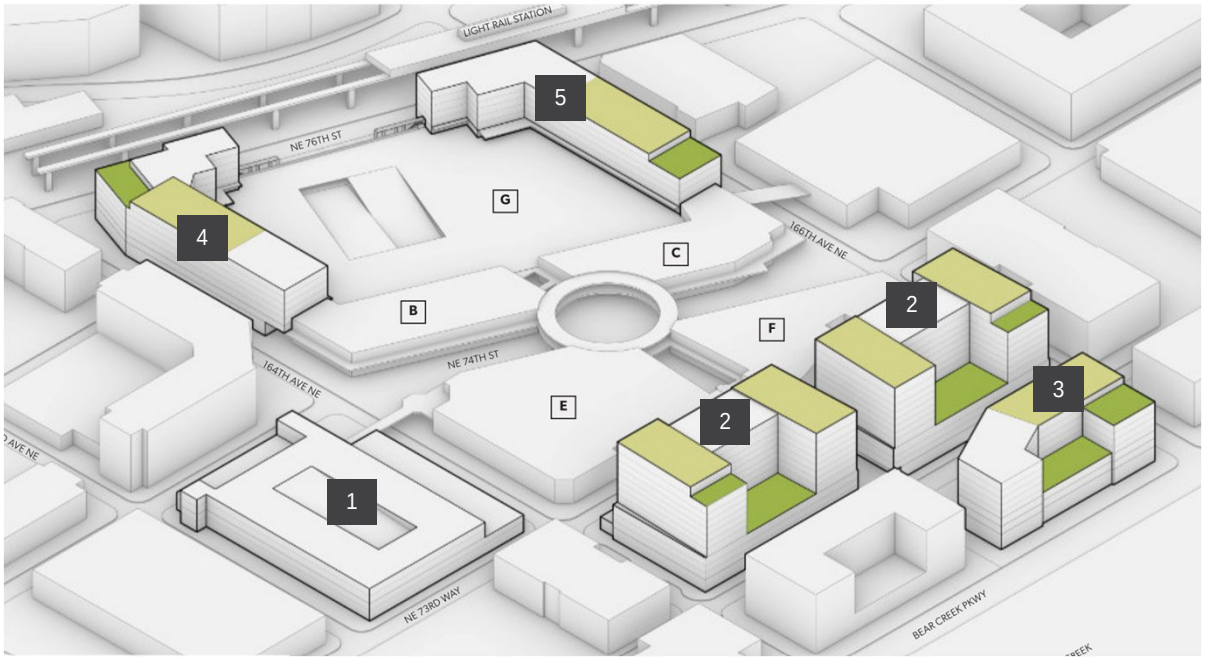
Project Site

- Town Center (TWNC) Zone
- 19.34-acre site across 4 parcels
- Development associated with Master Plan will impact approximately 9 acres
- Located in CARA I Zone



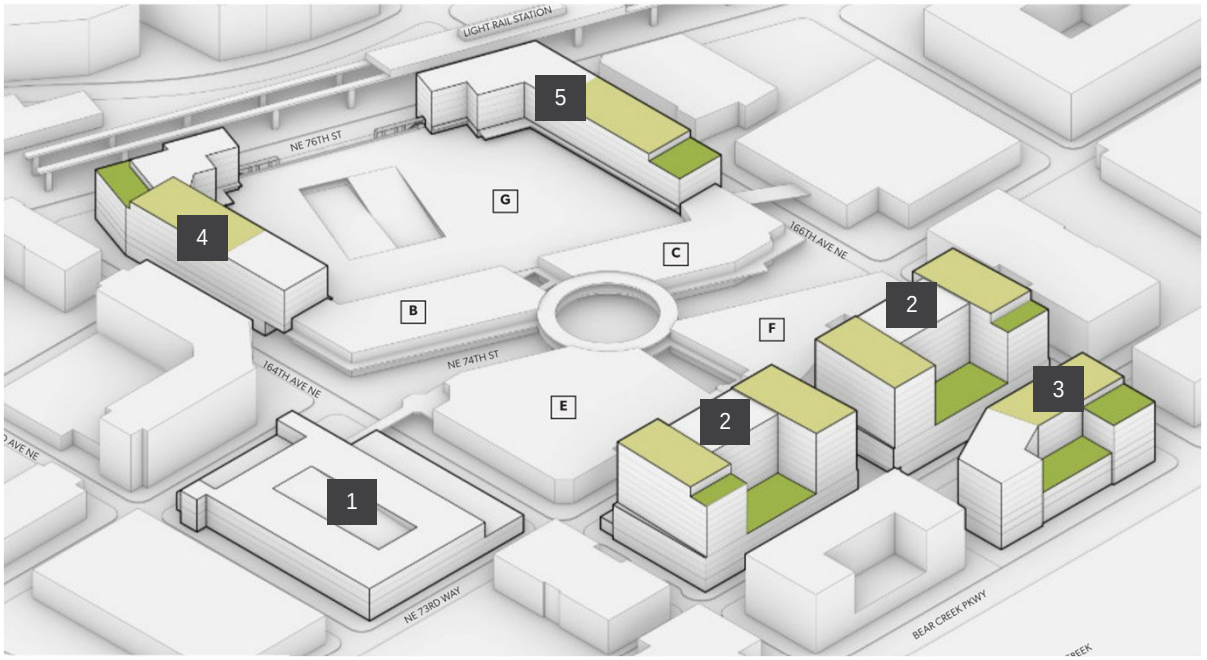
Project Overview

- 5-phase Master Planned Development (MPD) and associated Development Agreement (DA)
- DA outlines public benefits
- MPD is a conceptual approval. Future entitlement required for each phase.
- Much of existing RTC commercial shopping area will remain
- 676-1,020 residential units, depending on option selected
- ~55,000 s.f. of commercial retail area proposed



Phasing Overview

- Ph 1: Vertical expansion of existing parking garage
- Ph 2 (Res. Option): Two 12-story mixed-use residential buildings with 504 residential units
- Ph 2 (Res./Office Option): One 12-story mixed-use residential with 252 units and one 12-story mixed-use office building
- Ph 3: Demolish BJ's Restaurant building and construct 8-story mixed-use residential building with 136 units
- Ph 4: 7-story mixed-use residential building with 148 units
- Ph 5: 7-story mixed-use residential building with 140 units

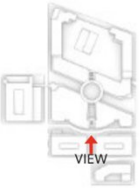


Exceptional Amenities for Additional Height

- Incentive program for additional height per RZC 21.10.050 allows buildings up to 12 stories.
- Affordable Housing: Minimum of 20% of residential units shall be affordable at 60% AMI.
- Local Business Support: 10% (or up to 7,000 sf) of new ground floor commercial space shall be reserved for small and local businesses.
- Startup Business Support: 4,000 sf of new commercial spaces shall be no larger than 1,000 square feet to support startup businesses.
- LEED Platinum or equivalent for all new buildings.

Development Agreement Public Benefits

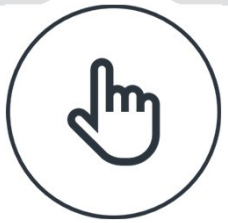
- Ground-level public open space
  - Linear pedestrian plaza linking RTC commercial area to Bear Creek Parkway
  - NE 74th St improvements
- Street improvements for increased bike/pedestrian access
  - Bike infrastructure and traffic calming
  - Bear Creek Pkwy mid-block crossing
  - Pedestrian crossing improvements adjacent to light rail station
- Enhanced pedestrian-oriented design
  - New overhead weather protection in excess of code requirements
  - Pedestrian-scaled lighting
  - Additional furnished seating/gathering areas
- Avoidance of aquifer impacts
  - Project will avoid subterranean parking; all structured parking will be above ground.



Development Agreement
Requested Flexibility

- Five-phased project with phased improvements
- 10-year DA term with potential 5-year extension
- Vesting to 2025 land use controls
- Negotiation of Pedestrian-Generating Use (PGU) square footage below the current PGU area that exists on-site
  - 267,958 square feet existing
  - 170,000 square feet proposed

Recommendation and Next Steps



- 7/23/25: Technical Committee recommended approval with conditions
- 10/21/25: Public Hearing and potential decision
- A resolution for additional sewer connection charges will be brought to City Council for a decision following this Master Plan and Development Agreement

Thank You

Any Questions?

ahunt@redmond.gov

Redmond
WASHINGTON

Development Agreement
Public Benefits

Ped Intersection

NE 74th St Improvements

Linear pedestrian plaza

Mid-Block Crossings

City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-158
Type: Staff Report

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

Public Works	Aaron Bert	425-553-5814

DEPARTMENT STAFF:

Public Works	Jesse Dunbar	Program Administrator
Public Works	Aaron Moldver	Division Manager

TITLE:
Progress of the Waste Hauler Contract Transition for Garbage, Recycling, and Compostables from Waste Management to Recology

OVERVIEW STATEMENT:
In 2023, Public Works began a procurement process for a new Garbage, Recycling, and Compostables Service Contract. Council approved the contract at the August 5, 2024, Special Meeting. The new contract goes into effect on January 1, 2026. Attached is a summary of progress made in the implementation of this contract and its impact on the residents of Redmond.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  King County Comprehensive Solid Waste Management Plan, King County Solid Waste Interlocal Agreement, Environmental Sustainability Action Plan
- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:

The new waste contract is setup to help residents in many ways; rates, while increasing, will be lower than if other haulers were selected and have a 5% cap on CPI increases. Customer service will improve with a local Recology call center and a Recology Store that residents can visit to address issues in person. One free bulky item pickup is available for residential customers and additional pickups can be scheduled for a fee. Formerly hard-to-recycle items like household batteries, block Styrofoam, textiles, fluorescent bulbs, hard cover books, small electronics and small appliances can be taken to the Recology Store or placed by their waste carts on pickup day for recycling. Two Waste Zero specialists will focus on increasing diversion by working with commercial and multifamily customers.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  August - Recology Redmond website published
  September - Focus on Redmond feature, postcards from Recology to introduce Recology as new waste hauler, Recology outreach to commercial customers continues,
  October - Recology store opens, ribbon cutting scheduled for 10/22 at 10:00 AM, Transition FAQ added to website, commercial organics outreach to customers begins, social media updates begin
  November - New rate packets sent to customers, social media campaign continues
  December - All customers receive updated haul schedules and customer service contacts via mail, social media continues.
  January - Social media updates daily during first week of service
- **Outreach Methods and Results:**
  Press release, postcards, packets, ribbon cutting, social media, phone calls, websites,
- **Feedback Summary:**
  N/A

BUDGET IMPACT:

Total Cost:
N/A

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

Budget Offer Number:
0000006

Budget Priority:
Healthy and Sustainable

Other budget impacts or additional costs: ☒ **Yes** ☐ **No** ☐ **N/A**
If yes, explain:
Revenue generated through franchise fees. This contract will maintain stable revenue for the Solid Waste Fund.

Funding source(s):
N/A

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
7/2/2024	Committee of the Whole - Planning and Public Works	Receive Information
7/16/2024	Business Meeting	Receive Information
8/5/2024	Special Meeting	Approve

Proposed Upcoming Contact(s)

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

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
N/A

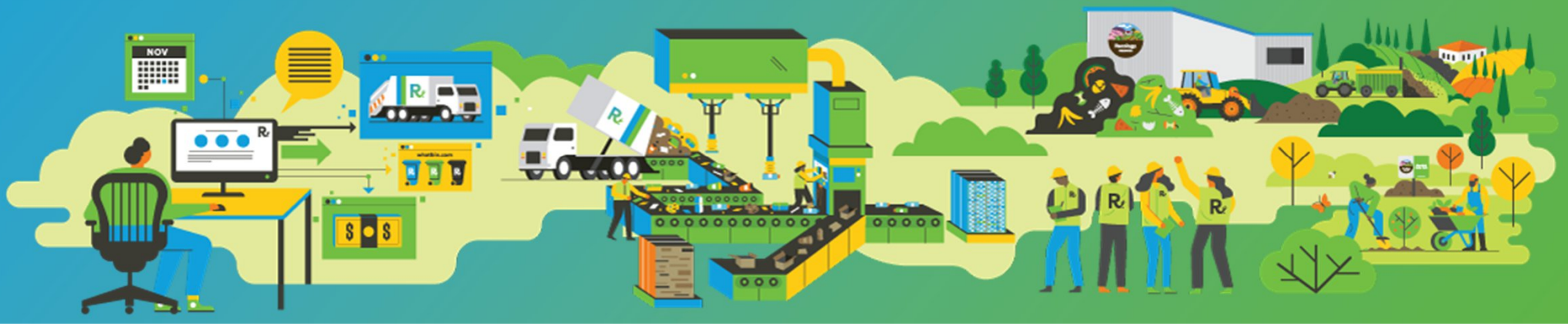
ATTACHMENTS:

- *Attachment A - Presentation*
- *Attachment B - Recology Contract*

Recology
WASTE ZERO

City of Redmond Implementation Update

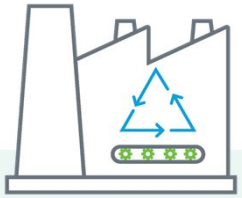
October 21st, 2025



Recology Service Agreement Overview

Diversion

- Redmond Recology Store
- New multifamily and commercial programs
- Embedded organics service
- Curbside collection of select special items for recycling
- Battery collection and recycling at select City facilities



Operations

- New collection vehicles
- Optimized routing for residential and commercial customers
- All electric support vehicles
- New Recology facility features – Broadway Hauling Yard, and Seattle Recycling Facility

Outreach

- 2 full time Waste Zero Specialists
- Enhanced communications for weather events and holidays
- Community tabling events
- Recology Store workshops
- Customized education tools

New Contract Communications

- Redmond Derby Days (July 12th), Big Truck Days (August 15th), Redmond Lights (Dec. 6th)
- Website and call center live as of July 2025
- Ongoing print communications through Fall 2025

- Outbound calls to commercial and multifamily customers
- Ongoing site visits and in-field service verification
- Waste Zero staff visits to begin in November

Recology outreach staff at Redmond Derby Days (July 2025)

Redmond Welcome Post Card

Recology Store

- Recology Store to be launched in Redmond this Fall!
- Residents able to bring hard-to-recycle item drop offs at no cost (such as Styrofoam, lightbulbs, electronics, textiles and more)
- All customers able to complete bill pay, make customer service requests and ask questions about their Recology services
- The Store will also host quarterly workshops to engage residents in opportunities to reduce waste and engage in creative reuse activities
- Pop-up events to be scheduled and promoted through the Fall leading up to official Store opening

Operations Updates

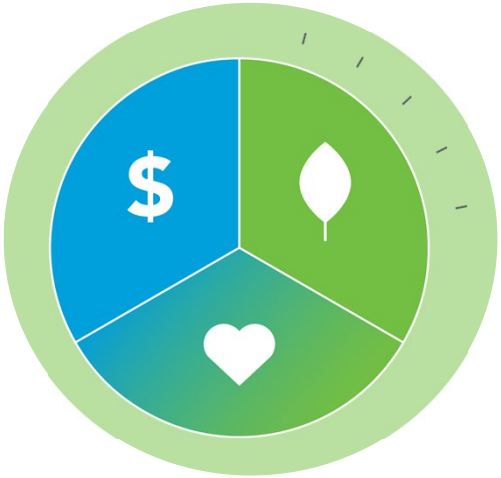
- Operations team conducting in-field audits of commercial and multifamily sites for service needs and container conditions
- Commercial and Residential routes have received optimization from Recology GIS team and are being audited in the field
- New Redmond collection fleet receiving service-verification software updates and mechanical testing
- All-electric support vehicles (deliveries, Operations support staff, and Waste Zero)
- Ongoing driver recruitment

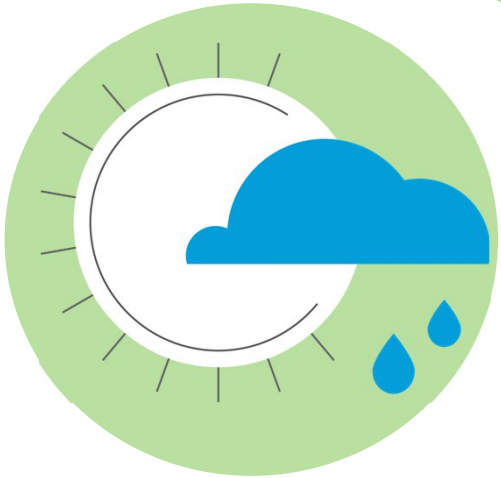
Customer Service Updates

- All customer service staff hired and trained for Redmond support as of July 2025
- Ongoing outbound commercial and multifamily communications
- Ongoing service and contact verification for all customers
- Recology & Redmond partnered communications
- Call center hours (new for Redmond):
  - 7AM-7PM Mon-Fri; 8AM-7PM Sat/Sun

Waste Zero Outreach

- 2 Full time staff to be hired by November
- Onsite visits with Multifamily and Commercial customers starting Fall 2025
- Recycle and Organics contamination program to be launched Winter of 2026
- WA Organics Management Law (OML) outreach ongoing
- New cart and dumpster decals being installed on containers in Winter 2026
- Ongoing provision of tools for right-sizing service, increasing diversion, and reducing contamination
- Support for Redmond's Environmental Sustainability Action Plan



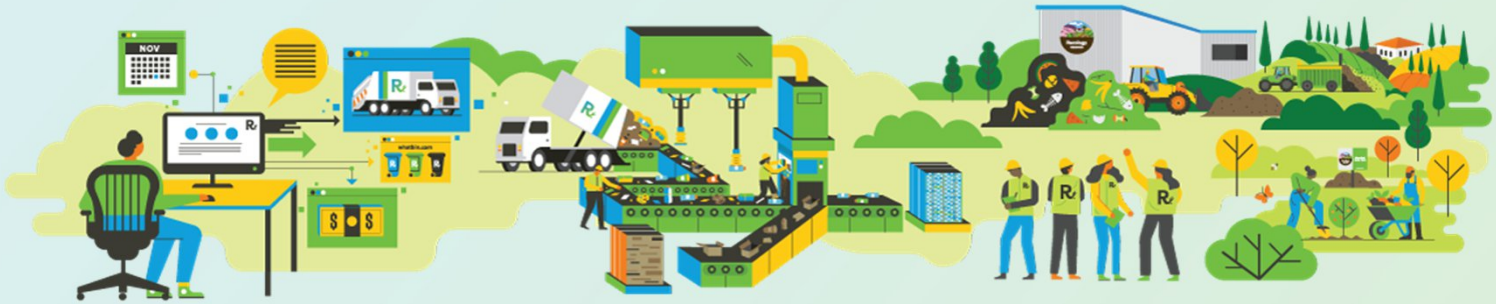


Residential Service Updates

- **Curbside Special Item recycling**–Styrofoam, batteries, textiles and lightbulbs
- **Christmas Tree Collection** – all SF & MF residences
- **Storm Debris Collection** – City storm event, 96 extra gallons
- **Free Compostables Cart Cleaning** – offered on an annual basis for SF, MF & COM service
- **Wildlife Carts** – available for all commodities (surcharge added)
- **Senior/Low-Income Discount** – senior and disabled resident discount of 50% on garbage service

What's Next?

- **Pre-launch Communications –** new service rates, service day reminders, Recology Store promotion, and holiday week information
- **Recology Store Grand Opening** – December 2025
- **New Contract Outreach** – through 2026 and beyond
- **New Activities and Reporting -** for contamination & outreach programs starting in 2026



Recology™

WASTE ZERO

425.552.1008

Redmond@recology.com

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Garbage, Recycling and Compostables Service Contract

City of Redmond and Recology King County Inc.

January 1, 2026 – December 31, 2035

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This Garbage, Recycling, and Compostables Services Contract (hereafter, "Contract") is entered into this _____ day of _____, 2024 (hereafter the "Date of Execution"), by and between the City of Redmond, a municipal corporation (hereafter "Redmond"), and Recology King County Inc. (hereafter "Contractor"), and collectively the "Parties."

RECITALS

WHEREAS, Redmond has conducted a competitive process to select a Contractor to provide garbage, recyclables, and compostables services ("Services") to all residents, businesses, and located within the Service Area;

WHEREAS, having completed the competitive process, Redmond has selected the best candidate to provide the Services outlined in the competitive process;

WHEREAS, the Contractor represents and warrants that it has the experience, resources, and expertise necessary to perform the Services as requested in the competitive process;

WHEREAS, Redmond desires to enter into this Contract with the Contractor for the Services outlined in the competitive process and included below; and

NOW, THEREFORE, in consideration of the mutual covenants, agreements, and promises herein contained, and incorporating the Recitals noted above, Redmond and Contractor do agree as follows:

AGREEMENT

1 DEFINITIONS

The following definitions apply to terms used in this Contract:

Administrative Fee: A City-defined fee included in Customer rates charged by the Contractor, with receipts collected from Customers by the Contractor and remitted to the City as directed in this Contract. The Administrative Fee is separate from and distinct from any itemized utility, sales, or other taxes that may be assessed from time to time.

Bulky Waste: Discrete items of Garbage of a size or shape that precludes collection in regular collection Containers. Bulky Waste includes large appliances (such as refrigerators, freezers, stoves, dishwashers, clothes washing machines, or dryers), water heaters, furniture (such as chairs, tables, shelves, cabinets, or sofas), televisions, mattresses, and other similar large items placed at the Curb as discrete, separate items. Bulky Waste does not include piles of debris, car parts, construction or demolition debris, Unacceptable Waste, or stumps.

Can: A receptacle that is a Customer-provided water-tight galvanized sheet-metal or plastic container not exceeding four (4) cubic feet or thirty-two (32) gallons in capacity; fitted with two (2) sturdy looped handles, one on each side. Owners shall keep all Cans rodent and insect-resistant and sanitary.

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Cart: A Contractor-provided twenty (20), thirty-two (32)/or thirty-five (35), sixty-four (64), or ninety-six (96) gallon wheeled receptacle with attached lid suitable for collection, storage, and Curbside placement of Garbage, Recyclables, or Compostables. Carts shall be rodent and insect resistant.

Change of Control: Any single transaction or series of related transactions by which the beneficial ownership of more than fifty percent (50%) of the voting securities of the Contractor is acquired by a person or entity or by a related or affiliated group of persons or entities, who as of the effective date of the Contract do not have such a beneficial interest; provided, however, that intra-company transfers, such as transfers between different subsidiaries or branches of the parent corporation of the Contractor, or transfers to corporations, limited partnerships, or any other entity owned or controlled by the Contractor upon the effective date of the Contract, and transactions effected on any securities exchange registered with the U.S. Securities and Exchange Commission, shall not constitute a Change in Control.

Commercial Customer: Non-Residential Customers, including businesses, institutions, governmental agencies, and all other users of commercial-type Garbage collection services.

Composite Disposal Fee: A combined per ton fee based on the sum of the Contractor's Fixed Annual Charge from the County, allocated per ton based on the County's projected Redmond disposal tons, plus the County Tipping Fee per ton.

Compostables: Any organic waste material that is Source-separated for processing or composting, such as Yard Debris, clean scrap wood, Food Scraps, and compostable bags that meet ASTM D6400 or ASTM D6868 standards generated by any Residential, Multifamily, or Commercial Customers. Shredded uncontaminated paper shall be accepted as a Compostable material unless disallowed by the Contractor's composting processor.

Container: Any Can, Cart, Detachable Container, or Drop-box Container used in the performance of this Contract, including both loose and compacting Containers.

Contract: This Contract for Garbage, Recycling and Compostables Services.

Contract Term: Term of this Contract as provided for in Section 2.

Contractor: Recology King County, which has been hired to provide all Services identified in this Contract, including, but not limited to, collecting, transporting, and disposing of Garbage and collecting, processing, marketing, and transporting of Recyclables and Compostables.

County/county: King County in Washington State.

Curb or Curbside: Customers' property within five feet (5') of the Public Street or Private Road (or on the sidewalk without completely obstructing the sidewalk if there is no Customer property within five feet (5') of the Public Street or Private Road) without blocking driveways or on-street parking. If extraordinary circumstances preclude such a location, Curbside shall be considered a placement suitable to the Customer, convenient to the Contractor's equipment, and mutually agreed to by the City and Contractor.

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Customer: All accountholders of the Contractor's services within Redmond under this Contract, who may be either the premises occupant and/or the owner where the service herein mentioned is rendered.

Customer Service: The assistance, advice, and information provided by the Contractor to Customers and potential customers within Redmond.

Date of Commencement of Service/Effective Date: January 1, 2026, the date that the Contractor agrees to commence the provision of Services as described throughout this Contract.

Date of Execution: The date the signatories execute this Contract.

Day/Days or day/days: Calendar days unless otherwise specified.

Detachable Container: A watertight metal or plastic loose or compacting receptacle equipped with a tight-fitting cover, capable of being mechanically unloaded into a collection vehicle, which is not less than one (1) cubic yard or greater than eight (8) cubic yards in capacity.

Driveway: A privately-owned and maintained way that connects a Residence or parking area/garage/carport with a Private Road or Public Street.

Drop-box Container: A watertight, all-metal loose material or compactor receptacle loaded onto a specialized collection vehicle with ten (10) cubic yards or more capacity.

Environmental Law: Any applicable federal, state, or local law, statute, regulation, code, or ordinance or federal or State administrative rule, regulation, ordinance, order, decree, or other governmental authority as now or at any time hereafter in effect pertaining to the protection of human health or the environment.

Extra Unit: Excess material that does not fit in the Customer's primary Container. An Extra Unit equals thirty-two (32) gallon equivalent for Cart Customers and one half (1/2) yard for Detachable Containers.

Fixed Annual Charge: The charge related to Garbage disposal that is assessed on the Contractor by the County on an annual basis that is allocable to the City Service Area.

Food Scraps: All compostable pre- and post-consumer food waste, such as whole or partial pieces of produce, meats, bones, cheese, bread, cereals, coffee grounds, or eggshells, and food-soiled paper, such as paper napkins, paper towels, paper plates, coffee filters, paper take-out boxes, pizza boxes, or other paper or compostable food-service products accepted by the Contractor's selected composting site. Food Scraps shall not include dead animals, plastics, diapers, cat litter, liquid wastes, ashes, pet wastes, or other materials prohibited by the selected composting facility.

Garbage: All putrescible and non-putrescible solid and semi-solid wastes, including, but not limited to, rubbish, small quantities of bagged cold ashes, demolition, and construction wastes, small dead animals completely wrapped in plastic and weighing less than fifteen (15) pounds, and discarded commodities that Customers place in appropriate Containers, bags, or other receptacles for the Contractor's collection and disposal. "Garbage" shall not include Hazardous Waste, Source-separated Recyclable materials, or Source-separated Compostables. Needles or "sharps" used to administer or ingest

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medication can be included in the definition of "Garbage" if placed within a sealed, secure container as agreed by the Parties, consistent with the current County sharps policy.

Hazardous Waste: Any hazardous, toxic, or dangerous waste, substance, material, contaminant, pollutant, or chemical, known or unknown, defined or identified as such in any existing or future federal, state, or local law, statute, code, ordinance, rule, regulation, guideline, decree, or order relating to human health or the environment or environmental conditions, including but not limited to any substance:

A. Defined as hazardous by 40 C.F.R. Part 261.3 and regulated as Hazardous Waste by the United States Environmental Protection Agency under Subtitle C of the Resource Conservation and Recovery Act ("RCRA") of 1976, 42 U.S.C. § 6901 et seq., as amended by the Hazardous and Solid Waste Amendments ("HSWA") of 1984; the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., as may be amended; or any other federal statute or regulation governing the treatment, storage, handling, or disposal of waste imposing special handling or disposal requirements similar to those required by Subtitle C of RCRA;

B. Defined as dangerous or extremely hazardous by WAC 173-303-040, as may be amended, and regulated as dangerous waste or extremely hazardous waste by the Washington State Department of Ecology under the State Hazardous Waste Management Act, Chapter 70A.300 RCW, or any other State statute, regulation or rule governing the treatment, storage, handling, or disposal of wastes and imposing special handling requirements similar to those required by Chapter 70A.300 RCW; and

C. Any substance that comes within the scope of this definition after the Date of Execution of this Contract.

Any substance that ceases to fall within this definition after the Date of Execution of this Contract shall not be deemed Hazardous Waste.

King County Disposal System: The areas owned, leased, or controlled by King County, Washington, for the Garbage disposal or such other site as the current King County Comprehensive Solid Waste Management Plan and the Interlocal Agreement between Redmond and King County may authorize.

Multifamily: A multiple-unit Residence with five (5) or more attached or unattached dwellings billed collectively for collection service with shared Containers, or individual Containers for each Residence, where approved by Redmond.

On-call: The provision of specified services only upon the Customer's direct phone, written, or e-mailed request to the Contractor.

Party/Parties: Either Redmond or the Contractor.

Private Road: A privately-owned and maintained way that allows access or turnaround by a service vehicle and serves one or multiple Residences.

Public Street: A public street right-of-way used for public travel by motor vehicles, including public alleys.

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Redmond: The City of Redmond, King County, Washington. As used in the Contract, it includes the official of the City holding the office of Public Works Department Director, or their designated representative.

Recycling: The preparation, collection, transport, processing, and marketing of Recyclables.

Recyclables: As listed in Exhibit C, the materials that are designated as part of a Residential or Commercial Recycling collection program.

Residence(s)/Residential: A Single-family and/or Multifamily living space individually rented, leased, or owned.

Services: The comprehensive Garbage, Recycling, and Compostables collection and processing services provided by the Contractor pursuant to the Contract.

Service Area: The initial service area boundaries shall be a portion of the corporate boundaries of Redmond, which are currently shown in Exhibit A. In the event of a change to the corporate boundaries of Redmond, the Service Area may be changed under Section 4.1.

Single-family Residence: All one-unit houses, duplexes, triplexes, four-plexes, and mobile homes billed for collection service individually and located on a Public Street or Private Road.

Source-separated: Certain reclaimable materials that are separated from Garbage by the generator for recycling or reuse, including but not limited to Recyclables, Compostables, certain Bulky Items, and other materials.

State/state: The State of Washington.

Strike Contingency Plan: The plan developed by the Contractor pursuant to Section 4.17 of this Contract.

Tipping Fee: The per-ton disposal fee assessed on the Contractor by the County for Garbage delivered to County facilities.

Transition and Implementation Period: The entire period following the Date of Execution of this Contract, up through and including the six (6) month period following the Effective Date.

Transition and Implementation Plan: The plan developed by the Contractor pursuant to Section 4.19 of this Contract.

Unacceptable Waste: Highly flammable substances, Hazardous Waste, liquid wastes, special wastes, certain pathological and biological wastes, explosives, toxic materials, radioactive materials, materials that the disposal facility is not authorized to receive and/or dispose of, and other materials that federal, state, or local law, or the Contractor reasonably deems to be dangerous or threatening to health or the environment, or which cannot be legally accepted at the applicable disposal facility.

WUTC: Washington Utilities and Transportation Commission.

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Yard Debris: Leaves, grass, prunings, branches, and small trees. Materials larger than four inches (4") in diameter or four feet (4') in length are excluded. Bundles of Yard Debris up to two feet (2') in diameter by four feet (4') in length and no more than fifty-five (55) pounds shall be allowed and shall be secured by degradable string or twine, not nylon, or other synthetic materials. Un-flocked, undecorated whole Christmas trees cut to less than six feet (6") in height are acceptable. Kraft paper bags or Cans labeled "Yard Debris" may also be used to contain extra Yard Debris.

2 TERM

The Term of this Contract is ten (10) years starting on the Effective Date. The City may, at its sole option, extend the agreement for one extension, which shall not exceed two (2) years in duration. The extension shall be under the terms and conditions of this Contract, as the Parties may agree. To exercise its option to extend this Contract, Redmond shall give notice to the Contractor no less than ninety (90) days before the expiration of the Contract term or the expiration of a previous extension.

3 CONTRACTOR REPRESENTATIONS AND WARRANTIES

The Contractor represents and warrants to the City as follows:

- *Organization and Qualification*. Under state laws, the Contractor is duly incorporated, validly existing, and in good standing. It has all requisite corporate power and authority to enter and perform its obligations under this Contract.

- *Authority*. This Contract constitutes a valid, legally binding, and enforceable obligation of the Contractor. This Contract has been validly executed by an authorized representative of the Contractor, with the authority to sign on behalf of and bind the Contractor.

- *Government Authorizations and Consents*. The Contractor has or will obtain at its sole cost before the Effective Date any such licenses, permits, and other authorizations from federal, state, and other governmental authorities as are necessary for performing its obligations under this Contract.

- *Accuracy of Information*. None of the representations or warranties in this Contract, and none of the documents, statements, reports, certificates, or schedules furnished or to be furnished by the Contractor pursuant to this Contract or in connection with the performance of the obligations contemplated under this Contract, at any time contain untrue statements of a material fact or omissions of material facts.

- *Independent Examination*. In accepting these responsibilities, the Contractor represents and affirms that it has examined all conditions affecting the performance of this Contract, currently and into the future, and of the quantity, quality, and expense of labor, equipment, vehicles, facilities, properties, materials needed, and of applicable taxes, permits, and applicable laws. The Contractor affirms that within the Service Area, it knows all Containers' present placement and location. The Contractor represents and warrants that it is capable of collecting all Containers

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from their present locations and providing service to and collection of Containers in any areas of the Service Area that may be built out or developed during the term of this Contract.

4 GENERAL COLLECTION REQUIREMENTS

4.1 Service Area

The Contractor shall provide all Services pursuant to this Contract throughout the entire Service Area.

4.2 Annexation

If, during the term of the Contract, Redmond adds additional territory through annexation within which the Contractor does not have an existing WUTC certificate or other franchise for Garbage or other collections, then, upon Redmond's written notification, the Contractor agrees to make collections in such annexed areas under the provisions of this Contract at the unit price set forth in this Contract. Redmond will indemnify, hold harmless, and defend the Contractor from any and all claims, actions, suits, liability, loss, costs, expenses, and damages, including reasonable costs and attorney fees, specifically, and only, as related to the Contractor's authority to provide service in such annexed territory under this Contract.

If additional territory is added to the Contract Service Area, Redmond acknowledges that equipment, such as Contract-compliant vehicles and Containers, may take time to procure; and, therefore, shall not charge performance fees as outlined in Section 14.1 to the Contractor for reasonable delays in the provision of services to annexed areas covered by this section due to procurement delays that are not within the control of the Contractor.

4.3 Service to Residences on Private Roads and Driveways

The Contractor shall provide Curbside service to all Residences located on Private Roads, except as noted in this section. The Contractor shall use smaller limited-access service vehicles to service those Customers. Drive-in charges are to be used only for requested service on Driveways and are prohibited on Private Roads.

If the Contractor believes that a Private Road cannot be safely negotiated or that providing walk-in service on Driveways for Single-family Residence Customers is impractical due to distance or unsafe conditions, the Contractor shall document the condition for Redmond and the Customer and provide safe and appropriate alternative service to the Customer.

If the Contractor believes there is a probability of Private Road or Driveway damage due to the Contractor's vehicles for servicing or turning around, the Contractor shall inform both the respective Customer(s) and Redmond and utilize limited access collection vehicles. If the probability of damage is not resolved by using a limited access collection vehicle, the Contractor may require a road damage waiver agreement for the limited access collection vehicle in a Redmond-approved form. If the Customer(s) refuse to sign such a road damage waiver, the Contractor may decline to provide service on those Private Roads or Driveways, and the Customer(s) will only be serviced from the closest Public Road access.

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4.4 Hours/Days of Collection

The Contractor shall make all collections between 7am and 6pm each weekday unless Redmond authorizes a temporary extension of hours or days. Redmond will grant ongoing exceptions for earlier commercial collection sites when requested by customers on case-by-case basis. Saturday Commercial and Multifamily collections shall be performed between 7am and 6pm. Single-family collection is allowed on Saturday consistent with holiday schedules (Section 4.7) and inclement weather schedules (Section 4.8). Collection before or after times specified in this section shall be cause for performance fees as described in Section 14.1.

4.5 Employee Conduct

The Contractor's employees collecting Garbage, Recyclables, or Compostables shall always be courteous, refrain from loud, inappropriate, or obscene language, exercise due care, perform their work without delay, minimize noise, and avoid damage to public and private property. The Contractor's crews shall make collections in an orderly and quiet manner. They shall return all Containers, upright, with lids closed and attached, to their designated set-out location.

While performing work under the Contract, Contractor employees shall wear a professional and presentable uniform with a company emblem visible to the average observer and carry photo identification on their person. If on private property, Contractor employees shall follow the regular pedestrian walkways and paths, returning to the street after replacing empty Containers. Contractor employees shall not trespass or loiter, cross flowerbeds, hedges, planting strips, or property of adjoining premises, or meddle with a property that does not concern them or their task.

At Redmond's option and direction, Contractor employees shall work with groups or organizations, such as neighborhood community organizations, homeowner associations, utilities, or Redmond's police or fire departments, for training to recognize and call the appropriate agency when suspicious activities are observed.

If any person employed by the Contractor to perform collection services is, in the sole opinion of Redmond, incompetent, disorderly, or otherwise unsatisfactory, Redmond shall promptly document the incompetent, disorderly, or unsatisfactory conduct in writing and transmit the documentation to the Contractor with a demand that such conduct is corrected. The Contractor shall promptly investigate any written complaint from Redmond regarding any unsatisfactory performance by any of its employees and take immediate corrective action. Redmond reserves the right to request that the person be removed from all performance of additional work under this Contract.

Repetition of complaints on a route after notification under this section shall be cause for performance fees as described in Section 14.1.

4.6 Disabled Person Service

The Contractor shall provide carry-out service for Garbage, Recyclables, and Compostables to Single-family Residence Customers in cases where no household member can place Containers at the Curb. Such carry-out service shall be provided at no additional charge. The Contractor shall establish criteria that are fair and meet the needs of the City's disabled residents when determining whether a household

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member is unable to place Containers at the Curb. These criteria shall comply with all federal, state, and local regulations and shall be subject to the City's review and approval before program implementation.

4.7 Holiday Schedules

The Contractor shall observe the same holiday schedule as the County transfer stations. Martin Luther King, Jr. Day will also be considered an observed collection holiday if the Contractor's collective bargaining agreement with its Redmond staff includes MLK Day. When observed holidays fall on a regular collection day, the Contractor shall reschedule the remainder of the week of regular collection to the next succeeding business day, including Saturdays. Due to a holiday, the Contractor may not collect Single-family Residence and Multifamily Garbage, Recyclables, or Compostables earlier than the regular collection day. Commercial collections may be made one (1) day early only with the consent of the Commercial Customer. Holiday scheduling information shall be included in written program materials, on the Contractor's website or social media accounts, and by press releases to general news media by the Contractor in the Service Area a week before the holiday affecting service.

4.8 Inclement Weather and Other Service Disruptions

When weather conditions or other service disruptions, outside labor disruptions, and Force Majeure are such that continued operation would endanger the Contractor's employees, area residents, or property, the Contractor shall collect only in areas that do not pose a danger. The Contractor shall notify Redmond by 7:00 am that same business day of its collection plans and outcomes for each day that inclement weather or other service distributions are experienced. If disruptions start after 7:00 am, the Contractor shall notify Redmond within one (1) hour of a decision to change collection plans.

The Contractor shall collect Garbage, Recycling, and Compostables from Customers with interrupted service on their next regular collection day when service resumes and shall collect reasonable accumulated volumes of Garbage, Recycling, and Compostables equal to what would have been collected on the missed collection day(s) from Customers at no extra charge. Following notification to Redmond, the Contractor will be provided temporary authorization to perform collection services after 7:00 pm and/or on Saturdays following disruptions to finish collection routes.

If successive weather events or other service disruptions occur on the same scheduled collection day(s) two collection cycles in a row for a single collection day (e.g., Tuesday Customers), an additional collection will be made on the next possible day that same week (i.e., not waiting for the regularly scheduled collection day for the missed area). If multiple days are missed due to disruptions in multiple weeks, collections shall be made on the next regularly scheduled collection day. If successive disruptions impact entire neighborhoods, the Contractor shall provide temporary Single-family Residential Garbage and Recycling collection sites using Contractor-staffed Drop-box Containers or other suitable equipment from 9:00 am to 8:00 pm, with no additional charge assessed for such temporary service.

The inclement weather/disruption in service requirements in this Section 4.8 may be changed upon the Parties' mutual written agreement at any time during the term of this Contract to serve Customers better.

Customer program information shall include all holiday and weather/disruption policies. On each day of inclement weather or service delays, the Contractor shall release notices of service suspension and alternative collection schedules to a media list approved by Redmond, notifying residents of the

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modification to the collection schedule. The Contractor shall use automated dialing services, email, or text messages to inform Customers at the route level about service changes, provided that Customers shall be provided the option of using their preferred method or opting out of communications. The contractor shall update their website and any Redmond-specific social media account(s) with disruption-related messaging and provide Redmond with appropriate social media language as soon as possible, but at least by 8:00 am. If disruptions occur after 8:00 am, the Contractor shall update their website and any Redmond-specific social media account(s) with disruption-related messaging and provide Redmond with social media appropriate language social media accounts within one (1) hour of a decision to change collection plans.

4.9 Suspending Collection from Problem Customers

Redmond and Contractor acknowledge that, in rare cases, some Customers may cause disruptions or conflicts that make continued service to that Customer unsafe or unreasonable. Those disruptions or conflicts may include, but not be limited to, repeated damage to Contractor-provided Containers, threatening or intimidating behavior toward the Contractor, repeated suspect claims of timely set-out followed by demands for return collection at no charge, repeated unsubstantiated claims of Contractor damage to a Customer's property, repeated contamination of Recyclables or Compostables, or other such problems.

The Contractor shall make every reasonable effort to provide service to problem Customers; however, the Contractor may discontinue service to a problem Customer after giving Redmond prior written notice of its intent to discontinue service, including the name, service address, reason for such action, and whether reasonable efforts to accommodate the Customer and provide services have occurred and failed. Redmond may also require discontinuing service to any Customer abusing the service or is determined to be ineligible. If the Customer submits a letter or email to Redmond appealing the Contractor's decision, Redmond may, at its discretion, intervene in the dispute. In this event, Redmond's decision shall be final.

4.10 Missed Collections

If Garbage, Recyclables, or Compostables are set out inappropriately, improperly prepared, or contaminated with unacceptable materials, the Contractor shall place in a prominent location a written notification tag that identifies the specific problem(s) and reason(s) for rejecting the materials for collection. Failure to provide proper written notification to Customers, per the contamination reduction program referenced in Section 4.12, of the reason for rejecting Garbage, Recyclables, or Compostables shall be considered a missed collection and subject to performance fees, as established in Section 14.1, due to lack of proper Customer notification. The provisions in this paragraph may be revised and superseded by the annual promotion and education program (and contamination reduction plan) developed each year by the Contractor and Redmond staff.

The Contractor's failure to collect Garbage, Recyclables, or Compostables that a Customer has set out properly on the appropriate day shall be considered a missed collection, and the Contractor shall collect the materials from the Customer within one (1) business day of the Contractor's receipt of notification of the missed pick-up. If the Contractor is notified of a missed pick-up by 12:00 pm the following business day, the missed pick-up shall be collected that same day. The Contractor shall maintain an electronic record of all calls related to missed collections and the response provided by the Contractor.

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Such records shall be made available for inspection upon request by Redmond, and the information shall be included in monthly reports. See Reporting requirements set forth in Section12.6.

If the Customer requests the Contractor to make a return trip due to no fault of the Contractor, which the Contractor can prove through documentation (e.g., the Containers were not placed at the curb on time and the driver documented that fact in a log, with a photograph, etc.), the Contractor shall charge the Customer an additional return trip fee for this service, provided the Contractor notifies the Customer of this charge in advance and the Customer agrees to payment of the return trip fee. The Contractor will not be liable for a missed collection in such a case. Missed collections under this section shall be cause for performance fees as described in Section 14.1.

4.11 Same-Day Collection

Collection of Garbage, Recyclables, and Compostables shall occur on the same regularly scheduled day of the week for Single-family Residence Customers. Collection of Garbage, Recyclables, and Compostables for Multifamily and Commercial Customers can be scheduled on different days for each material.

4.12 Contamination Monitoring

The Contractor shall visually inspect Recyclables and Compostables Containers before or during servicing. If the Contractor finds that significant contamination is reasonably apparent in the Container, the Contractor shall document the contamination and leave a tag, noting the specific contamination for the Customer. If contamination is observed through a photograph(s) or video recording technology on collection vehicles, the Contractor shall email notification of contamination to the Customer within one (1) business day if the Customer has provided an email address. The Customer shall also receive educational materials and resources for proper Recycling. Additional Contractor follow-up regarding customer contamination is described in Section 12.7.

4.13 Routing, Notification, and Approval

The Contractor shall indicate, on a map acceptable to Redmond, the day of the week Garbage, Recyclables, and Compostables shall be collected from each Single-family Residence.

The Contractor may change the collection day by giving notice at least thirty (30) days before the effective date of the proposed change and obtaining Redmond's written approval. The Contractor shall obtain Redmond's prior written approval of the notice to be given to the Customer, such approval shall not be unreasonably withheld. On Redmond's approval, the Contractor shall provide affected Customers with at least fourteen (14) days' written, phone, and/or e-mail notice of pending collection day changes. Routing changes shall be implemented to ensure that no Customer shall receive less than their normal frequency of service (e.g., a weekly Customer shall have no more than seven (7) days between collection days during the shift to the new collection date).

The map shall be updated within thirty (30) days of changes in routing and provided to Redmond.

The Contractor shall maintain routes such that Garbage, Recyclables, and/or Compostables material collected from Service Area Customers shall be kept separate from non-Service Area customers. Mixing

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of material in the collection vehicle between the Service Area and non-Service Area shall be cause for performance fees as described in Section 14.1.

4.14 Spillage

All loads collected by the Contractor shall be completely contained in collection vehicles at all times, except when material is loaded. Hoppers on all collection vehicles shall be cleared frequently to prevent the occurrence of unnecessary blowing, leakage, or spillage.

Any leakage or spillage of materials upon the road surface or right of ways that occur during collection, reported by the Contractor, Customers, or Redmond, shall be cleaned up or removed by the Contractor immediately, but no longer than four (4) hours, at Contractor's sole expense. The Contractor shall immediately notify Redmond of any spill events. All vehicles shall be equipped with spill response kits and all drivers shall be trained in spill response. Any associated spillage or leakage entering Redmond's municipal storm system shall be cleaned up or removed by the Contractor immediately, but no longer than four (4) hours, upon notification to the Contractor at its sole expense. The Contractor shall immediately notify the City-designated spill hotline of any spills to the ground surface or that enter the storm drainage system at (425) 556-2868. The Contractor shall document the leak, spillage, or fluid leakage, including taking pictures before and after clean-up or removal and shall provide this documentation to Redmond. The Contractor shall also report all spills and leakage to the appropriate city, state and/or federal agency as required by law.

Leakage or spillage not cleaned up or removed by the Contractor promptly shall be cause for performance fees, as described in Section 14.1, and may be subject to fines and penalties under the Redmond Municipal Code. The Contractor shall notify the designated Redmond contact if a leak or spill occurs during collection and expressly acknowledges it is solely responsible for any federal, state, or local violations that may result from any leak or spill.

Any Contractor-supplied Container determined to be leaking shall be replaced by the Contractor within one (1) business day of notification. Failure of the Contractor to comply shall be cause for performance fees, as described in Section14.1.

4.15 Pilot Programs

During this Contract's term, Redmond may wish to test and/or implement one or more new services or developments in waste stream segregation, materials processing, or collection technology. Redmond shall notify the Contractor in writing at least ninety (90) days before it intends to implement a pilot program or utilize a new technology system on a partial or citywide basis or as negotiated between Redmond and Contractor. If Redmond deems the pilot a success and desires to incorporate the service or development represented in the pilot program in terms of this Contract, Redmond and Contractor agree to negotiate in good faith and following Section 15.21 to include the provisions of the pilot program into this Contract, including any costs or savings to be accrued and timeline for implementation. The costs incurred or savings accrued by Redmond-initiated pilot programs shall be negotiated before implementation. Notwithstanding the foregoing or anything else in this Contract, Redmond shall not implement any pilot program that conflicts with the Contractor's exclusive rights granted by this Contract.

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Contractor-initiated pilot programs shall require prior written notification to and written approval by Redmond. Contractor-initiated pilot programs shall be performed at no additional charge to Redmond or the Customers; however, costs incurred or savings accrued may be subject to negotiations before implementation at Redmond's request. The results of any Contractor-initiated pilot program shall be reported to Redmond in the monthly reports described in Section12.6. The Contractor shall not be required to test or implement any pilot program, new technology, service, or development unless the terms and conditions (including any savings or additional compensation to the Contractor) have been mutually agreed in writing by the Parties.

4.16 Disruption Due to Construction

Redmond reserves the right to construct any improvement or to permit any such construction in any Public Street in such manner as Redmond may direct, which may have the effect for a time of preventing the Contractor from traveling the accustomed route or routes for collection; however, the Contractor and Redmond shall develop a reasonable workaround to enable the Contractor to continue to collect Garbage, Recyclables, and Compostables to the nearest extent possible as though no interference existed upon the streets or alleys normally traversed. This shall be done at no extra expense to Redmond or its Customers.

4.17 Performance Under Labor Disruption

No later than ninety (90) days before the expiration of any labor agreement associated with services performed under this Contract, the Contractor shall provide Redmond in writing with its planned response to labor actions that could compromise the Contractor's performance under this Contract. The planned response will take the form of a Contractor-prepared Strike Contingency Plan and shall address in detail:

1. The Contractor's specific staffing plan to cover Contract Services, including identification of staff resources moved from out-of-area operations and the use of local management staff to provide basic services. The staffing plan shall be sufficient to recover full operations within seven (7) days following the initiation of the disruption.
2. Contingency training plans to ensure that replacement and management staff operating routes can continue to collect route data and follow collection and material delivery procedures for all material streams collected from Customers.
3. Identification of temporary Drop-box Containers or staffed packer truck locations for all material streams. Redmond shall review these locations, after which Redmond shall approve or deny using specific locations in writing. For all sites identified in the Contractor-prepared Strike Contingency Plan, the Contractor shall list the property owner/lessee's contact information and the date on which permission for temporary use was received.
4. A recovery plan to address how materials will be collected in the event of a short-notice disruption that does not allow the Contractor to collect all materials on their regular schedule (e.g., a wildcat strike) within seven (7) Days following the initiation of the disruption.

Except to the extent necessary to preserve the Contractor's attorney-client privilege and attorney work product rights, the Contractor shall keep Redmond informed of the status of active labor negotiations affecting the Services hereunder on a timely basis, specifically during the period surrounding the end of employment contracts with Contractor employees. If labor disruptions of any kind cause reductions in service delivery, the Contractor shall inform Redmond within three (3) hours by phone and email of the

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nature and scope of the disruption, as well as the Contractor's immediate plans to activate some or its entire Strike Contingency Plan. At the close of each service day during a Labor Disruption, the Contractor shall report to Redmond via email the areas (per a detailed map) and customer counts of served and un-served customers by a material stream and service sector.

The Contractor shall update its website and any Redmond-specific social media account(s) with messaging of any service delays or service changes due to labor disruption and provide Redmond with appropriate social media language as soon as possible, but at least by 8:00 am.

The Contractor shall provide make-up collection on Saturday for any Single-family Garbage and Recyclables collection Customers missed during the preceding week.

If a disruption lasts more than one full Single-family Residential collection cycle, the Contractor, with Redmond's approval, shall provide staffed Drop-box Containers or packer trucks from 9:00 am to 6:00 pm for Customer use for each affected material stream in approved locations throughout the affected route areas, as well as the collection of reasonable quantities of accumulated materials at no additional charge on the next regular collection cycle for each material.

If there is no make-up collection, the Contractor shall provide a credit for all service missed equal to the Customers' pro-rata regular rate minus the disposal component on the Customer's next regular invoice.

Redmond and Contractor agree that the following special compensation and performance fees reflect the best estimate of the impacts of the Labor Disruption on Customers and Redmond. The Contractor shall pay Redmond monthly by the tenth day of the following month:

1. Cost reimbursement of one thousand dollars ($1,000) for each day of Labor Disruption to reimburse staffing and other costs for managing the impacts of the Labor Disruption;

2. Performance fee of two thousand five hundred dollars ($2,500) a day for each day of Labor Disruption from the first (1st) day to the seventh (7th) day of the Labor Disruption;

3. Performance fee of five thousand dollars ($5,000) a day for each day of Labor Disruption from the eighth (8th) day to the fourteenth (14th) day of the Labor Disruption; and

4. Performance fee of ten thousand dollars ($10,000) a day for each day of Labor Disruption for every day beyond the fourteenth (14th) day of Labor Disruption.

The performance fees listed 2 through 4 above are intended to apply to any complete work stoppage where the Contractor does not provide an alternative but substantially equivalent service by non-striking employees. In the event substantially equivalent service is provided by the Contractor through the employment of non-striking employees at any point during the labor disruption, the Contractor is entitled to reduce the amount of the performance fees that otherwise would be due on a pro-rata basis, based on the percentage of Contract service provided to Customer provided on that day. Given the nature of the failure arising from labor disruptions, the Contractor shall not be allowed any cure period opportunity or rectification process, provided that Redmond may elect to receive the equivalent value of additional services, as negotiated, in lieu of these specific performance fees.

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The Contractor's failure to comply with this section's Contractor-prepared Strike Contingency Plan shall be subject to a special fee of one thousand dollars ($1,000) per day for its non-compliance during the Labor Disruption event. This special fee is separate compensation to Redmond for the Contractor's failure to plan and execute the provisions of this section. The special fee shall be paid to Redmond within thirty (30) days of the Contractor's receipt of Redmond's invoice.

Fees paid by the Contractor under the terms of this Section 4.17 are not regular performance fees for Section 14.1 and shall not be counted in the cumulative performance fee default threshold referenced in Section 14.2.

4.18 Safeguarding Public and Private Facilities

The Contractor shall protect all public and private improvements, facilities, and utilities, whether on public or private property, including streets, signs/posts, light poles, planting strips, and trees. If such improvements, facilities, utilities, or streets are damaged as a result of Contractor's operations, Contractor shall notify Redmond in writing of all damage immediately or as soon as practical, but not later than four (4) hours of its knowledge of such damage, and Contractor shall repair or replace the same or pay Redmond for the costs of repairs, including overhead and administrative costs. If the damage creates an immediate public safety issue that requires an immediate response, the Contractor shall, along with notifying Redmond in writing, call Redmond to inform them of such a matter. If the Contractor fails to repair or replace the damage promptly, as determined by Redmond, Redmond shall cause repairs or replacement to be made, and the Contractor shall pay the cost, including overhead and administrative costs, of doing so. The Contractor shall be liable for any damage to property or person caused by the negligent or willful actions of the Contractor, and the Contractor shall indemnify, defend, protect, and hold Redmond harmless from any claims, losses, lor liability for any such damages caused by or arising out of said actions under Section 15.6 of this Contract.

4.19 Transition and Implementation of Contract

The Contractor shall develop, with Redmond's input and prior written approval, and submit to Redmond no later than ninety (90) Days after the Date of Execution of this Contract, a Transition and Implementation Plan for introducing the new and revised services to the different Customer sectors (e.g., Single-family, Multifamily, and Commercial Customers), and detailing a specific timeline as to when different activities and events will occur, including details of Container delivery, how different events impact other events in the timeline and the process to be used to ensure that implementation occurs with no disruption. The Transition and Implementation Plan shall cover the entire Transition and Implementation Period and describe in detail what is involved with each of the activities and events listed in the timeline. The Transition and Implementation Plan shall also specifically address how the Contractor intends to proceed in inclement weather and what contingency plans will be in place to accelerate implementation if Container delivery or other planned activities are impacted by inclement weather.

At Redmond's request, the Contractor's operations and management staff shall be available for weekly meetings with Redmond during the Transition and Implementation Period. The Contractor shall provide weekly tallies of container delivery counts and delivery areas, billing and customer service updates, problems encountered and options for resolution, a summary of upcoming activities, and other information necessary for Redmond to evaluate the Contractor's implementation efforts and to remain fully apprised of the transition between contractors.

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The Contractor shall be responsible for funding all the design, development, printing, sorting, mail prep, delivery, and mailing costs, including the cost of the postage-prepaid mail-back cards and any costs associated with the website ordering services and of all new and continuing service and educational materials described above and needed to comply with the Transition and Implementation Plan outreach described in this section of the Contract.

Any additional promotional, educational, informational, and outreach materials provided by the Contractor to Customers in connection with the initial transition and implementation of the Contract shall be designed, developed, printed, and delivered by the Contractor unless otherwise directed by Redmond at the Contractor's cost, and subject to Redmond's prior review and written approval and Redmond's final approval as to the method of delivery. Customer materials must contain important dates/timelines, answers to frequently asked questions, information about translations available, and a phone number and website for Customers needing additional information. Materials must contain clear and accurate wording, easy-to-read font, professional visual graphics, be free of inaccurate or misleading information, be free of typographical errors, and be printed on a minimum of thirty percent (100%) post-consumer recycled paper. The Contractor shall provide translations of all promotional, educational, informational, and outreach materials in Spanish, Chinese (simplified), Hindi, and Russian. The Contractor shall provide translations for additional language communities with significant limited English proficiency, as identified and requested by Redmond. Redmond will be provided at least two (2) weeks to review any of the materials included in the Contractor's Transition and Implementation Plan schedule to allow sufficient time for Redmond's prior review and written approval.

4.20 Hiring Preference

For initial hiring under this Contract, the Contractor and subcontractors shall give hiring preference to any Garbage, Recyclables, or Compostables (including Yard Debris) collection workers who serviced Redmond routes for the previous hauler at the time that the previous collection contract expired and have been displaced as a result of Redmond awarding this Contract, provided that such workers are fully qualified and meet the Contractor's standards for employment. Nothing in this section is intended to create any third-party rights under this Contract.

Upon hiring a displaced collection worker represented by Teamsters Local 117 or 174, the Contractor shall be required to keep the displaced worker whole regarding the workers' pay and benefit accruals earned as of the date of displacement. The Contractor must reimburse any displaced worker for any required COBRA payment to retain health care coverage during the time between displacement and when the worker would become eligible for such benefits under the collective bargaining agreement. To the extent that application of the Contractor's collective bargaining agreement would otherwise result in a reduction in pay or benefits, the existing pay/benefit accrual will be maintained at the current rate until the applicable bargaining agreement provision(s) provides for an increase.

5 PROCESSING AND DISPOSAL

5.1 Requirement to Recycle and Compost and Quality Assurance

The Contractor shall use processing facilities to recycle or compost all Source-separated Recyclables and Compostables collected under this Contract (other than residue or contaminated Recyclables or

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Compostables) unless Redmond gives express prior written permission. The Contractor shall use processing facilities that:

1. Process materials to a high standard to maximize the recovery and recycling of all incoming Recyclable and Compostable materials.
2. Are operated to minimize cross-contamination of materials that would result in otherwise Recyclable materials being misdirected to a market or disposal where they would not be recovered.
3. Are designed and operated to minimize the stream of otherwise recoverable materials destined for disposal.
4. Have sufficient preprocess and screening staff and equipment to ensure that otherwise recoverable materials are not cross-contaminated and rendered non-recyclable due to the nature of the processing facility.

Any non-contaminated Source-separated Recyclables, Yard Debris, or Compostables in clearly identified Containers, Carts, bags, or boxes that are collected and disposed of as Garbage shall be cause for performance fees as described in Section 14.1.

The Parties agree that the Contractor is being compensated for recycling or composting those incoming materials and that maximum cost-effective recovery is a primary objective of Redmond's collection programs.

5.2 Disposal Restrictions

Unless otherwise directed by Redmond, all Garbage collected under this Contract, as well as residues from processing Recyclables and Compostables (to the extent required for Redmond to comply with its Solid Waste Interlocal Agreement with the County), shall be delivered to the King County Disposal System in compliance with all County rules regarding such disposal.

Garbage containing obvious amounts of Yard Debris shall not knowingly be collected from Customers and instead prominently tagged with a written notice informing the Customer that the County does not accept Yard Debris mixed with Garbage for collection. The Contractor's awareness, knowing, or intentional collection of Garbage mixed with visible Yard Debris shall be grounds for performance fees as provided in Section 14.1. The Contractor shall be liable and legally responsible for the Contractor's awareness, knowledge, or intentional collection of Garbage mixed with visible Yard Debris. The Contractor shall indemnify and hold Redmond harmless for any damage or liability resulting from said collection.

The Contractor shall not knowingly collect or dispose of Unacceptable Waste or other hazardous materials that are either restricted from disposal or would pose a danger to collection crews. If materials are rejected for this reason, the Contractor shall leave a written notice in a prominent location with the rejected materials listing why they were not collected and providing the Customer with a contact for further information about proper disposal options for such materials.

Title to and liability for any Unacceptable Wastes that are included with any materials collected under this Contract by the Contractor despite Redmond's and Contractor's attempts to prevent the inclusion of such materials shall not pass to the Contractor but shall remain with the party from whom such Unacceptable Waste or any such other materials or substances is received.

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The Contractor may process garbage collected by the Contractor to recover recyclable material, provided that the residual is appropriately disposed of within the King County Disposal System. The processing of such Recyclable material shall only be undertaken with the County's and Redmond's prior written approval and following the County's and Redmond's Solid Waste Interlocal Agreement. The Contractor shall never charge Customers more than the equivalent Garbage disposal fee within the King County Disposal System or such other disposal fee as Redmond reasonably directs the Contractor to charge. In addition, the Contractor hauling fees in such instances shall be no higher than those provided for in Exhibit B.

6 FLEET AND CONTAINER REQUIREMENTS

6.1 Vehicle and Equipment Requirements

The Contractor shall use new 2024 or later model year collection vehicles for Garbage, Recyclables, and Compostables collection services under this Contract. Collection vehicles shall be fueled with renewable natural gas, fully electric, or other state-approved low carbon fuel. Support vehicles, such as those driven by management, route supervisors, and Container delivery (if feasible), shall be fully electric.

Back-up collection vehicles used fewer than thirty (30) days a calendar year shall not be subject to the age requirement that applies to regularly used vehicles but shall be: (i) presentable, (ii) in safe working order, (iii) not leak fluids, and (iv) subject to all other conditions of this section. The accumulated annual use of individual backup vehicles shall be reported in the Contractor's monthly report.

Collection vehicles used in the performance of this Contract shall be of sufficient size and dimension to provide service to all Customers. In some cases, this may mean that a small collection vehicle, capable of servicing narrow and/or tight locations, must be used. The Contractor shall make such vehicles available to ensure smooth and effective collection services throughout the Service Area.

Collection vehicles shall be maintained in good condition at all times, including but not limited to being clean and sanitary and thoroughly washed at least weekly. All collection vehicles shall have appropriate safety markings, including all highway lighting, flashing and warning lights, clearance lights, and warning flags, all following current statutes, rules, and regulations. Collection vehicles shall be repaired and/or have damaged areas repainted upon showing rust on the body or chassis or at the request of Redmond. All parts and systems of the collection vehicles shall operate properly and be maintained in a condition compliant with all federal, State, and local safety requirements and be in a condition satisfactory to Redmond. Hydraulic fluids shall be non-petroleum based. All collection vehicles shall have variable tone or proximity-activated reverse movement backup alarms.

The Contractor shall maintain collection vehicles and Containers to ensure that no solid waste (e.g., Garbage, Recyclables, or Compostables), liquid wastes (e.g., Garbage or Compostables leachate), or oils (e.g., lubricating, hydraulic, or fuel) are discharged to Customer premises or streets. All collection, service, and supervisory vehicles the Contractor uses shall be equipped with a minimum ten (10) gallon capacity spill kit. Any collection, service, supervisor vehicles, or Containers not meeting these standards shall not be used within the Service Area until repairs are made.

All collection vehicles shall be labeled with signs on both the front and driver's side door and the rear of the collection vehicle, which clearly indicate the vehicle inventory number. The Customer Service phone

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number shall be labeled on the side of the collection vehicle. Signs shall use lettering not less than four inches (4") high and shall be clearly visible from a minimum distance of twenty feet (20'). Signs, locations, and phone numbers shall be subject to Redmond's approval.

No advertising shall be allowed on Contractor vehicles other than the Contractor's name, logo, Customer Service phone number, and website address unless otherwise previously approved in writing by Redmond. Special promotional messages may be permitted, upon Redmond's prior written approval. Redmond's approval shall be in writing and solely within Redmond's discretion. In addition, any Contractor vehicle regularly used in Redmond shall include a placard clearly visible at the rear of the vehicle. This placard will show, in lettering at least 12" high, an abbreviated truck designation number specific to the Contractor's operating division, for example, B-1, B-2, etc., limited to a two (2) digit numeral to aid in rapid identification of vehicles to allow more precise reporting and correction of any unsatisfactory condition related to specific vehicles.

All Contractor collection, service, and supervisory vehicles shall be equipped with properly licensed two-way communication equipment. The Contractor shall maintain a base station or have communication equipment to reach all collection areas. Collection vehicles shall also be equipped with backup and route-recording cameras integrated with their onboard route management system.

All collection vehicles shall have global positioning systems (GPS) and an onboard computer and data tracking system to track route progress and log non-setouts, extras, and other service issues. The system shall incorporate photo documentation of route exceptions. The Contractor's drivers shall be fully trained and required to use these systems. The resulting data shall be uploaded to the Contractor's Customer Service database no less than daily to allow Customer Service personnel to be fully apprised of route progress and be able to address misses and other Customer inquiries in near real-time.
The Contractor shall provide Redmond, on the Date of Commencement of Service of this Contract, a complete initial inventory of the vehicles and facilities to be used in the performance of this Contract. The inventory shall include each vehicle (including chassis model year, type of body, material collected, capacity, model, and vehicle identification number) and each facility to be used in the performance of this Contract (including address and purpose of the facility).

The Contractor may change vehicles and facilities occasionally and shall include the revised inventory in the monthly report provided in Section12.6. The Contractor shall maintain vehicles and facilities levels during the performance of this Contract at least equal to those levels described in the initial inventory. Redmond reserves the right to request maintenance history logs for vehicles or equipment during the performance of this Contract.

Failure to comply with this section shall be cause for performance fees as described in Section 14.1.

6.2 Operations Base

The Contractor shall maintain a service base for storing and maintaining collection vehicles within thirty (30) miles of the Service Area. Operations and management staff shall be located at that site.

6.3 General Container Requirements

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Contractor Garbage fees included in Exhibit B include all costs of the associated Containers unless Container rental for a particular service is specifically listed in Exhibit B, such as rent for Drop-box Containers.

Single-family Residence, Multifamily, and Commercial Customers must use Contractor-provided Containers for their initial Container of Garbage collection service, except for compacting Drop-box Containers, which may be Customer-owned or Customer-leased from other parties. Plastic bags or Cans may be used for excess volumes of Garbage but not as a Customer's primary container.

In the event the Customer uses a Can for Extra Units, the Contractor shall handle the Customer-owned Can in such a way as to prevent undue damage. The Contractor shall be responsible for unnecessary or unreasonable damage to or unrequested removal of Customer-owned Containers.

All Contractor-provided Containers shall be permanently, clearly, and prominently screened, molded-in, molded-on, imprinted, or otherwise labeled in a fashion that any reasonable person can readily determine the intended material for the Container. The Container must also be labeled with the size capacity and material preparation requirements. Contractor-provided Containers shall not be screened, molded-in, molded-on, imprinted, or otherwise permanently labeled with the Contractor's logo or company name unless Redmond provides written permission.

Failure to maintain clean, sanitary, and properly painted and labeled Containers shall be cause for performance fees as described in Section 14.1.

6.4 Garbage, Recyclables, and Compostables Carts

The Contractor shall provide twenty (20), thirty-two (32) or thirty-five (35), sixty-four (64), and ninety-six (96) gallon Garbage Carts for the respective level of Garbage collection, thirty-two (32) or thirty-five (35), sixty-four (64), and ninety-six (96) gallon Recycling Carts for Recyclables collection, and thirty-two (32) or thirty-five (35), sixty-four (64), and ninety-six (96) gallon Compostables Carts for Compostables collection. The Contractor shall make available wildlife-resistant Carts to requesting Customers at the additional surcharge provided for in Exhibit B.

Redmond shall transfer ownership of existing in-place Recycling Carts to the Contractor, and the Contractor shall re-label all carts no later than ninety (90) Days after the start of the Contract. All Carts shall be manufactured from at least fifteen percent (15%) post-consumer recycled plastic, with a lid that will accommodate a label. All Carts must have materials preparation instructions, including any Customer actions that would void manufacture warranties (such as placement of hot ashes in the container causing the container to melt), procedures to follow to minimize potential fire problems, and phone and website contact information printed on a sticker on the lid. If this sticker is destroyed or removed, the Contractor shall replace the sticker within seven (7) days of being notified by the Customer or Redmond. Failure to provide Carts as described in this section shall be subject to Performance Fees as described in Section 14.1.

The Contractor shall maintain all Contractor-provided Carts in good condition for material storage and handling; contain no jagged edges or holes; contain wheels or rollers for movement and be equipped with an anti-skid device or sufficient surface area on the bottom of the Container to prevent unwanted movement.

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Collection crews shall note missing or damaged lids, damaged hinges, holes, missing or poorly functioning wheels, and other similar repair needs for Contractor-provided Carts (including those for Garbage, Recyclables, and Compostables) and forward written or electronic repair notices that same day to the Contractor's service personnel. Repairs shall be made within seven (7) days at the Contractor's expense. Any Cart damaged or missing due to an accident, collection truck mechanical error, an act of nature or the elements, fire, theft, or vandalism by a third-party shall be replaced no later than three (3) business days after notice from the Customer or Redmond. If a Cart is inadvertently lost into a collection vehicle during collection due to mechanical or operator error, the Contractor will notify the Customer of the incident that same day via a door knocker tag, phone call, or email and provide a replacement Cart within one (1) business day of the loss. Replacement Carts may be used and reconditioned but shall be presentable and cleaned before delivery to the Customer. Unusable Containers shall be cleaned (if necessary) and recycled to the extent possible.

If a Customer repeatedly damages a Container or requests more than one replacement Container during the term of the Contract due to negligence or intentional misuse, the Contractor shall forward in writing the Customer's name and address to Redmond. Redmond shall then attempt to resolve the problem. If the problem continues, the Contractor may charge the Customer a Redmond-approved Container repair or replacement fee, provided Redmond provides previous written approval.

6.5 Detachable Containers and Drop-box Containers

The Contractor shall furnish and install one (1), one and a half (1.5), two (2), three (3), four (4), six (6), and eight (8) cubic yard Detachable Containers, and ten (10), fifteen (15), twenty (20), twenty-five (25), thirty (30), and forty (40) cubic yard un-compacted Drop-box Containers to any Customer who requires their use for storage and collection of Garbage, Recyclables or Compostables within three (3) business days of the Customer's request. Containers shall be located on the premises in compliance with any related ordinance and in a manner satisfactory to the Customer and for collection by the Contractor**.**

The Contractor shall charge rent for temporary and permanent Drop-box Container service following Exhibit B. The Contractor may not charge Customers any additional fees, charges, rates, or any expenses in connection with Drop-box Container service other than the applicable fees listed in Exhibit B.

Detachable Containers shall be watertight and equipped with tight-fitting metal or plastic covers; have four (4) wheels for Containers four (4) cubic yards and under unless site-specific concerns dictate the use of a non-wheeled Container; be in good condition for Garbage or Recyclables storage and handling; be safe for the intended use; and, have no leaks, jagged edges, or holes. Containers found to be out of compliance (e.g., leak, jagged edges, holes, missing wheels, missing or damaged lids, etc.) shall be replaced within one (1) business day of notification or be cause for performance fees as described in Section 14.1.

Drop-box Containers shall be all-metal and, if requested by a Customer, equipped with a tight-fitting screened or solid cover operated by a winch in good repair.

Detachable Containers shall be cleaned, reconditioned, and repainted (if necessary) at the Contractor's expense before being supplied to a Customer who had not used them earlier. The Contractor shall re-label any Detachable Containers purchased from the prior Redmond service contractor no later than thirty (30) Days after the start of the Contract. The Contractor shall provide a fee-based On-call Detachable Container cleaning service to Customers.

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As between the Contractor and Redmond, all Containers on Customers' premises are at the Contractor's risk and not Redmond's. The Contractor shall repair or replace within one (1) business day any Container that was supplied by or taken over by the Contractor and was in use if Redmond Code Enforcement Officer, County Health Department Inspector, or other agent having safety or health jurisdiction determines that the Container fails to comply with reasonable standards or constitutes a nuisance, health, or safety hazard.

The Contractor shall place Detachable Containers in areas mutually agreed upon by the Contractor and Customer with the least slope and best vehicle access possible. For Customers that must stage their Detachable Containers on Public Streets or significantly sloped hills, the Contractor shall make a good-faith effort to work with the Customer to ensure that Detachable Containers are not left unattended in potentially problematic staging areas and are sufficiently restrained such that the Container may not roll and cause harm to persons or property. The Contractor may require a Customer to attend to the Containers immediately before and after collection. Any disputes arising between the Contractor and a Customer regarding what constitutes a "significantly sloped hill" or a "safety hazard" shall be submitted in writing to Redmond, and Redmond's decision shall be final. Containers shall be replaced after emptying in the same location as found, with the lid closed.

Containers shall not be placed by the Contractor on any Public Street or other public right of way without prior approval from Redmond. As between Redmond and the Contractor, any Container located on any Public Street at any time is at the Contractor's risk, not Redmond's. Any Container located in a Public Street shall be removed within 24 hours upon Redmond's request.

The Contractor shall supply Customer Containers, except compactors. The Contractor shall provide Garbage, Recyclables, and/or Compostable Container labels to Customers for use on personal Containers upon request. Customers may elect to own or secure secondary Containers from other sources, and shall not be subject to discrimination by the Contractor in collection services on that account, provided that such Containers (including Carts) are compatible with the Contractor's collection equipment; however, Containers owned or secured by Customers must be properly labeled to be eligible for collection. The Contractor is not required to service incompatible Customer Containers.

If a Customer damages a Detachable Container or Drop-box Container due to negligence or intentional misuse, the Contractor may charge the Customer a Redmond-approved Container repair or replacement fee to that Customer, provided Redmond provides prior written approval.

6.6 Container Ownership

At the end of the Contract Term or if the Contract is terminated for any reason, all Containers at Customer locations used by the Contractor to provide Contract Services shall revert to Redmond ownership at Redmond's option without further compensation to the Contractor. Temporary Containers, Compactor Drop-box Containers leased to Customers outside of this Contract, and all Containers held in reserve at the Contractor's yard and not actively in service at a Customer location are excluded from this provision.

Redmond may elect to assign this potential ownership of said Containers to a third-party and shall provide written notice to the Contractor. Any remaining warranties associated with the Containers described herein shall be transferred to Redmond or Redmond's assignee.

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Redmond accepts Containers in their "as-is, where-is" condition and without any express or implied warranty by the Contractor of any kind, including but not limited to any warranty of fitness for any particular purpose or warranty of merchantability. As between Redmond and the Contractor, Redmond assumes all risks of loss or liability on account of Redmond's exercising of its rights under this section 6.6 or any use made of any such Containers after they become the property of Redmond or assignee of Redmond.

6.7 Container Colors and Labeling

Contractor-provided Carts and Detachable Containers for Recyclables shall be blue, Single Family Compostables Carts shall be grey, and Carts and Detachable Containers for Garbage shall be green. Multifamily and Commercial compostable containers shall be green with yellow lids. Specific Container colors shall be approved in writing by Redmond before the Contractor's order of new Containers.

All distributed Containers shall be labeled with instructional information and contact information, including a Customer Service phone number and website address. Redmond shall approve all labels before ordering by the Contractor. The label's location on Containers shall be subject to Redmond's prior approval. Labels shall be replaced, when faded or damaged, upon Redmond's or the Customer's request. Should any changes be made to the Garbage, Recycling, or Compostables collection program that affect the labels, the Contractor shall reproduce and reaffix labels on all Containers at its sole expense.

All Detachable Containers and Drop-box Containers for Garbage or Recyclables collection shall have materials preparation instructions and phone/contact information, including a Customer Service phone number and a website address, printed on a sticker and subject to Redmond's prior written approval. All Detachable Containers and Drop-box Containers to be used for Garbage or Recyclables shall have a sticker that indicates no charge for replacement or repair of leaky or broken Containers and provides a phone number to call. Information shall be printed to be easily read by the users on durable UV-resistant label stock squarely affixed to each Container. All labels shall be approved in writing by Redmond before ordering by the Contractor. The location of the Container labels shall be subject to Redmond's prior written approval.

The Contractor shall relabel containers used for collecting Recyclables from Multifamily and Commercial Customers if labels fade, are unreadable, contain incorrect information, or upon Redmond's request for any individual Container.

6.8 Container Weights

The Contractor shall not be required to lift or remove materials from any Container exceeding the safe working capacity of the Container, lifting mechanism, or collection vehicle. For Drop-box Containers, the combined weight of the Drop-box and contents must not cause the collection vehicle to exceed legal road weight limits.

All loose Extra Units or Recyclables that are not placed in a Container and must be manually loaded shall be limited to fifty (50) pounds per bag or bundle unless otherwise authorized by the Contractor.

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6.9 Container Removal Upon Redmond or Customer Request

The Contractor shall remove all Containers automatically upon service cancellation within seven (7) Days of the cancellation or upon three (3) business days of the specific Customer, property manager, property owner, or Redmond's request. Failure to remove Containers within the specified timeline shall be subject to the same performance fees as delayed Container delivery for that Customer sector. The contents of removed Containers shall be managed as if they were collected on a regular route (e.g., Recyclables shall be recycled, and Compostables shall be delivered for composting). The disposal or recycling of materials accumulating in the Contractor's Container at the former Customer's location after the final Customer-paid collection shall be at the Contractor's, not the Customer's cost.

6.10 Container Lockability

Upon request by the Customer, Containers (including Carts) shall be modified to be lockable and delivered to Customers with locks and keys within three (3) business days of initial request. Locks and keys for Containers or enclosure gates shall be provided to Customers upon request at no additional cost. However, the Contractor may charge for locking/unlocking as this Contract allows at rates set forth in Exhibit B.

7 SINGLE-FAMILY SERVICES

7.1 Single-Family Garbage Collection

7.1.1 Subject Materials

The Contractor shall collect all Garbage placed Curbside for disposal by subscribing Single-family Residence Customers in and (properly prepared and contained materials) adjacent to Garbage Carts, Cans, and bags.

7.1.2 Garbage Containers

The Contractor shall provide Garbage collection Containers to Customers as part of the Customer-chosen service level at no additional charge. The following service levels shall be offered to Customers:

1. Twenty (20) gallon Garbage Cart;
2. Thirty-two (32) or thirty-five (35) gallon Garbage Cart;
3. Sixty-four (64) gallon Garbage Cart; and
4. Ninety-six (96) gallon Garbage Cart.

The Contractor shall deliver Garbage collection Containers to Single-family Residence Customers within three (3) business days of the Customer's initial request. Each Customer's initial Container must be a Contractor-provided Container, provided Garbage over the Customer's initial Container may be bundled or placed in a Customer-owned Can or plastic bag.

7.1.3 Specific Collection Requirements

The Contractor shall offer a weekly collection of Garbage at the Customer-chosen service level. Redmond retains the opportunity to direct the Contractor, with 6 months advance notice, to permanently change all weekly Single-family Residence services to every other week collection. Upon implementation of this change, the Contractor shall reduce the service charges for all Single-family

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Customers by $0.36 per month in 2024 dollars. This monthly discount will be adjusted to the implementation year based on the CPI inflation in Section 13.31.

The Contractor shall also offer a service of once per month collection of non-putrescible waste in a thirty-two (32) or thirty-five (35) gallon Cart.

Carry-out surcharge fees shall be assessed only to those Customers who choose to have the Contractor move Containers to reach the collection vehicle at its nearest point of access unless otherwise provided for in this Contract. The Carry-out surcharge fee listed in Exhibit B shall be charged once for all three collection streams.

Garbage over Container capacity or the subscribed service level shall be collected and properly charged as Extra Units to the Customer, except excess Garbage collection otherwise authorized under this Contract at no additional charge. Extra charges may be assessed for materials loaded to lift the Container lid over six inches (6") from the normally closed position. Overweight Containers shall be left at the Curb and tagged with written notification as to why it was not collected.

The Contractor shall maintain route lists in sufficient detail to allow accurate recording and charging of all Extra Units. Customers shall be allowed to specify that no Extra Units be collected without prior Customer notification, which shall be provided by the Single-family Residence Customer no less than one (1) business day before that Customer's regular collection. If a Customer specifies no Extra Units, then such materials shall be left at the Curb uncollected and tagged with written notification as to why it was not collected.

Collections shall be made from Single-family Residences regularly on the same day and as close to a consistent time as possible.

7.2 Single-family Recyclables Collection

7.2.1 Recyclable Materials

Residential Recyclables shall be collected from all participating Single-family Residential Customers as part of Garbage collection services at no additional charge. The Contractor shall collect Curbside prepared Recyclables as described in Exhibit C. If operational or recycling processing improvements are made that allow additional materials to be recycled at no additional cost to the Contractor, the Contractor agrees to expand the defined list of Residential Recyclables to cover such materials, subject to prior written approval by Redmond. Except for Corrugated Cardboard, the maximum dimensions for Recycling materials shall be two feet (2') by two feet (2').

Redmond reserves the right to engage in product stewardship and/or waste prevention activities that may result in one or more materials being removed from the Exhibit C list.

7.2.2 Containers

The Contractor shall provide Recycling collection Containers to Customers at no charge. The default Recycling Cart size shall be ninety-six (96) gallons, provided that the Contractor shall offer and provide thirty-two (32)/thirty-five (35) or sixty-four (64) gallon Recycling Carts on request to those Single-family Residence Customers requiring less capacity than provided by the standard ninety-six (96) gallon Recycling Cart. A Customer may request and receive one additional Recycling Cart from the Contractor at no

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additional charge. Additional Carts above the two provided at no cost shall be charged at the extra Recycling Cart rate provided in Exhibit B.

The Contractor shall deliver Recycling Carts to new Single-family Residence Customers, Customers requesting replacements or additional Carts, or Customers that had previously rejected their Recycling Cart within three (3) business days of the Customer's initial request.

7.2.3 Specific Collection Requirements

Single-family Residence Recyclables collection shall occur weekly on the same day as each household's Garbage and Compostables collection. Collections shall be made from Residences regularly on the same day and as close to a consistent time as possible. The Contractor shall collect on Public Streets and Private Roads in the same location as Garbage collection Service.

The Contractor shall collect all Residential Recyclables from Single-family Residences placed in Carts, paper bags, boxes, or labeled Cans next to the Customers' Recycling Cart. Customers choosing to use their Containers for excess Recycling shall be provided, upon Customer request, durable labels by the Contractor that clearly identify the Container's contents as Recycling. Recyclables must be prepared as described in Exhibit C and uncontaminated with food or other residues. No limits shall be placed on set-out volumes for Curbside Recyclables other than those listed in Exhibit C. If large quantities of Residentially generated cardboard (e.g., moving boxes) are set out for collection, the Contractor may collect the excess materials the following day in a separate truck, provided that clear written notification of the collection delay is provided to the Customer.

7.3 Single-family Compostables Collection

7.3.1 Subject Materials

Residential Compostables shall be collected from all participating Single-family Residences Customers as part of Garbage collection services at no additional charge.

7.3.2 Containers

The Contractor shall provide Compostables collection Containers to Customers at no charge. The default Compostables Cart size shall be ninety-six (96) gallons, provided that the Contractor shall offer and provide thirty-two (32)/thirty-five (35) or sixty-four (64) gallon Compostables Carts on request to those Single-family Residence Customers requiring less capacity. The first Compostables Carts shall be provided as part of the service. The Contractor shall provide additional Compostables Cart service at the rate provided in Exhibit B. The additional Cart service includes the provision of the Cart, collection, and composting costs. Customers may also rent additional Compostables Carts without service (rental only) at the rate provided in Exhibit B, then pay the appropriate Extra Compostable rate provided in Exhibit B.

The Contractor shall deliver Compostables Carts to Customers within three (3) business days of the Customer's initial request. The Contractor shall offer an annual cleaning of Compostables Carts at no additional charge upon Customer or Redmond's request. Additional cleaning shall be available to Customers at the charges listed in Exhibit B.

New Compostable service Customers shall be provided a kitchen Food Scraps composting starter kit upon request, including a kitchen container, one roll of compostable bag liners, and instructional

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materials. Redmond shall approve the contents of the Contractor-purchased starter kit before distribution. Customers shall be limited to one starter kit per new Compostables service Customer.

7.3.3 Specific Collection Requirements

Properly prepared Compostables shall be collected weekly on the same day as Residential Garbage and Recyclables collection. Collections shall be made from Single-family Residence Customers regularly on the same day and as close to a consistent time as possible.

Food Scraps shall be contained in the initial Compostables Cart, and only Yard Debris shall be placed in bags, bundles, or Cans. Extra Yard Debris material that does not fit the initial Compostables Cart shall be bundled or placed in Kraft bags or Customer-owned Cans labeled for Yard Debris. Customers choosing to use their Containers for excess Yard Debris shall be provided, upon Customer request, with durable labels by the Contractor that clearly identify the Container's contents as Yard Debris.

Upon direction from Redmond, for two (2) collection cycles immediately following a Redmond-designated storm event, up to ninety-six (96) additional gallons of Compostable storm debris shall be accepted with regular quantities of Compostables without additional charge, provided that the materials are prepared and set-out as described for excess Yard Debris in the prior section. This service shall be limited to no more than five (5) events over the life of this Contract.

The Contractor shall collect unflocked, undecorated, natural Christmas trees from Residential Customers at no additional charge on their regularly scheduled collection day. Trees shall be no greater than four feet (4') in length.

The Contractor shall collect on Public Streets and Private Roads in the same location as Garbage collection is provided.

8 MULTIFAMILY AND COMMERCIAL SERVICES

8.1 Multifamily and Commercial Garbage collection

8.1.1 Subject Materials

The Contractor shall collect all Garbage placed on or near the Curb for disposal by Multifamily and Commercial Customers in Garbage Containers, and adjacent to, if properly prepared.

8.1.2 Containers

Multifamily and Commercial Customers shall be offered a full range of Container and service options, including Garbage Carts, one (1) through eight (8) cubic yard non-compacted Detachable Containers, and one (1) through six (6) cubic yard compacted Detachable Containers.

Containers shall be provided to Customers at no charge as part of service, except for compacting Containers or unless otherwise set forth in this Contract and directed by Redmond. The Contractor shall collect customer-owned or Customer-leased Detachable Container compactors unless the Container is incompatible with the Contractor's equipment.

Materials over Container capacity or the subscribed service level shall be collected and properly charged as Extra Units at rates set forth in Exhibit B. Extra charges may be assessed for materials loaded to lift

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the Container lid in excess six inches (6") from the normally closed position. The Contractor shall develop and maintain route lists in sufficient detail to allow accurate recording and charging of all Extra Units.

The Contractor may use front-load and rear-load Detachable Containers to service Multifamily and Commercial Customers; however, not all collection sites within the Service Area may be appropriate for front-load collection due to limited maneuverability or overhead obstructions. The Contractor shall provide Containers and collection services capable of servicing all Customer sites, whether or not the front-load collection is feasible.

The Contractor shall deliver containers to requesting Multifamily and Commercial Customers within three (3) business days of the Customer's initial request.

8.1.3 Specific Collection Requirements

Commercial businesses with a physical location in the Service Area shall be required to use Garbage Service under this Contract. Collections from both Multifamily and Commercial Customers shall be made regularly on the same day and as close to a consistent time as possible.

The Contractor may charge for locking/unlocking Containers and/or enclosures at rates set forth in Exhibit B. The Contractor shall remove and replace Containers from enclosures and position (roll-out) Containers up to twenty-five feet (25') for Garbage collection at no additional charge. Additional roll-out charges may be assessed in twenty-five foot (25') increments only to those Multifamily and Commercial Customers for whom the Contractor must move a Container over twenty-five feet (25') to reach the collection vehicle at its nearest point of access. Customers with hard-to-access Containers requiring the Contractor to wait for Customer Container relocation or requiring the Contractor's use of specialized equipment for Container relocation may charge those Customers a stand-by fee for each minute after five (5) minutes at a rate consistent with Exhibit B.

Multifamily and Commercial Customers may request extra collections and shall pay a proportional amount of their regular monthly rate for that service as established by Redmond.

8.2 Multifamily and Commercial Recyclables Collection

8.2.1 Subject Materials

All properly prepared Recyclables listed in Exhibit C for Multifamily and Commercial Customers (including those Multifamily and Commercial Customers with permanent Garbage Drop-box Collection serviced at least once per month) shall be collected as part of the Garbage collection services without extra charge. The Contractor may decline to collect Recyclables if the Container in which the Customer places them contains Excluded Materials or other materials that do not conform to the Recyclables definition or do not meet specifications.

8.2.2 Containers

The Contractor shall provide Recycling Containers at no additional charge to all Multifamily and Commercial Customers requesting Containers. If requested by Redmond, the Contractor shall provide locked slotted lids for Detachable Containers for Recyclables at identified Multifamily sites.

The Contractor shall encourage and promote participation in Recyclables services and recommend appropriate relative Container sizes through its site visit and evaluation process. The Contractor shall

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encourage using Detachable Containers instead of multiple Carts at Multifamily sites where more than one (1) cubic yard of Recycling capacity is provided unless constraints favor the use of Carts. For Garbage Drop-box customers, the maximum Commercial Recyclables service shall be collection of one (1) eight (8) cubic yard container per week. The Contractor shall deliver containers used for collecting Recyclables to requesting Customers within three (3) business days of the Customer's initial request.

8.2.3 Specific Collection Requirements

Multifamily and Commercial Recyclables collection shall occur at least weekly or more frequently if space constraints preclude providing sufficient weekly capacity. Collections shall be made regularly on the same day(s) of the week and as close to a consistent time.

The Contractor shall not charge fees for locking/unlocking Containers, locking/unlocking enclosures, or for opening and closing gates. The Contractor shall remove and replace Containers from enclosures and position (roll-out) Containers up to twenty-five feet (25') for Recycling collection at no additional charge. Additional roll-out charges may be assessed in twenty-five foot (25') increments only to those Multifamily and Commercial Customers for whom the Contractor must move a Container over twenty-five feet (25') to reach the collection vehicle at its nearest point of access. Customers with hard-to-access Containers requiring the Contractor to wait for Customer Container relocation or requiring the Contractor's use of specialized equipment for Container relocation may charge those Customers additional access fees and/or hourly fees consistent with Exhibit B.

8.3 Multi-family and Commercial Compostables Services

The Contractor shall provide limited embedded Compostables Cart collection services to requesting Multifamily and Commercial Customers at no charge and subscription fee-based service for requested Detachable Containers and additional requested Carts. Customers may obtain Compostables collection services from any service provider.

8.3.1 Subject Materials

The Contractor shall provide a collection of Compostables from any requesting Multifamily or Commercial Customers, subject to that Customer's continued compliance with material preparation requirements. Containers, including contaminated or oversized Compostables materials rejected by the Contractor, shall be tagged in writing in a prominent location with an appropriate problem notice explaining why the material was rejected.

The Contractor shall provide a collection of unflocked, undecorated, natural Christmas trees from Multifamily Customers at no additional charge. Trees must be no greater than four feet (4') long. Customers may place trees adjacent to carts for collection each calendar year within the first two weeks of the Compostables collection.

8.3.2 Containers

Containers shall be provided to participating Customers as part of their embedded or subscription-based services with no additional container delivery or rental charges. The Contractor shall offer regular thirty-two (32) or thirty-five (35) gallon, sixty-four (64) gallon, and ninety-six (96) gallon Compostable Carts and two (2) cubic yard or four (4) cubic yard Detachable Containers.

The Contractor shall offer an annual cleaning of Compostables Carts at no additional charge upon Customer request. Additional cleaning shall be available to Customers upon request at the charges listed

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in Exhibit B. Compostables Carts shall be delivered by the Contractor to Multifamily and Commercial Customers within three (3) business days of a Customer's initial request.

8.3.3 Specific Collection Requirements

Embedded Multifamily and Commercial Customer Compostables service shall include weekly or twice a week collection from up to three 32/35 or 64 gallon Carts. Additional Carts or Detachable Containers shall be serviced as subscribed for and requested by the Customer.

At Commercial sites with multiple businesses, the Contractor shall provide the embedded service level for each business on the site, if requested by the Customer. At Multifamily sites, the Contractor shall provide the embedded service level for each garbage enclosure, if requested by the Customer.

Compostable shall be collected at least weekly. Collections shall be made regularly on the same day(s) of the week and as close to a consistent time. Twice per week collections shall be spaced apart by two or three days.

The Contractor shall not charge fees for locking/unlocking Containers, locking/unlocking enclosures, or for opening and closing gates. The Contractor shall remove and replace Containers from enclosures and position (roll-out) Carts up to twenty-five feet (25') for collection at no additional charge.

Liner replacement fees may be assessed for customers that request Compostable liner replacement during servicing. Additional roll-out charges may be assessed in twenty-five foot (25') increments only to those Multifamily and Commercial Customers for whom the Contractor must move a Cart over twenty-five feet (25') to reach the collection vehicle at its nearest point of access.

9 OTHER COLLECTION SERVICES

9.1 Drop-Box Container Garbage Collection

9.1.1 Subject Materials

The Contractor shall provide permanent Drop-Box Container Garbage collection services to Customers following the Customer's selected service level. For this section, a permanent Drop-Box Container Customer is a Customer who retains service for more than ninety (90) Days and has their Container hauled at least once per calendar month.

Permanent Drop-Box Container Customers who have at least one (1) haul of their Container each month are eligible for Recycling services of up to eight (8) yards per week per Section 8.2. If a permanent Drop-Box Container Customer with regular Recycling service falls below the minimum one (1) Garbage haul per month threshold, the Contractor shall notify the Customer of the minimum requirement for Recycling eligibility and that the Contractor will charge for future Recycling collection at market rates if the minimum Garbage haul threshold is not met in successive months.

9.1.2 Containers

The Contractor shall pay the cost of procuring and providing Containers for Garbage meeting the standards described in Section 6.4. The Contractor shall service customer-owned or Customer-leased Drop-Box Container compactors unless the Container is incompatible with the Contractor's equipment.

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9.1.3 Specific Collection Requirements

The Contractor shall provide dispatch service and equipment capable of collecting full Drop-box Containers on the same business day if the call center receives the Customer's initial request before or at 10:00 a.m. and no later than the next business day if the call center receives the Customer's initial call after 10:00 a.m. At the Customer's request, the Contractor shall deliver an empty Drop-box Container to the Customer when collecting the full Drop-box Container. The Contractor shall maintain a sufficient Drop-box Container inventory to provide delivery of empty Containers by the Contractor to new and temporary Customers within one (1) business day of their initial request.

The Contractor shall detach, remove and replace Drop-Box Containers from locked or unlocked enclosures at no additional charge. The Contractor may charge additional time and/or mileage only if (1) the Customer requests that the Contractor deliver material to a facility other than the closest County disposal facility, (2) the facility is one to which the Contractor is allowed to deliver the material under this Contract, and (3) Contractor delivers the material to such facility after advising the Customer in writing (email is acceptable) as to the basis of the additional time and/or mileage charges to be payable by the Customer on account of such deliveries.

9.2 Temporary (Non-Event) Container Customers

The Contractor shall maintain a sufficient Container inventory, including Detachable Container and Drop-box Containers, to provide delivery of empty Containers by the Contractor to temporary Customers within three (3) business days after the Customer's initial request. The temporary Detachable Container service charges listed in Exhibit B shall include delivery, collection, distance, and disposal. No additional fees other than those included in Exhibit B may be charged. Temporary Garbage services do not include Recycling or Compostables collection and shall not exceed ninety (90) days unless the Customer has their Container hauled less than once per calendar month, in which case they will continue to be considered a temporary customer. Customers requiring more than monthly collection service for over ninety (90) days shall subscribe to regular combined Garbage and Recycling.

9.3 Special Event Services

The Contractor shall provide temporary Garbage, Recyclables, and Compostables Carts to Customers sponsoring special events within the Service Area at the rates listed in Exhibit B. Contractor shall provide such Customers with assistance in determining Container needs and signage for Garbage, Recyclables, and Compostables at the special events, including site visits and technical assistance to ensure compliance with Washington State event recycling requirements (under RCW 70A.200.100) and that the maximum Recyclables and Compostables diversion is achieved. The Contractor shall coordinate their efforts with Redmond and provide such Customers and Redmond with a summary of the volumes of materials disposed of and diverted for recycling and composting.

The Contractor shall provide special event services as a bundle, with each event providing a collection of Recyclables and Compostables at no additional charge as part of the event Garbage collection service. The Garbage-only service shall only be provided on a case-by-case basis upon prior written approval of Redmond.

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9.4 On-call Bulky Waste and Special Item Collection

The Contractor shall provide On-call Bulky Waste collection to any Single Family, Multifamily and Commercial Customers, by appointment for no more than the charge set forth in Exhibit B to this Contract, with collection occurring no later than five (5) business days after a Customer initial request.

The Contractor shall provide up to one free Bulky Waste collection per Single-family residence per year, for up to 2,000 Single-family residences per calendar year in response to requests from such Single-family residences. The Contractor shall not be required to provide free Bulky Waste collection to Multifamily or Commercial customers. If Single-family requests exceed 2,000 per year, then Contractor and City will mutually agree on a service adjustment, which may include stopping free pickups for the remainder of the year, increasing the number allowed per year, billing the City for requests beyond 2,000 for the current year, or other mutually supported adjustments.

Each free Single-family bulky collection includes up to three pieces of Bulky Waste or up to one cubic yard of Garbage, provided that any individual item, bag, or box is no larger than three feet by three feet or weighs more than what can safely be lifted by two of the Contractor's employees. Additional Garbage will be collected on the Customer's next regular collection day and Bulky Items shall be collected on a date arranged between the Contractor and Customer.

The Contractor shall track usage to ensure that no Customer uses more than their allowed one collection per calendar year unless they pay for regular Extra Units or Bulky Waste collection service at rates provided in Exhibit B.

Customers must place Bulky Waste at the regular Garbage collection location no more than twenty-four (24) hours before collection. The Contractor shall notify the Customer of the specific date that their item will be collected and the charge that will be made to their next bill.

The Contractor shall recycle all metal appliances unless another arrangement is approved in writing by Redmond and to make a reasonable effort to recycle all other materials collected.

The Contractor shall provide receiving containers (such as a Gaylord box) for no charge at up to 20 Multifamily sites during each year for collection of hard to recycle special items to be identified by the Contractor and the City, such as bagged textiles, cooking oil, and foam blocks. The sites will be serviced at a frequency mutually agreed by the Contractor and the City. Additional sites will be charged at the pickup fees listed in Exhibit B.

On-call Bulky Waste collection must occur during the hours and days specified in Section 4.4, except that Saturday collection is permissible if it is more convenient for Customers. The Contractor shall maintain a separate log listing service date, materials collected, Customer charges, weights, and whether the item was disposed of or recycled. This log shall be provided to Redmond monthly under Section 12.6.

Redmond customers shall also have access to the Recology Store in Redmond, during regular business hours, for free drop off of hard to recycle items, including textiles, light bulbs, electronics, small appliances, batteries, cooking oil, foam blocks, small propane cylinders, bicycles and bike parts, and hard cover books; to receive additional service information, and to bay bills or receive in person customer service. The Contractor will lease, furnish, and staff their new Store, located in Redmond, beginning and open to the public no later than October 1, 2025.

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The store will be open year-round for a minimum of forty hours per week, on a regular schedule, as mutually agreed by the Contractor and City. The City has the option to discontinue the store after December 31, 2030, and negotiate with the Contractor for Customer savings consistent with Contractor savings from closing the store, net of any costs incurred by the Contractor to close the store. The Contractor will ensure that no leases, investments, or commitments require the store to stay open past 2030 without concurrence from the City.

9.5 Excluded Services

This Contract does not include the collection or disposal of Unacceptable Waste.

10 CITY SERVICES

10.1 Municipal Services

The Contractor shall provide the services in this section at no additional charge to Customers or Redmond. The total value of municipal services provided in this section shall be increased or decreased by a proportional amount reflecting increases or decreases in annual revenues received by the Contractor. If the value of municipal services provided by the Contractor year-on-year increases more than the change in overall Contract revenues year-on-year, Redmond will either pay for the additional value of services, limit the provision of services to additional facilities, or adjust the Contractor's rates to reflect the excess cost to Contractor in providing such services.

The Contractor shall provide Garbage, Recyclables, and (as appropriate) Compostables collection to all Redmond municipal facilities and parks as a part of this Contract and at no additional charge. The Contractor shall provide on-call collection for batteries and Styrofoam or other hard to recycles at no charge to municipal facilities identified by Redmond. As of the date herein, these facilities consist of the following:

Facility	Address
Senior and Community Center	8703 160th Ave NE
Community Center at Marymoor Village	6505 176th Ave NE
Public Safety Building	8701 160th Ave NE
City Hall	15670 NE 85th St
Farrel-McWhirter Park	19545 Redmond Rd
Old Fire Station	16510 NE 79th St
Redmond Fire Department: Station 11	8450 161st Ave NE
Redmond Fire Department: Station 12	4211 148th Ave NE
Redmond Fire Department: Station 13	8701 208th Ave NE
Redmond Fire Department: Station 14	5021 264th Ave NE
Redmond Fire Department: Station 15	4200 228th Ave NE
Redmond Fire Department: Station 16	NE 65th and 185th Ave NE
Redmond Fire Department: Station 17	16917 NE 116th St
Redmond Fire Department: Station 18	
Grass Lawn Park	7031 148th Ave NE

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Hartman Park	17300 NE 104th St
Idylwood Park	3650 West Lake Sammamish Parkway NE
Juel Park	18815 NE 116th St
Maintenance Operations Center	18080 NE 76th St
Conrad Olson Park	18860 NE 95th St
Redmond Pool	17535 104th St
Old Redmond Elementary School House	16600 NE 80th St
Maintenance Operations Center Parks	18120 NE 76th St
Sammamish River Business Park	90th St
Downtown Park	
Perrigo Park	

At any time during the term of this Contract, Redmond may add facilities to those listed above. Additional municipal facilities added during the term of the Contract shall also be provided collection, including new facilities developed within Redmond Service Area and municipal facilities in future annexation areas covered by this Contract.

Regular Garbage, Recyclables, and Compostables generated on an ongoing basis at all Redmond's facilities in the ordinary course of their operations, whether generated by staff or third parties (e.g., janitorial contractor,) will be collected by the Contractor without charge to Redmond. In cases in which Garbage, Recyclables, or Compostables are generated through the performance by third-parties of services for Redmond outside of the normal operation of a municipal facility, Contractor may charge for the collection of such materials following charges listed in Exhibit B. For example, the Contractor could require Redmond to pay for the disposal of debris generated by replacing the roof of one of Redmond's facilities. Tenants and other occupants of a municipal facility, other than those who operate the facility as Redmond's contractor of municipal services, may be charged by Contractor under this Contract for the collection from them of associated Garbage, Recyclables, and Compostables.

If Redmond is restricted from accepting these services at no charge, the Contractor shall be separately and specifically paid for these services at Contract rates, and the Contractor shall reduce the Contract rates by the estimated costs of providing these services to Redmond at no charge.

10.2 City-Sponsored Community Events

The Contractor shall provide Garbage, Recycling, and/or Compostables services for City-sponsored events at no charge to Redmond or users. Container capacity shall be coordinated with event staff to ensure that the Contractor provides sufficient capacity and collection frequency. These events shall include, but not be limited to: Redmond Lights, Derby Days, and So Bazaar.

At any time during the term of this Contract, Redmond may add more sponsored community events in addition to those listed above, subject to the Contractor's approval for conflict of interest and compliance with laws, and provided that if Redmond adds more than one event every year, the Contractor may negotiate compensation for those additional events.

10.3 Street Litter, Recycling, Compostables, and Cleaning Services

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The Contractor shall provide a collection of up to one hundred (100) on-street litter (Garbage), Recyclables, and/or Compostables Containers within the Redmond Service Area at no charge to the Redmond. Litter Containers shall be collected as Garbage, Recyclables Containers shall be collected as Recyclables, and Compostable Containers shall be collected as Compostables. The Contractor shall provide and install plastic liners for litter and Recyclables Containers and compostable liners for Compostable Containers.

On-street Containers shall be collected on the schedule set by Redmond for each Container. Collection frequency for each Container may be variable between five (5) times per week and every other week, at Redmond's option. Containers may be collected on either Commercial or Residential routes, provided that the Contractor times collection to minimize disruptions to traffic flow and does not service the litter containers during peak traffic times.

The Contractor shall provide scheduled and On-call collection for Containers at no charge to Redmond. If Redmond requests immediate collection of an overflowing Container, the Contractor shall collect that Container on the same day of notification, provided that notification is provided before 5:00 pm.

The Contractor shall provide street cleaning, litter abetment, and graffiti removal services for the fees listed in Exhibit B in response to on-call requests from Redmond or Customers, provided that relevant private property owners consent to the services being performed.

11 CUSTOMER SERVICE

11.1 Customer Service Functions

The Contractor shall be responsible for providing all Customer Service functions, including, but not limited to:

1. Answering Customer phone calls, texts and electronic requests;
2. Requesting (at start of service) Customer's preference for notification of service changes via outdialer calls, texts, or e-mails;
3. Informing Customers of current, new, and optional services and charges;
4. Handling Customer subscriptions and cancellations;
5. Receiving and resolving Customer complaints;
6. Dispatching Drop-box Containers, temporary Containers, and special collections;
7. Billing;
8. Maintaining and updating regularly as necessary a user-friendly internet website; and
9. Maintaining and updating regularly as necessary a user-friendly mobile app.

These functions shall be provided at the Contractor's sole cost, with such costs included in the Contractor's charges set forth in Exhibit B.

11.2 Full Knowledge of Garbage, Recyclables, and Compostables Programs Required

The Contractor's Customer Service representatives shall fully know all collection services available to Customers, including those available to Single-family Residence, Multifamily, and Commercial Customers. For new Customers, Customer Service representatives shall explain all Garbage, Recyclables, and Compostables collection options available depending on the sector from where the Customer is calling. For existing Customers, the representatives shall explain new services and options and resolve

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recycling issues, collection concerns, missed pickups, Container deliveries, disposal, and recycling options for items not accepted by the Contractor and other Customer concerns. Customer Service representatives shall be trained to inform Customers of Garbage, Recyclables, and Compostables preparation specifications. The Contractor will forward Redmond-related policy questions to Redmond.

The Contractor shall provide Redmond with internal Customer Service representative training and support information specific to Redmond to allow Redmond to review and check information provided to Customer Service representatives and, in turn, provided to Customers. The Contractor's Customer Service representatives shall have instantaneous electronic access to Customer Service data and history to assist them in providing excellent Customer Service. Any revisions to these materials shall be approved in writing (email is acceptable) by Redmond before being used by Customer Service representatives.

11.3 Customer Service Location, Hours, and Staffing

Call center operations shall be based in the Puget Sound area. The Contractor's call center for Redmond customers shall be open and available with Customer Service representatives during Call Center Hours, defined as 7am to 7pm Pacific time for Monday through Friday, and 8am to 7pm on Saturday and Sunday. The Contractor shall maintain and staff a Recology Store in Redmond, as described in Section 9.4, to provide in-person customer service and bill pay support during regular hours for any Redmond customers. Holiday closures for Contractor customer service, call center, and store will be limited to collection holidays described in Section 4.7.

Customer calls shall be taken during these Call Center Hours by a person, not by voicemail. Outside of these Call Center Hours, the Contractor shall have an answering or voicemail service available to record messages from all incoming phone calls. The Contractor shall provide a local Customer Service number, with a Redmond exchange, and be able to uniquely track Contract answering performance on that line.

The Contractor shall maintain a twenty-four (24) hour emergency phone number for use by Redmond. The Contractor shall have a representative, or an answering service to contact such representative, available at such emergency phone number for Redmond's use during all hours, including normal Office Hours, defined as 8am to 5pm Pacific time, Monday to Friday. Inability to reach the Contractor's staff using the emergency phone numbers shall be cause for performance fees under Section 14.1.

During Call Center Hours, the Contractor shall maintain sufficient call center staff to answer and promptly handle customer complaints and service requests. If incoming phone calls are necessary, the Contractor shall increase staffing levels to meet Customer Service demands. The Contractor shall provide and publicize a phone number capable of handling service-related text messages.

The Contractor shall maintain sufficient staffing to answer and handle complaints and service requests promptly made by methods other than phone, including letters, text messages, and electronic messages. If staffing is deemed insufficient by Redmond to handle Customer complaints and service requests promptly, the Contractor shall increase staffing levels to meet performance criteria.

The Contractor shall provide additional staffing during the Transition and Implementation Period, especially from six (6) weeks before the Date of Commencement of Service, through the end of the fourth (4^{th}) month after the Date of Commencement of Service, to ensure that sufficient staffing is available to minimize Customer waits and inconvenience. Staffing levels shall be subject to Redmond's

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prior review and approval during the Transition and Implementation Period. The Contractor shall receive no additional compensation for increased staffing levels during the Transition and Implementation Period.

11.4 Service Recipient Complaints and Requests

The Contractor shall record all complaints and service requests, regardless of how received, including date, time, Customer's name and address, if the Customer is willing to give this information, method of transmittal, and nature, date, and manner of resolution of the complaint or service request in a computerized daily log. Any calls received through the Contractor's non-Call Center Hours voicemail or answering service shall be recorded in the log no later than the following business day. The Contractor shall make a conscientious effort to respond directly to the Customer and resolve all complaints within one (1) business day of the original phone call, letter, or electronic communication, and service requests within the times established throughout this Contract for various service requests. If a longer response time is necessary for complaints or requests, the reason for the delay shall be noted in the log, along with a description of the Contractor's efforts to resolve the complaint or request.

The Customer Service log shall be available for inspection by Redmond, or its designated representatives, during the Contractor's Office hours and shall be in a format approved by Redmond. The Contractor shall provide a copy of this log in an electronic format from the Microsoft Office suite (or another Redmond-approved format) of software to Redmond with the monthly report.

11.5 Handling of Customer Calls

All incoming phone calls shall be answered promptly and courteously, with an average answer speed of less than thirty (30) seconds. No phone calls shall be placed on hold for more than two (2) minutes per occurrence monthly, and no more than ten percent (10%) of incoming phone calls shall be placed on hold for more than twenty (20) seconds. A Customer calling into the Customer Service phone lines and placed on hold shall hear messages applicable to services provided under this Contract and not mislead customers.

A Customer shall be able to talk directly with a Customer Service representative when calling the Contractor's Customer Service phone number during Call Center Hours without navigating an automated phone answering system. Customer Service representatives shall provide accurate and applicable information and shall not provide confusing, inaccurate, or misleading information. An automated voicemail or phone answering system may be used outside Call Center Hours.

11.6 Customer Service Monitoring and Corrective Measures

The Contractor shall have a program in place to monitor and evaluate the quality of customer service and to determine overall Customer satisfaction with the Contractor's services. Monitoring and evaluation methods may include random Customer surveys, periodical monitoring of customer service, call monitoring by supervisors, call management reports, and other methods. The Contractor shall monitor its program and ensure that high levels of customer service are demonstrated throughout the contract period. A record of all monitoring and evaluation programs shall be maintained and forwarded to Redmond upon request.

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Upon the receipt of Customer complaints regarding busy signals or excessive delays in answering the phone, Redmond may request the Contractor submit a plan to Redmond for correcting the problem. Redmond must approve the plan. During the Transition and Implementation period, the contractor shall have seven (7) days to implement corrective measures. After the Transition and Implementation Period, the Contractor shall have thirty (30) days to implement the corrective measures. Corrective measures shall be implemented without additional compensation to the Contractor. Failure to provide corrective measures shall result in possible performance fees according to Section 14.1 assessed against the Contractor.

11.7 Contractor Website

The Contractor shall maintain a mobile-friendly website containing information specific to Redmond's collection programs, including the following information at a minimum:

1. Contact information, noting available hours for each contact method;
2. Collection schedules;
3. Current day of collection map;
4. Material preparation requirements;
5. Available services and options;
6. Rates and fees for all sectors and services;
7. Holiday schedules and resulting delays in collections;
8. Inclement weather service changes;
9. Current education and outreach materials;
10. Translation options are available; and
11. Other relevant service information for its Customers.

The Contractor's website shall provide the following functions for Customers:

1. Obtain day-of-service information;
2. Report issues and receive a tracking number or other method to monitor progress on their issue;
3. Connect and speak to a Customer Service agent;
4. Chat/instant message with a Customer Service agent rather than talk if desired;
5. Review and pay bills;
6. Manage services; and
7. Switch service levels or order additional services;

Electronic Customer Service requests shall be answered within one (1) business day of receipt.

The Contractor shall provide a knowledgeable and proficient communications manager among its local staff responsive to Redmond's request(s) for changes to the Contractor's website. The website design shall be usability tested and then submitted to Redmond for approval a minimum of three (3) months before the Date of Commencement of Service of this Contract, and then changes shall be subject to Redmond's prior approval throughout the term of this Contract. Changes requested by Redmond consisting of textual messages only shall be implemented within seventy-two (72) hours of the time of the request(s). Changes requested by Redmond of a textual nature that is related to an emergency or time-sensitive situation (such as an inclement weather event, windstorm, or event preventing access to a Customer's regular place of Container set-out) shall be implemented as soon as possible but not more than three (3) hours from of the time of the request. Changes requested by Redmond that include a graphical component must be implemented within five (5) Days of the time of the request.

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The Contractor shall provide timely updates to the website and links to Redmond's website, regularly checking that all links are current. The website shall include the information requested by Redmond translated into Spanish, Chinese (simplified), Hindi, and Russian. The Contractor shall provide translations for additional language communities with significant limited English proficiency, as identified and requested by Redmond. Upon Redmond's request, the Contractor shall provide a website utilization report indicating the usage and communication preferences.

The Contractor shall collect only the Customer information necessary to perform Contracted solid waste collection functions from websites, applications, and any other electronic media used by Customers. To the extent permitted by applicable law, any Customer data collected while performing functions of this Contract shall be provided to Redmond upon request but shall not be sold or otherwise provided to any other party.

Failure to include accurate information and/or required information on the Contractor's website shall be cause for performance fees as described in Section 14.1.

11.8 Customer Communications

All Customer communications (other than emergency announcements and routine service and billing interactions with individual Customers) shall be reviewed and approved by Redmond before distribution. This includes messaging in out-dialer recorded messages, billing statements, bill inserts, e-newsletters, email marketing, social media, website, mailed materials, printed materials, and other avenues of planned communications.

Redmond and Contractor recognize that Customer preferences for their method of communication may change during the Term of this Contract and agree to adjust Customer Service expectations to match Customer preferences. For example, if call traffic to the Contractor's phone-based call center reduces over time and is supplanted by an increase in texting, the Contractor shall shift staff resources accordingly to ensure high levels of Customer Service. Redmond and Contractor agree to review Contract requirements periodically and negotiate in good faith any desired improvements to the Contract service standards related to Customer Service delivery.

11.9 Customer Billing Responsibilities

The Contractor shall be responsible for all billing functions related to the collection services required under this Contract. All Single-family Residence Customers shall be billed every other month or quarterly, and Multifamily and Commercial Customers shall be billed monthly. In no case shall a Customer's invoice be past due before the receipt of all services covered by the billing period. The Contractor's billing cycle parameters include, but are not limited to, the service period, invoice date, due date, late fee date, reminder date(s), Container removal, and stop-service date. Redmond reserves the right to review and provide feedback on the bill template used by the Contractor to format and design to ensure Customer satisfaction. The Contractor shall evaluate and may incorporate Redmond's recommendations in good faith. Billing and accounting costs associated with Customer invoicing, including credit card fees, shall be borne by the Contractor and are included in the service fees in Exhibit B. The Contractor may bill Customers late payments, "non-sufficient funds" check charges, and the costs of bad debt collection under policies and amounts previously approved in writing by Redmond.

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The Contractor shall offer paperless billing, including an autopay/electronic notification function that allows the Customer to set up autopay and receive an email or text notification of the amount and draw date of the payment without requiring the Customer to navigate to the Contractor's website to obtain that information.

The Contractor shall be responsible for the following:

1. Generating combined Garbage, Recyclables, and Compostables collection bills for all Customers;
2. Generating bills printed double-sided, on at least thirty percent (30%) post-consumer recycled-content paper;
3. Generating bills that include, at a minimum, a statement indicating the Customer's current service level, current charges and payments, appropriate taxes and fees, Customer Service contact information, and website information;
4. Generating bills that clearly state the date at which late fees will be assessed for non-payment;
5. Generating bills that have sufficient space on the front or back of the bill for educational or informational messaging, as directed by Redmond;
6. Accepting automatic ongoing payments from Customers via debit or credit card, checking or savings account withdrawal, or wire transfer. No transaction fees may be levied on any Customer payments;
7. Accepting, processing, and posting payment data each business day;
8. Accepting bill inserts from Redmond for specific Customer sectors;
9. Maintaining a system to monitor Customer subscription levels, record excess Garbage or Compostables collected, place an additional charge on the Customer's bill for the excess collection, and charge for additional services requested and delivered. This system shall maintain a Customer's historical account data for not less than six (6) years from the end of the fiscal year following current Washington State record retention laws and with Redmond's record retention policy, whichever is greater. Data shall be kept in a manner that is instantaneously accessible to Customer Service representatives needing to refer to Customer Service data and history;
10. Accepting and responding to Customer requests for service level changes, missed or inadequate collection services, and additional services;
11. Collecting unpaid charges from Customers for collection services; and
12. Implementing rate changes as specified in Section 13.3.

The Contractor shall be required to have procedures in place to backup and minimize the potential for the loss or damage of the account servicing (e.g., Customer Service, service levels, and billing history) database. The Contractor shall ensure that, at a minimum, a daily backup of the account servicing database is made and stored off-site. The Contractor shall also provide Redmond with a copy of the account servicing database (excluding Customer financial information such as credit card or bank account numbers) sorted by Customer sector via e-mail, FTP site, or electronic media upon request. Redmond shall have unlimited rights to use such account servicing database to develop targeted educational and outreach programs, analyze service level shifts or rate impacts, and/or provide information to successor contractors.

Upon seven (7) days' written notice, the Contractor shall provide Redmond with a paper and/or electronic copy at Redmond's discretion of the requested Customer information and history, including but not limited to Customer names, service and mailing addresses, contact information, service levels, and current account status.

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During the Contract, Redmond may direct the Contractor, with 12 months' notice, to permanently transition customer service and billing functions to Redmond customer systems. Upon completions of this transition, Redmond will reduce monthly payments to the contractor by $4600 per month in 2024 dollars. This reduction will be inflated from 2024 dollars to transition year, based on CPI adjustments in Section 13.3.1.

11.10 Service Stops

Single-family Residential Customers shall have the option of stopping collection services if their Residence will be vacant for more than four (4) consecutive weeks. The Customer shall not be charged for regular services during the service stop period; however, the Contractor may charge a standby fee as provided in Exhibit B for service stops exceeding ninety (90) Days.

12 COORDINATION WITH CITY

12.1 City Customer Service

The Contractor shall maintain a local staff with management-level authority to provide a point of contact during Office Hours for the majority of inquiries, requests, and coordination covering the full range of Contractor activities related to this Contract. Duties include, but are not limited to:

1. Assisting staff with promotion and outreach to Single-family Residences, Multifamily, Commercial Customers, and special events;
2. Serving as an ombudsperson, providing quick resolution of Customer issues, complaints, and inquiries; and
3. Assisting Redmond with program development and design, research, response to inquiries, and troubleshooting issues.

A Contractor-designated service expert shall be accessible by staff to address emerging problems as needed and shall return messages (phone, mobile messaging, or email) within four (4) hours of Redmond's leaving or sending a message during Office Hours and by noon on the next business day if after Office Hours.

Should the Contractor fail to meet Redmond's expectations for Customer Service as described herein, the Contractor shall be assessed performance fees under Section 14.1.

12.2 Site Planning and Building Design Review

Upon request and without additional charge, the Contractor shall make available site planning assistance to either Redmond and Customers or potential Customers and shall publicize the appropriate contact information for this function. The site planning assistance shall be available for all new construction or remodeling of buildings and structures within the Service Area and shall address the design and planning of Garbage, Recyclables, and Compostables removal areas and their location upon the site of the proposed construction or remodeling project. Contractor planning assistance for optimizing loading docks and other areas shall also be available for existing building managers when realigning Garbage, Recyclables, and Compostables services.

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12.3 Performance Review

Upon reasonable notice to the Contractor, Redmond may review the Contractor's performance under this Contract. If conducted, the performance review shall include but is not limited to, a review of the Contractor's performance relative to requirements and standards established in this Contract, including Customer Service standards. The Contractor agrees to fully cooperate with the performance review and work with Redmond staff and consultants to ensure a timely and complete review process.

Redmond shall present the performance review results to the Contractor within thirty (30) days of completion. Should Redmond determine that the Contractor fails to meet the Contract performance requirements and standards, Redmond shall give the Contractor written notice of all deficiencies. The Contractor shall have sixty (60) days from receipt of notice to correct deficiencies to Redmond's satisfaction. If the Contractor fails to correct deficiencies within sixty (60) days, Redmond may allow the Contractor additional time to comply, accept other remedies for the service failure, or proceed with the contract default process under Section 14.2 of this Contract, at Redmond's sole option.

The costs of the development and implementation of any action plan required under this Section 12.3 to address failures on the part of the Contractor to perform under the terms and conditions of this Contract shall be paid for solely by the Contractor, and the costs of developing or implementing such action plan may not be passed on to Customers or Redmond, or included in rates or fees charged Customers.

Upon reasonable notice to the Contractor, Redmond may design and implement an alternative annual Contract compliance monitoring program with or without Contractor performance incentives. If Redmond desires such a program, Redmond and Contractor agree to negotiate in good faith the monitoring methodologies used to ensure accurate and unbiased sampling of performance data. Redmond shall bear the costs of Redmond staff, Redmond-retained consultants, and performance incentives (if used), and the Contractor shall bear the costs of Contractor staff and route costs to perform the monitoring.

12.4 Continual Monitoring and Evaluation of Operations

The Contractor's supervisory and management staff shall be available to meet with Redmond in person or via phone/video conference, at Redmond's option, weekly during the Transition and Implementation Period and monthly throughout the term of the Contract to discuss operational and Contract issues.

The Contractor shall continually monitor and evaluate all operations to ensure that compliance with the provisions of this Contract is maintained.

Redmond may periodically monitor collection system parameters such as participation, Container condition, contents weights, and waste composition. The Contractor shall assist and fully cooperate with Redmond by coordinating the Contractor's operations with Redmond's periodic monitoring to minimize inconvenience to Customers, Redmond, and the Contractor. The Contractor also shall provide full access to equipment, processing facilities, route and Customer Service data, safety records, and other applicable information. Redmond's review of Contractor activities and records shall occur during normal Office Hours and be supervised by the Contractor's staff.

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12.5 Emergency Response

The Contractor shall assist Redmond in the event of a disaster or emergency declaration. Contractor services shall be provided as soon as practical upon Redmond's direction and paid at the Contract rates in Exhibit B.

The Contractor shall keep full and complete records and documentation of all costs incurred in connection with disaster or emergency response and include such information in the monthly and annual reports required under Section12.6. The Contractor shall maintain such records and documentation consistent with Redmond's prior written approval and any standards established by the Federal Emergency Management Agency (FEMA) and, at Redmond's request, shall assist Redmond in developing any reports or applications necessary to seek federal assistance during or after a federally declared disaster.

12.6 Reporting

The Contractor shall provide monthly, annual, and ad hoc reports to Redmond. The Contractor report formats may be modified occasionally at Redmond's request at no additional charge to Redmond. In addition, the Contractor shall allow Redmond access to pertinent operations information related to compliance with the obligations of this Contract, including but not limited to vehicle route assignment and maintenance logs, certified weight slips from Garbage, Recyclables, and/or Compostables facility, and Customer charges and payments.

Reports shall be focused on providing data in an easy-to-read fashion and must include sufficient information to determine that the Contract terms are met, not general company promotion. Data shall be provided directly in the relevant report, preferably in Microsoft Excel. Links to websites or company database functions do not fulfill the requirements of this section.

Information received by Redmond and in the Contractor's possession shall be subject to existing laws and regulations regarding disclosure, including the Public Records Act, RCW Chapter 42.56, and shall be subject to the provisions of Section 15.7 below.

Misrepresentation by the Contractor in records or reporting or failure to provide the required reports on time shall be cause for performance fees as described in Section14.1.

12.6.1 Monthly Reports

The Contractor shall provide a monthly report containing the following information for the previous month by the twenty-first (21st) Day of the following month. Reports shall be submitted in an electronic format approved by Redmond and certified as accurate by the Contractor. At a minimum, reports shall include a report for each of the following topics that are clearly labeled and identified by topic:

1. A log of all Customer complaints, including Customer name, property name, address, date of contact, complaint, and resolution.
2. A tabulation of the number of Single-family, Multifamily, and Commercial accounts by service level/Container size and service frequency.
3. The Contractor's Customer Service phone system reports total call volume, total calls answered, call hold time, and average answer speed.

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4. The website utilization report shows the total number of Customers managing their services online, the number of messages received on the website, site usage data, and other data or information as Redmond may require for internal reporting purposes.
5. A summary of total Garbage, Recyclables, and Compostables quantities collected (in tons) for each collection sector by month and year-to-date. Drop-box tonnage shall be separated and shall include the total number of hauls. The summary shall include program participation statistics, including a summary of Multifamily and Commercial participation in Recyclables and Compostable Services and set-out statistics for Single-family Residential Garbage, Compostables, and Recyclables Collection Services. Where item counts are more appropriate for certain Recyclables or Bulky Wastes (e.g., appliances, etc.), reporting item counts are sufficient. The summary shall include the facilities' names for all materials and tonnage delivered to each facility.
6. Total billed revenue, and the disposal payments made to the County;
7. A description of any vehicle accidents, infractions, and reported leaks.
8. A description of any changes to collection routes, Containers, vehicles (including the identification of backup vehicles not meeting contract standards with the truck number and date of use), Customer Service, or other related activities affecting the provision of services.
9. Documentation of contractor procurement of state-certified low carbon fuel.
10. A list of Multifamily and Commercial Customers eligible for Recycling and Compostables collection service but not receiving one or both services.
11. A list of Multifamily and or Commercial services initiated or dropped and the reason for discontinuing service.
12. A description of any promotion, education, and outreach efforts completed and planned, including outcomes from the Zero Waste Specialists and, where possible, samples of materials and a summary of any customer feedback or response.
13. A list of Multifamily and Commercial sites visited by outreach staff with property name, property contact, Contractor staff conducting the outreach, actions completed with dates, materials distributed, and quantity of contacts made, service changes made, and follow up required.
14. A description of Contractor activities and tonnages for Redmond's services and events.

If collection vehicles are used to service more than one Customer sector, the Contractor shall develop an apportioning methodology that allows the accurate calculation and reporting of collection volumes and quantities from the different sectors. The apportioning methodology shall be subject to Redmond's prior review and written approval and periodically verified through the Contractor's field testing.

12.6.2 Annual Reports

On an annual basis, by the first working day of March, the Contractor shall provide a report containing the following information for the previous year:

1. A consolidated summary and tabulation of the monthly reports described above.
2. A summary of all Recyclables and Compostables processed at each contracted processing facility, with total commodities produced, destination products and countries, and processing residues disposed of as Garbage. Summary of the average market values of each commodity produced, the blended average value per ton of Recyclables processed, and notice of any significant changes in market value, if any. The summary shall include a description of the methodology and data sources used to calculate the quantities of each commodity produced (e.g., a periodic audit conducted on incoming loads and residuals, composition study published by a reference jurisdiction, etc.) and to calculate the average market values. Market values for

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commodity values may be reported based on published market indices or local market prices for commodities sold.

3. A summary and discussion of the average per ton costs to sort and prepare commodities for sale (processing costs), not including consideration of revenues generated from commodity sales, and notice of any significant changes in processing costs, if any.
4. Summary of inbound contamination levels based on random audit and sampling of recycling loads from single-family, multifamily and commercial routes to assess the success of contamination reduction efforts.
5. A discussion of highlights and other noteworthy experiences, along with measures taken to resolve problems, increase efficiency, and increase participation and the volume of Recyclables and Compostables collection programs.
6. A discussion of opportunities and challenges expected during the current year, including steps being taken to take advantage of opportunities and resolve the challenges.
7. A discussion of promotion, education, outreach efforts, and accomplishments for the Zero Waste Specialists and for each sector.
8. An inventory of current collection vehicles and other major equipment, including model, year, make, VIN or serial number, assigned vehicle number, mileage (if vehicle), collection sector assigned to or used in, and maintenance history, including vehicle painting.
9. A list of Multifamily and Commercial Customers eligible for Recycling and Compostables collection service but not receiving one or both services.
10. A summary of the monthly logs of Customer requests, complaints, inquiries, site visits, and resolutions or results, as required in Section 11.4. The summary shall organize Customer requests, complaints, inquiries, and site visits by category (e.g., missed pickups, improper set-ups).
11. A sustainability report including sustainability initiatives on the regional or division level.

The annual report shall be specific to Redmond's operations, written in a format appropriate for contract management, and shall not be a generalized listing of Contractor activities in the region or elsewhere.

12.6.3 Ad Hoc Reports

Redmond may request and receive from the Contractor up to six (6) ad hoc reports each year at no additional charge to Redmond. These reports may include Customer Service database tabulations to identify specific service levels, participation patterns, or similar information. Reports shall be provided in a Redmond-defined format and compatible with Microsoft software (or other Redmond-approved software) within thirty (30) days of the request. These reports shall not require the Contractor to expend more than one hundred (100) staff hours per year to complete.

12.6.4 Other Reports

If Redmond requests, the Contractor shall provide daily route information for all service sectors and collection streams to evaluate potential collection system changes during the Contract Term.

12.7 Promotion and Education

The Contractor, at its own cost and at the direction and approval of the City, shall have primary responsibility for developing, designing, executing and distributing public promotion, education and outreach programs. The Contractor shall also have primary responsibility for providing annual service-oriented information and outreach to Customers, including providing on-site Commercial and Multi-

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Family Recycling and Compostables technical assistance, distributing City-developed promotional and educational pieces at the City's direction, and implementing on-going recycling and composting promotions, education, and outreach programs at the direction of the City.

All written materials, Customer surveys and other general communications provided to Customers by the Contractor shall be approved in advance by the City. The City will be given three (3) weeks advance notice and opportunity to review any materials or communications meant for distribution to Customers. All materials shall be printed on 100% post-consumer recycled paper and have sufficient copies to fulfill requests from Customers and Redmond. Electronic copies of materials shall be provided to Redmond and posted on the Contractor's website with a file size not exceeding 2 MB.

The Contractor shall designate two full-time Waste Zero Specialist working to support service and diversion outreach in Redmond. No later than October 15 of each year, the City and Contractor shall jointly plan the Contractor's specific promotion and education program for Residential, Multifamily, and Commercial Customers, over the following year, including the focus and outcomes for the Waste Zero Specialists and any adjustments in materials and/or targeted audiences. The City may elect to assist the Contractor with development of promotional material design and text, as staff time allows; otherwise the Contractor shall be responsible for all design and development work, subject to City approval.

The Contractor shall have available on their website transcreated educational materials about the proper disposal of Garbage, Recyclables, and Compostables for Single-Family Residential, Multi-Family and Commercial Customers, in Spanish, Simplified Chinese, Hindi, and Russian. The Contractor shall provide translations for additional language communities with significant limited English proficiency, as identified and requested by Redmond. Upon request by the Customer or the City, the contractor shall deliver transcreated materials to selected Customers.

Outreach to Single-Family Residential, Multi-Family and Commercial Customers by the Contractor shall not preclude the City or its consultants from also conducting targeted outreach and technical assistance to encourage waste prevention, recycling and composting.

New Single-Family, Multi-Family and/or Commercial Customers shall receive a welcome packet of materials including the comprehensive service guide for their sector. Customers may choose an electronic or mailed copy. Hard copy mailed welcome packets must be mailed within seven (7) days.

12.7.1 Specific Outreach for Single-Family Customers

Each year, the Contractor, at its own cost and at the direction and approval of the City, shall print and mail an annually updated Redmond specific comprehensive service guide booklet to each Single-Family Residence no later than December 31. The City shall have up to three (3) rounds of edits during development of the service guide. The service guide booklet shall include, at a minimum, information on the proper sorting and disposal of Garbage, Recyclables, and Compostables; City rates information; disposal options for difficult-to-recycle items and hazardous wastes; collection guidelines; winter weather and holiday collection information, contact information; and any other pertinent information.

12.7.2 Specific Outreach for Multifamily Customers

Each year, the Contractor, at its own cost and at the direction and approval of the City, shall print and mail an annually updated Redmond specific comprehensive service guide booklet to each Multi-Family unit and property manager no later than December 31. The City shall have up to three (3) rounds of edits during development of the service guide. The service guide booklet shall include, at a minimum,

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information on the proper sorting and disposal of Garbage, Recyclables, and Compostables; City rates information; disposal options for difficult-to-recycle items and hazardous wastes; collection guidelines, contact information; and any other pertinent information.

Contractor outreach specialists shall visit each Multifamily Customer that requests new Recyclables or Compostables services before Containers are delivered to discuss service location, training for onsite staff, and outreach to residents. The Contractor shall provide kitchen compost caddies and sample rolls of 3-gallon compostable bags, if requested by the Customer, at no charge.

The Contractor shall inspect all Multifamily Complex Customer Recycling Containers annually for contamination. The Contractor shall provide targeted outreach and custom-tailored consultations to Multifamily Complexes with low waste diversion and/or contamination issues. Field inspections shall be tracked and used to create custom direct outreach which may include mailed letters, in-person trainings/presentations, door-to-door tenant education, or other outreach methods. The Contractor shall also provide photocentric flyers, stickers, signage, door hangers, and other materials needed to support outreach and education. The Contractor shall track program results and report to the City monthly. Outreach plans, consultations and associated collateral must be approved by the City.

At the City's request, The Contractor shall contact, the manager or owner of Multifamily Property sites to encourage recycling and/or composting participation, address concerns, space or contamination problems, provide outreach to residents, and inform the manager or owner of all available services and ways to decrease Garbage generation. The Contractor shall coordinate and work cooperatively with City staff and/or consultants hired to conduct outreach and education and provide technical assistance.

The Contractor is expected to take action when responding to contamination of Recyclables or Compostables at Multifamily Properties. A combination of these actions shall be appropriate in cases where contamination is readily apparent prior to emptying Containers at the Property:

- Immediately provide the City with photo documentation of the contamination, along with a record of container size, location within the Multifamily Property, and other pertinent information.
- With City notification/coordination, work with the Multifamily Property to create a specifically tailored recycling and /or composting service plan (establishing service volume and container location/access needs, auditing service levels/frequency/schedule, and verifying and monitoring related changes), as well as provide follow-up outreach as needed to achieve optimal participation and compliance.
- Distribute outreach materials as needed, door-to-door canvassing and related on-site assistance to property management, maintenance staff, and residents as needed.
- With City notification/coordination, consider installation and/or use of lock bars/locks, specialized lids with slots for Detachable Container lids, and adjusting container size, placement/location, or service frequency in manners intended to reduce or eliminate contamination of Recyclables.

12.7.3 Specific Outreach for Commercial Customers

Each year, the Contractor at its own cost and at the direction and approval of the City, shall print and mail an annually updated Redmond specific comprehensive service guide booklet to each Commercial Customer and Business in the City no later than December 31. The City shall have up to three (3) rounds of edits during development of the service guide. The service guide booklet shall include, at a minimum,

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information on the proper disposal of Garbage, Recyclables, and Compostables; City rates information; disposal options for difficult-to-recycle items and hazardous wastes; collection guidelines, contact information; and any other pertinent information.

Contractor outreach specialists shall visit each Commercial Customer that requests new Recyclables or Compostables services before Containers are delivered to discuss service location and training and outreach for onsite staff.

The Contractor shall inspect all Commercial Recycling Containers annually for contamination. The Contractor shall also provide targeted outreach and custom-tailored consultations to Commercial Customers with low waste diversion and/or contamination issues. Field inspections shall be tracked and used to create custom direct outreach which may include mailed letters, in-person trainings/presentations, door-to-door tenant education, or other outreach methods. The Contractor shall also provide photocentric flyers, stickers, signage, door hangers, and other materials needed to support outreach and education. The Contractor shall track program results and report to the City monthly. Outreach plans, consultations and associated collateral must be approved by the City.

The Contractor shall, at the City's request, address concerns, space or contamination problems, and offer additional education or training to commercial customers. The Contractor shall coordinate with Commercial Customer site managers or owners to provide outreach to tenants in multi-tenant buildings, office parks, and strip malls and similar situations where Contractor services are shared among tenants. Contractor shall do this either upon request and/or to facilitate coming increased recycling or Recyclables and/or Compostables contamination reduction goals.

The Contractor's educational efforts to Commercial Customers shall include offering to perform no-cost waste audits to determine areas that need improvement, training of business staff, tenants and property management staff, developing and covering the cost of providing stickers or laminated signage for interior collection containers, and delivering recycling guide flyers to the Commercial Customers or their tenants, as requested by the Commercial Customer, a commercial tenant, or the City. The Contractor shall coordinate and work cooperatively with City staff and/or consultants hired to conduct outreach and education and provide technical assistance.

The Contractor is expected to take action when responding to contamination of Recyclables or Compostables at Commercial Properties. A combination of these actions shall be appropriate in cases where contamination is readily apparent prior to emptying Containers at the Property:

- Immediately provide the City with photo documentation of the contamination, along with a record of container size, location within the Commercial Property, and other pertinent information.
- With City notification/coordination work with the Commercial Property to create a specifically tailored recycling and /or composting service plan (establishing service volume and container location/access needs, auditing service levels/frequency/schedule, and verifying and monitoring related changes), as well as provide follow-up outreach as needed to achieve optimal participation and compliance.
- Consider installation and/or use of lock bars/locks, specialized lids with slots for Detachable Container lids, and adjusting container size, placement/location, or service frequency in manners intended to reduce or eliminate contamination of Recyclables.

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- Distribute outreach materials as needed, door-to-door canvassing and related on-site assistance to property management, maintenance staff, and residents as needed.

12.8 Transition to the Next Contractor

The Contractor shall work with Redmond and any successive contractor in good faith to ensure minimal Customer disruption during the transition period from Redmond's previous contractor to Redmond's new Contractor.

If Redmond does not elect to retain the Contractor's Containers under Section 6.6, the Contractor shall remove any Containers for all services, or any portion of services provided under this Contract upon sixty (60) days' written notice from Redmond. Container removal and replacement shall be coordinated between the Contractor and a successive contractor to occur simultaneously to minimize Customer inconvenience.

Upon written request of Redmond at any time during the term of this Contract, the Contractor shall provide either Redmond or a successive contractor a detailed customer list, including customer name, contact information, service address, billing address, and collection and Container rental service levels to Redmond in Microsoft Excel format (or another Redmond-approved format) within seven (7) days of Redmond's request.

The Contractor's failure to fully comply with this section shall result in the forfeiture of the Contractor's performance bond at Redmond's discretion.

13 COMPENSATION

13.1 Compensation to the Contractor

13.1.1 Rates

The Contractor shall be responsible for billing and collecting funds from Single-family Residence, Multifamily, and Commercial Customers in accordance with the charges for services listed in Exhibit B. The payment of charges for services listed in Exhibit B by Customers shall comprise the entire compensation due to the Contractor. The Contractor may reduce or waive at its option, but shall not exceed, the charges listed in Exhibit B.

The Contractor shall invoice drop box garbage customers the current Composite Disposal Fee amount, based on the applicable drop box container disposal charge increased by 12%.

These payments shall comprise the entire compensation due to the Contractor. Under no circumstance shall Redmond be responsible for money that the Contractor cannot collect.

The Contractor shall offer low income senior and low income disabled service discount per Redmond low income utility program, of 50% off the rates listed in Exhibit B. At least annually, Redmond will provide the Contractor with a list of eligible Redmond single family households that qualify for utility tax relief, consistent with Redmond Municipal Code 3.12.

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If a Customer places Excluded Materials or Unacceptable Materials in a Container, and the Contractor collects those materials inadvertently and incurs extraordinary expenses dealing with those materials, the Contractor may charge the Customer the actual costs of managing those materials, as approved by Redmond. Actual costs shall include additional transportation, handling, and disposal costs incurred by the Contractor for handling only those specific materials traceable to that Customer.

Redmond is not required under this Contract to make any payments to the Contractor for the Services performed, or for any other reason, except as specifically described in this Contract.

If the Contractor or a Customer desires services not specifically addressed in this Contract, the Contractor shall propose service parameters and a rate to Redmond in writing, based on an adjacent Contractor WUTC tariff if the Contractor operates in such an area or an average of surrounding WUTC tariffs if the Contractor does not operate in an adjacent WUTC tariff area. Upon Redmond's written approval, the Contractor may provide the requested services. The Contractor shall not provide unauthorized services or charge unauthorized rates under any circumstance.

13.1.2 Itemization on Invoices

All applicable city, county, and state solid waste or Hazardous Waste taxes or fees, utility taxes, and certain sales taxes shall be itemized separately on Customer invoices and added to the charges listed in Exhibit B unless specifically excluded by this Contract. The Fixed Annual Charge in Exhibit B shall not be itemized separately on Customer invoices. Redmond's Administrative Fee shall be included in Exhibit B rates and shall not be itemized separately on Customer invoices.

The Contractor shall not charge separately for the collection of Source-separated Recycling.

Charges for excess Garbage or Compostables, Single-family, Multifamily and Commercial Compostables collection, Drop-box Container On-call collection services, On-call Bulky Waste collection services, Container rentals, or temporary Container services shall be itemized on the Customer invoices separately by the Contractor, and may at no time exceed the charges stated in Exhibit B.

The County Composite Disposal Fee as it exists on the date of execution or as thereafter modified shall be itemized separately on Customer invoices with charges for Drop-box Container service.

The Contractor shall pay appropriate sales tax upon purchase of all equipment and Containers, and those costs are included in the rates provided in Exhibit B. The Contractor shall not separately charge sales tax for services that include any Container as part of the overall service package. Only Services that separate and itemize optional Container rental (specifically Drop-box Container rental) shall have sales tax charged and listed on Customer invoices. The Contractor shall not separately charge Customers sales taxes paid by the Contractor on its equipment and Containers.

Except as otherwise expressly provided by the Contract, the Contractor shall not adjust or modify rates due to employee wage increases, changes in Compostables processing fees (except as provided for in Section13.3), Garbage collection service level shifts, or other changes affecting the collection system.

13.1.3 Discontinuing Service for Nonpayment

The Contractor may use any legal means, including appropriate lien rights, to enforce Customer payment obligations. Customers may have their service discontinued, and Containers recovered if the

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Contractor provides the Customer with ten (10) days prior written notice that service will be discontinued for non-payment.

The Contractor may charge a one-time cart redelivery fee listed in Exhibit B to Customers who want to restart service, who have previously had their service terminated for nonpayment, and who had carts removed. The cart redelivery fee shall be applied as a flat charge, regardless of the number of carts delivered (e.g., Garbage, Recyclables, and Compostables).

13.2 Compensation to Redmond

The Contractor shall pay Redmond an Administrative Fee of 5.5% on or before the twenty-fifth (25th) day of each month during the term of this Contract, starting the month following the initiation or revision of the fee. The Administrative Fee shall be based on the gross receipts received by the Contractor from all Customers under this Agreement, excluding Drop-box Container disposal fees. The Contractor's obligations to pay the Administrative Fee shall survive the termination date of this Contract until the Contractor is no longer receiving payments from Customers for services provided under this Contract.

The Contractor shall fully participate in any Redmond billing audit to confirm the Contractor's Customer receipts during any accounting period during the Contract term.

Redmond may change the Administrative Fee level in any year, provided that the change is synchronized with the annual Contractor rate modification described in Section 13.3. Redmond shall notify the Contractor of the new Administrative Fee for the following year by September 1st, and the Contractor shall itemize and include the appropriate adjustment in its Rate Adjustment Statement provided by October 1st of each year.

In addition, the Contractor shall be responsible for payment of all applicable permits, licenses, fees, and taxes as described in Section 15.11, Permits and Licenses.

13.3 Compensation Adjustments

13.3.1 Initial and Annual CPI Collection Component Modification

Beginning January 1, 2026, the Contractor's collection fee components shall be adjusted annually pursuant to this section. The Contractor shall submit in writing and electronic form to Redmond for review and verification a Rate Adjustment Statement, calculating the new rates for the next year, on or by October 1st of each year, starting October 1, 2025.

The collection fee component of the Contractor's fees contained in Exhibit B, and the miscellaneous fees and service charges contained in Exhibit B that do not have separate disposal fee components, for each level of service shall increase each year by one hundred percent (100%) of the annual percentage change in the Consumer Price Index (CPI) for Seattle-Tacoma-Bellevue, Urban Wage Earners and Clerical Workers, All items, Series ID: CWURS49DSA0 (1982-84=100) prepared by the United States Department of Labor, Bureau of Labor Statistics, or a replacement index mutually agreed by the Parties should the foregoing index become unavailable. There shall be an additional adjustment of one-half (0.5) percent for the rate years 2028, 2029, 2030 and 2031 as described below.

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Adjustments shall be based on the percentage change in the HALF1data point for the twelve (12) month period ending in June of the previous year, as described in Exhibit D, or, for the adjustment effective January 2026, the twenty-four (24) month period ending in June of the previous year.

The initial adjustment to the Contractor's collection and miscellaneous charges, effective January 2026, shall be equal to the percentage change in the CPI HALF1 for the period ending June 2025, relative to the CPI HALF1 for period ending June 2023.

The annual adjustment to collection and miscellaneous charges effective January 2027, shall be equal to the percentage change in CPI HALF1 index for the period ending June 2026 relative to the CPI HALF1 for the period June 2025.

The annual adjustments, for collection and miscellaneous charges effective January 2028, 2029, 2030 and 2031 shall be equal to the sum of one hundred percent of the annual change in CPI HALF1 for the period ending the prior June, as described in the preceding sentence, plus one-half (0.5) percentage points.

The annual adjustment to collection and miscellaneous charges effective January 2032, and all subsequent years, shall be equal to the annual percentage change in CPI HALF1 index for the period ending the prior June 30, with no additional percentage points.

The CPI adjustment shall not exceed five percent (5%) per year for the rate adjustments that are effective January 2026, 2027, 2032, and all subsequent years. The total CPI adjustment, including the additional one-half (0.5) percentage point, shall not exceed five and one-half percent (5.5%) per year for the rate adjustments effective January 2028, 2029, 2030, and 2031. If the CPI index series decreases year-to-year, the collection fee component and miscellaneous fees and charges shall remain unchanged. Whether a cap or a floor is applied in a given year under this paragraph shall have no effect on the following year's CPI adjustment.

An example of rate adjustments due to Consumer Price Index changes is provided in Exhibit D.

Adjustments under this Section 13.3.1 shall be made in units of one cent ($0.01). Fractions less than one cent ($0.01) shall be truncated and not be considered when making adjustments.

13.3.2 Changes in Disposal Fees and Charges

Beginning January 1, 2026, for the initial service year, and for all subsequent service years, annual adjustments shall be made to the 2024 disposal fees reflected in the Exhibit B customer charges. The disposal fees shall be adjusted by one hundred percent of the percentage change in the per ton Composite Disposal Fee, calculated as set forth in Exhibit D and based on changes in Tipping Fee, Fixed Annual Charge, and the total tons of Garbage allocated to Redmond under the King County Disposal System, as provided by the County to the Contractor, no later than September 1st each year. If the County increases their Tipping Fee prior to January 1 of any service year, then the Composite Disposal Fee shall be adjusted commensurate with the new Tipping Fee effective date. The Fixed Annual Charge Adjustments described in this Section 13.3.2 and in Exhibit D may be revised upon the Parties' mutual written agreement at any time during the term of this Contract to improve alignment between Customer and Contractor obligations.

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If Compostable processing fees that the Contractor pays a third party increase substantially more than the escalation factor described in Section 13.3.1 due to changes in law or regulation, the Contractor may submit to Redmond a request to consider a compensating rate adjustment for the amount of the impact above the normal inflationary adjustment. Any request shall be made in conjunction with the annual rate process. Redmond shall review the request promptly and may, at its sole discretion, allow the Contractor to increase rates by an amount specified by Redmond to compensate for increased Compostables processing costs.

13.3.3 Changes in Disposal or Compostables Processing Sites

If the Contractor is required by Redmond or other governmental authority to use Garbage disposal or Compostables processing sites other than those being used at the initiation of this Contract, the Contractor shall submit a detailed proposal for the adjustment of the rates to reflect any additional cost or savings to the Contractor. It is intended that the Contractor's rates pursuant to this Contract in such a case will be adjusted to pass through any resulting additional costs incurred by the Contractor to the Customer or any additional savings to the Contractor to Customers. Redmond and Contractor agree to negotiate in good faith to make any rate changes to accomplish a pass-through of any such costs or savings.

13.3.4 Recycling Commodity Value

Redmond and Contractor agree that the Contractor rates in Exhibit B include all Recyclables processing and marketing costs, including processing residual disposal. The Contractor shall retain revenues gained from the sale of Recyclables. Likewise, a tipping or acceptance fee charged for Recyclables shall be the financial responsibility of the Contractor.

13.3.5 New or Changes in Existing Taxes

If new municipal, county, regional, or state taxes or fees are imposed, the rates of existing taxes (other than federal taxes) or fees are changed, or new road or bridge tolls necessarily affecting the Contractor's operations under this Contract imposed after the Date of Execution of this Contract, and the impact of these changes results in increased or decreased Contractor costs over ten thousand dollars ($10,000) in the aggregate annually, the Contractor shall submit a detailed proposal for the adjustment of the rates to reflect any additional costs or savings to the Contractor. It is intended that the Contractor's rates pursuant to this Contract in such a case be adjusted to pass through any resulting additional costs incurred by the Contractor to the Contractor or any savings realized to the Contractor to Redmond. The Contractor and Redmond shall enter into good faith negotiations to determine whether compensation adjustments are appropriate for the amount exceeding the ten thousand dollars ($10,000) aggregated threshold (in cases where the threshold applies) and, if so, to determine the amount and the method of adjustment. "New or changes in existing taxes," as contemplated by this section, shall not include changes in the law under Section 13.4.

13.3.6 Changes in Service Provision

If the Contractor initiates any changes in how Contract services are provided that reduce Contractor costs and cause adverse Customer impacts in the opinion of Redmond, the Contractor shall promptly notify Redmond in writing of such reduced costs, and rates shall be reduced within thirty (30) days of the subject change so that Redmond and the Contractor's Customers shall receive the benefit of fifty percent (50%) of the cost savings. Contractor changes in how Contract services are provided that do not adversely affect Customers shall not affect Customer rates.

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13.4 Change in Law

Redmond may adjust rates due to changes in federal, state or local laws or regulations, the administrative or judicial interpretation thereof, or an order or judgment of any governmental authority not addressed otherwise in this Contract that affects the Contractor's cost over ten thousand dollars ($10,000) in the aggregate annually. The Contractor shall submit a detailed proposal to adjust the rates to reflect any additional costs or savings to the Contractor. It is intended that the Contractor's rates pursuant to this Contract in such a case be adjusted to pass through any resulting additional costs incurred by the Contractor to the Contractor or any savings realized to the Contractor to the Customers or Redmond. The Contractor and Redmond shall enter into good faith negotiations to determine whether compensation adjustments are appropriate for the amount exceeding the ten thousand dollars ($10,000) aggregated threshold (in cases where the threshold applies) and, if so, to determine the adjustment amount and method.

14 FAILURE TO PERFORM, REMEDIES, TERMINATION

Redmond expects high levels of Customer Service and collection service provision. Performance failures shall be discouraged, to the extent possible, through specific performance fees for certain infractions and Contract default for more serious lapses in service provision. Section 14.1 details infractions subject to performance fees and Section 14.2 details default provisions and procedures.

14.1 Performance Fees

Redmond reserves the right to make periodic, unscheduled inspection visits and/or reviews to determine the Contractor's compliance with the provisions and requirements of this Contract. If Redmond's inspection and/or reviews reveal that the Contractor has failed to perform any duties of this Contract satisfactorily, Redmond shall present an incident report to the Contractor detailing such unsatisfactory performance. The Parties agree that upon receiving such report, the Contractor shall pay the following dollar amounts, not as a penalty, but as performance fees for failure to perform its duties under this Contract satisfactorily. Redmond and the Contractor agree that Redmond's damages would be difficult to calculate in any litigation and that these dollar amounts are a reasonable estimate of the damages sustained by Redmond as a result of the Contractor's failure to perform its duties under this Contract satisfactorily. The performance fees in Section 14.1 shall not apply to the service impacts of Labor Disruptions, as separate performance fees shall apply under those circumstances, as described in Section 4.17. These performance fees apply even if not specifically listed in other sections of this Contract.

Performance fees shall include the following:

	Action or Omission	Performance Fees
1	Failure to ensure that all Customers have Contract-compliant Garbage, Recyclables, and Compostables Containers on or before the Effective Date.	Five thousand dollars ($5,000) per day, plus twenty-five dollars ($25) per Container for each incident occurring after the Effective Date.
2	Collection before or after the times specified in Section 4.4, except as expressly permitted in writing.	Five hundred dollars ($500) per vehicle on each route.

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	Action or Omission	Performance Fees
3	Repetition of complaints on a route after notification, including, but not limited to, failure to replace Containers in designated locations, missed service, spilling, not locking Containers, not closing gates, not replacing lids, crossing planted areas, or similar violations.	One hundred dollars ($100) per Customer site, not to exceed five hundred dollars ($500) per vehicle daily.
4	Missed collection of a block segment of Single-family Residences (excluding collections prevented by inclement weather, but not excluding collections prevented by inoperable vehicles or other service disruptions). A block segment is defined as one side of a street, between cross streets, not to exceed fifty (50) houses.	Two hundred fifty dollars ($250) per block segment if a collection is performed the following collection day; one thousand dollars ($1,000) if not collected by the next business day.
5	Failure to provide temporary drop box sites for residences during prolonged service interruption due to weather as required in Section 4.8	Five hundred dollars ($500) per day
6	Failure to collect missed materials within one (1) business day of notification.	One hundred dollars ($100) per Customer per collection day to a maximum of five hundred dollars ($500) per vehicle.
7	The collection as Garbage of non-contaminated Source-separated Recyclables, Yard Debris, or Compostables in clearly identified Containers, bags, or boxes.	One thousand dollars ($1,000) per Customer per day.
8	Rejection of Garbage, Recyclables, or Compostables without providing documentation to the Customer of the reason for rejection.	One hundred dollars ($100) per Customer per day.
9	Failure to deliver or remove Containers within three (3) business days of a request to Customers requesting service after the Effective Date.	One hundred dollars ($100) per Customer per day.
10	Failure to include Redmond-authorized instructional/ promotional materials when Garbage, Recycling, and/or Compostables Containers are delivered to Single-family Residences or failure to affix required Redmond-authorized labels on Containers.	One hundred dollars ($100) per Container.
11	The use of outdated or unauthorized labels or lack of required labels on Contractor-provided Containers.	One hundred dollars ($100) per Container.
12	Failure to maintain clean, sanitary, and properly painted and labeled Containers.	Fifty dollars ($50) per Container, up to a maximum of one thousand dollars ($1,000) per inspection.
13	Failure to replace a leaking Container within one (1) business day of notification.	One hundred dollars ($100) per collection day that the Container is not replaced.
14	Failure to initiate clean-up or collect leaked or spilled materials and/or failure to notify Redmond within	Five hundred dollars ($500) per vehicle, per occurrence, plus clean-up costs.

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	Action or Omission	Performance Fees
	two (2) hours, of Contractor knowledge of such release.	
15	Redmond observed or customer photographed leakage or spillage from Contractor vehicles or of vehicle contents.	Five hundred dollars ($500) per vehicle, inspection, clean-up costs, and potential code fines/penalties.
16	Failure to maintain Contract-compliant vehicles.	Two Hundred and fifty dollars ($250) per vehicle, up to a maximum of two thousand five hundred dollars ($2,500) per inspection.
17	Failure to properly use an authorized switchable placard or nameplates.	One hundred dollars ($100) per placard per vehicle per day.
18	Failure to separate collection of materials from Service Area Customers from non-Service Area customers.	Five thousand dollars ($5,000) per route per day.
19	Failure to meet Customer Service answer and on-hold time performance requirements.	Two hundred fifty dollars ($250) per day.
20	Failure to meet the service and performance standards listed in Section 11.5 of this Contract, outside of the Customer service answer and on-hold time, for two (2) consecutive months.	Two hundred and fifty dollars ($250) per day until the service standards are met for ten (10) consecutive business days.
21	Failure to provide accurate information to Customers by Customer Service staff, including inappropriately directing Customers to contact Redmond.	One hundred dollars ($100) per Customer.
22	Failure to include accurate and/or required information on the Contractor's website.	Two hundred-fifty dollars ($250) per day.
23	Failure to provide the required annual, monthly, or weekly reports on time.	Five hundred dollars ($500) per day past the deadline.
24	Misrepresentation by Contractor in records or reporting.	Five thousand dollars ($5,000) per occurrence.
25	Inability to reach the Contractor's staff via the emergency phone number.	Two hundred-fifty dollars ($250) per day.
26	Failure to fulfill contract requirements not otherwise addressed.	One hundred dollars ($100) per incident or day, as appropriate, plus any cost or damages to Redmond.
27	Failure to pay Administrative Fee by the 25th of the month as required in Section 13.2.	One thousand dollars ($1000) per day.

Nothing in this section shall be construed as providing an exclusive list of the acts or omissions of the Contractor that shall be considered violations or breaches of the Contract, and Redmond reserves the right to exercise any and all remedies it may have concerning these and other violations and breaches. The performance fees schedule set forth here shall not affect Redmond's ability to terminate this Contract as described in Section 14.2.

If assessed during a given month, Redmond shall invoice the performance fees in writing to the Contractor. The Contractor shall pay the invoice within thirty (30) days of billing. Failure to pay

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performance fees shall be considered a breach of Contract and shall accrue penalty charges of eight percent (8%) per month of the amount of any delinquent payments.

The Contractor may appeal the performance fees assessed against the Contractor in writing to Redmond within ten (10) days of being invoiced for assessed performance fees. The Contractor may present evidence why the amount of the assessed performance fees should be lessened or eliminated. Redmond's decision shall be final and not subject to further appeal.

14.2 Contract Default

The Contractor shall be in default of this Contract if it violates any material provision. In addition, the Contractor shall be in default of the Contract should any of the following occur, including, but not limited to:

1. The Contractor fails to commence the collection of Garbage, Recyclables, or Compostables or fails to provide any portion of service under the Contract on the Effective Date or for more than five (5) consecutive days at any time during the term of this Contract, except as provided pursuant to Section 4.8 or Section15.16.

2. The Contractor fails to obtain and maintain any permit, certification, authorization, or license required by Redmond, county, or any federal, state, or other regulatory body to collect materials under this Contract or comply with any environmental standards and regulations.

3. The Contractor's noncompliance creates a nuisance or hazard to public health or safety or the environment.

4. The Contractor disposes of uncontaminated Source-separated Recyclables or Compostables collected from clearly identified Recyclables or Compostables Containers, bags, or boxes in a landfill or incinerated at an incinerator or energy recovery facility without the prior written permission of Redmond.

5. The Contractor fails to make any required payment to Redmond, as specified in this Contract.

6. The Contractor is assessed performance fees under Section 14.1 over fifteen thousand dollars ($15,000) during any consecutive six (6) month period; or

7. The Contractor fails to resume full service to Customers within twenty-one (21) Days following the initiation of a labor disruption under Section4.17.

8. The Contractor fails to maintain, in good standing, surety and insurance required by this Contract as described in Sections 15.7 and 15.4.

Redmond reserves the right to pursue any remedy available at law or in equity for any default by the Contractor. In the event of default, Redmond shall give the Contractor ten (10) days' prior written notice of its intent to exercise its rights, stating the reasons for such action; however, if an emergency arises (including but not limited to a hazard to public health or safety or the environment) that does not allow ten (10) days' prior written notice, Redmond shall promptly notify the Contractor of its intent to exercise its rights.

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If the Contractor cures the stated reason within the stated period, or initiates efforts satisfactory to Redmond (in Redmond's sole discretion) to remedy the stated reason and the efforts continue in good faith, Redmond may opt not to exercise its rights for the particular incident. If the Contractor fails to cure the stated reason within the stated period or does not undertake efforts satisfactory to Redmond to remedy the stated reason, Redmond may, at its option, immediately terminate this Contract.

If Contractor abandons or violates any material provision of this Contract, fails to fully and promptly comply with all its obligations, or fails to give any reason satisfactory to Redmond for noncompliance, and fails to correct the same, Redmond, after the initial ten (10) days' notice, may then declare the Contractor to be in default of this Contract and notify the Contractor of the termination of this Contract. Redmond shall send a copy of the notice to the Contractor and surety on the Contractor's performance bond. Upon receipt of such notice, the Contractor agrees to discontinue the services provided under this Contract promptly. The surety of the Contractor's performance bond may, at its option, within ten (10) days from such written notice, assume the services provided under this Contract that Redmond has ordered discontinued and proceed to perform same, at its sole cost and expense, in compliance with the terms and conditions of the Contract, and all documents incorporated herein.

If the surety on the Contractor's performance bond fails to exercise its option within ten (10) days, Redmond may complete the Services provided under this Contract or any part thereof, either through a contract with another party or any other means.

Redmond shall be entitled to recover from Contractor and the surety on Contractor's performance bond as damages all expenses incurred, including reasonable attorneys' fees, together with all such additional sums as may be necessary to complete the services provided under this Contract, together with any further damages sustained or to be sustained by Redmond. A surety performing under this Contract shall be entitled to payment under this Contract for Contract services provided by the surety and shall otherwise be subject to the same rights and obligations concerning the Contract services furnished by the surety as would be applicable if the Contract services were to be performed by the Contractor. Redmond's obligation to pay for such Contract services shall be subject to satisfactory performance by the surety and to setoffs or recoupments for sums, if any, owed by Contractor to Redmond on account of Contractor's abandonment or default.

If Redmond employees provide Garbage, Recyclables, or Compostables collection, the actual incremental costs of labor, overhead, and administration shall serve as the basis for a charge to the Contractor and the surety on the Contractor's performance bond.

15 GENERAL TERMS

15.1 Notices

Routine communications between the Contractor and Redmond's contract manager shall be conducted via email unless otherwise required under this Contract. All notices referencing change of ownership, non-routine rate requests, or Contract default shall be emailed and provided in writing, personally served, or mailed (postage-prepaid and return receipt requested), addressed to the Parties as follows, or as amended by either Party, in writing, from time to time:

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Redmond	**Contractor**
Public Works Director	General Manager
15670 NE 85th St MS 2NPW	Recology King County
PO Box 97010	801 South Fidalgo Street, Suite 100
Redmond, WA 98073-9710	Seattle, WA 98108

15.2 Collection Rights

Throughout the Contract Term, the Contractor shall be the exclusive provider to collect Garbage, Recyclables, and Compostables placed in designated Containers and set out in the regular collection locations within the Redmond Service Area subject to this Contract. The Contractor may independently enforce its rights under this Contract against third-party violators, including, but not limited to, seeking injunctive relief, and Redmond shall use good faith efforts to cooperate in such enforcement Contractor-initiated actions (without obligating Redmond to join any such litigation). Such efforts may include but not be limited to cease and desist letters, assistance with documenting violations, and other activities as Redmond determines that its staff time reasonably allows.

When asked by the Contractor, to the degree that Redmond finds it reasonable, Redmond may make a good faith effort to protect the Contractor's exclusive rights under this Contract; however, Redmond shall not be obligated to instigate, join in or contribute to the expense of litigation to protect the Contractor's exclusive rights unless Redmond determines that it the institution of or joinder in such litigation is necessary.

This Contract provision shall not apply to Garbage, Recyclables, or Compostables self-hauled by the generator; to Source-separated materials hauled by common or private carriers (including drop-off recycling sites); or to construction/demolition waste hauled by self-haulers or construction or demolition contractors in the normal course of their business.

The Contractor shall retain the right and cover all costs to dispose of, process, and market the Garbage, Recyclables, and Compostables once these materials are placed in Contractor-provided or Redmond-owned Containers. The Contractor shall retain revenues gained from the sale of Recyclables or Compostables. The Contractor's financial responsibility shall be a tipping or acceptance fee for Recyclables or Compostables.

15.3 Access to Records

The Contractor shall maintain in its local office full and complete operations, Customer, financial, and Service records that at any reasonable time shall be open for inspection and copying for any reasonable purpose by Redmond. In addition, the Contractor shall, during the Contract term, and at least seven (7) years thereafter, maintain in an office within thirty (30) miles of the Service Area for storing Contract records that are prepared following Generally Accepted Accounting Principles, reflecting the Contractor's Services provided under this Contract. Those Contractor's accounts shall include, but shall not be limited to, all records, invoices, and payments under the Contract, as adjusted for additional and deleted Services provided under this Contract. Redmond shall be allowed access to these records for audit and review purposes, subject to the same protections of the Contractor's financial or other proprietary information set forth in Section 15.7.

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The Contractor shall make available copies of certified weight slips for Garbage, Recyclables, and Compostables on request within two (2) business days of the request. The weight slips may be requested for any period during the Term of this Contract.

15.4 Insurance

The Contractor shall procure and maintain for the Contract Term insurance that meets or exceeds the coverage set forth below, as determined in Redmond's sole reasonable discretion at the Contractor's expense.

The Contractor's maintenance of insurance under this Contract shall not be construed to limit the Contractor's liability to the coverage provided by such insurance or otherwise limit Redmond's recourse to any remedy available at law or in equity.

15.4.1 Minimum Scope of Insurance
The Contractor shall obtain insurance that meets or exceeds the following of the types described below:

1. Automobile Liability insurance covers all owned, non-owned, hired, and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage. The policy shall include the ISO CA 9948 Form (or its equivalent) for cargo transportation and an MCS 90 Form in the amount specified in the Motor Carrier Act. The policy shall include a waiver of subrogation in favor of Redmond. Redmond shall be an additional insured under the Contractor's Automobile Liability insurance policy.

2. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 or a substitute form providing equivalent liability coverage and shall cover liability arising from premises, operations, independent contractors, products-completed operations, personal injury, and advertising injury, and liability assumed under an insured contract. There shall be no endorsement or modification of the Commercial General Liability insurance for liability arising from an explosion, collapse, or underground property damage. Redmond shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy concerning the work performed for Redmond, using ISO additional insured endorsements CG 2010 0704 and CG 2037 0704.

3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State.

4. Contractor's Pollution Liability insurance coverage covers any bodily injury, personal injury, property damage, cleanup costs, and legal defense expenses applying to all work performed under the contract, including that related to transported cargo. Redmond shall be named an additional insured under the Contractor's Pollution Liability insurance policy.

15.4.2 Minimum Amounts of Insurance
The contractor shall maintain, at a minimum, the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of five million dollars ($5,000,000) for each accident. A combination of primary and umbrella policies may achieve limits.

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2. Commercial General Liability insurance shall be written with limits no less than five million dollars ($5,000,000) for each occurrence, five million dollars ($5,000,000) general aggregate, and a two million dollar ($2,000,000) products-completed operations aggregate limit. A combination of primary and umbrella policies may achieve limits.

3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State.

4. Contractor's Pollution Liability insurance shall be written with limits no less than three million dollars ($3,000,000) combined single limit for each pollution condition for bodily injury, personal injury, property damage, cleanup costs, and legal defense expense.

15.4.3 Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability, Commercial General Liability, and Contractor's Pollution Liability coverage:

1. The Contractor's insurance coverage shall be the primary insurance for the operations being performed as a part of this contract, Redmond, its officials, employees, and volunteers. Any insurance, self-insurance, or insurance pool coverage maintained by Redmond shall be in excess of the Contractor's insurance and shall not contribute to it. Redmond, its officials, officers, employees, agents, and volunteers shall be named as additional insureds on the Contractor's Automobile Liability, Commercial General Liability, and Pollution Liability insurance policies in a blanket-form endorsement.

2. Coverage shall state that the Contractor's insurance shall apply separately to each insured against whom a claim is made or a suit is brought, except concerning the limits of the insurer's liability.

3. Each insurance policy required by the insurance provisions of this Contract shall provide the required coverage and shall not be canceled except after the Contractor endeavors to provide thirty (30) days prior written notice has been given to Redmond. Such notice shall be sent directly to Redmond. If any insurance company refuses to provide the required notice, the Contractor or its insurance broker shall notify Redmond of any insurance cancellation immediately upon receipt of the insurers' notification.

15.4.4 Acceptability of Insurers

Insurance must be placed with insurers with a current AM Best rating of not less than A-:VII.

15.4.5 Verification of Coverage

The Contractor shall furnish the City Manager and City Attorney with original certificates and a copy of the blanket-form amendatory endorsements as required herein, including, but not necessarily limited to, the additional insured endorsement, evidencing the insurance requirements of the Contractor at least thirty (30) days before the Effective Date.

15.4.6 Subcontractors

The Contractor will require all subcontractors (of any tier) performing work in connection with this Agreement to maintain the following minimum insurance: Workers' Compensation under applicable law or regulation, Employer's Liability with limits of one million dollars ($1,000,000), Commercial General Liability with limits of one million dollars ($1,000,000) per occurrence and two million dollars ($2,000,000) in the annual aggregate, and Automobile Liability insurance with limits of one million dollars ($1,000,000).

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15.5 Performance Bond

The Contractor shall always provide and maintain a valid Contractor's Performance and Payment Bond(s) in a form acceptable and approved by Redmond for one million dollars ($1,000,000). The bond(s) shall be issued for not less than one (1) year, and the Contractor shall provide new bond(s) to Redmond no less than sixty (60) Days before the expiration of the bond(s) then in effect. Redmond shall have the right to call the bond(s) in full if its renewal is not confirmed five (5) Days before its expiration.

15.6 Indemnification

15.6.1 Indemnify and Hold Harmless

The Contractor shall indemnify, defend, protect, and hold harmless Redmond, its elected and appointed agents, board and commission members, council, counsel, directors, employees, officers and officials, representatives, and volunteers ("Redmond Representatives") from any and all third-party claims or suits and any awards, costs, damages, judgments, liability, or payments resulting from such actions, claims, or lawsuits for damage, harm, injury, pain, or death of any person or damage to property to the extent the same is caused by the actual or alleged negligent acts or omissions, or willful misconduct, of Contractor, its agents, employees, officers or officials, representatives, or subcontractors (of any tier) in the performance of this Contract and any rights granted hereunder.

It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for this indemnification. The parties have mutually negotiated this waiver.

The provisions of this section shall survive the expiration or termination of this Agreement, or to the extent such claim or demand is caused by the Contractor's unlawful release of Hazardous Waste in violation of any Environmental Law in its performance of Services and exercise of any rights granted hereunder.

This indemnity under subsection 15.6.1 includes each of the following to the extent the same is caused by the Contractor's unlawful release of Hazardous Substances in violation of applicable Environmental Laws:

(i) liability for a governmental agency's costs of removal or remedial action for such release by Contractor of Hazardous Waste;

(ii) damages to natural resources caused by the Contractor's release of Hazardous Waste, including reasonable costs of assessing such damages;

(iii) liability for any other person's costs of responding to such release by Contractor of Hazardous Waste; and

(iv) liability for any costs of investigation, abatement, correction, cleanup, fines, penalties, or other damages arising under any Environmental Laws caused by the Contractor's release of Hazardous Waste. However, such indemnification shall not extend to any portion of any claims, demands, liability, loss, cost, damage, or expense of any nature, including all costs and attorneys' fees caused by Redmond Representative's willfully tortious or negligent acts or omissions.

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15.6.2 Process

The indemnification obligations set forth herein shall extend to claims not reduced to a suit and any claims which may be compromised, with the Contractor's written consent, before the start or culmination of any litigation. If any claim for such damages is presented to or filed with Redmond, Redmond shall promptly notify Contractor thereof, and Contractor shall have the right, at its election and sole cost and expense, to settle and compromise such claim. In the event any suit or action is filed against Redmond based upon any such claim or demand, Redmond shall likewise promptly notify Contractor thereof, and Contractor shall defend such claim at its sole cost and expense and with legal counsel agreed to by Redmond, provided, however, Contractor shall not settle any such suit or action without the express written agreement by Redmond. Redmond also has the right to defend or participate in defense of any such claim at its own cost and expense, provided that Contractor shall not be liable for such settlement of another compromise unless it has consented thereto in writing.

The Parties have mutually negotiated the provisions contained herein. Solely to the extent required to enforce the indemnification provisions of this Section 15.6.2, Contractor waives its immunity under Title 51 RCW, Industrial Insurance; provided, however, the foregoing waiver shall not in any way preclude Contractor from raising such immunity as a defense against any claim brought against Contractor by any of its employees.

Inspection or acceptance by Redmond of any Services performed under this Contract shall not be grounds for avoidance of any of these covenants of indemnification. Said indemnification obligations shall extend to claims not reduced to a suit and any claims which may be compromised, with the Contractor's prior written consent, before the culmination of any litigation or the institution of any litigation.

The provisions of this Section 15.6 shall survive the termination or expiration of this Contract.

15.7 Confidentiality of Information

Under the Washington Public Records Act ("PRA"), RCW Chapter 42.56, public records may be subject to disclosure upon request by any person unless the documents are exempt from public disclosure by a specific provision of law.

If Redmond receives a request for inspection or copying of any Contractor-provided documents identified as confidential and proprietary, it shall promptly notify the Contractor in writing regarding the public records request. Redmond will give the Contractor ten (10) business days after such notification to obtain a court order prohibiting the release of the documents. Redmond assumes no contractual obligation to enforce any exemption under the PRA.

15.8 Assignment of Contract

15.8.1 Assignment or Pledge of Money by the Contractor

The Contractor shall not assign or pledge any of the money due under this Contract without securing each Contractor's sureties' prior written approval and providing at least thirty (30) day's prior written notice to Redmond of such assignment or pledge together with a copy of each surety's approval thereof. Such assignment or pledge, however, shall not release the Contractor or its sureties from any contractual obligations or liabilities. The requirements of this section shall not apply to the grant of a

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general security interest in the Contractor's assets to secure the Contractor's obligations under any loan or credit facility entered into by the Contractor or the Contractor's parent.

15.8.2 Assignment, Subcontracting, and Delegation of Duties

The Contractor shall not assign or subcontract any of the services provided under this Contract or delegate any of its duties without Redmond's prior written approval, which may be granted or withheld at Redmond's sole discretion.

In the event of an assignment, subcontracting, or delegation of duties, the Contractor shall remain responsible for the full and faithful performance of this Contract, and the assignee, subcontractor (of any tier), or another obligor shall also become responsible to Redmond for the satisfactory performance of this Contract's Services. Redmond may impose conditions of approval on any such assignment, subcontracting, or Change of Control, including but not limited to requiring the delivery by the assignee, subcontractor, or another obligor of its covenant to Redmond to fully and faithfully complete the Services or responsibilities required under this Contract. Additionally, the assignee, subcontractor, or obligor shall sign a separate statement agreeing to abide by all terms and conditions of this Contract. Redmond may terminate this Contract if the assignee, subcontractor, or obligor does not comply with this clause.

For this Contract, any Change of Control of the Contractor shall be considered an assignment subject to the requirements of this section. Nothing herein shall preclude Redmond from executing a novation, allowing the new owner(s) to assume the rights and duties of the Contract and releasing the previous owner(s) of all obligations and liability.

15.8.3 Change of Trade Name

If the Contractor wishes to change the trade name under which it does business under this Contract, the Contractor shall provide the name, logo, and colors under which it will be doing business in writing to Redmond at least thirty (30) days before the effective date of its change of trade name. Within a reasonable period following a change of trade name by the Contractor, all items, logos, articles, and implements seen by the public shall be changed, including but not limited to letterhead, signs, promotional materials, website pages, billing statements, envelopes, Container decals, and other items. Vehicles are the only exception; vehicles must be repainted with a new trade name and any new logo or colors within two (2) years of the effective date of the trade name change. Failure to comply with the terms of this section shall result in performance fees assessed against the Contractor under Section 14.1.

15.9 Laws to Govern/Venue

This Contract shall be governed by the laws of the State of Washington both as to interpretation and performance. No conflict of laws shall be considered or applied. Venue shall be the King County Superior Court.

15.10 Compliance with Applicable Laws and Regulations

The Contractor shall comply with all federal, state, and local regulations and ordinances applicable to the work under this Contract. Any violation of the provisions of this section shall be considered a material violation of this Contract and shall be grounds for performance fees, cancellation, termination, or suspension of the Contract by Redmond and may result in ineligibility for further work for Redmond.

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The Contractor agrees not to discriminate against any employee or applicant for employment or any other persons in the performance of this Contract because of age, color, creed, disability, gender, gender identity, gender orientation, gender preference, marital status, national origin, race, religion, sex, sexual orientation or preference, or other circumstances as may be defined by federal, state, or local law or ordinance, except for a bona fide occupational qualification. Without limiting the foregoing, the Contractor agrees to comply with the provisions of the Affidavit of Equal Opportunity & Title VI Compliance requirements incorporated herein by this reference. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Contractor setting forth the provisions of this nondiscrimination clause.

Conditions of the Federal Occupational Safety and Health Act of 1970 (OSHA), the Washington Industrial Safety and Health Act of 1973 (WISHA), and standards and regulations issued under these Acts from time to time must be complied with, including ergonomic and repetitive motion requirements. The Contractor shall indemnify and hold harmless Redmond from all damages, injuries, or losses assessed for the Contractor's failure to comply with the Acts and Standards issued therein. The Contractor is also responsible for meeting all federal, state, and local health and environmental regulations and standards applying to the operation of the collection and processing systems used in the performance of this Contract.

The Contractor is directed to observe all weight-related laws and regulations in performing these services, including axle bridging and loading requirements.

15.11 Permits and Licenses

The Contractor and subcontractors shall secure a Redmond business license and pay all fees and taxes. The Contractor shall obtain all permits, certifications, authorizations, and licenses necessary to provide the services required herein before the Effective Date at its sole expense.

The Contractor shall be solely responsible for all taxes, fees, and charges incurred, including, but not limited to, license fees and all federal, state, regional, county, and local taxes and fees, including income taxes, property taxes, permit fees, operating fees, surcharges of any kind that apply to any and all persons, facilities, property, income, equipment, materials, supplies, or activities related to the Contractor's activities under the Contract, business and occupation taxes, workers' compensation, and unemployment benefits.

15.12 Relationship of Parties

Redmond and Contractor intend that this Contract shall create an independent contractor relationship. The implementation of services shall lie solely with the Contractor. No agent, employee, servant, or representative of the Contractor shall be deemed Redmond Representatives as defined in Section 15.8.1 above.

15.13 Contractor's Relationship with Customers

The Contractor shall not separately contract with Customers for any services covered under this Contract; however, the Contractor may negotiate separate agreements with Customers for the sole purpose of compactor leasing, payment for recyclables, or other related services only when not included

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in this Contract, provided that Customers are provided separate invoices for those services and that the Contractor makes it clear to Customers that those services are not provided under this Contract. These separate agreements must be in writing and shall in no way expressly or by application supersede this Contract. The Contractor agrees these separate agreements shall not contain durations any longer than the final date of this Contract's Term. Upon Redmond's request, the Contractor shall provide Redmond with a detailed list of all such separate agreements with Customers. Redmond may, at its sole option, regulate similar or identical services in the successor to this contract.

15.14 Bankruptcy

It is agreed that if an order for relief in favor of the Contractor is entered in any bankruptcy case, either voluntarily or involuntarily, in which the Contractor is a debtor, then this Contract, at the option of Redmond, may be terminated effective on or after the day and time the order for relief is entered.

15.15 Right to Renegotiate/Amend

Redmond shall retain the right to renegotiate this Contract or negotiate contract amendments at its discretion or based on policy changes, state statutory changes, county rule changes, state or federal regulations regarding issues that materially modify the terms and conditions of the Contract, including but not limited to any modifications to contracting terms or policies as they relate to county disposal services. Redmond may also renegotiate this Contract should voters reject any state, county, or city rate or fee associated with the Contract be held illegal or any increase thereof. In addition, the Contractor agrees to renegotiate in good faith with Redmond in the event Redmond wishes to change disposal locations or add additional services or developments, such as those identified through a pilot program under Section 4.15, to the Contract and to provide full disclosure of existing and proposed costs and operational impacts of any proposed changes.

This Contract may be amended, altered, or modified only by a written amendment or addendum executed by authorized representatives of Redmond and the Contractor.

15.16 Force Majeure

Provided that the requirements of this section are met, the Contractor shall not be deemed to be in default and shall not be liable for failure to perform under this Contract if the Contractor's performance is prevented or delayed by Acts of Nature, including but not limited to landslides, lightning, forest fires, storms, floods, freezing and earthquakes, terrorism, civil disturbances, acts of the public enemy, wars, blockades, public riots, explosions, pandemics, governmental restraint or other causes, whether of the kind enumerated or otherwise, that are not reasonably within the control of the Contractor, and are not the result of the willful or negligent act, error or omission of the Contractor; and the Contractor could not have prevented that through the exercise of reasonable diligence ("Force Majeure"). The Contractor's obligations under this Contract shall be suspended, but only for the particular component of obligations affected by the Force Majeure and only for the period during which the Force Majeure exists.

The following events do <u>not</u> constitute Force Majeure: strikes, other than nationwide strikes or strikes that by their extent or completeness make the particular goods or services effectively unavailable to the Contractor; work stoppages or other labor disputes or disturbances occurring concerning any activity

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performed or to be performed by the Contractor; accidents to machinery, equipment or materials; unavailability of required materials or disposal restrictions; or general economic conditions.

If, as a result of a Force Majeure event, the Contractor is unable wholly or partially to meet its obligations under this Contract, the Contractor shall notify Redmond by phone and email, on or promptly after the Force Majeure is first known, followed within seven (7) Days by a written description of the event and cause thereof to the extent known; the date the event began, its estimated duration, the estimated time during which the performance of the Contractor's obligations will be delayed; the likely financial impact of the event; and whatever additional information is available concerning the event and its impact on Redmond and Customers. The Contractor shall provide prompt written notice of the cessation of the Force Majeure. Whenever such event occurs, the Contractor, as promptly and reasonably possible, shall use its best efforts to eliminate the cause, reduce the cost, and resume performance under the Contract. In addition, if, due to a Force Majeure event, the Contractor cannot wholly or partially meet its Contractual obligations, the Contractor shall notify all Customers regarding the disruption in collection service consistent with the notification required in the case of inclement weather under Section 4.8.

15.17 Severability/Illegal Provisions

If any provision of this Contract shall be declared illegal, void, or unenforceable, the other provisions shall remain in full force and effect.

15.18 Waiver

No waiver of any right or obligation of either party hereto shall be effective unless in writing, specifying such waiver, and executed by the party against whom such waiver is sought to be enforced. A waiver by either party of any of its rights under this Contract on any occasion shall not be a bar to exercising the same right on any subsequent occasion or of any other right at any time.

15.19 Incorporation of Contractor's Proposal in Response to Redmond's RFP

The Contractor's Proposal, dated January 11, 2024, submitted in response to Redmond's Request for Proposals, is fully incorporated by this reference, including but not limited to collection vehicle types, Customer Service staffing and approach, processing abilities, and other commitments made in the Contractor's proposal and all associated clarifications and supplemental proposal materials or attachments. In the case of conflict between the Contractor's proposal and this Contract, the provisions of this Contract shall prevail.

15.20 Dispute Resolution

The Parties shall attempt to resolve all disputes to the mutual satisfaction of both parties through good faith discussions. Throughout a dispute, the Contractor shall continue providing all Services included in this Contract. Disputes not resolved following other provisions of this Contract or through good faith discussions shall be submitted to non-binding mediation before a mediator acceptable to Redmond and the Contractor. The Contractor shall pay all mediation costs and Redmond's attorneys' and expert witness fees. Neither party may initiate or commence legal proceedings before the completion of the non-binding mediation. The prevailing party in the suit shall be entitled to attorneys' fees in litigation.

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15.21 Entirety

This Contract and the exhibits affixed hereto and herein incorporated by reference represent the entire agreement between Redmond and the Contractor concerning the services to be provided under this Contract. No prior written or oral statement or proposal shall alter any term or provision of this Contract.

WITNESS THE EXECUTION HEREOF on the day and year first herein above written.

RECOLOGY KING COUNTY INC.

DocuSigned by:
By Salvatore M. Coniglio
444C41D60A26433...
Salvatore M. Coniglio
Chief Executive Officer

CITY OF REDMOND

Signed by:
By Kelley Cochran (Mayor Designee)
5D9FC672714C4E4...
Angela Birney
Mayor

Attested:

DocuSigned by:
By Cheryl Xanthos
98907E6B50CB428...
City Clerk

Approved as to Form:

DocuSigned by:
By Daniel Kenny
DDAD3355F1F2425...
City Attorney

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EXHIBIT A - Service Area Map

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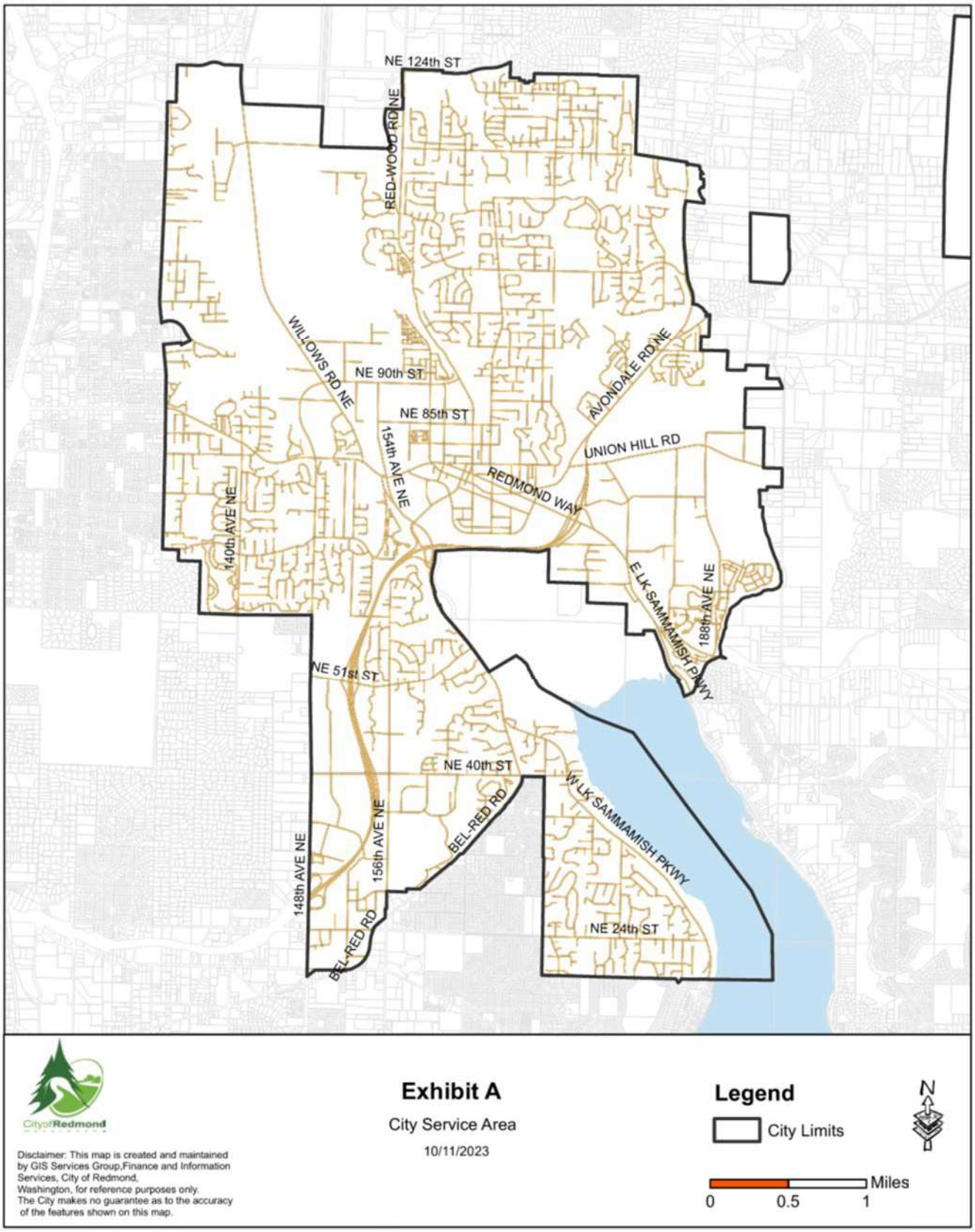

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EXHIBIT B - Contractor Rates (2024$)

Residential Curbside Services	Disposal	Collection	Total
Monthly Service ($/Month)			
32/35 Gallon Monthly Garbage Cart	$0.86	$6.66	**$7.52**
Weekly Services ($/Month)			
10 Gallon Garbage Cart	$1.81	$9.78	**$11.59**
20 Gallon Garbage Cart	$3.62	$14.45	**$18.07**
32/35 Gallon Garbage Cart	$6.19	$18.61	**$24.80**
64 Gallon Garbage Cart	$10.88	$37.36	**$48.24**
96 Gallon Garbage Cart	$16.33	$58.58	**$74.91**
Extra Garbage Cans/Bags ($/32 Gal. Unit)	$1.43	$5.38	**$6.81**
Compostables Services			
Extra Compostables, Cans/Bags ($/32 Gal. Unit)		$3.89	**$3.89**
Extra Weekly Compostables Cart & Service ($/Month)		$7.79	**$7.79**
Miscellaneous Cart Services			
Return Trip ($/Pickup)		$7.79	**$7.79**
Roll-out Charge, Per 25 Feet ($/Month)		$3.89	**$3.89**
Drive-in Charge ($/Month)		$5.84	**$5.84**
Wildlife-Resistant Carts ($/Month)		$2.92	**$2.92**
Cart cleaning ($/Event)		$9.74	**$9.74**
Redelivery of All Carts After Service Cancel ($/Event)		$19.49	**$19.49**
On-Call Bulky Waste Collection ($/Unit)	**Disposal**	**Collection**	**Total**
White Goods, Except Refrigerators		$38.98	**$38.98**
Refrigerators & Freezers		$58.47	**$58.47**
Mattresses, Sofas & Chairs		$43.85	**$43.85**
Tires		$9.74	**$9.74**
Miscellaneous Garbage ($/Cubic Yard)		$29.23	**$29.23**
MF & Commercial Carts	**Disposal**	**Collection**	**Total**
Weekly Garbage Services ($/Month)			
32/35 Gallon Garbage Cart	$6.19	$31.51	**$37.70**
64 Gallon Garbage Cart	$10.88	$65.18	**$76.06**
96 Gallon Garbage Cart	$16.33	$69.08	**$85.41**
Extra Garbage Cans/Bags ($/32 Gal. Unit)	$1.43	$5.38	**$6.81**
Weekly Compostables Service ($/Month)			
Extra Weekly Compostables Cart, 64 gallon		$13.74	**$13.74**
Extra Weekly Compostables Cart, 96 gallon		$15.85	**$15.85**
Weekly Compostables, 2 cubic yard container		$67.59	**$67.59**
Weekly Compostables, 4 cubic yard container		$135.26	**$135.26**
Weekly lining of Compostables Cart, per month		$4.87	**$4.87**
Extra Compostables Cans/Bags ($/32 Gal. Unit)		$3.89	**$3.89**
Miscellaneous Fees			
Locking/Unlocking Garbage Cart or Enclosure ($/Month)		$4.87	**$4.87**
Return Trip ($/Pickup)		$11.69	**$11.69**

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Carry-out Charge, Per 25 Feet ($/Month)		$3.89	**$3.89**
Drive-in Charge ($/Month)		$5.84	**$5.84**
Cart Cleaning ($/Event)		$9.74	**$9.74**
Redelivery of Carts After Service Cancelled ($/3 Carts)		$19.49	**$19.49**
MF & Commercial Permanent Detachable Containers	**Disposal**	**Collection**	**Total**
Compacted Detachable Containers ($/Month/Weekly Pickup/Container)			
2 Cubic Yard	$228.24	$378.18	**$606.42**
3 Cubic Yard	$342.34	$536.41	**$878.75**
4 Cubic Yard	$456.46	$680.07	**$1,136.53**
6 Cubic Yard	$684.69	$1,012.45	**$1,697.14**
1 Cubic Yard Uncompacted Container ($/Month)			
1 Pickup/Week/Container	$38.04	$151.38	**$189.42**
2 Pickups/Week/Container	$76.09	$272.20	**$348.29**
3 Pickups/Week/Container	$114.15	$390.46	**$504.61**
4 Pickups/Week/Container	$152.20	$510.42	**$662.62**
5 Pickups/Week/Container	$190.26	$630.51	**$820.77**
1.5 Cubic Yard Uncompacted Container ($/Month)			
1 Pickup/Week/Container	$57.05	$211.16	**$268.21**
2 Pickups/Week/Container	$114.11	$389.12	**$503.23**
3 Pickups/Week/Container	$171.16	$561.27	**$732.43**
4 Pickups/Week/Container	$228.23	$735.91	**$964.14**
5 Pickups/Week/Container	$285.28	$910.64	**$1,195.92**
2 Cubic Yard Uncompacted Container ($/Month)			
1 Pickup/Week/Container	$76.05	$250.90	**$326.95**
2 Pickups/Week/Container	$152.12	$464.47	**$616.59**
3 Pickups/Week/Container	$228.18	$675.58	**$903.76**
4 Pickups/Week/Container	$304.25	$880.44	**$1,184.69**
5 Pickups/Week/Container	$380.31	$1,090.01	**$1,470.32**
3 Cubic Yard Uncompacted Container ($/Month)			
1 Pickup/Week/Container	$114.11	$344.90	**$459.01**
2 Pickups/Week/Container	$228.23	$647.86	**$876.09**
3 Pickups/Week/Container	$342.34	$947.24	**$1,289.58**
4 Pickups/Week/Container	$456.46	$1,246.56	**$1,703.02**
5 Pickups/Week/Container	$570.58	$1,545.87	**$2,116.45**
6 Pickups/Week/Container	$684.69	$1,831.96	**$2,516.65**
4 Cubic Yard Uncompacted Container ($/Month)			
1 Pickup/Week/Container	$152.16	$416.51	**$568.67**
2 Pickups/Week/Container	$304.33	$779.41	**$1,083.74**
3 Pickups/Week/Container	$456.50	$1,137.72	**$1,594.22**
4 Pickups/Week/Container	$608.67	$1,495.99	**$2,104.66**
5 Pickups/Week/Container	$760.85	$1,840.72	**$2,601.57**
6 Pickups/Week/Container	$913.01	$2,212.77	**$3,125.78**
6 Cubic Yard Uncompacted Container ($/Month)			
1 Pickup/Week/Container	$228.23	$486.33	**$714.56**

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2 Pickups/Week/Container	$456.46	$892.55	**$1,349.01**
3 Pickups/Week/Container	$684.69	$1,292.82	**$1,977.51**
4 Pickups/Week/Container	$912.94	$1,693.11	**$2,606.05**
5 Pickups/Week/Container	$1,141.17	$2,093.44	**$3,234.61**
6 Pickups/Week/Container	$1,369.40	$2,473.69	**$3,843.09**
8 Cubic Yard Uncompacted Container ($/Month)			
1 Pickup/Week/Container	$304.33	$597.70	**$902.03**
2 Pickups/Week/Container	$608.67	$1,104.41	**$1,713.08**
3 Pickups/Week/Container	$913.01	$1,603.97	**$2,516.98**
4 Pickups/Week/Container	$1,217.36	$2,103.55	**$3,320.91**
5 Pickups/Week/Container	$1,521.70	$2,603.05	**$4,124.75**
6 Pickups/Week/Container	$1,826.04	$3,102.62	**$4,928.66**
Extra Garbage			
Extra Garbage ($/Cubic Yard)	$8.78	$25.32	**$34.10**
Miscellaneous Fees:			
Lock/Unlock Weekly Garbage Container/Enclosure ($/Month)		$4.87	**$4.87**
Return Trip, Per Pickup		$11.69	**$11.69**
Container Weekly Roll-out > 25 Feet, Per 25 Feet ($/Month)		$9.74	**$9.74**
Detachable Container Cleaning ($/Event)		$29.23	**$29.23**

Temporary Detachable Containers	**Disposal**	**Collection**	**Total**
Temporary Container Hauling ($/Haul)			
2 Cubic Yard Detachable Container	$17.56	$72.53	**$90.09**
4 Cubic Yard Detachable Container	$35.13	$114.91	**$150.04**
6 Cubic Yard Detachable Container	$52.70	$163.37	**$216.07**
Temporary Container Rental & Delivery			
Delivery for Temp Detachable Container ($/Event)		$22.49	**$22.49**
Daily Rental for Temp Detachable Container ($/Day)		$2.73	**$2.73**
Monthly Rental for Detachable Container ($/Month)		$83.68	**$83.68**

MF & Commercial Drop-box Collection	**Disposal**	**Collection**	**Total**
Drop-box Hauling ($/Haul)			
Non-compacted 10 - 40 Yard Drop-box		$231.22	**$231.22**
Compacted 10 - 40 Yard Drop-box		$311.91	**$311.91**
Temporary Drop Box Rental & Delivery			
Delivery Temp Non-compacted Drop-box ($/Event)		$58.46	**$58.46**
Daily Rental Temp Non-compacted Drop-box ($/Day)		$14.19	**$14.19**
Monthly Rental Temp Non-compacted Drop-box ($/Month)		$260.44	**$260.44**
Miscellaneous Fees			
Addl Mileage to Haul to Other Sites ($/One Way Mile)		$2.92	**$2.92**
Return Trip ($/Pickup)		$14.61	**$14.61**
Stand-by Time ($/Minute)		$1.46	**$1.46**
Drop-box Turn Around Charge ($/Event)		$14.61	**$14.61**
Solid Drop-box Lid Charge ($/Month)		$24.36	**$24.36**

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Other Services	Disposal	Collection	Total
Truck & Driver ($/hour)		$194.92	**$194.92**
Additional Labor ($/Hour/Person)		$87.71	**$87.71**
Event Services			
Delivery, Provision, Collection ($/Event/3 Carts-G, R, & C)		$29.23	**$29.23**

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EXHIBIT C - Recyclable Materials to be Collected

Recyclable Item	Customer Preparation Instructions	Limitations
Aluminum & Tin – All food and beverage cans, trays, pie tins, and containers.	Empty, clean, and secure lids and place them in Recycling Container.	Food and beverage containers must be empty and clean.
Corrugated Cardboard – All corrugated cardboard boxes.	Flatten corrugated cardboard boxes and place them in or next to Recycling Container.	No larger than 3' x 3' in size; larger boxes shall be cut down to size.
Glass Containers – All colored or clear glass jars and bottles.	Empty, clean, remove lids and place in Recycling Container.	Food and beverage containers must be empty and clean.
Paper – All mixed paper, colored paper, magazines, phone books, catalogs, advertising supplements, and paper cups.	Place clean, dry paper in Recycling Container.	All paper must be clean.
Plastic Containers – All colors of plastic bottles, jugs, tubs, and cups.	Empty, clean, remove lids and place in Recycling Container.	Food and beverage containers must be empty and clean. Plastic containers with hazardous or toxic products, such as motor oil or pesticides are excluded.
Scrap Metal – All ferrous and non-ferrous scrap metal. Free of wood, rubber, and other contaminants.	Small items: Place in Recycling Container or secure (e.g. bundle or box) next to Recycling Container. Large items: Call to request pickup at least twenty-four (24) hours before regular service day.	Small items: Less than two feet (2') by two feet (2') and thirty-five (35) lbs. Less than five percent (5%) non-metal parts. Large items: Larger than two feet (2') by two feet (2'). Call to request a pick-up. **Single-family only.**
Styrofoam – All packaging blocks.	Bagged, labeled and set-out next to the recycling cart	Limit one (1) bag per pickup. **Single-family only.**
Textiles – Used clothing, shoes and other textiles in any condition.	Bagged and labeled next to the recycling cart	Limit one (1) bag per pickup. **Single-family only.**
Used Motor Oil – Pure motor oil.	Seal uncontaminated motor oil (no large solids) in clean, clear, screw-top plastic jugs. Label jugs with names and addresses and place them next to Recycling Cart.	Limit three (3) gallons per pick-up. **Single-family only.**
Used Cooking Oil – Pure liquid cooking oil of all types (vegetable, canola, etc.) and kitchen grease.	Seal uncontaminated cooking oil (no large solids) in clean, clear, screw-top plastic jugs. Label jugs with names and addresses and place them next to Recycling Cart.	Limit three (3) gallons per pick-up. **Single-family only.**
Small Electronics – Batteries, compact florescent or LED light bulbs, and small electronics and appliances.	Bagged, labeled and set-out next to the recycling cart.	Limit one (1) bag per pickup. **Single-family only.**

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EXHIBIT D - Rate Modification Examples

The 2024 customer prices listed in Exhibit B Contractor Rates will be adjusted annually as demonstrated below and described in Section 13.3.

Collection Component Adjustment
The collection components (CC) and miscellaneous fees of the Contractor Rates will be adjusted by the amount of the CPI change each year, as follows: nCC = pCC x nCPI/oCPI

Where

nCC	=	The new collection charge component of the Customer rate for a particular service level
pCC	=	The previous collection charge component of the Customer rate for a particular service level
nCPI	=	The most recent CPI value
oCPI	=	The previous period's CPI value

If the monthly collection component for a weekly 35-gallon cart was $18 per month for 2024 and the previous CPI Half1 for the period ending June 2023 was 331.0, with a new CPI Half1 for the period ending June 2024 of 345.0 then the new collection component of the rate will increase to $18.76 on January 1, 2025.

New Collection Component = $18 x 345/331 = $18.76

For calendar years 2028 to 2031 only, the collection components and miscellaneous fees shall be adjusted by the change in the CPI, as described above, plus one-half percentage point, as follows:

nCC = pCC x (nCPI/oCPI + 0.005)

If the monthly collection component for a weekly 35-gallon cart was $18 per month with the CPI as described above then the new collection component of the rate would increase to $18.85.

New Collection Component = $18 x (345/331 + .005) = $18.85

Composite Disposal Fee Adjustment
The disposal components of the Contractor Rates listed in Exhibit B will be adjusted annually based on changes in the County Fixed Annual Charge per Ton (FACT) and the County Tipping Fee (TF). Any changes to disposal components will not become effective until new County disposal fees become effective and are charged to the Contractor. The disposal components for each service will be adjusted as follows:

Step 1: nFACT = nFAC / nTONS

Step 2: nCDF = nFACT + nTF

Step 3: nDC= oDC x (nCDF / oCDF)
Where:

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nFACT	=	FAC per ton
nFAC	=	Redmond's share ($/year) of new Fixed Annual Charge owed by Contractor to County
nTONS	=	County-estimated Redmond garbage tons for the upcoming year
nCDF	=	New Redmond Composite Disposal Fee for the upcoming year ($/ton)
nTF	=	New County Tipping Fee ($/ton)
oDC	=	Old disposal component of the customer rate for a particular service level
oCDF	=	Old Composite Disposal Fee ($/ton)
nDC	=	New disposal component of the Customer rate for a particular service level

For example, if the 2025 King County FAC is $23,500,000 and the estimated 2025 tonnage is 660,000, then the new Per-Ton FAC would be $35.61. If the new County Tipping Fee is $160.00 per ton, then the new Annual CDF would be $195.61 per ton starting January 1, 2025:

New Per-Ton FAC = $23,500,000/660,000 = $35.61 per ton

New Annual CDF = $35.61 + $160.00 = $195.61 per ton

And if the old monthly disposal component for a weekly 35-gallon cart was $6.00, with old Annual CDF at $185.68 per ton, the new disposal component of the Customer rate will be $6.32:

New disposal component = $6.00 x $195.61 / $185.68) = $6.32

Thus, the new customer charge for one 35-gallon cart per week Residential Curbside as of January 1, 2025 will be$18.76 plus $6.32, equaling $25.08 per month.

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. AM No. 25-159
Type: Staff Report

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

Public Works	Aaron Bert	425-556-2786

DEPARTMENT STAFF:

Public Works	Rob Crittenden	City Engineer
Public Works	Chris Stenger	Deputy Public Works Director
Public Works	Aaron Moldver	Engineering Manager

TITLE:
Redmond Municipal Code Update - Proposed Changes to Water and Sewers, Buildings and Construction Code

OVERVIEW STATEMENT:
The Public Works Department embraces continued improvement to achieve organizational excellence. As part of this effort, Public Works is proposing updates to multiple Redmond Municipal Code (RMC) sections related to Public Works functions. These updates are intended to clarify roles and responsibilities within the Department and to improve operational performance and consistency. This code revision is being coordinated with the APWA Accreditation effort to ensure code authority and operational functions are aligned. Public Works functions are most prominent in RMC Titles 10, 12, 13, and 15. There are also sections related to Public Work functions in RMC Titles 1-7 and 9.

Public Works staff provided an overview of the update process to Council at the June 3, 2025, Planning and Public Works Committee. Staff then presented specific changes to RMC Titles 10 and 12 at the June 24, 2025, study session with Council. Public input was collected on these two Titles through the end of August 2025. Staff is now finalizing the code changes in preparation for a SEPA threshold determination and the preparation of an ordinance for Council approval.

Public Works staff plan to present proposed changes to Titles 13 - Water and Sewers and 15 - Buildings and Construction at the October 21, 2025, Council business meeting and will solicit comments and questions from the councilmembers. Staff will then respond to this feedback and revise the code further as warranted. The updated version will then be circulated for public comment.

Staff plans to present proposed changes to the following titles to Council in the first quarter of 2026:

- Title 1 General Provisions
- Title 2 Administration and Personnel Amended Revised
- Title 3 Revenue and Finance Revised
- Title 4 Boards, Commissions, and Committees Revised
- Title 5 Business Licenses and Regulations Revised

- Title 6 Health and Sanitation
- Title 7 Animals
- Title 9 Public Peace, Morals and Safety

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  Redmond Municipal Code
  Public Works American Public Works Association (APWA) Accreditation effort
- **Required:**
  Redmond Municipal Code changes require City Council approval per RCW 35.21.500 Compilation, codification, revision of city or town ordinances
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

OUTCOMES:
The City will benefit from revisions to the RMC by providing users a code that clearly identifies roles and responsibilities, clarifies authorities, and aligns with operational functions. These revisions will also update provisions in the code that are outdated or inconsistent. The resulting code requirements will align with the policies and procedures documented with the Public Works APWA Accreditation effort

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
  Outreach to select groups is planned following discussions and input from City Council.
- **Outreach Methods and Results:**
  Let's Connect Page on City Website with a copy of the draft changes for stakeholders to review and make comments
- **Feedback Summary:**
  The majority of the proposed changes to the Code are intended for clarification or clean up and are not substantive to a degree that should prompt significant public comment. If substantive issues are identified, additional stakeholder engagement will be considered

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
12/17/2024	Business Meeting	Receive Information
6/3/2025	Committee of the Whole - Planning and Public Works	Provide Direction
6/24/2025	Study Session	Provide Direction
10/7/2025	Committee of the Whole - Planning and Public Works	Provide Direction

Proposed Upcoming Contact(s)

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

Time Constraints:
Public Works expects to receive Public Works APWA Accreditation in the first quarter of 2026. Although it is not required to have the Code changes associated with this effort in place immediately after, the goal is to complete the updates to the RMC by the second quarter of 2026.

ANTICIPATED RESULT IF NOT APPROVED:

The Council could choose not to approve some or all of the proposed Code changes. If so, outdated and unclear sections within the Code would remain, and overall, the Code would not align with the current operational structure of Public Works and the City.

ATTACHMENTS:

Attachment A - Title 13 Proposed Changes
Attachment B - Table of Changes with Rationale to Title 13
Attachment C - Title 15 Proposed Changes
Attachment D - Table of Changes with Rationale to Title 15
Attachment E - PowerPoint for Staff Report

Title 13

WATER, ~~AND SEWERS~~WASTEWATER, AND STORMWATER

Chapters:

13.02 Water and Sewer Service Funds
13.03 Definitions
13.04 ~~Sewage~~Wastewater System Requirements
13.05 Side Sewer Contractor Roster
13.06 Stormw~~ W~~ater Management ~~Code~~
13.07 Wellhead Protection
13.08 Installing and Connecting Water Service
13.10 Cross-Connection and Backflow Prevention
13.11 Water and Sewer Connection Charges
13.12 Reimbursement Agreements for Utility Improvements
13.15 Latecomer Connection Charge – 180th Avenue N.E. Sanitary Sewer Improvements
13.16 Water and Sewer Service Rates
13.17 Utility Accounts
13.18 Stormw~~ W~~ater Management Utility
13.20 Stormw~~ W~~ater Drainage Capital Facilities Charges
13.21 ~~Storm Water~~Stormwater Engineering, Plan Review and Processing Fees
13.22 Repealed
13.24 Water Conservation
13.25 Temporary Construction Dewatering
13.28 Repealed
13.29 Water Use Restrictions
13.32 Fluoridation of Water Supply
13.34 Streetlighting Charges
13.36 Utility Extensions Outside City Limits
13.38 Administrative and Processing Services – Cost Recoupment

Chapter 13.02
WATER AND SEWER SERVICE FUNDS

Sections:

13.02.010 Fund created.
13.02.020 Separate accounts for funds.

13.02.010 Fund created.

There is created and established in the office of the City ~~Treasurer~~Finance Director ~~a~~ two special funds to be known and designated as the "City of Redmond Water and Sewer Revenue Fund" and the "City of Redmond Stormwater Revenue Fund." (Ord. 1682 § 1 (part), 1992).

13.02.020 Separate accounts for funds.

The City ~~Treasurer~~Finance Director shall maintain separate accounts ~~for the "City of Redmond Water and Sewer Revenue Bond Fund, 1957," and "Water Revenue Bond Fund, 1951," and the "City of Redmond Water and Sewer Revenue Fund" and shall~~ as needed to account separately for all monies received from consumers according to the rate schedules herein provided. (Ord. 1682 § 1 (part), 1992).

Chapter 13.03
DEFINITIONS

Sections:

13.03.010 Novelty Hill service area.
13.03.020 Redmond service area.

13.03.010 Novelty Hill service area.

The Novelty Hill service area is that area east of 196th Avenue N.E., south of Novelty Hill Road and east of 212th Avenue N.E., north of Novelty Hill Road. (Ord. 2107 § 1 (part), 2001).

13.03.020 Redmond service area.

The Redmond service area is that area west of 196th Avenue N.E., south of Novelty Hill Road and west of 212th Avenue N.E, north of Novelty Hill Road. This area extends west to the Kirkland and Bellevue city limits. (Ord. 2107 § 1 (part), 2001).

Chapter 13.04

~~SEWAGE~~WASTEWATER ~~WASTEWATER~~ WASTEWATER SYSTEM REQUIREMENTS

Sections:

13.04.010 Purpose.
13.04.020 Definitions.
13.04.030 Owner to connect to sewer system.
13.04.040 Notice to connect – Connection by City.
13.04.041 Connection required – When – How made – Warrant to fund.
13.04.050 Repealed.
13.04.060 Repealed.
13.04.070 Repealed.
13.04.080 Repealed.
13.04.090 Repealed.
13.04.100 Repealed.
13.04.110 Permit required to install sewers.
13.04.120 Application.
13.04.130 Unauthorized connections reported.
13.04.140 When permit required – Open excavations.
13.04.150 Limits of permit.
13.04.160 Temporary connections.

13.04.170 Term of permit.
13.04.180 Fees.
13.04.190 Card carried.
13.04.200 Inspection procedure.
13.04.210 Filling trenches.
13.04.220 Open excavations – Time limit.
13.04.230 Noncompliance with standards – Notice.
13.04.240 City repairs – Costs.
13.04.250 Costs of installation borne by owner.
13.04.260 Use of existing sewers.
13.04.270 Backup remedies.
13.04.280 Position of sewers – Size of pipe.
13.04.290 Laying sewer on another's property.
13.04.300 Construction standards.
13.04.310 Damaging public property prohibited.
13.04.320 Protecting excavations.
13.04.330 Restoring property required.
13.04.340 Discharge into sanitary sewers restricted.
13.04.350 Repealed.
13.04.360 Substances prohibited in sewers.
13.04.370 Interceptors required – When.
13.04.380 Food processing establishments.
13.04.390 Special treatment.
13.04.400 Manholes.
13.04.410 Test standards.
13.04.420 Special agreements.
13.04.430 Repealed.
13.04.440 Planting near sewers.
13.04.450 Testing waste.
13.04.460 Engineer's rules.
13.04.470 Violator liable for expenses.
13.04.480 Penalty for violations.

13.04.010 Purpose.

This chapter establishes the police powers of the City and the State of Washington to promote public health, safety, and welfare. The provisions shall be interpreted broadly to accomplish this objective. ~~This chapter is declared to be an exercise of the police power of the State of Washington and of the City to promote the public health, safety and welfare. Its provisions shall be liberally construed for the accomplishment of that purpose.~~ (Ord. 208 § 1, 1957).

13.04.020 Definitions.

Words and phrases used in this chapter, unless the same shall be contrary to or inconsistent with the context, shall mean as follows:

"B.O.D." (denoting biochemical oxygen demand) means the quantity of oxygen ~~utilized~~ used in the biochemical oxidation of organic matter under standard laboratory procedure in five days at twenty degrees Centigrade, expressed in parts per million by weight.

"City Engineer" means the City Engineer and/or their representatives pursuant to RMC 2.64.030 ~~,includes an authorized representative~~.

"Cover" means the depth of material lying between the top of the sewer ~~or drain~~ and the finished grade immediately above it.

~~"Downspout" means the leader or pipe aboveground which is installed to conduct water from the roof gutter.~~

~~"Drain" means any conductor of liquids.~~

"Garbage" means solid waste from the preparation, cooking and dispensing of food, and from the handling, storage and sale of produce.

"Garbage, properly shredded" means garbage that has been shredded to such a degree that all particles will be carried freely under the flow conditions normally prevailing in public sewers, with no particle greater than three-eighths inch in any dimension.

"Hazardous materials" Any hazardous waste, hazardous substance, dangerous waste, or extremely hazardous waste that is a physical or health hazard as defined and classified in RCW

Chapter 70.105 and WAC Chapter 173-303, whether the materials are in usable or waste condition. Hazardous materials shall also include petroleum or petroleum products that are in a liquid phase at ambient temperatures, including any waste oils or sludges. ~~shall include such materials as flammable solids, corrosive liquids, radioactive materials, highly toxic materials, poisonous gases, reactive materials, unstable materials, hyperbolic materials and pyrophoric materials and any substance or mixture of substances which is an irritant, a strong sensitizer or which generates pressure through exposure to heat, decomposition or other means.~~

~~"Health Officer" means the officer responsible for public health or his authorized representative.~~

~~"House drain" means the cast iron pipe used for conveying sewage~~wastewater ~~from the building to a point two and one-half feet outside the foundation wall, and if there is no foundation wall, to a point two and one-half feet beyond the outer line of any footings, pilings, building supports or porch under which it may run, whether such drain consists of one line extending from the building or of two or more such lines.~~

"Industrial wastes" means waste materials produced from manufacturing or industrial processes, distinct from household wastewater.~~means the wastes from industrial process as distinguished from sanitary sewage~~wastewater~~.~~

~~"Side-sewer contractor" means a contractor approved by the City to construct or repair side sewers and who is on the active side sewer contractor roster.~~

"Natural outlet" means any outlet into a watercourse, pool, ditch, lake, sound, or other body of fresh, surface or ground water.

"Parking strip, inside" means that portion of the street area lying between a public sidewalk location and the property line.

"Parking strip, outside" means that portion of a street area lying between a public sidewalk location and the curb location.

"~~Permit card~~Sewer As-Built Card" means an electronic and/or paper card issued in conjunction with any permit. The card shall be ~~posted~~ on the premises and shall be readily ~~and safely accessible~~available to the City Engineer for inspection.

"Person" means any individual, firm, company, association, society, corporation or group.

"pH" means the logarithm of the reciprocal of the weight of hydrogen ions in grams per liter of solution.

"Public area" or "public place" means any space dedicated to or acquired by the City for the use of the general public.

~~"Sewage" means a combination of the water-carried wastes from residences, business buildings, institutions and industrial establishments, together with such ground, surface and storm waters as may be present.~~

~~"Sewage treatment plant" means any arrangement of devices and structures used for treating sewage.~~

~~"Sewage works" means all the facilities for collecting, pumping, treating and disposing of sewage.~~

"Sewer" and "Sanitary Sewer" means a pipe or conduit for carrying ~~sewage~~wastewater, and to which storm, surface and ground waters are not intentionally admitted.

"Sewer ~~plat~~plan" means a ~~plat~~ plan issued by the City Engineer in conjunction with any permit. The ~~plat~~ plan shall serve as ~~his~~ the record of all matters pertaining to the permit.

"Sewer, public" means a sewer ~~in which all owners of abutting properties have equal rights, and~~ which is controlled by public authority.

~~"Sewer, sanitary" means a sewer which carries sewage, and to which storm, surface and ground waters are not intentionally admitted.~~

~~"Sewer, storm" means a sewer which carries storm and surface waters and drainage, but excludes sewage and polluted industrial wastes.~~

"Side Sewer" means the sewer pipe conveying wastewater from the building or residence to the wastewater sewer main, including the connection to the sewer main. ~~"Side Sewer" means the sewer pipe from the building or residence to the sewer main, including the connection to the sewer main.~~

"Side-sewer contractor" means a contractor approved by the City to construct or repair side sewers and who is on the active side sewer contractor roster.

"Sidewalk" means the walkway in the public area lying parallel or generally parallel to the roadway. If the walk is not yet paved, all measurements shall be based on location and elevation established by the City Engineer.

"Suspended solids" means solids that either float on the surface of or are in suspension in water, ~~sewage~~wastewater or other liquids and which are removable by filtering.

"Wastewater" means a combination of the water-carried wastes from residences, business buildings, institutions and industrial establishments

"Wastewater treatment plant" means any arrangement of devices and structures used for treating wastewater.

"Wastewater system" means all the facilities for collecting, conveying, pumping, treating and disposing of wastewater.

~~"Watercourse" means a channel in which a natural flow of water occurs or has occurred, either continuously or intermittently.~~ (Ord. 3149 § 2, 2024; Ord. 1805 § 3, 1994; Ord. 1374 § 2, 1987: Ord. 208 § 2, 1957).

13.04.030 Owner to connect to ~~sewer~~ Wastewater system.

The owner of any lands or premises shall connect all buildings located thereon ~~and used as a receptacle or drainage with~~to the nearest accessible public sewer whenever there is a public sewer within two hundred (200) feet of any property boundary~~thereof~~. The City Engineer shall prescribe the ~~manner in which~~way such connections shall be made.

No ~~drain or~~ sewer or wastewater outfall shall be constructed ~~so as~~ to discharge upon the surface of any public area. (Ord. 3149 § 2, 2024; Ord. 208 § 3, 1957).

13.04.040 Notice to connect – Connection by City.

Whenever any land, buildings or premises is required to be connected with a public ~~sewer~~wastewater system or otherwise drained, as provided in RMC 13.04.030, the ~~Health Officer~~City Engineer shall serve upon the owner of the lands, buildings or premises a notice in

writing, specifying the time within which such connection must be made, which time shall not be more than sixty (60) days from the date of delivery of the notice.

If the owner fails, and neglects or refuses to connect his their lands, buildings or premises with the public sewerwastewater system within the time specified, the Health Officer shall notify the City Engineer, whereupon the City Engineer may make such connection. The cost thereof shall be charged to the owner, and a bill showing the amount thereof mailed or delivered to himthem, or posted upon the premises, whereupon the amount shall immediately be paid to the City TreasurerFinance Director. (Ord. 3149 § 2, 2024; Ord. 208 § 4, 1957).

13.04.041 Connection required – When – How made – Warrant to fund.

The Director of Public Works Director is empowered to compel the owners of any lot or parcel of real property, the property line of which any property boundary is located within two hundred (200) feet of a public sanitary sewerwastewater system, to cause to be connected to such public sanitary sewerwastewater system a sufficient side sewer or drain pipe from all buildings and structures located thereon used for human occupancy or for use for any other purposes. It is intended to discontinue the use of septic tanks throughout the City in the interests of the public health and safety, and to carry out such purpose, all buildings on property having any property boundarysituated within two hundred (200) feet of a public sanitary sewer shall be required to connect to the same when directed by the Public Works Directorwithin one year from January 1, 1973.

Stormwater and drainage water shall not be connected to the wastewater system through side sewers, sump pumps, or other pipes used to convey stormwater, surface water or groundwater.No storm or drainage water shall be connected to the sanitary sewer; provided, further, that the Director of Public Works is empowered to compel the owners of any lot or parcel of real property, upon which pools, ditches, watercourses or waste water pipes are located, which are used as a receptacle or for drainage purposes, the property line of which is located within two hundred (200) feet of a separate storm sewer, to cause to be connected a sufficient sewer or drain pipe from said pools, ditches, watercourses or waste water pipes to the storm sewer.

It is unlawful for any person or persons or corporation to make or attempt to make more than one connection to any "Y" or to make more than two such connections at any one standpipe, and no "Y" or standpipe which already has one or two such connections, as the case may be, shall be considered as an accessible point in such sewer as the term is herein used. It is unlawful for any person to connect any basement with a city sewer without installing a back water ~~sewage~~wastewater valve at the outlet.

Any person who fails to comply with the requirements of this section shall be guilty of a violation of this chapter and be subject to a civil infraction in an amount not to exceed ~~$500.00~~$1200 per violation.

If any connection shall not be made within 30 days after written notice to the owner of such lot or parcel of property, building or structure by the City, the ~~Director of~~ Public Works Director is authorized to cause the connection to be made and to file a statement of the cost thereof with the City Clerk. Thereupon a warrant in the amount of such cost, payable to the ~~Water and Sewer Department~~City, shall be issued by the City ~~Treasurer~~Finance Director under the direction of the City Council and against the "City of Redmond Water and Sewer Revenue Fund." The amount of such warrant, plus interest at the rate of ~~eight~~ twelve percent per year upon the total amount of such cost and penalty, shall be assessed against the property upon which the building or structure is situated, and shall become a lien thereon as herein provided. The total amount when collected shall be paid into the "City of Redmond Water and Sewer Revenue Fund." (Ord. 3149 § 2, 2024; Ord. 1682 § 2, 1992).

13.04.050 Installation by contractor – License fee – Bond.

Repealed by Ord. 1805.

13.04.060 Contractor license application – Renewal.

Repealed by Ord. 1805.

13.04.070 Approving application.

Repealed by Ord. 1805.

13.04.080 Bond.

Repealed by Ord. 1805.

13.04.090 Suspension – Revocation.

Repealed by Ord. 1805.

13.04.100 Renewal.

Repealed by Ord. 1805.

13.04.110 Permit required to install sewers.

It is unlawful to make any connection with any public or private sanitary sewer, ~~drain or natural outlet~~ without complying with all of the provisions of this chapter in relation thereto and having a permit to do so from the City ~~Engineer~~. (Ord. 208 § 6, 1957).

13.04.120 ~~Application.~~ Application for permit.

A. Application for the permit required by Section 13.04.110 of this chapter shall be filed with the City ~~-~~stating the name of the owner, the project name, the ~~correct~~ project address, the tax parcel number, the reason for the termination or modification, and information on the contractor installing the side sewer. Depending on the complexity of the installation, the City may require engineering plans that show the ~~and legal description of the property to be served,~~ dimensions and location of any building on the property and the whole course of the side ~~sewerdrainsewer drain~~ from the public sewer or other outlet to its connection with the building or property to be served. ~~-~~For simpler installations, the City will require a sketch of the installation on the City-provided sewer as-built card. The application shall be submitted to the City Engineer for approval, who may change or modify the same and designate the manner and place in which the sewers shall be connected with the public sewer, may also specify the material, size and grade of such sewer, and shall endorse ~~his~~ approval upon the application if the same is acceptable to the City~~him. The City Engineer will require the permittee to furnish him plans pertaining to the application and issuance of the permit.~~

B. Upon approval of the application, the City Engineer shall issue ~~for his records~~ a sewer ~~plat as-built card and permit~~ showing the size and location of the public sewer, the point of connection, the location of any buildings on the lot, any improvements to the public utility required, and such other information as may be available and required.

C. Upon approval of the application and issuance of the permit, it is unlawful to alter or to do any other work than is provided for in the permit.

D. The City Engineer shall prepare and keep ~~on file in his office all cards and~~electronic records of sanitary sewer connections showing the information obtained ~~in the course of~~during inspection of completed work done under the permit. (Ord. 208 § 7, 1957).

13.04.130 Unauthorized connections reported.

It is unlawful to break ground for the purpose of making a connection with a public or private sewer without a permit. Any non-permitted connection to a public or private sewer shall be reported immediately to the City Engineer . (Ord. 208 § 8, 1957).~~It shall be the duty of any police officer and the Health Officer finding any person breaking ground for the purpose of making~~

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~~connection with a public or private sewer or drain, to ascertain if such person has a permit therefor and, if not, to immediately report the fact to the City Engineer. (Ord. 208 § 8, 1957).~~

13.04.140 When permit required – Open excavations.

It is unlawful to construct, extend, relay, repair or to make connection to any sewer ~~or drain~~ inside the property line without obtaining a permit from the City Engineer as provided in RMC 13.04.110. The City Engineer may issue the permit to the owner of any property to construct, extend, relay, repair or make connection to any private sewer ~~or drain~~ inside the property lines; provided, the owner shall comply with the applicable provisions of this chapter, except that ~~he~~ they need not employ a licensed side sewer contractor to do the work. Should the owner employ a licensed side sewer contractor to do the work, the contractor shall take the permit in ~~his~~ their own name and the owner, occupant or any other person shall lay no pipe on the contractor's permit.

It is unlawful to leave unguarded any excavation made in connection with the construction or repair of any side sewer ~~or private drain~~ within four (4) feet of any public place or to fail to maintain the lateral support of any public place in connection with the construction, alteration or repair of any side sewer ~~or drain~~. (Ord. 3149 § 2, 2024; Ord. 208 § 9, 1957).

13.04.150 Limits of permit.

When a permit has been issued for a side sewer or drain as herein provided, no work other than that covered by the permit shall be done without the approval of the City Engineer. ~~He may, if he~~ The City Engineer may, if they deem~~s~~ the additional work of sufficient consequence, require a new permit to cover the same. (Ord. 208 § 10, 1957).

13.04.160 Temporary connections.

The City Engineer may, upon application containing such information as is required by the City~~him~~, issue a permit for a temporary connection to a public sewer or ~~,~~ side sewer ~~, drain or natural outlet~~. The permit may be revoked by the City Engineer at any time upon thirty days'

notice posted upon the premises and directed to the owner of the premises. In event the side sewer ~~or drains~~ are not disconnected at the expiration of the thirty days, the City Engineer may disconnect the same and charge the cost thereof to the owner. Such costs shall be immediately payable to the City ~~Treasurer~~Finance Director following a written notice of the amount thereof given to such owner or posted on the premises. A temporary permit shall be issued only upon the applicant recording with the King County Recorder's Office an acceptable instrument agreeing to save the City harmless from all damage resulting to the City by reason of such temporary connection or disconnection, and exhibiting to the City Engineer the recording number thereof. (Ord. 3149 § 2, 2024; Ord. 208 § 11, 1957).

13.04.170 Term of permit.

No permit issued under this chapter shall be valid for a longer period than ninety days unless extended or renewed by the ~~City Engineer~~Development Services division of the Planning Department upon application therefor prior to the expiration. Failure to renew the permit prior to expiration thereof shall require the payment of a new permit fee. (Ord. 208 § 12, 1957).

13.04.180 Fees.

Fees for side sewer permits shall be prescribed by resolution. (Ord. 1485 § 4, 1989: Ord. 1480 § 21 (part), 1989: Ord. 208 § 13, 1957).

~~13.04.190Card carried.~~ 13.04.190 Permit Available for Review.

The permit required by this chapter must, always during the performance of the work, and until the completion thereof and approval by the City Engineer, be available at or near the work and must be readily accessible to the City Engineer or other City designated inspector. ~~The permit card required by this chapter must at all times during the performance of the work, and until the completion thereof and approval by the City Engineer, be posted in some conspicuous place at or near the work and must be readily and safely accessible to the City Engineer.~~ (Ord. 208 § 14, 1957).

13.04.200 Inspection procedure.

Any person performing work under a permit issued pursuant to the provisions of this chapter shall notify the City via the electronic permitting system of ~~Engineer~~ when the work will be ready for inspection, and shall specify in such notification the location of the premises by address and the file number of the permit. In the case of an emergency repair, the contractor shall make the repair and then file for a permit immediately afterwards. The excavation and the repair area must be left open or re-opened for inspection.

On any call for inspection, twenty-four~~forty-eight~~ hours notice plus Saturday, Sunday and holidays may be required by the City ~~Engineer~~.

If the City Engineer finds the work or material used is not in accordance with this ~~chapter~~City Code, ~~he shall notify~~ the person doing the work, and also the owner of the premises shall be notified~~,~~ by adding a notice on the permit~~posting a written notice on the permit card~~. The ~~posted~~ notice shall be all ~~the notice~~ that is required to be given of the defects in the work or material found in such inspection.

In the case of a licensed side sewer contractor, either the contractor or a competent representative shall be on the premises, whenever so directed to meet the inspector. (Ord. 208 § 15, 1957).

13.04.210 Filling trenches.

No trench shall be filled nor any sewer covered until the work shall have been inspected and approved by the City Engineer, or City designngated inspector. (Ord. 208 § 16, 1957).

13.04.220 Open excavations – Time limit.

All work within the limits of any public area shall be prosecuted to completion with due diligence. If any excavation is left open beyond a time reasonably necessary to fill the same, the City Engineer may cause the same to be backfilled and the public area restored forthwith. Any cost incurred in such work shall be charged to the side sewer contractor in charge of the work

and shall be immediately payable to the ~~Treasurer~~Finance Director by the contractor upon written notification of the amount thereof given to the contractor or posted at the location. (Ord. 208 § 17, 1957).

Any cost incurred in such work shall be charged to the side sewer contractor in charge of the work and shall be immediately payable to the Finance Director by the contractor upon written notification of the amount thereof given to the contractor or posted at the location. (Ord. 208 § 17, 1957).

13.04.230 Noncompliance with standards – Notice.

If any work done under a permit granted is not done in accordance with the provisions of this chapter and the City Standard P~~p~~lans and S~~s~~pecifications as approved by the City Engineer, and if the contractor or person doing the work shall refuse to properly construct and complete such work, notice of such failure or refusal shall be given to the owner of the property for whom the work is being done. The City Engineer may cause the work to be completed and the sewer connected in the proper manner. The cost of such work and any materials necessary therefor shall be charged to the owner or contractor and be payable by the owner or contractor immediately upon the City Engineer giving written notice of the amount thereof or posting a notice thereof on the premises. (Ord. 3149 § 2, 2024; Ord. 208 § 18, 1957).

13.04.240 City repairs – Costs.

When any side sewer is constructed, laid, connected or repaired, and does not comply with the provisions of this chapter, or where it is determined by the ~~Health Officer or the~~ City Engineer that a side sewer~~, drain, ditch, or natural watercourse~~ is obstructed, broken, or inadequate and is a ~~menace~~ potential danger to health, or is liable to cause damage to public or private property, the ~~Health Officer~~City Engineer shall give notice to the owner of the property in which such condition exists. If ~~he shall~~the owner refuse~~s~~ to reconstruct, relay, reconnect, repair, or remove the obstruction of the side sewer~~, drain, ditch, or natural watercourse~~ within the time specified in such notice, ~~the Health Officer shall so notify the City Engineer and~~ the City

Engineer may perform such work as may be necessary to comply with this chapter. The cost of such work so done shall be charged to the property owner and shall become immediately payable to the ~~Treasurer~~Finance Director upon written notice of the amount being given to the property owner or posted upon the premises. (Ord. 3149 § 2, 2024; Ord. 208 § 19, 1957).

13.04.240 City repairs – Costs.

the Public Works Director -

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13.04.250 Costs of installation borne by owner.

The ~~Public Works Director or designee~~City Engineer shall require the owner of a broken side sewer to repair the side sewer. The owner of the side sewer shall perform repairs within the amount of time dictated by the City.

All costs and expense incidental to the installation, connection and maintenance of a side sewer shall be borne by the owner of the premises served by the side sewer. (Ord. 3149 § 2, 2024; Ord. 208 § 20, 1957).

13.04.260 Use of existing sewers.

The use of an existing side sewer may be permitted for a single family infill lot or detached unit on a single family infill lot only when approved by the City Engineer as conforming to all requirements of this chapter and the Design Requirements for Water and Wastewater Extensions, where a new or converted building or new installation replaces an old one. A permit application as described in 13.04.120 is required for the re-use of an existing side sewer. (Ord. 208 § 21, 1957).

13.04.270 Backup remedies.

Any building, structure, or premises which the side sewer is too low to permit gravity flow to the public sewer, the same shall be pumped by artificial means (grinder pump) and discharged into the public sewer. Grinder pump applications are restricted to single-family residences and single commercial buildings that are physically unable to connect to the sanitary sewer system by gravity.

Whenever a situation exists involving an unusual danger of backups, the City Engineer may prescribe a minimum elevation at which the house side sewer may be discharged to the public sewer. Side sewers below the minimum elevation shall be pumped by artificial means~~,~~; or, if approved by the City Engineer, a backwater wastewater valve may be installed in accordance with the Redmond Plumbing Code. The effective operation of the backwater wastewater valve shall be the responsibility of the owner of the side sewer.

~~In any building, structure or premises in which the house drain or other drainage is too low to permit gravity flow to the public sewer, the same shall be lifted by artificial means and discharged into the public sewer.~~

~~Whenever a situation exists involving an unusual danger of backups, the City Engineer may prescribe a minimum elevation at which the house drain may be discharged to the public sewer. Drains or sewers below the minimum elevation shall be lifted by artificial means; or, if approved by the City Engineer, a backwater sewage valve may be installed. The effective operation of the backwater sewage valve shall be the responsibility of the owner of the sewer or drain. Approval of a backwater sewage valve shall be made only upon the applicant recording with the county auditor an acceptable instrument agreeing to save the City harmless from all damage resulting therefrom, and exhibiting to the City Engineer the recording number thereof.~~

In the event a side sewer backup has caused or will cause impact to the environment, or has or will cause a public health issue, the Public Works Director has the authority to shut off water to the residence or building until the side sewer is repaired. (Ord. 3149 § 2, 2024; Ord. 208 § 22, 1957).

13.04.280 Position of side sewers ~~– Size of pipe.~~

A. All side sewers shall be laid ~~on~~ at not less than two percent grade.

B. There shall be at least 30 inches of horizontal clearance from any foundation wall of any building, and, if there is no foundation wall, at least 30 inches of clearance from the outer lines of any footings, pilings or building supports.

C. There shall be a minimum of 60 inches of cover at the curb line, and, in a public alley, a minimum of 30 inches of cover at the property line, and a minimum of 18 inches of cover on the private property.

D. Any side sewer which is laid generally parallel to the curb or curb line shall have a minimum of 48 inches of cover between the curb or curb line and the back of sidewalk and not less than 30 inches of cover between the back of sidewalk and the property line.

E. All cover measurements shall be based on the established grade, or on existing improvements, or shall be approved by the City Engineer.

F. No side sewer shall be less than six inches in diameter in public area except as otherwise specified in the City's "standard plans and specifications."

G. Wherever a storm sewer is available, downspouts shall be connected therewith in a manner approved by the City Engineer; but such requirement shall not apply to the connection of any downspout with a sanitary sewer which is hereby prohibited and is unlawful.

H. One side sewer is required for each building, with the exceptions of single-family homes and middle housing units. Standards for these are included in the most recent version of the City of Redmond Water and Wastewater Design Requirements and are adopted by reference.

I. All vaults or privies shall be disinfected and filled with fresh earth. All septic tanks, cesspools and similar installations shall be disinfected and filled with fresh earth at the time of the discontinuance of the use thereof. Abandonment of septic systems shall be in full compliance with the requirements contained in WAC 246-272A-0300.

13.04.290 Laying sewer on another's property.

Before any sewer pipe or side sewer may be located on any building site other than that owned by the owner of the sewer pipe or side sewer, the owner of the sewer pipe or side sewer shall secure from the owner of the building site a written easement 10' minimum in width, duly acknowledged covering and granting the right to occupy such property for such purpose. The written easement shall, by the owner of the sewer pipe or side sewer, be recorded in the King County Recorder's Office.

Before the City Engineer shall issue a permit authorizing the laying of a sewer pipe or side sewer on any building site other than the one served by it, the owner of the sewer pipe or side sewer shall secure from the building site owner and record with the King County Recorder's Office the sewer easement herein referred to and shall exhibit to the City the recording number thereof.~~Before any side sewer may be located on any building site other than that owned by the owner of the side sewer, the owner of the side sewer shall secure from the owner of the building site a written easement, duly acknowledged covering and granting the right to occupy such property for such purpose. The written easement shall, by the owner of the sewer, be recorded in the office of the county auditor.~~

~~Before the City Engineer shall issue a permit authorizing the laying of a side sewer on any building site other than the one served by it, the owner of the sewer shall secure from the building site owner and record with the auditor the sewer easement herein referred to and shall exhibit to the City Engineer the recording number thereof.~~

Where a side sewer is to be connected in a public area to a side sewer which is owned by another and does not involve an easement, written permission for the connection shall be obtained from the owner of such side sewer and shall be filed with the City Engineer before any permit authorizing such connection is issued. For all shared side sewers, a side sewer joint use agreement signed by the owners of all properties connected to the sewer shall be recorded with the King County Recorder's Office and a copy provided to the City.

~~Where physical conditions render compliance with the foregoing provisions impracticable, the City Engineer may issue a special permit for installation of a side sewer requiring compliance with said provisions insofar as is reasonably possible. Such permit shall be issued only upon the condition that the permittee shall record with the county auditor an instrument acceptable to the City Engineer agreeing to save harmless and indemnify the City from any damage or injury resulting from such installation.~~ (Ord. 208 § 24, 1957).

13.04.300 Construction standards.

All material and work~~manship~~ in connection with the installation of any side sewer and connection with a public sewer shall be as required by the City's "standard plans and specifications" except as to modifications or changes approved by the City Engineer.

Whenever it becomes necessary to disturb pavement in connection with any work authorized under this chapter, the opening shall be not less than two feet by seven feet nor more than two and one-half feet by eight feet; provided, that the City Engineer may specify a different size of said opening and additional cuts to be made when needed to insure a proper backfill.

No excavation shall be made in any public area except at the times and in the manner prescribed by the City Engineer.

All backfill of excavation and tunnels under concrete or asphalt surfacing and the restoration of these surfaces in public areas shall be done by the contractor under supervision of the City Engineer. (Ord. 208 § 25, 1957).

13.04.310 Damaging public property prohibited.

It is unlawful to break, damage, destroy, deface, alter, or tamper with any structure, appurtenance, or equipment which is part of the City ~~sewer~~ wastewater system, or, without authority from the City Engineer to break, damage, destroy or deface any public walk, curb, or pavement, or to make openings or excavations in a public area for the purpose of connecting to any public or private sewer. (Ord. 208 § 26, 1957).

13.04.320 Protecting excavations.

Any excavation made by any licensed sewer contractor in any public place or immediately adjacent thereto shall be protected and guarded by fencing or covering and by proper lights. The protection of the public from the danger of such excavation shall be the responsibility of the side sewer contractor. The contractor shall be ~~liable on his bond~~bonded for any damage caused by his failure to properly protect and guard such excavation as herein required. If the contractor fails to properly protect and guard such excavation as herein required, the City Engineer may properly protect and guard such excavation and charge the cost thereof to the side sewer contractor, who shall, upon receiving written notice of the amount of such charge or by the posting of a notice of the amount of such charge at the location of the excavation, immediately pay the same to the City ~~Treasurer~~Finance Director. (Ord. 208 § 27, 1957).

13.04.330 Restoring property required.

All streets, sidewalks, parking strips and other public areas except as mentioned in Section 13.04.300, disturbed or altered in the course of any side sewer ~~or drainage work~~, shall be restored by the licensed sewer contractor to the original surface ~~condition~~ type as approved by the City Engineer. In the event of the failure of the contractor to so restore the area, the City Engineer may make such restoration and charge the cost thereof to the side sewer contractor who shall, upon receiving written notice of the amount thereof, upon posting of such notice on the area make immediate payment thereof to the City ~~Treasurer~~Finance Director. (Ord. 208 § 28, 1957).

13.04.340 Discharge into sanitary sewers restricted.

No one shall discharge or cause to be discharged any ~~storm water~~stormwater, surface water, ground water, roof run-off, subsurface drainage, cooling water or unpolluted industrial process water to any sewer which is built solely for ~~sanitary sewage~~~~wastewater~~ without written authorization from King County Metro Division of Industrial Waste and approval from the City Engineer. (Ord. 208 § 29, 1957).).

Recreational vehicle storage tanks and other external wastewater tanks may not be discharged into private or public Wastewater Systems within the City.

13.04.350 Storm sewers.

Repealed by Ord. 3149.

13.04.360 Substances prohibited in sewers.

It is unlawful to discharge or cause to be discharged any of the following described waters or wastes in any public sewer~~:, drain, ditch or natural outlets~~:

A. Any liquid or vapor having temperature higher than one hundred fifty degrees Fahrenheit;

B. Any water or waste that ~~which~~ contains visible accumulation of fats, oils, and grease in amounts that may cause obstruction or maintenance problems in the collection and conveyance system, or interference in public sewer facilities;

C. Any gasoline, benzene, naphtha, oil, or other flammable or explosive liquid, solid or gas;

D. Any garbage that has not been properly shredded;

E. Any ashes, cinders, sand, mud, straw, hair, shavings, metal, glass, rags, feathers, tar, plastics, wood, paunch manure, or any other solid or viscous substances capable of causing an obstruction to the flow of sewers or other interference with the proper operation of the ~~sewage~~wastewater works;

F. Any waters or wastes having a pH lower than five and five-tenths (5.5), or higher than eight and five-tenths (8.5), or having any other corrosive property capable of causing damage or hazard to structures, equipment or personnel of the ~~sewage~~wastewater works;

G. Any waters or wastes containing a toxic or poisonous substance in sufficient quantity to injure or interfere with any ~~sewage~~wastewater treatment process, constitute a hazard to humans, animals, fish or fowl, or create any hazard in the receiving waters of the ~~sewage~~wastewater treatment plant;

H. Any waters or wastes containing suspended solids of such character and quantity that unusual attention or expense is required to handle such materials at the ~~sewage~~wastewater treatment plant;

I. Any obnoxious or malodorous gas or substance capable of creating a public nuisance;

J. Any hazardous material, unless prior approval is obtained from the City Engineer. (Ord. 3149 § 2, 2024; Ord. 1374 § 3, 1987: Ord. 208 § 31, 1957).

13.04.370 Interceptors required – When.

No grease, oil, sand, liquid, waste containing grease or flammable material or other harmful ingredients in excessive amounts shall be discharged into any public sewer without the installation of interceptors, which shall be of a type and capacity approved by the City Engineer and shall be so located as to be readily accessible for cleaning and inspection.

When any interceptors are installed for private use, they shall be maintained by the owner at ~~his~~ the owner's expense and in continuously efficient operation at all times and subject to inspection by the City.. (Ord. 208 § 32, 1957).

13.04.380 Food processing establishments.

Every commercial and institutional establishment processing food shall be so equipped as to prevent discharge of animal or vegetable parts of such size as can be retained on a standard twenty mesh screen having openings measuring approximately 0.84 millimeters. Any discharge of parts large enough to be retained on such a screen, whether intentional or unintentional, shall be deemed a violation of this chapter. The owners and/or operators of such food processing establishments shall make provision at their own expense for the elimination of all such screenings other than by discharge of the same into a public sewer. (Ord. 273 § 1, 1961: Ord. 208 § 32.5, 1957).

13.04.390 Special treatment.

Whenever preliminary treatment is necessary to reduce the Biochemical Oxygen Demand(B.O.D.) to three hundred parts per million by weight or to reduce the objectionable characteristics of constituents to within the maximum limits prescribed in Section 13.04.360, such preliminary treatment shall be at the sole expense of the owner of the premises and shall be installed when the City Engineer determines that the same is necessary to comply with the standards prescribed.

All plans, specifications and any other pertinent information relating to proposed preliminary treatment facilities shall be submitted for approval of the City Engineer; and no construction of such facilities shall be commenced until such approval is noted on the plan.

Where such facilities are installed and used they shall be maintained continuously in satisfactory and efficient operation by the owner at the owner's ~~at his own~~sole expense. (Ord. 208 § 33, 1957).

13.04.400 Private Sampling Manholes.

In any property served by a side sewer carrying industrial wastes when required by the City Engineer, the owner shall install a control manhole in the side sewer to facilitate observation, sampling and measurement of the wastes. The manhole shall be accessibly and safely located and shall be constructed and installed in accordance with plans approved by the City Engineer. The manhole shall be installed and maintained by the owner at ~~his~~ the owner's sole expense. (Ord. 3149 § 2, 2024; Ord. 208 § 34, 1957).

13.04.410 Test standards.

All measurements, tests and analyses of the characteristics of waters and waste to which reference is made in these tests shall be determined in accordance with the standards prescribed in "standard methods for the examination of water and ~~sewage~~wastewater", published jointly by the American Health Association and the American Water Works Association. (Ord. 208 § 35, 1957).

~~13.04.420 Special agreements.~~

~~The City Engineer shall make recommendations to the City Council in regard to entering into any agreement whereby any waste of unusual character may be accepted by the City for treatment before entry into the public sewer. The payment for such treatment shall be such as is fixed by the City Council. (Ord. 208 § 36, 1957).~~

13.04.430 Drainage.

Repealed by Ord. 3149.

13.04.440 Planting near sewers.

It is unlawful to plant within 30 feet of any public or private sewer any willow, poplar, cottonwood, soft maple, gum tree, or any other tree or shrub whose roots are likely to enter and obstruct the flow of said sewers. No trees (any species) shall be planted within any sewer or utility easement. All other trees shall be a minimum of 8 feet horizontal distance from water or sewer outside of easements or within city right of way.

The ~~City Engineer~~Public Works Director is authorized to remove any trees or shrubs from any right-of-way or easements ~~public street~~ or the roots of any trees or shrubs ~~which~~ that extend into any ~~public street~~right-of-way or easements when such trees, shrubs or the roots thereof are obstructing or are liable to obstruct any public or private sewer ~~or drain~~. Before making any such removal, the City Engineer shall give ten (10) days notice in writing to the owner of the abutting property or the property on which such trees or shrubs are growing, requiring the owner to remove the same. If the written notice cannot be given to the owner, the notice may be posted on the premises or in the street at the location of the trees or shrubs requiring such removal. If the owner fails or refuses to remove such trees or shrubs and roots within the time specified, the City Engineer is authorized to do so and the cost thereof shall be charged to the owner. Upon giving such written notice of the amount thereof to the owner or by posting such

notice at the location of the trees or shrubs, the cost thereof shall be immediately payable to the City ~~Treasurer~~Finance Director ~~by~~ by such owner. (Ord. 3149 § 2, 2024; Ord. 208 § 38, 1957).

13.04.450 Testing waste.

The City Engineer or other city officials or employees, bearing proper credentials and identification, shall be permitted to enter upon any and all premises at all reasonable times for the purpose of inspection, observation, measurement, sampling and testing of sewers and ~~sewage~~wastewater waste in accordance with the provisions of this chapter. It is unlawful for any person to prevent or attempt to prevent any such entrance or obstruct or interfere with any such officer or employee while so engaged. (Ord. 208 § 39, 1957).

13.04.460 Engineer's rules.

The City Engineer may make rules and regulations and amend the same from time to time, not inconsistent with the provisions of this ordinance, as ~~he shall~~ deemed necessary and convenient to carry out the provisions of this chapter. (Ord. 208 § 40, 1957).

13.04.470 Violator liable for expenses.

Whoever violates any of the provisions of this chapter shall, in addition to any penalties provided for such violation, be liable for any expense, loss or damage occasioned thereby to the City. (Ord. 208 § 41, 1957).

13.04.480 Penalty for violations.

Persons Subject to Penalty. Any person who violates or fails to comply with the requirements of this chapter or who fails to conform with the terms of an approval or order issued by ~~the Mayor,~~ the Public Works Director~~, or his or her designee~~, shall be subject to a civil penalty as

provided in RMC Chapter 1.14. Each day of continued violation shall constitute a separate violation for purposes of this penalty.

Procedure for Imposing Penalty. The procedure for notice of violation and imposition of penalties under this chapter shall be the same as other code violations as described in RMC Chapter 1.14; provided, that such procedures may be initiated by ~~either~~ the Public Works Director ~~Director or his or her designee~~. (Ord. 3149 § 2, 2024; Ord. 208 § 42, 1957).

Chapter 13.05
SIDE SEWER CONTRACTOR ROSTER

Sections:

13.05.010 Purpose.
13.05.020 Side sewer contractor roster.
13.05.030 Violation.
13.05.040 Application.
13.05.050 Side sewer contractor roster eligibility requirements.
13.05.060 Side sewer contractor bond.
13.05.070 Insurance.
13.05.080 Annual roster fee and application fee.
13.05.090 Removal from roster.

13.05.010 Purpose.

The purpose of this chapter is to regulate those ~~persons~~ individuals authorized to perform work on side sewers within the public right-of-way and on private property in order to protect the sewer system from defective work~~manship~~ and materials, and to ~~insure~~ensure that the construction standards and the regulations of the City are followed. (Ord. 1805 § 2 (part), 1994).

13.05.020 Side sewer contractor roster.

A side sewer contractor roster is hereby established which shall be maintained by the ~~Utility~~ Development Engineering Division of the ~~Public Works~~Planning Department which shall contain the names of those contractors which are approved to perform work on side sewers. (Ord. 1805 § 2 (part), 1994).

13.05.030 Violation.

It is a violation of the Redmond Municipal Code for any ~~person~~ individual to make any connection to any public sewer, or to construct, alter, or repair any private sewer unless the ~~person~~ individual is an active contractor on the side sewer contractor roster; provided, that a homeowner, who is not a contractor by trade, may make repairs to ~~his/her~~their side sewer if the repair is totally within the property of the homeowner. (Ord. 1805 § 2 (part), 1994).

13.05.040 Application.

All persons desiring to be included on the side sewer contractor roster are required to make application, pay an application fee, and pay the first year's annual roster fee to the Development Engineering ~~Utility~~ Division of the ~~Public Works~~Planning Department. The application shall be reviewed by the ~~Utility Division~~ Development Engineering ~~Utility~~ Division of the Planning Department to determine if the contractor has sufficient knowledge and experience to carry on the business of a side sewer ~~contractor, and~~contractor and is skilled in the laying and construction of side sewers. The information required in Section 13.05.050 of this chapter shall also be submitted with the application. (Ord. 1805 § 2 (part), 1994).

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13.05.050 Side sewer contractor roster eligibility requirements.

The following requirements must be met ~~in order~~ to remain an active contractor on the side sewer contractor roster:

A. A City of Redmond business license;

B. A State of Washington contractor's registration;

C. Proof of liability insurance;

D. A side sewer contractor's bond;

E. Annual roster fee.

Should any of the above requirements not be met, the contractor shall be designated an inactive contractor on the side sewer contractor roster. Should any contractor remain so designated for more than twelve (12) months, the contractor shall be removed from the ~~roster~~roster, and a new application and fee will be required to re-instate the contractor. (Ord. 1805 § 2 (part), 1994).

13.05.060 Side sewer contractor bond.

~~Every~~ Each side sewer contractor shall file with the Development Engineering ~~Utility~~ Division of the Planning Department a bond in a form approved by the City in the amount of $~~5~~10,000. (Ord. 1805 § 2 (part), 1994).

13.05.070 Insurance.

The contractor shall provide proof of liability insurance in the amount of $500,000 naming the City as an additional insured. (Ord. 1805 § 2 (part), 1994).

13.05.080 Annual roster fee and application fee.

The annual side sewer contractor roster fee and the application fee shall be set by Council resolution. The annual fee shall be for each calendar year period. (Ord. 1805 § 2 (part), 1994).

13.05.090 Removal from roster.

A contractor may be removed from the side sewer contractor roster for any of the following causes: failure to observe the laws and regulations of the City; failure to pay for labor or material used in the construction of a side sewer; fraud or misrepresentation to the owner, agent or occupant of a building for the purpose of obtaining a contract for the construction of a side sewer; or for nonpayment for work performed by the City for which a side sewer contractor may be liable. (Ord. 1805 § 2 (part), 1994).

Chapter 13.06

~~STORM WATER~~ STORMWATER MANAGEMENT ~~CODE~~

Sections:

13.06.010 Findings.
13.06.020 Statement of need.
13.06.030 Purpose.
13.06.040 Definitions.
13.06.050 Repealed.
13.06.054 Prohibited discharges.
13.06.058 Conditional discharges.
13.06.060 Repealed.
13.06.062 Allowable discharges.
13.06.064 Prohibition of illicit connections.
13.06.066 Requirement of source control best management practices.
13.06.068 Maintenance requirements.
13.06.070 Disposal of waste from maintenance activities.
13.06.080 Compliance required.
13.06.090 Inspection requirements.
13.06.100 Inspection authority.
13.06.110 Inspection procedures.
13.06.120 Adjustment of utility fees.
13.06.130 Inspection and maintenance schedule.
13.06.140 Inspection and maintenance records.

13.06.150 Enforcement authority.
13.06.160 Enforcement policy.
13.06.170 Orders.
13.06.180 Penalty for violations.
13.06.190 Penalties due.
13.06.200 Repealed.
13.06.210 Abrogation and restrictions.
13.06.220 Interpretation.
13.06.230 Conflicts.
13.06.240 State statutes and regulations adopted by reference.

13.06.010 Findings.

The Redmond City Council hereby finds that:

A. ~~Storm water~~Stormwater drainage systems are a common feature of urban development.

B. ~~Storm water~~Stormwater drainage systems must be regularly inspected, maintained, and repaired as necessary in order to function and perform as designed and to reduce or remove pollution and/or to reduce flooding.

C. If not adequately maintained, ~~storm water~~stormwater drainage systems can become less effective in preventing pollutants from entering surface waters and groundwater.

D. If not adequately managed, ~~storm water~~stormwater drainage systems can cause considerable damage to public and private property and natural habitat, as well as creating a health and safety risk for the public ~~and wildlife~~.

E. ~~Storm water~~Stormwater can potentially transport a significant amount of pollution to surface water bodies. ~~Storm water~~Stormwater needs to be adequately managed to protect Redmond's natural habitats and wildlife and reduce the impacts of urbanization on natural systems. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.020 Statement of need.

The Redmond City Council finds that this chapter is necessary in order to:

A. Ensure proper maintenance of all ~~storm water~~stormwater facilities within Redmond by setting minimum operating standards for inspection, maintenance, and repair of all ~~storm water~~stormwater facilities.

B. Comply with Washington Department of Ecology (Ecology) regulations and requirements for local governments, including requirements of the Western Washington National Pollution Discharge Elimination System (NPDES) Phase II Municipal ~~Storm Water~~Stormwater Permit (NPDES Phase II Permit).

C. Prevent contamination and/or degradation of surface waters, groundwater, and/or wildlife habitats within the contiguous City limits. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.030 Purpose.

The provisions of this chapter are intended to:

A. Provide standards and procedures for inspection, maintenance and repair of ~~storm water~~stormwater facilities in Redmond to help contribute to an effective, functional ~~storm water~~stormwater ~~drainage~~ system.

B. Authorize the Redmond ~~Storm Water~~~~Stormwater Utility~~Public Works Department to require that ~~storm water~~stormwater ~~drainage~~ systems be managed, inspected, maintained, and repaired in conformance with this chapter.

C. Establish the minimum level of compliance which must be met.

D. Guide and advise all who conduct inspection, maintenance, and repair of ~~storm water~~stormwater facilities.

E. Prevent pollutants from leaking, spilling, draining or being dumped into any public or private ~~storm water~~stormwater ~~drainage~~ system, into groundwater, or directly into surface water bodies. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.040 Definitions.

For the purpose of this chapter, the following definitions shall apply:

"AKART" means all known, available and reasonable methods of prevention, control, and treatment. Terminology from Washington State Pollution Control Act, RCW 90.48.010 and 90.48.520.

"City Engineer" means the City Engineer and/or their representatives pursuant to RMC 2.64.030

"Director" means the ~~Director of~~ Public Works Director and/or their representatives pursuant to RMC 2.64.030 ~~and/or his or her designees~~.

"Downspout" means the leader or pipe aboveground which is installed to conduct water from the roof gutter.

"Drain" means any pipe of conduit carrying surface or stormwater flow.

"Groundwater" means water in a saturated zone or stratum beneath the surface of the land or below a surface water body.

~~"Hazardous materials" means any material, including any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.~~

"Hazardous materials" Any hazardous waste, hazardous substance, dangerous waste, or extremely hazardous waste that is a physical or health hazard as defined and classified in RCW Chapter 70.105 and WAC Chapter 173-303, whether the materials are in usable or waste condition. Hazardous materials shall also include petroleum or petroleum products that are in a liquid phase at ambient temperatures, including any waste oils or sludges

"House drain" means the pipe(s) used to convey stormwater and footing drain effluent from the building to a point five feet outside the foundation wall, and if there is no foundation wall, to a point five feet beyond the outer line of any footings, pilings, building supports or porch under which the pipe may run, regardless of the number of pipes extending from the building.

"Hyperchlorinated" means water that contains more than 10 mg/liter chlorine.

"Illicit connection" means any man-made conveyance that is connected to a ~~storm water~~stormwater ~~drainage~~ system that discharges non-~~storm water~~stormwater. Examples include sanitary sewer connections, floor drains, channels, pipelines, conduits, inlets, hoses, above ground piping, or outlets that are connected directly to a ~~storm water~~stormwater ~~drainage~~ system.

"Illicit discharge" means any direct or indirect non-~~storm water~~stormwater discharge to any portion of any ~~storm water~~stormwater ~~drainage~~ system, groundwater, or surface water except as expressly allowed by this chapter.

"Minimum Maintenance Standards" means the maintenance, inspection and repair standards that are described in the project's Operation and Maintenance Manual as described in the City of Redmond Stormwater Technical Notebook and as described in the ~~currently~~ most recent ~~adopted~~ Ecology Stormwater Management Manual of Western Washington.

"National Pollutant Discharge Elimination System (NPDES) ~~Storm Water~~Stormwater Discharge Permit" means a permit issued by the Environmental Protection Agency (EPA) (or by the Washington Department of Ecology under authority delegated pursuant to 33 USC Section 1342(b)) that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general areawide basis.

"Natural outlet" means any outlet into a watercourse, pool, ditch, lake, sound, or other body of fresh, surface or ground water.

"Non-~~storm water~~stormwater discharge" means any discharge to the ~~storm water~~stormwater ~~drainage~~ system that is not composed entirely of ~~storm water~~stormwater.

"Person" means any individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, agency of the State, local government unit, or other entity recognized by law and acting as either the owner of a premises or as the owner's agent.

"Pollutant" means anything which causes or contributes to pollution. Pollutants may include, but are not limited to: paints, varnishes, and solvents; oil and other automotive fluids; nonhazardous liquid and solid wastes and yard wastes; refuse, rubbish, garbage, litter, or other discarded or abandoned objects and accumulations, so that same may cause or contribute to pollution; floatables; pesticides, herbicides, and fertilizers; hazardous substances and wastes; ~~sewage~~wastewater, fecal coliform and pathogens; dissolved and particulate metals; animal

wastes; wastes and residues that result from constructing a building or structure; soaps and detergents labeled as non-toxic or environmentally friendly; and noxious or offensive matter of any kind.

"Premises" means any building, lot, parcel of land, or portion of land, whether improved or unimproved, including adjacent sidewalks and parking strips.

"Source control best management practice" or "BMP" means activities, prohibitions or practices, general good housekeeping practices, pollution prevention and educational practices, maintenance procedures, and structural or managerial practices to prevent or reduce the discharge of pollutants directly or indirectly to ~~storm water~~stormwater, surface water, or groundwater, or ~~storm water~~stormwater ~~drainage~~ systems. BMPs also include treatment practices, operating procedures, and practices to control site runoff, spillage or leaks, sludge or water disposal, or drainage from raw materials storage.

"~~Storm water~~Stormwater" means that portion of precipitation that does not naturally infiltrate, evaporate, or become transpired by vegetation, that becomes surface runoff, interflow, infiltrated by a constructed infiltration facility, or collected by the ~~storm water~~stormwater ~~drainage~~ system.

"Stormwater pipe" means a pipe ~~which~~that carries stormwater and surface waters and drainage, but excludes polluted industrial wastes.

"~~Storm water~~Stormwater ~~drainage~~ system" means the system that collects, conveys, and stores surface water and ~~storm water~~stormwater runoff, both publicly or privately owned systems, including but not limited to any roads with drainage systems, gutters, curbs, inlets, ~~storm drains~~, stormwater pipes, catch basins, ditches, pumping facilities, infiltration facilities, retention and detention facilities, water quality treatment facilities, streams, swamps, closed depressions, wetlands, Lake Sammamish, and other drainage structures and appurtenances, both natural and artificial.

"Stormwater Pollution Prevention Plan, SWPPP)" means a written document (text and drawings) to implement best management practices to identify, prevent, and control the contamination of stormwater, stormwater conveyance system, and or receiving waters from construction sites to the maximum extent practicable.

"Watercourse" means a channel in which a natural flow of water occurs or has occurred, either continuously or intermittently.

(Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.050 Maintenance requirements.

(Sections to be numbered in coordination with City Clerk

13.06.0xx Stormwater outfall

No drain or stormwater pipe shall be constructed to discharge upon the surface of any public area. (Ord. 3149 § 2, 2024; Ord. 208 § 3, 1957).

13.06.0xx Owner to connect to stormwater system.

The owner of any lands or premises shall connect all buildings located thereon to the nearest accessible public stormwater system. The City Engineer shall prescribe the manner in which such connections shall be made.

The owner of any lands or premises shall connect all buildings and/or stormwater system located thereon to the nearest accessible public stormwater system where a property boundary is within 200 feet of a public stormwater system. The City Engineer shall prescribe the manner in which such connections shall be made.

*I**13.06.0xx Permit required to install stormwater connection.***

It is unlawful to make any connection with any public or private stormwater system, drain, or natural outlet without complying with all the provisions of this chapter in relation thereto and having a permit to do so from the City.

13.06.0xx Application for permit

A. Application for the permit required by Section 13.06.xx of this chapter shall be filed with the City stating the name of the owner, the correct address and legal description of the property to be served, dimensions and location of any building on the property and the whole course of the stormwater pipe or drain from the public stormwater system or other outlet to its connection with the building or property to be served. The application shall be submitted to the City for approval, who may change or modify the same and designate the manner and place in which the stormwater pipes or drains shall be connected with the public stormwater system, may also specify the material, size and grade of such stormwater pipe or drain, and shall approve the application if the same is acceptable to the City Engineer. The City Engineer will require the permittee to furnish plans pertaining to the application and issuance of the permit.

B. Upon approval of the application and issuance of the permit, it is unlawful to alter or to do any other work than is provided for in the permit.

C. The City Engineer shall prepare and keep electronic record drawings of stormwater connections showing the information obtained during inspection and survey of completed work done under the permit.

13.06.0xx Unauthorized connections reported.

It is unlawful to break ground for the purpose of making a connection with a public or private stormwater system without a permit. Any non-permitted connection to a public or private stormwater system shall be reported immediately to the City Engineer.

13.06.0xx When permit required – open excavations.

It is unlawful to construct, extend, relay, repair or to make connection to any stormwater system inside the property line without obtaining a permit from the City Engineer as provided in Section 13.06.xxx. The City Engineer may issue the permit to the owner of any property to construct, extend, relay, repair or make connection to any private stormwater system inside the property lines; provided, the owner shall comply with the applicable provisions of this chapter.

It is unlawful to leave unguarded any excavation made in connection with the construction or repair of any private stormwater pipe or drain within four feet of any public place or to fail to maintain the lateral support of any public place in connection with the construction, alteration, or repair of any stormwater pipe or drain. (Ord. 3149 § 2, 2024; Ord. 208 § 9, 1957).

13.06.0xx Limits of permit.

When a permit has been issued for a drain or stormwater system, no work other than that covered by the permit shall be done without the approval of the City Engineer. Work done without approval may require a new permit, as determined by the City Engineer.

13.06.0xx Temporary connections.

The City Engineer may, upon application containing such information as is required by the City, issue a permit for a temporary connection to a public stormwater system or natural outlet. The permit may be revoked by the City Engineer at any time upon thirty days' notice posted upon the premises and directed to the owner of the premises. In event the stormwater pipe or drains are not disconnected at the expiration of the thirty days, the City Engineer may disconnect the same and charge the cost thereof to the owner. Such costs shall be immediately payable to the Finance Director following a written notice of the amount thereof given to such owner or posted on the premises. A temporary permit shall be issued only upon the applicant recording with the ~~county auditor~~King County Recorder's Office an acceptable instrument agreeing to save the City harmless from all damage resulting to the City by reason of such temporary connection or disconnection, and exhibiting to the City Engineer the recording number thereof. (Ord. 3149 § 2, 2024; Ord. 208 § 11, 1957).

13.06.0xx Term of permit.

No permit issued under this chapter shall be valid for a longer period than ninety days unless extended or renewed by the City Engineer upon application prior to the expiration. Failure to renew the permit prior to expiration thereof shall require the payment of a new permit fee. (Ord. 208 § 12, 1957).

13.06.0xx Construction inspection procedure.

Any person performing work under a permit issued pursuant to the provisions of this chapter shall notify the City Engineer when the work will be ready for inspection and shall specify in such notification the location of the premises by address and the file number of the permit.

On any call for inspection~~, forty-eight~~ twenty-four hours' notice plus Saturday, Sunday, and holidays may be required by the City Engineer.

If the City Engineer finds the work or material used is not in accordance with City code, the person doing the work and the owner of the premises shall be notified by a written correction notice posted electronically on the permit and a copy emailed to the owner. The posted notice shall be all the notice that is required to be given of the defects in the work or material found in such inspection. (Ord. 208 § 15, 1957).

13.06.0xx Filling trenches.

No trench shall be filled nor any stormwater pipe or drain covered until the work shall have been inspected and approved by the City Engineer. (Ord. 208 § 16, 1957).

13.06.0xx Noncompliance with standards – Notice.

If any work done under a permit granted is not done in accordance with the provisions of this chapter and the City Standard Plans and Specifications as approved by the City Engineer, and if the contractor or person doing the work shall refuse to properly construct and complete such work, notice of such failure or refusal shall be given to the owner of the property for whom the work is being done. The City Engineer may cause the work to be completed and the stormwater system connected in the proper manner. The cost of such work and any materials necessary shall be charged to the owner or contractor and be payable by the owner or contractor immediately upon the City Engineer giving written notice of the amount thereof or posting a notice thereof on the premises. (Ord. 3149 § 2, 2024; Ord. 208 § 18, 1957).

13.06.0xx City repairs – Costs.

When any stormwater pipe or drain is constructed, laid, connected or repaired, and does not comply with the provisions of this chapter, or where it is determined by the City Engineer that a stormwater pipe or drain is obstructed, broken, inadequate, is a danger to health, or is liable to cause damage to public or private property, the Public Works Director shall give notice to the owner of the property in which such condition exists. If the owner refuses to reconstruct, relay, reconnect, repair, or remove the obstruction of the stormwater pipe or drain within the time specified in such notice, the Public Works Director may perform such work as may be necessary to comply with this chapter. The cost of such work so done shall be charged to the property owner and shall become immediately payable to the Finance Director upon written notice of the amount being given to the property owner or posted upon the premises. (Ord. 3149 § 2, 2024; Ord. 208 § 19, 1957).

13.06.0xx Costs of installation borne by owner.

The City Engineer shall require the owner of a broken stormwater pipe or drain to repair the stormwater pipe or drain. The owner of the stormwater pipe or drain shall perform repairs within the amount of time dictated by the City. All costs and expense incidental to the installation, connection and maintenance of a stormwater pipe or drain shall be borne by the owner of the premises served by the stormwater pipe or drain. (Ord. 3149 § 2, 2024; Ord. 208 § 20, 1957).

13.06.0xx Position of stormwater pipe – Size of pipe

A. *Downspouts and footing drains shall be connected to the stormwater system in a manner approved by the City Engineer; but connection of any downspout or footing drain to a sanitary sewer is hereby prohibited and is unlawful. Standards for connections are included in the currently adopted Stormwater Technical Notebook and are adopted by reference. (Ord. 208 § 23, 1957).*

13.06.0xx Laying stormwater pipe on another's property.

Before any stormwater pipe may be located on any building site other than that owned by the owner of the stormwater pipe, the owner of the stormwater pipe shall secure from the owner of the building site a written easement 10' minimum in width, duly acknowledged covering and granting the right to occupy such property for such purpose. The written easement shall, by the owner of the stormwater pipe, be recorded in the office of the ~~county auditor~~King County Recorder's Office.

Before the City Engineer shall issue a permit authorizing the laying of a stormwater pipe on any building site other than the one served by it, the owner of the stormwater pipe shall secure from the building site owner and record with the ~~county auditor~~King County Recorders Office the ~~sewer~~stormwater easement herein referred to and shall exhibit to the City the recording number thereof.

13.04.44006.00X Planting near stormwater system.

It is unlawful to plant within thirty feet of any public or private sewer stormwater pipe any willow, poplar, cottonwood, soft maple, gum tree, or any other tree or shrub whose roots are likely to enter and obstruct the flow of said ~~sewers~~stormwater. No trees (any species) shall be planted within any sewer or ~~utility~~stormwater easement. All other trees shall be a minimum of 8 feet horizontal distance from water or sewer stormwater pipe outside of easements or within city right of way.

The City Engineer is authorized to remove any trees or shrubs from any public street right-of-way or easements or the roots of any trees or shrubs which extend into any public street right-of-way or easements when such trees, shrubs or the roots thereof are obstructing or are liable to obstruct any public or private sewer or ~~drain~~stormwater pipe or drain. Before making any such removal, the City Engineer shall give ten days' notice in writing to the owner of the abutting property or the property on which such trees or shrubs are growing, requiring the owner to remove the same. If the written notice cannot be given to the owner, the notice may be posted on the premises or in the street at the location of the trees or shrubs requiring such removal. If the owner fails or refuses to remove such trees or shrubs and roots within the time specified, the ~~City Engineer~~Public Works Director is authorized to do so and the cost thereof shall be charged to the owner. This work is done under the purview of maintenance to maintain operational functionality and does not require a City permit. Upon giving such written notice of the amount thereof to the owner or by posting such notice at the location of the trees or shrubs, the cost thereof shall be immediately payable to the City ~~Treasurer~~Finance Director~~City~~ by such owner. (Ord. 3149 § 2, 2024; Ord. 208 § 38, 1957).

13.06.00x Damaging public property prohibited.

It is unlawful to break, damage, destroy, deface, alter, or tamper with any structure, appurtenance, or equipment which is part of the City stormwater system, or, without authority from the City Engineer to break, damage, destroy or deface any public walk, retaining wall, curb, or pavement, or to make openings or excavations in a public area for the purpose of connecting to any public or private stormwater system. (Ord. 208 § 26, 1957).

13.06.00x Protecting excavations.

Any excavation made by any licensed contractor in any public place or immediately adjacent thereto shall be protected and guarded by fencing or covering and by proper lights. The protection of the public from the danger of such excavation shall be the responsibility of the contractor. The contractor shall be bonded for any damage caused by ~~his~~their failure to properly protect and guard such excavation as herein required. If the contractor fails to properly protect and guard such excavation as herein required, the City Engineer may properly protect and guard such excavation and charge the cost thereof to the contractor, who shall, upon receiving written notice of the amount of such charge or by the posting of a notice of the amount of such charge at the location of the excavation, immediately pay the same to the City. (Ord. 208 § 27, 1957).

13.06.00x Restoring property required.

All streets, sidewalks, parking strips and other public areas except as mentioned in Section 13.06.xxx, disturbed or altered in the course of any stormwater system work, shall be restored by the licensed stormwater contractor to the original surface ~~condition~~type as approved by the City Engineer. In the event of the failure of the contractor to so restore the area, the City Engineer may make such restoration and charge the cost thereof to the stormwater contractor who shall, upon receiving written notice of the amount thereof, upon posting of such notice on the area make immediate payment thereof to the City. (Ord. 208 § 28, 1957).

Repealed by Ord. 2473. **13.06.054 Prohibited discharges.**

A. Non~~storm water~~stormwater runoff discharges to the ~~storm water~~stormwater ~~drainage~~ system, surface water bodies, or groundwater are prohibited, unless such discharges are authorized in accordance with Chapter 173-216 WAC (State Waste Discharge Permit Program) or Chapter 173-220 WAC (National Pollutant Discharge Elimination System Permit Program).

B. No person shall throw, drain, or otherwise discharge, cause or allow others under its control to throw, drain, or otherwise discharge pollutants into a ~~storm water~~stormwater ~~drainage~~ system, surface water bodies or groundwater. If a pollutant discharge is identified it shall cease

immediately and be reported to the ~~storm water~~stormwater utility immediately. Failure to report any discharge within 24 hours is a violation of this chapter.

Examples of prohibited pollutants include, but are not limited to:

1. Trash or debris, including leachate from dumpsters and trash compactors.
2. Construction materials, including soil.
3. Petroleum products including but not limited to oil, gasoline, grease, fuel oil, heating oil, electrical transformer fluid.
4. Antifreeze and other automotive products.
5. Metals in particulate or dissolved form.
6. Flammable or explosive materials.
7. Radioactive materials.
8. Batteries.
9. Acids, alkalis, or bases.
10. Paints, stains, resins, lacquers, or varnishes.
11. Degreasers and/or solvents.
12. Drain cleaners.
13. Pesticides, herbicides, or fertilizers.
14. Steam cleaning wastes.
15. Soaps, detergents, ammonia.
16. Swimming pool or spa filter water not properly dechlorinated or backwash.
17. Chlorine, bromine, and other disinfectants.
18. Heated water.
19. Domestic animal waste.

20. ~~Sewage~~Wastewater.

21. Recreational vehicle waste.

22. Animal carcasses.

23. Food waste, including used cooking oil.

24. Bark, lawn clippings, leaves, and branches.

25. Silt, turbid runoff, concrete, concrete wash water, cement, or gravel.

26. Dyes, excluding municipal operations dye testing.

27. Chemicals and substances not normally found in uncontaminated water.

28. Saltwater Ppool and sSaltwater sSpa water.;

29. Any other process-associated discharge except as otherwise allowed in this chapter, including car washing effluent.

C. Hazardous materials, as defined in this chapter, shall not be allowed to enter any ~~storm water~~stormwater ~~drainage~~ system, infiltrate into the ground, or enter any surface water body within the ~~contiguous~~ city limits or city-owned property. All such substances shall be stored, handled and disposed in a manner that will prevent them from entering the ~~storm water~~stormwater ~~drainage~~ system, groundwater, or surface water bodies. Storage, handling and disposal shall be conducted in accordance with Chapters 173-303 and 173-304 WAC. Appropriate quantities of spill equipment shall be kept on site, and spill response training documented, for any site within the City that uses, stores, or otherwise handles hazardous materials on a commercial basis. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009).

13.06.058 Conditional discharges.

A. The following types of discharges shall not be considered illicit discharges for the purpose of this chapter if they meet the stated conditions, or unless the Public Works Director ~~and/or his or her designee~~ determines that the type of discharge, whether singly or in combination with others, is causing or is likely to cause pollution of surface water or groundwater:

1. Potable water, including water from water line flushing, hyperchlorinated water line flushing, fire hydrant system flushing, and pipeline hydrostatic test water. Planned discharges shall be de-chlorinated to a concentration of 0.1 mg/L (ppm) or less, pH adjusted, if necessary and in volumes and velocities controlled to prevent re-suspension of sediments in the ~~storm water~~stormwater system. Lawn watering and other irrigation runoff are permitted but shall be minimized.

2. *De-chlorinated Swimming Pool, Spa and Hot Tub Discharges.* These discharges are allowed only if no other option, such as discharging to a sanitary sewer, is available. These discharges shall be de-chlorinated/debrominated to a total residual ~~chlorine~~ concentration of 0.1 mg/L (ppm) or less, free from sodium chloride, pH adjusted, and reoxygenized~~reoxygenated~~ if necessary and in volumes and velocities controlled to prevent re-suspension of sediments in the ~~storm water~~stormwater system. Discharges shall be thermally controlled to prevent an increase in temperature of the receiving water. ~~Swimming pool cleaning wastewater and filter backwash shall not be discharged to the storm water~~stormwater ~~system.~~

3. Street and sidewalk wash water, water used to control dust, ~~and routine external building wash down that does not use detergents or chemicals of any kind.~~ Wash water is required to be kept at a minimum. Wash water containing any materials identified 13.06.0540 Prohibited Discharges shall not be allowed to enter the stormwater system. ~~Pressure washing that results in paint or other building materials in wash water is prohibited from entering the storm water~~stormwater ~~drainage system. Street flushing at construction sites is prohibited in Redmond.~~

4. Routine external building washdown for structures built or renovated before 1950 and after 1980. Wash water is required to be kept to a minimum. Commercial, industrial, and multi-story residential structures constructed or renovated between 1950 and 1980 shall be assessed for PCB-containing building materials using Department of Ecology Publication No. 22-040024 (or as updated) prior to building washdown and discharge to the storm system or surface waters or groundwater. Structures confirmed or suspected to have PCB-containing materials shall not discharge wash water to the stormwater system or surface waters or groundwater.

4. *Fire Sprinkler System Flushing.* These discharges are allowed only if no other option, such as discharging to a sanitary sewer, is available. Sprinkler system flushing water with any

chemicals added is prohibited in the ~~storm water~~stormwater ~~drainage~~ system. Sprinkler system flushing water discharges shall be de-chlorinated to a concentration of 0.1 mg/L (ppm) or less, pH adjusted, if necessary and discharged at a rate not to exceed 500 gallons per minute (gpm), or less, as needed ~~in volumes and velocities controlled~~ to prevent re-suspension of sediments in the ~~storm water~~stormwater system.

5. Non-~~storm water~~stormwater discharges ~~covered~~ authorized ~~by~~ by an individual or general NPDES permit or State Waste Discharge permit; provided, that the discharge is in full compliance with all requirements of the permit, waiver, or order and other applicable laws and regulations.

6. *Other Non-~~Storm Water~~Stormwater Discharges.* The discharges shall be in compliance with requirements of a ~~storm water~~stormwater pollution prevention plan (SWPPP) reviewed and approved by the City of Redmond, which addresses control of such discharges by applying all known and reasonable technologies (AKART) to prevent contaminants from entering surface water and groundwater. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009).

13.06.060 Minimum requirements.

Repealed by Ord. 2473.

13.06.062 Allowable discharges.

A. The following types of discharges shall not be considered illicit discharges for the purposes of this chapter unless the ~~director~~ Public Works Director ~~and/or his or her designee~~ determines that the type of discharge, whether singly or in combination with others, is causing or is likely to cause pollution of surface water or groundwater:

1. Diverted stream flows.
2. Rising groundwater.
3. Uncontaminated groundwater infiltration as defined in 40 CFR 35.2005(20).
4. Uncontaminated pumped groundwater.

5. Foundation drains.

6. Air conditioning condensation.

7. Irrigation water from agricultural sources that is commingled with urban ~~storm water~~stormwater.

8. Springs.

9. ~~Water~~ Clear uncontaminated ~~nuisance~~ water from crawl space pumps.

10. Footing drains.

11. Flows from riparian habitats and wetlands.

12. ~~Discharges~~ Non-stormwater discharges from emergency firefighting activities. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009).

13.06.064 Prohibition of illicit connections.

A. The construction, use, maintenance, or continued existence of illicit connections to the ~~storm water~~stormwater ~~drainage~~ system is prohibited. This prohibition expressly includes, without limitation, illicit connections made in the past, regardless of whether the connection was permissible under law or practices applicable or prevailing at the time of connection. Illicit connections shall be corrected immediately upon discovery. Once an illicit connection is identified, the person responsible for the connection shall immediately cease to discharge waste through the connection.

B. A person is considered to be in violation of this chapter if the person connects a line, inclusive of temporary connections, conveying waste ~~water~~ to the ~~storm water~~stormwater ~~drainage~~ system, or allows such connection to continue with knowledge of such connection. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009).

13.06.066 Requirement of source control best management practices.

A. Any person causing or allowing discharge to a ~~storm water~~stormwater ~~drainage~~ system, surface waters or groundwater shall limit pollutants in the discharge by implementing source

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control best management practices (BMPs). "Applicable" source control BMPs in Volume IV of the current ~~Storm Water~~Stormwater Management Manual for Western Washington shall be used to reduce or eliminate the release of pollution citywide.

B. "Recommended" source control BMPs in Volume IV of the current ~~Storm Water~~Stormwater Management Manual for Western Washington shall be used to reduce or eliminate the release of pollution citywide if "applicable" source control BMPs do not prevent pollution. "Recommended" source control BMPs are identified by land use and specific business types. The City may require additional "recommended" source control BMPs and/or treatment BMPs or facilities if such BMPs or facilities are deemed necessary by the Public Works Director ~~and/or his or her designee~~ to eliminate an ongoing release of pollution. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009).

13.06.068 Maintenance requirements.

A. All ~~storm water~~stormwater ~~drainage~~ systems ~~shall in~~ the City of Redmond shall be maintained according to this chapter and the stormwater system's Operation and Maintenance Manual, as defined by ~~minimum maintenance standards detailed in~~ the City of Redmond ~~Storm Water~~Stormwater Technical Notebook or another maintenance standard approved by the City.

B. *Repealed by Ord. 2859.*

C. All ~~storm water~~ private stormwater ~~drainage~~ systems installed after 2020 that provide either water quality or flow control and all public stormwater systems shall be inspected by the City on a periodic basis, as described in RMC 13.06.130 (Inspection Schedule). If, during an inspection, a facility is found not to be in compliance with the minimum maintenance standards, inspection may be scheduled more frequently in order to assure the ~~storm water~~stormwater ~~drainage~~ system functions as designed.

D. Where abatement and/or repair is found necessary to correct health or safety problems, to control pollutants from entering the ~~storm water~~stormwater ~~drainage~~ system, to correct and/or repair any private stormwater systems to prevent surface water or groundwater quality degradation, or to remove pollutants that have entered the ~~storm water~~stormwater ~~drainage~~ system, such work shall be completed immediately by the owner or operator of the ~~storm water~~stormwater ~~drainage~~ system.

E. Where maintenance and/or repair is found necessary during inspection, and the maintenance is not of emergency nature as detailed in subsection D of this section, maintenance shall be performed in accordance with the maintenance schedule established by the NPDES Western Washington Phase II Municipal ~~Storm Water~~Stormwater Permit. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009).

13.06.070 Disposal of waste from maintenance activities.

A. Disposal of waste from maintenance activities shall be conducted in accordance with the current National Pollution Discharge Elimination System (NPDES) Western Washington Phase II Municipal ~~Storm Water~~Stormwater Permit.

B. *Repealed by Ord. 2859.*

C. ~~Disposal of~~ Solids collected or generated from maintenance activities required by the City of Redmond shall be disposed in compliance with WAC 173-303, at a qualified solid waste disposal facility. Receipt of disposal documentation shall be ~~documented and~~ provided to the ~~Storm Water~~Stormwater Utility after maintenance occurs.

D. Maintenance process ~~Ww~~ater collected and used in catch basin, runoff treatment facility and pipe maintenance activities shall be disposed at a qualified decant facility. Receipt of disposal documentation shall be provided to the Stormwater Utility after disposal occurs. ~~disposed of in. In order of preference, the following disposal methods shall be used:~~

~~1. Discharge liquid to a wastewater sewer in a location permitted by the City of Redmond or permitted by another local government with wastewater sewer jurisdiction outside the City.~~

~~2. Discharge of catch basin and pipe maintenance liquids may be allowed into a basic or enhanced runoff treatment facility with approval from the City of Redmond.~~

~~3.~~ E. ~~Clear liquid~~ Uncontaminated stormwater ~~-~~removed from ~~storm water~~stormwater ponds, vaults or ~~oversized~~ catch basins prior to sediment removal or repair can be returned to the ~~storm water~~stormwater system with approval ~~from~~ of the City Engineer. Liquid Uncontaminated stormwater~~.~~ ~~Liquid~~ allowed to be disposed back into the ~~storm~~

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~~water~~stormwater system shall not exceed a turbidity of ~~50~~ 25 NTU. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.080 Compliance required.

Property owners are responsible for the maintenance, operation and repair of ~~storm water~~stormwater ~~drainage~~ systems and source control BMPs within their property. Property owners shall maintain, operate and repair ~~storm water~~stormwater ~~drainage~~ systems and source controls in compliance with the requirements of this chapter and the City of Redmond ~~Storm Water~~Stormwater Technical Notebook. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.090 Inspection requirements.

The Public Works Director ~~and/or his or her designee~~ is authorized to develop inspection procedures and maintenance requirements for all ~~storm water~~stormwater ~~drainage~~ systems in the City of Redmond ~~which~~ that do not have an operation and maintenance manual ~~developed by the storm water~~stormwater ~~drainage~~ system ~~design engineer~~. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.100 Inspection and abatement authority.

Whenever implementing the provisions of this chapter or whenever there is cause to believe that a violation of this chapter has been or is being committed, the Public Works Director director Public Works Director and/or his or her their designee is authorized to enter, inspect, and abate during regular working hours and at other reasonable times all storm water drainage systemstormwater systems within Redmond to determine and assure compliance with the provisions of this chapter. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

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13.06.100 Inspection authority.

Whenever implementing the provisions of this chapter or whenever there is cause to believe that a violation of this chapter has been or is being committed, the director and/or his or her designee is authorized to inspect during regular working hours and at other reasonable times all storm water drainage systems within Redmond to determine compliance with the provisions of this chapter. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.110 Inspection procedures– Private stormwater facilities. .

A. Prior to making any inspections on private property, the Public Works Director or their designee and/or his or her designee shall present identification credentials, state the reason for the inspection and request entry.

B. If the property or any building or structure on the property is unoccupied, the Public Works Director and/or his or her designee shall first make a reasonable effort to locate the owner or other person(s) having charge or control of the property or portions of the property and request entry.

C. If after reasonable effort the Public Works Director and/or his or her designee is unable to locate the owner or other person(s) having charge or control of the property, and has reason to believe the condition of the storm stormwater system water stormwater drainage system

creates an imminent hazard to persons, environment, or property, the Public Works Director ~~and/or his or her designee~~ may enter.

D. Unless entry is consented to by the owner or person(s) in control of the property or portion of the property or unless emergency conditions are reasonably believed to exist which create imminent hazard, the Public Works Director ~~and/or his or her designee~~ shall obtain a search warrant, prior to entry, as authorized by the laws of the State of Washington. ~~,~~ An emergency condition shall be considered those that include impacts to public health, welfare, and safety which would become worse if not addressed immediately.

E. The Public Works Director ~~and/or his or her designee~~ may inspect the ~~storm water~~stormwater system without obtaining a search warrant provided for in subsection D of this section, provided the inspection can be conducted while remaining on public property or other property on which permission to enter is obtained.

F. The City of Redmond shall investigate illicit discharges in an effort to identify the source. If such discharges are tracked to a specific connection to the public ~~storm water~~stormwater ~~drainage~~ system, or directly to surface water or groundwater, inspection and investigation of that site will be initiated in compliance with the inspection procedures defined in this section. If the discharge is an imminent threat to public safety or the environment, emergency action shall be taken in accordance with this section.

G. The Washington State Department of Ecology and "its duly appointed agent" shall have the right to enter at all reasonable times in or upon any property, public or private, for the purpose of inspecting and investigating conditions relating to the pollution of or the possible pollution of any of the waters of this state.

(Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.115 Stormwater system access procedures – Public stormwater facilities

The Public Works Director ~~and/or his or her~~ City Engineer or other city officials or employees, bearing proper credentials and identification, shall be permitted to enter upon any and all premises at all reasonable times for the purpose of inspection, observation, maintenance, measurement, sampling and testing of public stormwater systems in accordance with the provisions of this chapter. It is unlawful for any person to prevent or attempt to prevent any such entrance or obstruct or interfere with any such officer or employee while so engaged.).

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13.06.120 Adjustment of utility fees.

In the event any person, whose property has previously been provided utility fee credits for on-site water quantity/quality control, refuses to allow the Public Works Director ~~and/or his or her designees~~ to inspect said facility or commits a violation of this code, the Public Works Director ~~and/or his or her designee~~ shall cancel the water quality/quantity credits for the said property and adjust the billing rate for the said property accordingly. Whenever the Public Works ~~Director~~Director ~~and/or his or her designee~~ shall make such an adjustment, a notice of adjustment shall be mailed to the owner of said property by certified mail or in person. The notice shall be deemed received when signed for by the owner or, if the owner fails or refuses to sign for the notice within the time provided by the postal service, within three days of mailing or delivery in person. The owner may request the Public Works Director ~~and/or his or her designee~~ to reconsider the notice and order by filing a request for such reconsideration within 10 days of receipt of the notice. The Public Works Director's ~~and/or his or her designee's~~ decision on any such reconsideration shall be final. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

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13.06.130 Inspection and maintenance schedule.

The Public Works Director ~~and/or his or her designee~~ shall establish inspection and maintenance scheduling and standards for all publicly and privately owned ~~storm water~~stormwater facilities. At a minimum, the base frequency for inspection and maintenance

shall be in accordance with the National Pollution Discharge Elimination System (NPDES) Western Washington Phase II Municipal ~~Storm Water~~Stormwater Permit currently in effect. Adjustment to the maintenance and inspection frequency may be authorized when found appropriate by the Public Works Director ~~and/or his or her designee~~. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.140 Inspection and maintenance records.

Private ~~storm water~~stormwater ~~drainage~~ system owners shall keep a maintenance log and operation and maintenance manual on-site or within reasonable access to the site. Operation and ~~M~~maintenance ~~M~~manuals, as defined by the City of Redmond ~~Storm Water~~Stormwater Technical Notebook, shall be transferred with ownership of the property, clearly indicating the party responsible for maintenance, and include a log of maintenance activities. Maintenance logs, and any record drawing or drainage system plan, shall be provided to the Public Works D~~d~~irector ~~and/or his or her designee~~ upon request. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.150 Enforcement authority.

The Public Works Director ~~and/or his or her designee~~ shall administer and enforce this chapter and shall have the authority to adopt and implement administrative procedures for such enforcement. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.160 Enforcement policy.

Enforcement action shall be taken whenever a person has violated any provision of this chapter. The choice of enforcement action taken and the severity of any penalty shall be based on the nature of the violation, the damage or risk to the public or to public resources, and/or the degree of bad faith of the persons subject to the enforcement action. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.170 Orders.

The Public Works Director ~~and/or his or her designee~~ shall have the authority to issue to an owner or person(s) representing an owner an order to maintain or repair a component of a ~~storm water~~stormwater ~~drainage~~ drainage system, operational source control BMP, or structural source control BMP, to bring the ~~storm water~~stormwater drainage system in compliance with this chapter. The order shall include all requirements detailed in RMC 1.14.100. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

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13.06.1xx Engineer's rules.

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The City Engineer may make rules and regulations and amend the same from time to time, not inconsistent with the provisions of this ordinance, as deemed necessary and convenient to carry out the provisions of this chapter. (Ord. 208 § 40, 1957).

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13.06.1xx Violator liable for expenses.

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Whoever violates any of the provisions of this chapter shall, in addition to any penalties provided for such violation, be liable for any expense, loss or damage occasioned thereby to the City. (Ord. 208 § 41, 1957).

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13.06.180 Penalty for violations.

A. *Persons Subject to Penalty.* Any person who violates or fails to comply with the requirements of this chapter or who fails to conform with the terms of an approval or order issued by ~~the Mayor,~~ the Public Works Director~~, and/or his or her designee,~~ shall be subject to a civil penalty

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as provided in RMC Chapter 1.14. Each day of continued violation shall constitute a separate violation for purposes of this penalty.

B. *Aiding or Abetting.* Any person who, through an act of commission or omission, aids or abets in the violation shall be considered to have committed a violation for the purposes of civil penalty.

C. *Procedure for Imposing Penalty.* The Public Works Director may, at their discretion, impose a penalty. The procedure for notice of violation and imposition of penalties under this chapter shall be the same as for other code violations as described in RMC Chapter 1.14; ~~provided, that such procedures may be initiated by either the~~ Public Works Director ~~Director and/or his or her designee~~.

D. ~~*Community Service Alternative.* The~~ Public Works Director ~~and/or his or her designee may, at his/her~~their ~~discretion, provide the option for payment of all or part of any penalties incurred by any person(s) to be made in the form of community service that will be of benefit to the environment and the City. If a person decides to avail themselves of this option when offered by the~~ Public Works Director ~~and/or his or her designee, the~~ Public Works Director ~~and/or his or her designee and the person shall enter~~ into ~~a formal, written agreement providing for the community service. This agreement shall include in detail the description of the service(s) to be rendered by the person(s) in penalty for noncompliance of this chapter. The description shall include the hours of service needed to offset the above-mentioned penalties based on a mutually agreed upon hourly rate for service.~~

E. *Re-Inspection Fees.* In addition to the penalties to be imposed by the Code Compliance Hearing Examiner, the Public Works Director ~~and/or his or her designee~~ may impose a re-inspection fee for any account or storm drainage facility found not to be within compliance of this chapter. This inspection fee shall be independent of any current or future penalties that may be incurred by the property owner for noncompliance of this chapter. Re-inspection fees shall be applied if re-inspection occurs beyond the normal routine of inspection and verification of maintenance or correction of non-~~storm water~~stormwater discharges to the ~~storm water~~stormwater ~~drainage~~ system, surface water bodies, or groundwater.

F. *Business License Revocation.* In addition to any other penalty imposed, the Public Works Director ~~and/or his or her designee~~ may seek revocation of any business license held by the person violating this chapter. The Public Works Director ~~and/or his or her designee~~ may request that the City Clerk revoke a person's business license for any of the following reasons: (1)

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noncompliance with this chapter; (2) not allowing for inspection of their ~~storm waterstormwater~~ facility; and (3) nonpayment of any fines or inspection fees incurred by the owner of the utility account. The procedures for revocation shall be those described in RMC Chapter 5.04.

G. *Require Source Control Best Management Practices (BMPs) or Treatment BMPs.* The ~~C~~city ~~of Redmond~~ may require implementation of additional source control or treatment BMPs/facilities to reduce or eliminate pollutants and non-~~storm waterstormwater~~ discharges.

H. *Reimbursement for Abatement.* If the ~~City of Redmond utilizes~~ city uses ~~Storm WaterStormwater~~ Utility funds, equipment, or staff to correct a non-~~storm waterstormwater~~ discharge, abate pollution from the ~~storm waterstormwater drainage~~ system, or remove/disconnect an illicit connection, or correct/repair any private stormwater system, the ~~Storm WaterStormwater~~ Utility will charge the responsible person for those expenses, and overhead costs, incurred. These costs shall be charged to the property owner and shall become immediately payable to the Finance Director upon written notice of the total amount due to the property owner or posted upon the premises. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 2180 § 1 (part), 2003: Ord. 1870 § 1 (part), 1996).

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13.06.190 Penalties due.

Penalties shall be due in accordance with Chapter 1.14 of the Redmond Municipal Code. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 2180 § 1 (part), 2003: Ord. 1870 § 1 (part), 1996).

13.06.200 Severability.

Repealed by Ord. 2473.

13.06.210 Abrogation and restrictions.

It is not intended that this chapter repeal, abrogate, or impair any existing regulations, easements, covenants, or deed restrictions. However, where this chapter imposes greater

restrictions, the provisions of this chapter shall prevail. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.220 Interpretation.

The Public Works Director ~~and/or his or her designee~~ shall be responsible for interpreting the provisions of this chapter. The provisions of this chapter shall be held to be minimum requirements in their interpretation and application. (Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.230 Conflicts.

When any provision of any other chapter of the Redmond Municipal Code or the Redmond Zoning Code conflicts with this chapter, that which provides greater public health and environmental protection, as determined by the Public Works Director ~~and/or his or her designee~~, shall apply unless specifically provided otherwise in this chapter. (Ord. 3031 § 2, 2021; Ord. 2859 § 2 (part), 2016: Ord. 2596 § 2 (part), 2011: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

13.06.240 State statutes and regulations adopted by reference.

The following state statutes and administrative regulations are hereby adopted by this reference as if set forth in full, to the extent necessary to interpret and implement this chapter:

A.

RCWs	Title
43.20	STATE BOARD OF HEALTH ~~Drinking Water~~
70.95	SOLID WASTE MANAGEMENT – REDUCTION AND RECYCLING ~~Dangerous and Solid Waste~~

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70.105	HAZARDOUS WASTE MANAGEMENT ~~Dangerous Waste, MTCA, Sediment Standards~~
90.48	WATER POLLUTION CONTROL ~~Ground Water, Surface Water, Sediment~~
90.54	WATER RESOURCES ACT OF 1971 ~~Ground Water~~
90.70	PUGET SOUND WATER QUALITY AUTHORITY ~~Sediment~~

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B.

WACs	Title
173-200	Water Quality Standards for Ground Waters of the State of Washington
173-201A	Water Quality Standards for Surface Waters of the State of Washington
173-216	State Waste Discharge Permit Program
173-220	National Pollutant Discharge Elimination System Permit Program
173-204	Sediment Management Standards
173-303	Dangerous Waste Regulations

173-304	Minimum Functional Standards for Solid Waste Handling
173-340	The Model Toxics Control Act Cleanup Regulation
246-290	Group A Public Water Supplies

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(Ord. 2859 § 2 (part), 2016: Ord. 2473 § 2 (part), 2009; Ord. 1870 § 1 (part), 1996).

Chapter 13.07
WELLHEAD PROTECTION

Sections:

13.07.010 Purpose.
13.07.020 Authority.
13.07.030 Definitions.
13.07.040 Scope and applicability.
13.07.050 Operational requirements.
13.07.055 Hazardous Materials Questionnaire required.
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13.07.065 Hazardous Materials Inventory Statement required.
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13.07.075 Hazardous Materials Management Plan required.
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13.07.115 Groundwater protection incentive program for existing infiltration system modifications.

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13.07.130 Inspections.
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13.07.180 Penalty for violations.
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13.07.200 Severability.
13.07.210 Abrogation and restrictions.
13.07.220 Interpretation.
13.07.230 Conflicts.
13.07.240 State statutes and regulations adopted by reference.

13.07.010 Purpose.

The purpose of this chapter is to:

A. Fulfill public water system wellhead protection program requirements of Chapter 246-290 WAC.

B. Protect the general public health and prevent contamination of groundwater resources used by the City as a drinking water supply through the following methods:

1. Preventing pollution in the groundwater/drinking water supply through source control inspections aimed at assisting businesses reduce and prevent pollution;

2. Establishing Critical Aquifer Recharge Areas around the City's water supply wells;

3. Prohibiting new facilities or activities within the Critical Aquifer Recharge Areas that pose a significant threat to the City's water supply;

4. Imposing standards for storing, handling, treating, using, producing, recycling, or disposing of hazardous materials to preclude the introduction of such materials into soil, surface water, or groundwater; and

5. Establishing a monitoring program to identify quality and quantity impacts to the aquifer system and detect the presence of contaminants in groundwater prior to their reaching the City's water supply wells.

6. Imposing requirements to investigate environmental releases to determine impacts on natural resources. Remediation to mitigate damages are addressed in Section 1.14.080.

(Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.020 Authority.

This chapter is established under authority of the Revised Code of Washington (RCW) Health and Safety (Chapter 35A.70 RCW), Growth Management—Planning by Selected Counties and Cities (Chapter 36.70A RCW), Public Water Systems – Penalties and Compliance (Chapter 70A.125 RCW), and Group A Public Water Supplies (Chapter 246-290 WAC)~~This chapter is established under authority of the Optional Municipal Code (Chapter 35A.70 RCW), Growth Management Act (Chapter 36.70A RCW), Public Water Systems – Penalties and Compliance (Chapter 70.119A RCW), and Public Water Supplies (Chapter 246-290 WAC)~~. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.030 Definitions.

For the purpose of this chapter, the following definitions shall apply. Additional definitions related to wellhead protection are located in Redmond Zoning Code Chapter 21.78, Definitions.

"Business license" means that document issued by the City under authority of Chapter 5.04 of the Redmond Municipal Code licensing the transaction of the indicated business by the person whose name appears thereon for the stated year.

"Critical Aquifer Recharge Area" means areas with a critical recharging effect on aquifers used for potable water.

"Director" means the ~~Director of the~~ Public Works Director and/or their representatives pursuant to RMC 2.64.030 ~~Department or his/her designee~~.

"Deleterious Substance" means a substance that in contact with groundwater would degrade, alter or form part of a process of degradation or alteration of the groundwater quality so that it becomes or is likely to become harmful for human consumption.

"Hazardous Materials" means any material, including any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

"Hazardous Materials Inventory Statement" means a form provided by the City of Redmond and completed by a facility owner or operator that discloses the types, quantities, and locations of hazardous materials and other deleterious substances that are or will be stored, handled, treated, used, produced, recycled, or disposed of at the facility. The Hazardous Materials Inventory Statement shall be prepared pursuant to requirements of the Redmond Fire Code, Chapter 15.06 RMC.

"Hazardous Materials Management Plan" means a form provided by the City of Redmond and completed by a facility owner or operator that includes the facility description; the Hazardous Materials Inventory Statement; descriptions of separation, secondary containment, and monitoring for aboveground and underground storage areas and waste disposal; record keeping; an emergency response plan; and an emergency response training plan. The Hazardous Materials Management Plan shall be prepared pursuant to requirements of the Redmond Fire Code, Chapter 15.06 RMC.

"Hazardous Materials Questionnaire" is a portion of the business license application completed by a facility owner or operator that discloses the types and estimated amounts of hazardous materials used by the facility, and the operational activities of the facility.

"Monitoring well" means a well designed to obtain a representative groundwater sample or designed to measure the water level elevations in either clean or contaminated water or soil.

"Operator" means any person or persons in control of, or having responsibility for, the operation of a facility.

"Owner" means, for purposes of this chapter, a person or persons with a vested ownership interest in a facility, including a leasehold interest, but does not include persons holding only contingent interests or security interests in all or a portion of the facility.

"Person" means an individual, firm, association, joint venture, partnership, municipality, government agency, political subdivision, industry, public or private corporation, owner, lessee, tenant, or any other entity whatsoever.

"RZC" means the Redmond Zoning Code.

"Redmond Fire Code" means the fire code adopted by the City of Redmond.

"Retail facility" means a building, structure, or portion thereof, used for the display and sale of merchandise, and involving stocks of goods, wares, or merchandise incidental to such purposes and accessible to the public. Retail facilities include, but are not limited to, the following: department stores, drug stores, markets, paint stores without bulk handling, shopping centers, and wholesale and retail stores.

"Significant Groundwater Hazard" means a condition in which there is a reasonable probability of release of a hazardous material or deleterious substance, that, if reached, groundwater would degrade, alter or form part of a process of degradation or alteration of the groundwater quality so that it becomes or is likely to become harmful for consumption. (Ord. 2957 § 6 (part), 2019: Ord. 2596 § 2 (part), 2011; Ord. 2269 § 2 (part), 2005: Ord. 2180 § 1 (part), 2003).

13.07.040 Scope and applicability.

A. The provisions of this chapter shall apply to all facilities, activities, and residences in the City of Redmond that store, handle, treat, use, produce, recycle, or dispose of hazardous materials or deleterious substances.

B. Boundaries for Critical Aquifer Recharge Areas are delineated in the map "City of Redmond Critical Aquifer Recharge Areas" adopted as part of Redmond Zoning Code Section 21.64.010~~(E)(1)(f)~~. Critical Aquifer Recharge Areas are classified into two areas: Critical Aquifer Recharge Areas I and II ~~as~~ are defined ~~in RZC~~ ~~21.64.050~~ ~~and~~ as follows.

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1. Critical Aquifer Recharge Area I is the land area overlying the aquifer in which it will take a maximum of five years for the groundwater to reach any public water source well owned by the City.

2. Critical Aquifer Recharge Area II is the land area overlying the aquifer ~~with a critical recharging effect on the aquifer~~ in which it will take more than five years but less than ten years for groundwater to reach any public water source well owned by the City or lands that have a critical recharging effect on the aquifer.

3. *Repealed by Ord. 2957.*

4. *Repealed by Ord. 2957.*

The applicability of various requirements in this chapter shall depend upon the critical aquifer recharge area in which the facility or activity is located. (Ord. 2957 § 6 (part), 2019: Ord. 2596 § 2 (part), 2011; Ord. 2180 § 1 (part), 2003).

13.07.050 Operational requirements.

A. Any facility, activity, or residence in the City in which hazardous materials or other deleterious substances are present ~~shall~~must be operated in a manner that ensures safe storage, handling, treatment, use, production, and recycling or disposal of such materials and substances and prevents their unauthorized release to the environment.

B. In no case shall hazardous materials or other deleterious substances be stored, handled, treated, used, produced, recycled, or disposed of in a way that would pose a groundwater hazard within the City of Redmond. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.055 Hazardous Materials Questionnaire required.

A. As part of applying for a business license in the City of Redmond, businesses ~~shall~~must fill out a hazardous materials questionnaire. The hazardous materials questionnaire is incorporated into the business license application. (Ord. 2957 § 6 (part), 2019).

13.07.060 Hazardous Materials Questionnaire required.

Repealed by Ord. 2957.

13.07.065 Hazardous Materials Inventory Statement required.

A. The International Fire Code as adopted by Section 15.06.011 establishes when Hazardous Materials Inventory Statements are required citywide. In addition to the Fire Code Official, the Public Works Director has the authority to require a Hazardous Materials Inventory Statement from the owner or operator of a facility or activity that poses a threat to groundwater quality within the Critical Aquifer Recharge Areas. (Ord. 2957 § 6 (part), 2019).

13.07.070 Hazardous Materials Inventory Statement required.

Repealed by Ord. 2957.

13.07.075 Hazardous Materials Management Plan required.

A. The International Fire Code as adopted by Section 15.06.011 establishes when Hazardous Materials Management Plans are required citywide. In addition to the Fire Code Official, the Public Works Director has the authority to require a Hazardous Materials Management Plan from the owner or operator of a facility or activity that poses a threat to groundwater quality within the Critical Aquifer Recharge Areas.

B. *Availability of the Hazardous Materials Management Plan.* The facility owner or operator shall make certain that a copy of the Hazardous Materials Management Plan is available and current, at the facility and is conspicuously located such that a copy or copies of the plan are immediately available to all employees involved with transferring, storing, handling, treating, using, producing, and recycling or disposing of hazardous materials or other deleterious substances.

C. *Training Requirements.* The facility owner or operator ~~shall~~must ensure that all employees involved with transferring, storing, handling, treating, using, producing, and recycling or

disposing of hazardous materials or other deleterious substances are familiar with the Hazardous Materials Management Plan through regular training. (Ord. 2957 § 6 (part), 2019).

13.07.080 Hazardous Materials Management Plan required.

Repealed by Ord. 2957.

13.07.085 Prohibited Activities in Critical Aquifer Recharge Areas.

A. The following are hereby prohibited in Critical Aquifer Recharge Areas I and II:

1. Permanent Dewatering of groundwater, unless permitted by the City prior to April 2019.

2. Reclaimed or recycled water use with the exception of uses that discharge to the sanitary sewer.

B. The following are prohibited in Critical Aquifer Recharge Area I:

1. Mobile fleet fueling operations with the exception of mobile fueling of equipment on construction sites.

2. Wood preserving and wood products preserving.

3. Chemical manufacturing, including but not limited to organic and inorganic chemicals, plastics and resins, pharmaceuticals, cleaning compounds, paints and lacquers, and agricultural chemicals.

4. Drycleaners are prohibited from using perchloroethylene solvents. (Ord. 2957 § 6 (part), 2019).

13.07.090 Waiver of forms submittal.

Repealed by Ord. 2957.

13.07.100 Performance standards.

A. *General Standards.* Any facility or activity within the Critical Aquifer Recharge Areas in which hazardous materials or other deleterious substances are present shall comply with the following general standards:

1. *Secondary Containment.*

   a. The owner or operator of any facility or activity shall provide secondary containment for hazardous materials or other deleterious substances in aggregate quantities equal to or greater than 20 gallons liquid or 200 pounds solid or in quantities specified in RMC Chapter 15.06, whichever is smaller.

   b. All seams and cracks on Portland cement concrete pad containment or fueling/maintenance areas must be sealed with chemical resistant sealers. Inspect and repair the Portland cement concrete pad annually to ensure the functional integrity of the pad is maintained to prevent fuel and/or chemicals from reaching the ground.

   c. Facilities or activities located in Critical Aquifer Recharge Area II are exempt from secondary containment requirements in subsection A.1.a of this section for indoor storage of hazardous materials and deleterious substances. Requirements in RMC Chapter 15.06 still apply.

2. Property owners ~~shall~~ must properly decommission all wells that are no longer in use. Decommissioning will be done in accordance with the ~~abandoned. This may include plugging the abandoned well with an approved inert and impervious substance so that groundwater contamination is not possible in the future.~~ State Department of Ecology regulations that describe the requirements for decommissioning in WAC 173-160-381, ~~which is already required by law~~.

3. *Loading and Unloading Areas.* Secondary containment or equivalent best management practices, as approved by the City, shall be required at loading and unloading areas that store, handle, treat, use, produce, recycle, or dispose of hazardous materials or other

deleterious substances in aggregate quantities equal to or greater than 20 gallons liquid or 200 pounds solid.

4. All businesses that use, store, transport or dispose of hazardous materials shall be required to have a spill kit on site with spill control materials in quantities needed to counter measure a spill.

B. *Specific Performance Standards.* In addition to the general standards the following specific performance standards apply to the following listed facilities within Critical Aquifer Recharge Areas I and II:

1. *Sewer Pipelines.* Should the Public Works Director have reason to believe a sewer pipeline is degrading groundwater quality, the Public Works Director may require that leak testing be conducted. Should leakage be detected, the Public Works Director shall require correction.

2. ~~*Storm Water*~~*Stormwater Infiltration Systems.* Owners or operators of ~~storm water~~stormwater infiltration systems must address specific risks posed by hazardous material storage or processing. These risks may be mitigated by physical means and/or equivalent best management practices in accordance with an approved, site-specific Hazardous Materials Management Plan, ~~Storm Water~~Stormwater Pollution Prevention Plan, or equivalent plan accepted by the Director.

a. All ~~storm water~~stormwater infiltration systems ~~shall~~ must be registered with the Public Works Director using the registration form developed by the Director. Certain ~~storm water~~stormwater infiltration systems are regulated by the state as Underground Injection Control (UIC) wells under Chapter 173-218 WAC. The owner or operator of a ~~storm water~~stormwater infiltration system can meet the City's registration requirement by registering their system with Washington Department of Ecology and providing a copy of the Ecology registration to the Public Works Director.

b. *Repealed by Ord. 2422.*

c. *Repealed by Ord. 2422.*

d. An assessment of the potential risks to groundwater from any registered ~~storm water~~stormwater infiltration system ~~shall~~ must be completed by the owner or operator and submitted to the Director by February 3, 2011. Assessment criteria have been

developed by the Director in consultation with affected facility owners or operators. The assessment ~~shall~~ must be completed for each ~~storm water~~stormwater infiltration system.

e. If through the assessment process, a ~~storm water~~stormwater infiltration system is determined to pose a potential significant groundwater hazard based on the assessment score, the Public Works Director shall issue an Authorized Work Letter detailing the work required to mitigate risks at the facility. Authorized work may include, but not be limited to, best management practices, system modifications, or infiltration system replacement to protect groundwater quality, pursuant to the guidance and schedule in the assessment criteria. If replacement of an infiltration system is required and there are no alternative ~~storm water~~stormwater discharge options available, then in addition to the authorized work, groundwater monitoring will be required, in accordance with the groundwater monitoring requirements in the assessment criteria, until an alternative discharge becomes available. If monitoring results for such a facility indicate contamination of the groundwater at any time, all activities contributing to the contamination shall be required to cease immediately.

f. Provisions to prevent releases of hazardous materials into ~~storm water~~stormwater systems shall be updated in the Hazardous Materials Management Plan, ~~Storm Water~~Stormwater Pollution Prevention Plan, or equivalent plan accepted by the Public Works Director and supported by upgraded or new ~~storm water~~stormwater system designs, as necessary, to reflect significant changes in types, quantities, and handling of hazardous materials.

g. The owner or operator of a ~~storm water~~stormwater infiltration system ~~shall~~must notify the Public Works Director of the intent to modify or replace a ~~storm water~~stormwater infiltration system and ~~shall~~must obtain all appropriate approvals and permits prior to any modification or replacement.

3. *Hydraulic Elevator Cylinders and Associated Piping.* The owner or operator of any facility with a hydraulic elevator ~~shall~~must inspect the hydraulic system based on the schedule required by Washington State Department of Labor and Industries for evidence of hydraulic fluid leakage. An inspection and maintenance log is required and available upon request by the Public Works Director. If leakage is detected, the facility owner or operator

shall complete repairs within 30 days of discovery of leakage, and document such repairs in the inspection and maintenance log.

4. Vehicle fuel dispensing facilities shall have the following to control the release of hazardous materials to the soil/groundwater during operation:

a. All underground storage tanks (USTs) and associated piping more than 30 years old must conduct annual inspections including tank and line tightness testing.

b. Fuel dispensing equipment and above ground storage tanks shall be secondarily contained and protected by bollards. Fuel dispensing equipment hoses shall not extend outside of the containment area.

c. A containment system consisting of the following:

i. Impervious pad, poured of Portland cement, or equivalent.

ii. The containment system pad and associated conveyance structures shall be inspected and repaired annually to ensure the functional integrity is maintained to prevent fuel and/or chemicals from reaching the ground. All seams and cracks on the pad and associated conveyance structures shall be sealed with chemical resistant sealers.

5. Vehicle Maintenance areas ~~shall~~must have the following to control the release of hazardous materials to the soil/groundwater during operation:

a. The facility shall conduct vehicle maintenance under a covered or indoor area with drainage to the sanitary sewer, a dead-end sump, or alternative Best Management Practices as approved by the Public Works Director.

b. An impervious concrete pad with petroleum resistant sealant. The pad must be sloped/bermed to contain spills within the maintenance area and not allow ~~storm water~~stormwater run-on enter the vehicle maintenance area.

c. The maintenance pad and associated conveyance structures shall be inspected and repaired annually to ensure the functional integrity is maintained to prevent fuel and/or chemicals from reaching the ground. All seams and cracks on the pad and associated conveyance structures shall be sealed with chemical resistant sealers.

Records must be kept of the annual inspection and or repair, and be available on site for inspection and verification.

6. Legal ~~pre-existing~~ vehicle wrecking yards that existed prior to 2003 and that store wrecked vehicles on pervious surfaces ~~shall~~must implement best management practices to reduce or eliminate the potential for environmental releases to protect groundwater resource.

C. *Residential Users.* Residential users of hazardous materials living in the City of Redmond shall reduce contamination risks to groundwater by:

1. Following storage, use, and disposal instructions on all household hazardous chemical containers; pesticides, herbicides, and fertilizers; automotive fuels, lubricants, and cleaning products; and

~~2. Following storage, use, application, and disposal instructions for pesticides, herbicides, and fertilizers;~~

~~3. Following storage, use, and disposal instructions for automotive fuels, lubricants, and cleaning products; and~~

24. Reporting unauthorized releases of hazardous materials into the environment. (Ord. 3032 § 2, 2021; Ord. 2957 § 6 (part), 2019: Ord. 2596 § 2 (part), 2011; Ord. 2521 § 2, 2010: Ord. 2422 § 1, 2008: Ord. 2269 § 2 (part), 2005: Ord. 2180 § 1 (part), 2003).

13.07.110 Wellhead monitoring program.

A. The City ~~may~~ shall develop and maintain a Citywide Wellhead Monitoring Program in order to monitor water quality and detect potential contamination before it reaches the City's water supply wells.

B. If the City has probable cause to suspect groundwater contamination at a facility, the City ~~shall~~must request permission of the owner or operator to install groundwater monitoring wells and sample at a frequency to be determined. If the request is denied, the City may apply for an

administrative search warrant pursuant to RMC 1.14.190. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.112 Source Control Program.

The Public Works Director shall oversee a program that limits the amount of pollution entering the environment by requiring businesses to construct or implement source control best management practices. Redmond ~~Storm Water~~Stormwater Technical Notebook defines the required and recommended best management practices citywide and additionally are important to protect the water supply within the Critical Aquifer Recharge Areas. Through business assistance visits, and review of tenant improvement and new development applications, the Public Works Director will ~~insure~~ ensure that operational and structural best management practices are in place to reduce the release of pollution. If environmental releases are identified during business assistance visits, the City may require subsurface investigation, including soil and groundwater sampling and testing, as a condition of continued operation, and may require remediation as provided in RMC 1.14.080 to mitigate natural resource damages. (Ord. 2957 § 6 (part), 2019).

~~13.07.115Groundwater protection incentive program for existing infiltration system modifications.~~

~~A. *Goal of Groundwater Protection Incentive Program.*~~

~~1. The goal of the groundwater protection incentive program is to encourage the early and timely modification of existing storm waterstormwater infiltration systems in order to benefit the public through early implementation of groundwater pollution prevention measures, facilitation of proper permitting and construction, and minimization of enforcement actions. Through the program the City will reimburse owners for a portion of the cost of design, engineering, permitting and construction of city-required improvements to protect the groundwater and the City's drinking water resource. The City will reimburse all property owners who have completed or who hereafter complete improvements under the groundwater incentive protection program codified in this section or as provided in Resolution No. 1321 of the City to the full extent authorized by this section.~~

2. As city ratepayer funds are proposed to be expended on private property the City has an obligation to strive for the most cost effective, protective upgrades that address the risks to the public, identified by the City, and also balance the property owner's operational needs and ongoing maintenance costs.

B. *Groundwater Protection Incentive Program Process.*

1. Parcels with infiltration systems installed before November 1, 2003, which have not already registered with the City, are required to submit a complete registration form. Upon notification from the City, the owner will have three months to submit the complete registration and to be eligible for reimbursement.

2. After registration forms are reviewed, the City will provide notification that the owner must complete an assessment of their storm waterstormwater infiltration system.

3. The owner will have six months from that notification date to submit a complete Existing Storm WaterStormwater Infiltration System Assessment Form (assessment) to the City to be eligible for reimbursement.

4. The City will evaluate the assessment and meet with the owner to discuss site risks, appropriate best management practices, and potential mitigation or modifications specific to each facility to reduce each system's risk level.

5. After joint review of the assessment, the City will issue a draft authorized work letter identifying the risk score. Owners will have ten (10) calendar days to file a written request for a meeting with city staff to reconsider the risk score. If discussion with city staff does not result in a consensus, either party may request mediation and a meeting with the mayor as provided in RMC 13.07.140 by filing written requests as provided therein. After ten (10) calendar days, if the owners have not filed a written request with city staff as provided in this subsection, or if a request does not result in consensus and no request for mediation or a meeting with the mayor is filed, the City will issue the final authorized work letter.

6. The authorized work letter will identify the final assessment risk score, required operational best management practices, and the schedule for completion, as well as provide options for meeting structural best management practices and/or system modification requirements to reduce the risk score.

7. Owners and their engineer(s) will work with the City to develop and review design concepts for modifications, evaluate alternatives appropriate for the site, and select a cost effective alternative. The City will issue a draft authorized alternative letter identifying the selected alternative and approving the owner to prepare a complete cost estimate detailing the cost of all design work, permitting and construction. Owners will have ten (10) calendar days to file a written request for a meeting with city staff to reconsider the selected alternative. If discussion with city staff does not result in a consensus, either party may request mediation and a meeting with the mayor as provided in RMC 13.07.140 by filing written requests as provided therein. After ten (10) calendar days, if the owners have not filed a written request with city staff as provided in this subsection, or if a request does not result in consensus and no request for mediation or a meeting with the mayor is filed, the City will issue the authorized alternative letter.

8. Owners will submit design plans, bid specifications, and an estimate detailing the costs of all design work (incurred and future), permitting, and construction of the selected improvements. After this submittal, the City will issue a draft authorized notice to proceed letter identifying proposed improvements and authorized costs and directing the owner to submit for all required permits. Owners will have ten (10) calendar days to file a written request for a meeting with city staff to reconsider the selected alternative. If discussion with city staff does not result in a consensus, either party may request mediation and a meeting with the mayor as provided in RMC 13.07.140 by filing written requests as provided therein. After ten (10) calendar days, if the owners have not filed a written request with city staff, as provided in this subsection, or if a request does not result in consensus and no request for mediation or a meeting with the mayor is filed, the City will issue the final authorized notice to proceed.

9. All improvements must receive all appropriate city, county, regional, state, and federal permits prior to beginning construction.

10. During construction changes to the scope of work authorized in the notice to proceed must be documented in a change order request and submitted to the City before out of scope work is completed. The City will issue an authorized change order for approved out of scope work. Every effort will be made to authorize change orders in the field. If additional review time is necessary, it will not extend more than seven days.

11. When all authorized improvements are complete, and accurate record drawings, storm waterstormwater pollution prevention plans and operation and maintenance manuals, if applicable, are received and accepted as complete, the City will issue an acceptance letter within 30 days.

12. The acceptance letter will identify the date of completion for the purposes of reimbursement. That date of completion shall be the date of final inspection.

13. After receipt of the acceptance letter, the owner can submit to the City verifiable, itemized and detailed receipts for all authorized improvements and proof of payment for all invoices and lien releases in accordance with the reimbursement submittal checklist.

14. Upon review of receipts and proof of payment for all authorized improvements, a draft authorized reimbursement of cost letter will be issued to the owner within 30 days.

15. Owners will have ten (10) calendar days to file a written request for a meeting with city staff to reconsider the reimbursement amount. If discussion with city staff does not result in a consensus, either party may request mediation and a meeting with the mayor, as provided in RMC 13.07.140 by filing written requests as provided therein. After ten (10) calendar days, if the owners have not filed a written request with city staff as provided in this subsection, or if a request does not result in consensus and no request for mediation or a meeting with the mayor is filed, the City will issue the final authorized reimbursement of cost letter.

16. Upon owners' acceptance of the authorized reimbursement of cost letter, the City will process the reimbursement.

C. *Authorized Work Letter and Reimbursement Schedule.*

1. This schedule replaces the schedule in the assessment criteria referenced in City of Redmond Resolution No. 1321. Parcels will be divided into three groups based on the assessment scores:

a. Group one parcels will be identified by scores of 19 or higher;

b. Group two parcels will be identified by scores of eight to 18; and

c. Group three parcels with scores of seven and below will not be required to modify their systems but will be required to meet appropriate storm waterstormwater best

management practices. Operational and structural best management practices are defined in RMC 15.24.

D. *Group One Authorized Work Letters.*

1. Group one parcels will be divided into three subgroups: 1A, 1B, and 1C, to facilitate scheduling:

a. 1A parcels will be issued authorized work letters effective on or after October 1, 2013;

b. 1B parcels will be issued authorized work letters effective on or after April 1, 2014;

c. 1C parcels will be issued authorized work letters effective on or after October 1, 2015.

E. *Group One Reimbursement.*

1. For authorized improvements completed by the owner and accepted by the City within three and one-half years from the effective date of the authorized work letter, owners will be reimbursed for 75 percent of the costs approved in the notice to proceed and authorized change order(s).

2. *Repealed by Ord. 2791.*

3. There will be no reimbursement if all authorized improvements are not completed and accepted by the City within three and one-half years from the effective date of the authorized work letter.

4. The owner will be in violation of this code if authorized improvements are not completed and accepted by the City within four and one-half years from the effective date of the authorized work letter.

F. *Group Two Authorized Work Letters.*

1. Group two parcels will be issued authorized work letters effective on or after January 1, 2018. One consideration for extending the effective date may be completion of groundwater modeling and aquifer delineation by the City.

G. *Group Two Reimbursement.*

1. For authorized improvements completed by the owner and accepted by the City within four years from the effective date of the authorized work letter owners will be reimbursed for 60 percent of the costs approved in the notice to proceed and authorized change order(s).

2. There will be no reimbursement if authorized improvements are not completed and accepted by the City within four years from the effective date of the authorized work letter.

3. The owner will be in violation of this code if authorized improvements are not completed and accepted by the City within five years from the effective date of the authorized work letter.

H. *General Notes.*

1. Parcels that are identified to be in a different wellhead protection zone as a result of aquifer delineation will be re-assessed based on their new risk score.

2. Parcels that have changes to operations or processes that increase or decrease risk will be re-assessed (i.e., if the score is lower than 8, no modification will be required, if the risk score is increased to 19 or above the parcel will be required to meet the Group one schedule and will be reimbursed at the Group one rate, etc.).

I. *Schedule Extensions.*

1. City review of submittals exceeding 30 calendar days will cause the extension of the authorized work letter effective date by one day for each day exceeding 30 days of review time.

2. Permit review by other agencies exceeding 30 calendar days will cause the extension of the authorized work letter effective date by one day for each day exceeding 30 days of review time. To receive a time extension, the owner must submit materials for review in a timeframe that would allow for issuance of permits assuming a typical permit review cycle and completion of construction within the required timeframe.

3. Unless the appellant prevails, appeals will not extend the deadline for completion of improvements or eligibility for reimbursement.

4. The technical committee may grant an extension for extenuating circumstances that result in significant unanticipated delays during construction.

5. Except as noted above, reimbursement dates will not be extended; however, the technical committee may grant an additional one-year extension for owners that have shown proper justification towards compliance but are unable to reach full completion by the violation date. Demonstration of proper justification effort may include but is not limited to:

a. Demonstrated economic hardship;

b. Change of ownership;

c. Unanticipated construction and/or site design problems; or

d. Other circumstances beyond the control of the applicant determined acceptable by the technical committee.

J. *Reimbursement Requirements.*

1. To be eligible for reimbursement of authorized costs, the owner must:

a. Complete registration and assessment submittals within the specified schedule.

b. Comply with the terms and schedule in the authorized work letter and authorized notice to proceed.

c. Complete and maintain the required operational best management practices (BMPs) for storm waterstormwater and groundwater protection as required in the authorized work letter and authorized notice to proceed.

d. Complete the requirements in the authorized work letter, authorized notice to proceed and approved permits.

e. Authorized improvements and authorized change orders eligible for reimbursement may include:

i. Conduct engineering feasibility studies, designs and drawings of storm waterstormwater improvements.

ii. Construct and install structural storm waterstormwater best management practices.

iii. Replace storm waterstormwater system components and associated permitting requirements.

iv. Purchase equipment or materials to treat storm waterstormwater.

v. Construct, replace, or decommission storm waterstormwater infiltration systems.

vi. Install groundwater monitoring wells.

vii. Work agreed upon, documented and conducted by qualified employees to design and/or install authorized improvements at rates appropriate for the tasks performed.

viii. Prepare storm waterstormwater reports, pollution prevention reports, operations manuals, and record drawings of modifications.

ix. Permit fees that were not waived (fire, state, county, etc.).

f. Submit record drawings, storm waterstormwater pollution prevention plans, and operation and maintenance manuals.

g. Submit receipts and proof of payment for all authorized improvements in accordance with the reimbursement submittal checklist.

2. The following are not eligible for reimbursement:

a. Routine and/or annual maintenance of storm waterstormwater best management practices or storm waterstormwater treatment systems.

b. Cost of irrigation meters or water meters, installation costs and connection fees for: sanitary sewer, storm waterstormwater, electricity, water, gas, phone or other utilities.

c. Design, installation, construction, engineering, or other costs associated with unauthorized work, unauthorized modifications, work to rectify unauthorized modifications, or work not required by the City.

d. Costs associated with investigation, characterization, analysis, remediation, removal, disposal or any other activities associated with contaminated soil, sediments, surface water, or groundwater.

e. Modifications made to any storm waterstormwater system after February 1, 2008, not authorized by the City.

f. Any modifications made in violation of city, county, state, or federal codes, rules, laws.

g. Staff time, unless identified in the authorized notice to proceed, lost productivity, impacts to business, lost rents, vacancies, etc.

h. Any other site improvements not required as part of this program.

i. Costs not identified in the authorized notice to proceed or authorized change orders. (Ord. 2957 § 6 (part), 2019: Ord. 2791 § 2, 2015: Ord. 2704 § 2, 2013).

13.07.120 Reporting of hazardous substances releases and completion of cleanup.

A. The owner or operator of a facility shallmust provide a written notice to the Public Works Director at the same time as reporting a release under either of the following programs:

1. The Department of Ecology's Model Toxics Control Act (MTCA) (Chapter 173-340 WAC) Cleanup Regulations, or

2. The U.S. Environmental Protection Agency's Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 U.S.C. Section 9503(c)Chapter 103).

B. The owner or operator of a facility shallmust provide written notice to the Public Works Director within five (5) business days of receipt of a No Further Action letter from the Department of Ecology, or a final Record of Decision from U.S. Environmental Protection Agency, regarding confirmation of cleanup of a release at the facility. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.130 Inspections.

A. The City shall have the right to inspect a facility at reasonable times for the purposes of determining compliance with this chapter. Inspections may include, but are not limited to, visual inspections of hazardous materials storage and secondary containment areas; and inspections of Hazardous Materials Management Plans. If environmental releases are identified during inspections, the City may require subsurface investigation, including soil and groundwater sampling and testing, as a condition of continued operation, and may require remediation as provided in Section 1.14.080 to mitigate natural resource damages.

B. Prior to making inspections on private property for compliance with this chapter, the City's inspector ~~shall~~must present identification credentials, state the purpose of the inspection, and request entry.

C. If the property or any building or structure on the property is unoccupied, the inspector ~~shall~~must first make a reasonable effort to locate the owner or other person(s) having charge or control of the property or portions of the property and request entry.

D. If after reasonable effort the inspector is unable to locate the owner or other person(s) having charge or control of the property, and has reason to believe the condition of the property creates an imminent hazard to human health or the environment, the inspector may enter.

E. In the event that access by a City inspector is denied, the City may apply to a court of competent jurisdiction for issuance of a search warrant authorizing entry for purposes of carrying out the inspections provided for under this section.

F. *Coordination with Other City Inspection Programs.* City inspectors ~~shall~~must endeavor to coordinate inspections for wellhead protection with ~~storm water~~stormwater, fire, and/or other applicable inspection programs. (Ord. 2957 § 6 (part), 2019: Ord. 2269 § 2 (part), 2005: Ord. 2180 § 1 (part), 2003).

13.07.140 Appeals.

A. Appeals concerning the application and administration of this chapter shall be processed according to the administrative procedures provided in Redmond Zoning Code Chapter 21.76,

Review Procedures, unless associated with another permit, in which case the appeal procedures in Redmond Zoning Code Chapter 21.76 for the associated permit will apply.

B. *Groundwater Protection Incentive Program Decisions.* The following additional procedures apply to decisions made under the groundwater protection incentive program:

1. Any property owner who disagrees with any final decision of the public works director under the groundwater incentive program may appeal that decision by following the appeal procedures for tType I decisions under the Redmond Zoning Code. The appeal shall proceed to hearing and final decision by the Hearing Examiner in the same manner as other tType I appeals under the City's zoning code.

2. Draft authorized work, notice to proceed, authorized alternative, and reimbursement of cost letters will be issued prior to final decision by the public works director. As provided in Section 13.07.115, if a property owner disagrees with the terms of a draft authorized work, notice to proceed, authorized alternative, or reimbursement of cost letter, the property owner may file a written request that the City staff reconsider such terms within ten (10) calendar days of the issuance of the draft letter. If a timely request for reconsideration is filed, the property owner and the City will meet within ten (10) calendar days of the City having received the request in a good faith attempt to resolve the issues. If the meeting is not successful, either party may elect to submit any remaining issues to a neutral mediator by filing a mediation request within ten (10) calendar days of the unsuccessful meeting. Any required time period for the public works director to make a final decision is tolled pending completion of the reconsideration and mediation process and the submittal of a reconsideration request by a property owner constitutes the property owner's consent to such tolling.

3. Notwithstanding the provisions of Section 13.07.140.B.2, either party may request that a neutral mediator be agreed upon at any time after the property owner submits its issues in writing, even though the obligatory meeting to resolve disputes has not yet taken place.

4. If the parties cannot agree upon a neutral mediator within five (5) business days of a request by either party that a mediator be named, either party may, on the shortest notice authorized by court rule, petition the presiding judge of the King County Superior Court to immediately appoint a neutral mediator with substantial land use, environmental, or civil engineering experience in addition to substantial mediation experience.

~~5. Each party shall pay an equal share of the mediator's fees.~~

~~6. Mediation shall be completed within 30 calendar days from the date the request for mediation is filed. If mediation does not result in an agreement, either party may, within five (5) calendar days after mediation is completed, request that the owners and the City staff meet with the mayor in a good faith attempt to reach a resolution. The meeting will be scheduled as expeditiously as possible given the mayor's schedule.~~

~~7. If a request for reconsideration, mediation, or a meeting with the mayor results in agreement on the terms of an authorized work, notice to proceed, authorized alternative, or reimbursement of cost letter, the public works director shall issue a final authorized work, authorized alternative, notice to proceed, or reimbursement of cost letter containing the agreed-upon terms. If no agreement is reached as the result of a request for reconsideration, mediation, or meeting with the mayor, or if no timely request for reconsideration, mediation, or meeting with the mayor is made, the public works director shall issue a final authorized work, notice to proceed, authorized alternative, or reimbursement of cost letter setting forth the City's final position and the period for appealing the public works director's decision shall commence. (Ord. 2957 § 6 (part), 2019: Ord. 2704 § 3, 2013: Ord. 2596 § 2 (part), 2011: Ord. 2180 § 1 (part), 2003).~~

13.07.150 Enforcement authority.

The Public Works Director shall administer and enforce this chapter and shall have the authority to adopt and implement administrative procedures for such enforcement. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.160 Enforcement policy.

Enforcement action shall be taken whenever a person has violated any provisions of this chapter. The choice of enforcement action taken and the severity of any penalty shall be based on the nature of the violation; the damage or risk to the public or to the underlying aquifer, groundwater wells, and drinking water infrastructure; and/or the degree of bad faith demonstrated by the person(s) subject to the enforcement action. In determining appropriate

penalties to be assessed for violation(s) of the terms of the chapter, the City ~~shall~~must also consider the financial savings, if any, achieved by the violator in failing to comply with the terms of this chapter. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.170 Orders.

The Public Works Director shall have the authority to issue to an owner or operator of a facility, or any other person, an order to bring the facility into compliance with this chapter in accordance with the provisions set forth in Section 1.14.100. (Ord. 2957 § 6 (part), 2019: Ord. 2269 § 2 (part), 2005: Ord. 2180 § 1 (part), 2003).

13.07.180 Penalty for violations.

A. *Persons Subject to Penalty.* Any person who violates or fails to comply with the requirements of this chapter or who fails to conform with the terms of an approval or order issued by the Public Works Director shall be subject to civil and/or criminal penalties. Civil and criminal penalties shall be administered as provided in Chapter 1.14 of the Redmond Municipal Code. Each day of continued violation shall constitute a separate violation.

B. *Aiding or Abetting.* Any person who, through an act of commission or omission, aids or abets a violation shall be considered to have committed a violation for the purposes of the civil penalty.

C. *Procedures for Imposing Penalty.* The procedures for notice of violation and imposition of penalties under this chapter shall be the same as for other code violations as described in Chapter 1.14 of the Redmond Municipal Code; provided, that such procedures may be initiated by either the Public Works Director or the Code Compliance Officer upon request of the Director.

D. Community Service or Supplemental Environmental Project Alternative. The Director may, at his/her discretion, provide the option for payment of all or part of any penalties incurred by any person(s) to be made in the form of community service or a Supplemental Environmental Project that will be of benefit to the environment and the City. If a person(s) decides to avail himself/herself of this option when offered by the Director, the Director and the person(s) shall

enter into a formal written agreement providing for the community service or Supplemental Environmental Project. This agreement shall include, in detail, the description of the service(s) to be rendered or the project to be implemented by the person(s) in penalty for noncompliance with this chapter. The description shall include the hours of service(s) needed to offset the aforementioned penalties based on a mutually agreed upon hourly rate for service.

E. *Reinspection Fees.* In addition to the penalties imposed by the Code Compliance Hearing Examiner, the Director may impose a reinspection fee for any facility found not to be in compliance with this chapter. The reinspection fee shall be independent of any current or future penalties that may be incurred by the facility owner or operator for noncompliance with this chapter. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.190 Penalties due.

Penalties imposed by the Code Hearing Examiner under this chapter shall become due and payable 30 calendar days after receiving notice of the penalty unless application for remission or mitigation is made or an appeal filed. Whenever an application for remission or mitigation is made, penalties shall become due and payable 30 calendar days after receipt of the decision regarding the remission or mitigation. Whenever an appeal of a penalty is filed, the penalty shall become due and payable after all review proceedings and a final decision has been issued confirming all or part of the penalty. If the amount of a penalty owed is not paid within the time specified in this section, the City may take actions necessary to recover such penalties. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.200 Severability.

If any portion of this chapter or its application to any person or circumstance is held invalid, the remainder of this chapter or the application of the provision to other persons or circumstances shall not be affected. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.210 Abrogation and restrictions.

It is not intended that this chapter repeal, abrogate, or impair any existing regulations, easements, covenants, or deed restrictions, unless specifically provided otherwise in this chapter. However, where this chapter imposes greater restrictions, the provisions of this chapter shall prevail. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.220 Interpretation.

The Director shall be responsible for interpreting the provisions of this chapter. The provisions of this chapter shall be held to be minimum requirements in their interpretation and application and shall be liberally construed to serve the purposes of this chapter. (Ord. 2957 § 6 (part), 2019: Ord. 2180 § 1 (part), 2003).

13.07.230 Conflicts.

When any existing provision of the Redmond Municipal Code or the Redmond Zoning Code conflicts with this chapter, that which provides greater public health and environmental protection, as determined by the Director, shall apply, unless specifically provided otherwise in this chapter. (Ord. 2957 § 6 (part), 2019: Ord. 2596 § 2 (part), 2011: Ord. 2180 § 1 (part), 2003).

13.07.240 State statutes and regulations adopted by reference.

The following state statutes and administrative regulations are hereby adopted by this reference as if set forth in full, to the extent necessary to interpret and implement this chapter:

A.	RCWs	Title
	43.20	State Board of Health~~Drinking Water~~

A. RCWs	Title
~~70.95~~70A.205	Solid Waste Management – Reduction and Recycling~~Dangerous and Solid Waste~~
~~70.105~~70A.300	Hazardous Waste Management~~Dangerous Waste, MTCA, Sediment Standards~~
90.48	Water Pollution Control~~Ground Water, Surface Water, Sediment~~
90.54	Water Resources Act of 1971~~Ground Water~~
~~90.70~~	~~Sediment~~

B. WACs	Title
173-200	Water Quality Standards for Ground Waters of the State of Washington
173-201	Water Quality Standards for Surface Waters of the State of Washington
173-216	State Waste Discharge Permit Program

A. RCWs	Title
173-220	National Pollutant Discharge Elimination System Permit Program
173-204	Sediment Management Standards
173-303	Dangerous Waste Regulations
173-304	Minimum Functional Standards for Solid Waste Handling
173-340	~~The~~ Model Toxics Control Act Cleanup Regulation
246-290	Group A Public Water Supplies

(Ord. 2957 § 6 (part), 2019).

Chapter 13.08
INSTALLING AND CONNECTING WATER SERVICE

Sections:

13.08.010 Application for service.
13.08.015 Meters required.
13.08.020 Meters city property.
13.08.030 Installation charge.
13.08.032 Full service installations.
13.08.035 Water service modifications.
13.08.040 Exempt meters.
13.08.050 Unauthorized connections.
13.08.060 Fire sprinkler system connections.

13.08.010 Application for service.

All persons desiring water service from the City water system are required to make application for such service with the Development Engineering~~Utility~~ Division. All water service installations made to the City water system ~~shall~~must be made by or under the direction of the Development Engineering~~Utility~~ Division. (Ord. 1681 § 1, 1992: Ord. 194 § 2, 1956).

13.08.015 Meters required.

A. Each separate structure or use ~~shall~~must be served through at least one water meter to determine the water consumption. The following structures or uses do not need to be separately metered but may be combined with other metered structures or uses as described:

1. Accessory buildings associated with single-family dwelling units, including garages, greenhouses, cabanas, workshops and similar structures not used for sleeping, cooking or other residence-specific functions may be combined with the associated single-family structure.

2. Individual mobile homes in a mobile home park may be combined except that not more than 20 units shall be served by a single meter.

3. Restroom and accessory facilities serving a public park may be combined with other metered uses.

4. "Portable" classroom buildings at a school may be combined as a single metered use but shall be separately metered from other primary structures.

5. "Portable" commercial structures or buildings such as construction trailers, landscape or building maintenance buildings.

B. Landscape irrigation systems shall be separately metered, except those installed at a single-family residence, middle housing residential unit, or those installed at other use classifications where the use is served through a water meter less than one inch in size. At the option of the owner, the meter may be a city-owned irrigation meter or it may be a customer-owned exempt meter as provided in RMC 13.08.040.

C. Service to the residential units of a ~~mixed use~~mixed-use structure shall be served through a separate meter if there are more than three residential units.

D. Facilities that are owned and operated by the water utility are exempt from these requirements.

E. Middle housing comprised of attached dwelling units in a single structure shall be served by at least one water meter per structure. Middle housing comprised of detached dwelling units shall have their own individual meters.

F. Attached ~~and detached~~ accessory dwelling units can share a water meter with the primary residence. Detached ADU's shall each have its own water meter.

G. Any detached non-livable space can share a water service with the livable space..

(Ord. 3222 § 3, 2025; Ord. 1762 § 1, 1994).

13.08.020 Meters city property.

All water meters furnished by the City in such installations or connections shall be and remain the property of the City.

Water service lines beyond the customer side of the water meter setter shall be owned by and the responsibility of the property owner.

Exempt meters and backflow preventers shall be owned by and the responsibility of the property owner.

(Ord. 194 § 3, 1956).

13.08.030 Installation charge.

An installation charge ~~shall~~must be paid by all persons connecting to the water system at the time of approval of an application for service. Installation charges will indexed to inflation and adjust annually. The charge shall be based upon the size of the water meter as follows:

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~~Meter Size~~	~~Cost~~
~~5/8 x 3/4 inch drop-in~~	~~$425.00~~
~~1 inch drop-in~~	~~500.00~~
~~1.5 inch drop-in~~	~~930.00~~
~~2 inch drop-in~~	~~1,220.00~~
~~5/8 x 3/4 inch full service~~	~~$7,200.00~~
~~1 inch full service~~	~~7,500.00~~
~~1.5 inch full service~~	~~9,000.00~~
~~2 inch full service~~	~~9,500.00~~
~~Combination single-family residential 5/8 x 3/4 domestic and 1, 1.5 or 2 inch fire sprinkler service~~	~~9,500.00~~

(Ord. 3193 § 2, 2024; Ord. 2402 § 1, 2008: Ord. 2036 § 1, 1999: Ord. 1799 § 1, 1994: Ord. 1681 § 2, 1992: Ord. 1362 § 2, 1987: Ord. 194 § 4, 1956).

13.08.032 ~~Full service~~Full-service installations.

Full-service installations shall only be constructed by the City for single-family residential structures on existing lots. Water service installations for all other developments (e.g., multifamily residential, commercial, industrial, and new residential plats and short plats) shall be constructed as part of the development improvements by the applicant or property owner. Water service installation for middle housing residential shall be constructed as part of the development improvements by the applicant ~~for four or more meters~~. (Ord. 3222 § 4, 2025; Ord. 2036 § 2, 1999).

13.08.035 Water service modifications.

A charge shall be paid by all persons requesting a modification to their water service including adjustments of height, relocation, abandonment or other modifications. The charge shall be set by the City Engineer ~~or his/her designee~~ in an amount to cover the City's full cost for constructing such modification. (Ord. 2036 § 3, 1999).

13.08.040 Exempt meters.

Privately owned meters ~~which~~ that are proposed to be installed ~~down stream~~downstream of a city owned meter to measure water ~~which~~ that is either not subject to sewer charges or, in the case of approved reclaimed water and rainwater harvesting systems, not subject to water consumption charges but subject to sewer charges shall be purchased from the City. The location of the privately owned meter shall be approved by the City and the materials used for the meter assembly shall be approved by the City. The charge for the City to provide and install the meter device shall be the same as the installation charge for drop-in meters of the same size. Exempt meters can only be used to irrigate the lot served by the domestic meter. (Ord. 1682 § 3, 1992).

13.08.050 Unauthorized connections.

Any person connecting to the City water system other than under the supervision and approval of the Public Works ~~Department~~Director, and any person reconnecting (turning on) water service after service ~~shall have~~has been discontinued pursuant to RMC 13.17.080 shall be guilty of a violation of this chapter and be subject to a civil infraction in an amount not to exceed ~~$500~~$1200 for each violation. (Ord. 1682 § 4, 1992).

13.08.060 Fire sprinkler system connections.

A. *Single-Family Residential Systems.* Fire sprinkler systems for single-family residential structures shall be metered. If separately metered, the meter shall be installed pursuant to an approved application for service. The fire sprinkler system may be separately metered or may be combined with the domestic water service to the dwelling.

B. *Other Systems.* Fire sprinkler systems for structures other than single-family residential structures shall not be separately metered. Such systems shall be connected to the City water system pursuant to construction drawings approved by the ~~Utility~~ Development Services Division of the ~~Public Works~~Planning Department and all connections shall be made pursuant to the applicable inspection and installation procedures set forth in the Uniform Fire Code. (Ord. 1799 § 2, 1994).

Chapter 13.10
CROSS-CONNECTION AND BACKFLOW PREVENTION

Sections:

13.10.010 Definitions.
13.10.020 Cross-connections declared unlawful.
13.10.030 Backflow prevention devices to be installed.
13.10.040 Adoption of state regulations.
13.10.050 Abatement of unlawful cross-connections and installation of backflow prevention devices – Procedures.
13.10.060 Inspections.

13.10.070 Penalties.

13.10.010 Definitions.

For the purpose of this chapter:

A. "Backflow" means a flow, other than the intended direction of flow, of any foreign liquids, gases or substances into the distribution system of the public water supply.

B. "Backflow prevention device" means a device approved by the State of Washington, Department of ~~Social and~~ Health ~~Services~~ or such other state department as has jurisdiction over the subject matter and by the American Water Works Association, used to counteract back pressure or prevent siphonage into the distribution system of a public water supply.

C. "Cross-connection" means any physical arrangement whereby a public water supply is connected, directly or indirectly, with any other water supply system, reclaimed water supply system, sewer, drain, conduit, pool, storage reservoir, plumbing fixture or other device which contains or may contain contaminated water, ~~sewage~~wastewater or other wastes or liquids of unknown or unsafe quality, which may be capable of imparting contamination to a public water supply as a result of backflow. (Ord. 1116 § 2, 1983).

13.10.020 Cross-connections declared unlawful.

The installation, maintenance, or operation of a cross-connection, which, in the opinion of the ~~Director of~~ Public Works Director ~~or his designee~~, will endanger the water quality of the potable water supply of the City, is unlawful. (Ord. 1116 § 3, 1983).

13.10.030 Backflow prevention devices to be installed.

Backflow prevention devices, when required to be installed in the opinion of the ~~Director of~~ Public Works Director ~~or his designated representative,~~ shall be installed and maintained by the service customer on any service connection to the City water supply system where the backflow prevention devices are necessary for the protection of the City water supply. (Ord. 1116 § 4, 1983).

13.10.040 Adoption of state regulations.

Rules and regulations of the State Board of Health regarding public water supplies, , WAC 246-290-490, 248-54-250 through 248-54-500, 331-355, ~~WAC 248-54-820 through WAC 248-54-850~~, and the American Water Works Association, Pacific Northwest Section's Third Edition of "Accepted Procedure and Practice in Cross-Connection Manual" as they presently exist, and as they may from time to time be amended in the future, are adopted by this reference as if set forth in full. (Ord. 1116 § 5, 1983).

13.10.050 Abatement of unlawful cross-connections and installation of backflow prevention devices – Procedures.

Cross-connections declared in this chapter to be unlawful whether presently existing or hereinafter installed and/or services requiring backflow prevention devices pursuant to this chapter are public nuisances, and, in addition to any other provisions of this code or the ordinances of the City on abatement of public nuisances, shall be subject to abatement in accordance with the following procedure:

A. In the event that the ~~Director of~~ Public Works Director ~~or his designee~~ determines that a nuisance as herein provided does exist, written notice shall be sent to the person in whose name the water service is established under the records of the City water division, or alternatively, a copy of such written notice shall be posted conspicuously on the premises served by the City water division.

B. The notice shall provide that the nuisance described herein shall be corrected within 30 days of the date the notice is mailed or posted on the premises or water service will be discontinued.

C. In the event the nuisance is not abated within the prescribed time, water service to the premises shall be discontinued.

D. In the event that the nuisance, in the opinion of the ~~Director of~~ Public Works Director, ~~or his designated representative~~, presents an immediate danger of contamination to the public water supply, service from the City water supply system to the premises may be terminated without

prior notice; provided, however, notice will be posted on the premises in the manner provided above at the time the service is terminated. (Ord. 1116 § 6, 1983).

13.10.060 Inspections.

The ~~Director of~~ Public Works Director~~, or his designee~~, upon showing proper identification ~~shall~~must be allowed access to all portions of the premises, including buildings and structures, to which water is supplied, at reasonable hours of the day and for the sole purpose of inspecting and determining compliance on such property with all provisions of this chapter. Water service may be refused or discontinued to any premises for failure to allow such necessary access and inspections. (Ord. 1116 § 7, 1983).

13.10.070 Penalties.

In addition to the remedies set forth herein, any person found guilty of violating any of the provisions of this chapter shall be guilty of a misdemeanor and subject to the penalties as set forth in RMC 1.01.110. (Ord. 1116 § 8, 1983).

Chapter 13.11
WATER AND SEWER CONNECTION CHARGES

Sections:

13.11.010 Purpose.
13.11.020 Intent of connection charges.
13.11.030 General connection charge.
13.11.032 Regional water connection charge.
13.11.035 Additional connection charge.
13.11.036 Loan program for additional connection charge.
13.11.040 Water and sewer stub charge.
13.11.050 Distribution of funds received.
13.11.060 Calculating and setting general connection charges.

13.11.090 Cost of the system.
13.11.100 Interest charge.
13.11.120 Application of reimbursement agreements.
13.11.130 Connection charge computations.
13.11.140 Failure to pay connection charges.

13.11.010 Purpose.

The purpose of this chapter is to establish water and sewer connection charges and to provide procedures and regulations for calculating and collecting the charges. (Ord. 1485 § 1 (part), 1989).

13.11.020 Intent of connection charges.

The City Council finds that it would be inequitable for owners of property to receive the benefit of connection to the water and sewer system without first paying their equitable share of the cost of the system. The City Council further finds that it is reasonable and lawful to establish connection charges to prevent such inequity from occurring. (Ord. 2108 § 1, 2001: Ord. 1485 § 1 (part), 1989).

13.11.030 General connection charge.

There is established a general water connection charge and a general sewer connection charge ~~which~~ that shall be imposed on all owners of real property seeking to connect said property and improvements to the City water and/or sewer systems. (Ord. 1485 § 1 (part), 1989).

13.11.032 Regional water connection charge.

There is established a regional water connection charge ~~which~~ that shall be imposed upon all owners of real property seeking to connect said property and improvements to the City water system. The amount of the regional water connection charge shall be equal to the regional

capital facility charge imposed by the Cascade Water Alliance, plus an additional three percent (~~3~~4%) of said charge, rounded up to the nearest dollar. The regional water connection charge shall be in addition to any and all other connection charges established by this chapter or elsewhere in the City's Codes and ordinances. (Ord. 2108 § 4, 2001: Ord. 2037 § 1, 1999).

13.11.035 Additional connection charge.

A. Whenever the City constructs a sewer or water system improvement ~~which~~ that will provide service to or benefit only a limited number of properties within a defined geographic area, the owners of those properties who thereafter seek connection to the City's water or sewer system through the improvement shall be required to pay, in addition to the general connection charge established by this chapter, an additional connection charge consisting of an equitable share of the costs ~~which~~ that have been incurred by the City to design, engineer, construct and install the water or sewer system improvement.

B. *Single-Family Residential Main Extensions.* The amount of the water or sewer additional connection charge and the area or properties which will be required to pay the same shall be established by the ~~Director of~~ Public Works Director pursuant to the following procedure:

1. The total project cost shall be determined to include all costs to design, engineer, construct and install the water or sewer main extension. A "project" shall be defined as that construction which provides service to contiguous or nearly contiguous properties in a specific geographic area.

2. The number of existing homes which may connect to the water or sewer extension shall be determined.

3. The number of future homes which may connect to the water or sewer extension lots shall be determined. "Future homes" are those which may be constructed either on vacant lots or on underdeveloped lots. In making this determination, the Public Works Director shall consider the practicality of achieving the density allowed by zoning on any lot, and shall determine the number of homes possible in light of such practical constraints as placement of existing structures, topographical features, sensitive areas and other typical constraints relevant to construction of new homes.

4. The cost per dwelling unit shall be determined by dividing the project cost from subsection B.1 above by the sum of the existing homes from subsection B.2 above and future homes from subsection B.3 above.

5. For all existing homes ~~which~~ that may connect to a sewer extension, the additional connection charge shall be (a) 50% of the cost per dwelling unit from subsection B.4 above or (b) the cost per dwelling unit from subsection B.4 above minus $10,000, whichever is greater.

6. For all future homes ~~which~~ that connect to either a water or a sewer extension and for existing homes which connect to a water extension, the additional connection charge shall be the cost per dwelling unit from subsection B.4 above.

C. *Repealed by Ord. 2936.*

D. *System Improvements except for Single-Family Residential Main Extensions.* The amount of the water or sewer additional connection charge and the area or properties which will be required to pay the same shall be established by resolution of the City Council. In establishing the amount of the charges, the City Council shall consider the costs ~~which~~ that will be or have been incurred to design, engineer, construct and install the water or sewer system improvement, together with any other relevant information.

E. The additional connection charge will include an appropriate interest charge from the completion of the improvement until the time of connection, in accord with Section 13.11.100.

(Ord. 2936 § 2, 2018: Ord. 1989 § 1, 1998: Ord. 1973 § 1 (part), 1998: Ord. 1816 § 1, 1994).

13.11.036 Loan program for additional connection charge.

A. Property owners who meet the requirements of this section may qualify for a loan of a portion of the additional sewer connection charge established under Section 13.11.035. The principal amount of the loan authorized by this section shall not exceed the amount of the additional connection charge, less any private financing or prepayment by the owner. The actual amount financed shall be determined under the following formula:

Owner's Share of Sewer Project
(= Total Project Cost/Number of Benefited Properties)

Less 50% or $10,000, whichever is less
Less Private Financing or Prepayment (if any)

_____

Equals Total Loan Amount.

B. In order for a property owner to qualify for a loan under this section, the property to which the connection is to be made must be developed with an existing single-family home served by an existing septic system. Vacant property, property used for multifamily dwelling units, property served by existing sewers, and nonresidential property shall not qualify for the loan program established by this section.

C. In order to qualify for a loan under this section, the property owner must fill out a credit application and pass an appropriate credit check. The City reserves the right to exercise reasonable business judgment and to disapprove any loan based upon a credit check. The application must be accompanied by a nonrefundable application fee in an amount set in the City's user fee resolution.

D. The terms of the loan shall be as follows:

1. The loan will be structured as a simple promissory note.

2. The term of the note shall not exceed ~~10~~15 years, commencing at the time the property is connected to the sewer.

3. The note will bear interest at the rate which is based on the City's current investment yield at the time of the loan, plus a two percent margin to cover administrative costs and interest rate fluctuations over the loan period.

4. The loan will be secured by an interest in the property. The property interest may take the form of a lien, a deed of trust, or such other instrument as may be acceptable to the City Finance Director and City Attorney.

5. The note shall provide for acceleration of the principal upon default in any payment. In the event of default, the City shall have all available remedies, including, but not limited to, foreclosure of its interest in the property, notification of credit bureaus, use of collection agencies, and terminating service.

6. Loan principal and interest charges will be billed by the City and due monthly. Appropriate penalties may be imposed by the City for delinquent accounts.

7. There shall be no penalty for prepayment.

8. The note will contain a due on sale clause which provides for payment in full of all outstanding principal and interest upon sale of the property.

E. No loan shall be made unless the property owner connects the property to the system and pays the City's general connection charge and the ~~Metro~~King County Wastewater Treatment Division connection charge at the time the property is connected. In no event shall the loan be used to cover the City's general connection charge, the ~~Metro~~King County Wastewater Treatment Division connection charge, the property owner's side sewer costs, the decommissioning of the property's septic system, or any other charge not included in the additional connection charge established by Section 13.11.035.

F. Nothing in this section requires any person to finance any portion of the additional connection charge through the City. Property owners are free to pay any or all of the additional connection charge at the time of connection and may privately finance any or all of the additional connection charge.

G. Loans shall be limited by available funds. The amount of available funds shall be at the discretion of the City Council and shall be determined periodically by City Council motion, resolution, or ordinance. All funds used for loan purposes shall be derived from operating revenues from the sale of sewer services. (Ord. 1973 § 1 (part), 1998).

13.11.040 Water and sewer stub charge.

When constructing water or sewer mains, and street projects, and when determined feasible by the Public Works Director, the City shall extend water main stubs, sewer main stubs and side sewer stubs to the property line of each parcel of undeveloped property. These stubs ~~shall~~must be capped until needed for development. Any person desiring to connect to a stub or develop a property for which a stub was provided, shall make payment to the City for the City's costs incurred in constructing the stub to the property. The amount of the stub charge shall be established by resolution of the City Council. The water and sewer stub charge shall be in

addition to any other required charges or fees, including inspection and connection charges and shall be paid at the time of application for connection. (Ord. 1485 § 1 (part), 1989).

13.11.050 Distribution of funds received.

All funds received in payment of water or sewer charges imposed pursuant to this chapter shall be considered revenue of the City water and sewer utility in the form of a contribution-in-aid-of-construction; provided, that charges collected pursuant to a reimbursement agreement shall be reimbursed in accordance with the terms of said agreement. (Ord. 1762 § 2, 1994: Ord. 1485 § 1 (part), 1989).

13.11.060 Calculating and setting general connection charges.

The amount of the water and sewer general connection charges shall be established by resolution or ordinance of the City Council. In establishing the amount of the charges, the City Council shall consider the costs of the system together with any other relevant information, and shall determine the amount of charges, which will result in the payment of an equitable share of the costs of such systems by those property owners desiring to connect to such systems. The amount of the charges ~~shall~~must be reviewed by the utility not less frequently than in January of odd numbered years. Based upon these periodic reviews, the utility shall make a written recommendation to the City Council upon the need for revision of the charges. (Ord. 2108 § 2, 2001: Ord. 1762 § 3, 1994: Ord. 1485 § 1 (part), 1989).

13.11.090 Cost of the system.

"Cost of the system," as used in this chapter means the original cost of the system, together with projected improvement project cost to expand and improve the system, and together with an interest component. Existing cost and projected costs include costs of planning, designing, acquiring right-of-way and/or easements, permitting, constructing, materials, inspecting, and all other costs to create a complete system improvement. The original cost of the utility systems shall be determined from actual records of the City, or if such records are not complete or available, from an engineer's estimate of the cost of the system at the time it was constructed,

and for planned improvements from an engineer's estimate of the costs when it will be constructed. (Ord. 2108 § 3, 2001: Ord. 1485 § 1 (part), 1989).

13.11.100 Interest charge.

Pursuant to RCW 35.92.025, there shall be added to the amount of water and sewer stub charges and to the amount of the additional water and sewer connection charges provided for in this chapter, a charge for interest on the amount of each stub or connection charge from the date of construction of the water or sewer improvement which serves the property served by the connection or stub until payment of the charges, not to exceed ten years. The interest charge shall be calculated at a rate determined by the Finance Director. The interest charge shall be calculated at a rate which is commensurate with the rate of interest applicable to borrowing by the City at the time of construction of the water or sewer improvement. The interest rate shall not exceed ten percent per year. The total interest charge shall not exceed the principal amount of the stub or additional connection charge to which it applies. (Ord. 1816 § 2, 1994: Ord. 1485 § 1 (part), 1989).

13.11.120 Application of reimbursement agreements.

In the event that, pursuant to a utility reimbursement agreement or latecomer agreement, the City is obligated to charge a fee as a condition upon the right to connect to a portion of the City sewer or water system, and to reimburse a private party out of such charge for prior improvements to the system, the amount of such charge shall be considered a part of the connection fees imposed by this chapter and disposed of pursuant to the terms of such agreement. (Ord. 1485 § 1 (part), 1989).

13.11.130 Connection charge computations.

Applications for connection to the water and sewer system ~~shall~~must be made to the utility on a printed form furnished for that purpose, and the utility shall calculate the applicable charges imposed pursuant to this chapter. (Ord. 1762 § 4, 1994: Ord. 1485 § 1 (part), 1989).

13.11.140 Failure to pay connection charges.

Any person connecting to the City water system or city sewer system shall pay all appropriate charges imposed pursuant to this chapter. In the event that a connection is made to the City water or sewer system without payment of all appropriate charges through (1) mistake by the City in calculating the appropriate charges, (2) the City calculating the charges using incorrect information given by the applicant, or (3) by a person connecting to the system without payment of any fees because of not obtaining proper approvals or permits, the difference between the amount paid and the appropriate charges shall be due and payable immediately upon notice from the City to the property owner that charges are owing. Any charges not paid within 30 days after the date of the notice shall be considered delinquent. Delinquent charges shall be processed in accordance with RMC 13.17.080. (Ord. 1762 § 5, 1994: Ord. 1682 § 5, 1992).

Chapter 13.12
REIMBURSEMENT AGREEMENTS FOR UTILITY IMPROVEMENTS

Sections:

13.12.010 Purpose.
13.12.020 Definitions.
13.12.030 Minimum project size.
13.12.040 Application.
13.12.050 Length of reimbursement provision.
13.12.060 Director's determination – Review by Mayor.
13.12.070 Determination of reimbursement area boundary and reimbursement fee.
13.12.090 Reimbursement agreement must be recorded.
13.12.100 Written agreement – Payment of city costs in excess of application fee.
13.12.110 Construction and acceptance of improvements – Recording of final fees.
13.12.120 Collection of reimbursement fees – No liability for failure to collect.
13.12.125 Segregation of reimbursement fees.
13.12.130 Repealed.
13.12.135 Notice of contact information.
13.12.140 Severability.

13.12.010 Purpose.

The purpose of this chapter is to prescribe rules and regulations for exercise of the authority to enter into a Utility Reimbursement Agreement granted to the City by RCW Chapter 35.91. The rules and regulations included in this chapter are based on Redmond's interpretation that Chapter 35.91 contemplates that reimbursement agreements will be executed prior to commencement of construction. Utility Reimbursement Agreements allow property owners who extend utilities across other property frontages (or through easements on other properties) to recover a portion of the costs from benefitting property owners when those owners develop their property (Ord. 1702 § 1, 1992: Ord. 1429 § 1 (part), 1988).

13.12.020 Definitions.

As used in this chapter, the terms listed below shall be defined as follows:

A. "Cost of construction" means those costs incurred for design, acquisition for right-of-way and/or easements, construction, materials and installation required in order to create an improvement ~~which~~ that complies with city standards. Until such time as RCW Chapter 35.91 is amended to expressly authorize inclusion of interest charges or other financing costs, such expenses shall not be included in the calculation of construction costs. In the event of a disagreement between the City and the applicant concerning the cost of the improvement, the ~~City~~ Public Works ~~director~~Director's determination shall be final.

B. "~~Director~~Public Works Director" means the ~~Director of~~ Public Works Director~~,~~ and/or their representatives pursuant to RMC 2.64.030 ~~or his/her designated representative~~.

C. "Reimbursement agreement" means a written contract between the City and one or more property owners providing for construction of water or sewer facilities and for partial reimbursement to the party causing such improvements to be made of a portion of the costs of such improvements by owners of property benefitted by the improvements, as more specifically described in RCW Chapter 35.91.

D. "Water or sewer facilities" shall have the meaning specified in RCW 35.91.020 as it now reads, or as hereafter amended. (Ord. 1429 § 1 (part), 1988).

13.12.030 Minimum project size.

In order to be eligible for a reimbursement agreement, the estimated cost of the proposed improvement must not be less than ~~five~~ $15,000~~thousand dollars~~. The estimated cost of the improvement shall be determined by the ~~director~~Public Works Director, based upon a construction contract for the project, bids, engineering or architectural estimates or other information deemed by the ~~director~~Public Works Director to be a reliable basis for estimating costs. The determination of the ~~director~~Public Works Director shall be final. (Ord. 1429 § 1 (part), 1988).

13.12.040 Application.

An application for reimbursement agreement ~~shall~~must be made on a form provided by the City. The application fee shall be set by council resolution and shall be submitted to the City with the written application and ~~shall~~must be accompanied by:

A. Preliminary utility design drawings;

B. Itemized estimate of construction costs prepared and signed by a licensed civil engineer or in the form of a bid submitted by a qualified contractor (if more than one bid has been obtained, all bids must be submitted to the City);

C. A scaled vicinity drawing on eight and one-half inch by eleven inch ~~mylar~~sheet, stamped by a licensed civil engineer or licensed land surveyor depicting the improvements and their location and the proposed benefitted area, including dimensions and county assessor's numbers for each tax parcel, size of parcels, and evaluations where necessary for determining benefits;

D. A separate legal description for each tax parcel within the benefitted area; and

E. Such other information as the Public Works ~~director~~Director determines is necessary to properly review the application. (Ord. 1480 § 23, 1989: Ord. 1429 § 1 (part), 1988).

13.12.050 Length of reimbursement provision.

The reimbursement agreement shall be in effect for 20 years from the effective date of the agreement. (Ord. 2696 § 1, 2013: Ord. 1429 § 1 (part), 1988).

13.12.060 Director's determination – Review by Mayor.

A. The Public Works Director shall review all applications and shall approve the application only if the following requirements are met:

1. The project satisfies the minimum size requirement, Section 13.12.030; and

2. The proposed improvements fall within the description of water or sewer facilities as those terms are described in RCW Chapter 35.91; and

3. The proposed improvements are not constructed or currently under construction.

B. In the event all of the above criteria are not satisfied, the ~~Director~~Public Works Director may condition approval as necessary in order for the application to conform to such criteria, or shall deny the application. The final determination of the ~~Director~~Public Works Director shall be in writing. The applicant may obtain a review of the final determination by filing a request therefor with the City Clerk no later than ten (10) days after mailing a copy of the final determination to the applicant at the address listed on the application.

C. In reviewing a final determination, the Mayor shall apply the criteria set forth above, and shall uphold the decision of the ~~Director~~Public Works Director unless evidence presented by the applicant clearly demonstrates that the criteria have been satisfied. (Ord. 1798 § 1, 1994: Ord. 1702 § 2, 1992; Ord. 1429 § 1 (part), 1988).

13.12.070 Determination of reimbursement area boundary and reimbursement fee.

In the case of all applications ~~which~~that are approved, the ~~director~~ Public Works Director shall define the reimbursement area based upon a determination of which parcels did not contribute to the original cost of the water or sewer facility for which the reimbursement

agreement applies and ~~which~~that may subsequently tap into or use the same, including not only those ~~which~~that may connect directly thereto, but also those who may connect to laterals or branches connecting thereto. An estimated amount of the reimbursement fee shall be established so that each property will pay a share of the costs of the improvements, ~~which~~that is proportional to the benefits ~~which~~that accrue to the property. Properties upstream of utility improvements are not eligible for inclusion in the reimbursement area boundary (Ord. 1429 § 1 (part), 1988).

13.12.090 Reimbursement agreement must be recorded.

In order to become effective, a reimbursement agreement must be recorded with the ~~office of the~~ King County ~~department of records and elections~~Recorder's Office. It shall be the sole responsibility of the beneficiary of the reimbursement agreement to verify the agreement has been recorded. (Ord. 1429 § 1 (part), 1988).

13.12.100 Written agreement – Payment of city costs in excess of application fee.

A. Upon approval of the application, determination of the estimated costs of construction, the reimbursement area and estimated fees by the Public Works Director, the applicant ~~shall~~must sign a reimbursement agreement in the form supplied by the City. The signed agreement, the application and supporting documents, together with the ~~director~~Public Works Director's estimate of cost of construction, and determination of reimbursement area and estimated fees shall be presented to the Mayor. The Mayor is hereby granted the authority to sign reimbursement agreements on behalf of the City.

B. In the event that costs incurred by the City for engineering or other professional consultant services required in processing the application exceed the amount of the application fee, the ~~Director~~Public Works Director shall so advise the Mayor and Mayor's approval shall be conditioned upon receipt of payment by the applicant of an additional amount sufficient to compensate the City for its costs in excess of the application fee. (Ord. 1798 § 2, 1994: Ord. 1429 § 1 (part), 1988).

13.12.110 Construction and acceptance of improvements – Recording of final fees.

A. After the reimbursement agreement has been signed by both parties, and all necessary permits and approvals have been obtained, the applicant shall construct the improvements, and upon completion, request final inspection and acceptance of the improvements by the City, subject to any required obligation to repair defects. An appropriate bill of sale, easement and any other document needed to convey the improvements to the City and to insure right of access for maintenance and replacement shall be provided, along with documentation of the actual costs of the improvements and a certification by the applicant that all of such costs have been paid.

B. In the event that actual costs are less than the ~~director~~Public Works Director's estimate used in calculating the estimated fees by ten percent or more, the ~~director~~Public Works Director shall recalculate the fees, reducing them accordingly, and shall cause a revised list of fees to be recorded with the ~~county auditor~~King County Recorder's Office. (Ord. 1429 § 1 (part), 1988).

13.12.120 Collection of reimbursement fees – No liability for failure to collect.

A. Subsequent to the recording of a reimbursement agreement, the City shall not permit connection of any property within the reimbursement area to any sewer or water facility constructed pursuant to the reimbursement agreement, unless the share of the costs of such facilities required by the recorded agreement is first paid to the City.

B. Upon receipt of any reimbursement fees, the City shall deduct a six percent administrative fee and remit the balance of the reimbursement fees to the party entitled to the fees pursuant to the agreement. In the event that through error, the City fails to collect a required reimbursement fee prior to approval of connection to a sewer or water facility, the City shall make diligent efforts to collect such fee, but shall under no circumstances be obligated to make payment to the party entitled to reimbursement, or in any other way be liable to such party, unless such reimbursement fee has actually been paid to the City. (Ord. 1429 § 1 (part), 1988).

13.12.125 Segregation of reimbursement fees.

The reimbursement agreement shall provide that the City is authorized to make segregation or adjustments to reimbursement fees because of subdivision or boundary line adjustment of the benefitted properties. The segregation or adjustment shall generally be made in accordance with the method used to establish the original reimbursement fees. Segregation or adjustment shall not increase or decrease the total reimbursement fees to be paid. (Ord. 1702 § 3, 1992).

13.12.130 Disposition of undeliverable reimbursement fees.

Repealed by Ord. 2696.

13.12.135 Notice of contact information.

The reimbursement agreement shall include a provision that requires that any party entitled to reimbursement under the agreement provide the City current contact information including name, address and telephone number. This contact information ~~shall~~must be provided every two years from the date of the agreement. If a party entitled to be reimbursed fails to notify the City of current contact information within 60 days of the due date for notification that party will no longer be entitled to reimbursement and the City will collect such fees owing and deposit those fees in the appropriate utility construction fund. (Ord. 2696 § 3, 2013).

13.12.140 Severability.

If any section, sentence, clause or phrase of this chapter should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this chapter. (Ord. 1429 § 1 (part), 1988).

Chapter 13.15

LATECOMER CONNECTION CHARGE – 180TH AVENUE N.E. SANITARY SEWER IMPROVEMENTS

Sections:

13.15.010 Description of improvements.
13.15.020 Description of service area.
13.15.030 Connection charge – Assessment rate.
13.15.040 Collection of connection charges.
13.15.050 Additional to other charges.

13.15.010 Description of improvements.

The sanitary sewer system improvements referred to in this chapter and those to which this chapter shall pertain consist of those sanitary sewer system improvements installed under Project No. 78-SS-63, LID 79-SS-31, known as and hereinafter referred to as the "180th Avenue N.E. Sanitary Sewer Project." (Ord. 1162 § 1 (part), 1983).

13.15.020 Description of service area.

The service area for the purposes of this chapter shall include those properties in the vicinity of 180th Avenue N.E. which were not included in and assessed under LID 79-SS-31, but which may later be served by said improvements and specifically including the real property described on Exhibit A, attached to the ordinance codified in this chapter and incorporated herein by this reference, situated in the City of Redmond, King County, Washington. (Ord. 1162 § 1 (part), 1983).

13.15.030 Connection charge – Assessment rate.

As a condition to the right to connect to the 180th Avenue N.E. Sanitary Sewer Project, a charge based on the original assessment method for like lots located within the local improvement district, shall be paid and computed as follows:

Zone 1, Proximity of Service Zone: First 200 feet of lot depth abutting sewer – $0.0829222 per square foot.

Zone 2, General Area Zone: Area beyond Zone 1 extending to the service area boundary described in Section 13.15.020 – $0.04146115 per square foot.

The connection charge shall be collected from the owners of all property included within the service area set forth and described in Section 13.15.020. The determination of the area to be charged, including computations for individual lots and tracts, shall be made by the Department of Public Works of the City. In the case of large, unplatted tracts, the Public Works Department shall have the authority to segregate the property to be served for the purpose of determining the area which shall be subject to the connection charge; provided that in no case shall the size of the area charged be less than the existing zoning requirements for the use zone district involved. (Ord. 1162 § 1 (part), 1983).

13.15.040 Collection of connection charges.

The connection charges herein determined shall be payable at the time application for a sanitary sewer service connection is made. Connection charges collected shall be considered revenue of the water/sewer utility to be used solely for capital improvements. Connection shall not be made until all connection charges have been paid. (Ord. 1162 § 1 (part), 1983).

13.15.050 Additional to other charges.

The connection charges assessed pursuant to this chapter shall be in addition to the actual cost of such connection and to charges imposed under other ordinances of the City related to utility connections, including Section 13.16.100* of the Redmond Municipal Code. (Ord. 1162 § 1 (part), 1983).

*** Editor's Note:** Section 13.16.100 was repealed by Ord. 1485.

Chapter 13.16
WATER AND SEWER SERVICE RATES

Sections:

13.16.010 Definitions.
13.16.020 Water service rates and charges.
13.16.030 Hydrant use charges.
13.16.040 Sewer service rates and charges.
13.16.050 Supplemental water and sewer rates and charges.
13.16.060 Adjustments.
13.16.070 Repealed.
13.16.080 Repealed.
13.16.090 Repealed.
13.16.110 Repealed.
13.16.120 Repealed.
13.16.125 Repealed.
13.16.130 Repealed.
13.16.140 Repealed.
13.16.150 Repealed.
13.16.160 Repealed.

Prior legislation: Ords. 1612, 1488, 1450, 1399, 1383, 1362, 1286, 1242, 1169, 1097, 1027, 949, 936, 889, 745, 693, 673, 600, 380, 248, 207.

13.16.010 Definitions.

A. *Use Classifications.*

1. *Detached Single-Family Residential.* Detached single-family residential shall include:

a. One single-family dwelling; or

b. One single-family dwelling that includes an attached and/or detached accessory dwelling unit(s). Accessory single-family structures including, but not limited to, garages, greenhouses, cabanas, workshops with plumbing, etc., shall be incidental uses

to single-family residential and shall not cause a change in classification to multifamily residential or commercial.

2. *Middle Housing.* Middle housing includes buildings that are compatible in scale, form, and character with single-family houses and contain from two to eight attached, stacked, or clustered homes including:

a. Duplexes, triplexes, fourplexes, fiveplexes, sixplexes;

b. Townhouses;

c. Stacked flats;

d. Courtyard apartments; and

e. Cottage housing.

Middle housing has the same meaning as RCW 36.70A.030, Middle Housing, and as hereafter amended.

3. *Multifamily Residential.* Multifamily residential shall include:

a. A nine- or more unit apartment or condominium building; or

b. One or more units in a mobile home park served through a single meter; or

c. Laundry buildings, recreation buildings and other accessory buildings in multifamily residential developments, including associated pools and spas; or

d. Boarding homes, group homes and retirement homes, not including convalescent centers or nursing homes.

4. *Commercial.* Commercial shall include all uses not classified as single-family residential, middle housing, multifamily residential, irrigation, or cooling towers and shall include, but not be limited to, structures used for retail sales, offices, manufacturing, schools, convalescent centers and nursing homes. Mixed use structures with both the commercial and residential uses served by a single meter shall be classified commercial. Mixed use structures with the commercial and residential uses served by separate meters shall be classified multifamily and commercial as appropriate for the separate parts. Single-family residential structures in commercial zones that have been converted to commercial uses

shall be classified commercial, and once converted shall remain commercial even if returned to a residential use.

5. *Irrigation.* Irrigation shall include meters installed ~~which~~ that serve primarily landscape irrigation systems and include city-owned meters that~~which~~ directly connect to the City water system (water only) or privately owned meters located downstream of a city-owned meter (exempt meters). Meters that~~which~~ serve park properties, golf courses, commercial nurseries or agricultural uses shall be classified as irrigation except for meters which serve only non-irrigation uses. Exempt meters that~~which~~ serve uses other than landscape irrigation systems shall also be considered irrigation and shall not be considered commercial.

6. *Hydrant Use.*

a. Type "A" ~~hydrant use shall include the connection to a hydrant with hose or piping one-inch and smaller in size for short-term construction and demolition activities.~~ {Eliminated}

b. Type "B" hydrant use shall include the connection to a hydrant to fill water carrying trucks used for construction, street cleaning, parking lot cleaning, landscape spraying and other similar uses.

c. Type "C" hydrant use shall include the connection to a hydrant for construction, demolition, and other stationary uses. ~~of hose or piping larger than one-inch and any other uses not classified Type "A" or Type "B."~~ Type "C" hydrant uses shall be metered.

7. *Fire Sprinklers – Single-Family Residential.* Fire sprinkler – single-family residential shall include all single-family residential fire sprinkler systems served by a meter which is separate from the domestic water meter and shall not include meters ~~which~~ that serve both a domestic water and fire sprinkler system.

8. *Cooling Tower.* Cooling tower uses shall include all separately metered supplies to mechanical equipment where a large percentage of the water is lost to evaporation. The meter can be either a city-owned meter or can be a privately owned meter similar to an exempt meter except that the wastewater is not exempt from sewer charges.

B. *Chargeable Wastewater.* Chargeable wastewater, for calculation of sewer rates and charges, shall be the quantity of water metered through a primary meter less the quantity of water

metered through an exempt meter, if an exempt meter exists. An exempt meter may be installed where the use of water is such that all of the water used does not enter the City ~~sewage~~wastewater system, such as water used for irrigation, or consumed in a manufactured product, and the user provides proof of these conditions.

C. *Residential Equivalent.* One residential equivalent for King County sewer charges shall be as established by contract with King County. (Ord. 3222 § 5, 2025; Ord. 2565 § 2, 2010; Ord. 2429 § 4, 2008: Ord. 2141 § 5, 2002: Ord. 1799 § 3, 1994; Ord. 1762 § 6, 1994; Ord. 1682 § 6 (part), 1992).

13.16.020 Water service rates and charges.

A. Water service charges shall include a fixed monthly charge and a commodity charge. The fixed monthly charge shall apply to each meter. The commodity charge may vary with consumption depending upon classification, and shall apply to each meter. The commodity charge rate shall be per 100 cubic feet and may be prorated for fractional parts of 100 cubic feet. The charges vary by service area and by season. Summer commodity charges shall apply for all service for which a billing statement is prepared starting June 1st and ending October 31st. Water service rates and charges shall be in accordance with the following rate schedules:

1. *Redmond Service Area.*

    a. *Single-Family Residential, Townhouses, and Cottage Houses.*

2025 RATES					
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF per month)**			
		0 – 4.00	**4.01 – 10.00**	**10.01 – 20.00**	**20.01 and over**
5/8" x 3/4" and 3/4"	$17.95	$2.20	$4.40	$6.60	$8.80
1"	22.79	2.20	4.40	6.60	8.80

2025 RATES					
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF per month)**			
		0 – 4.00	**4.01 – 10.00**	**10.01 – 20.00**	**20.01 and over**
1 1/2"	27.56	2.20	4.40	6.60	8.80
2"	40.86	2.20	4.40	6.60	8.80
2026 AND AFTER RATES					
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF per month)**			
		0 – 4.00	**4.01 – 10.00**	**10.01 – 20.00**	**20.01 and over**
5/8" x 3/4" and 3/4"	$19.30	$2.37	$4.73	$7.10	$9.46
1"	24.50	2.37	4.73	7.10	9.46
1 1/2"	29.63	2.37	4.73	7.10	9.46
2"	43.93	2.37	4.73	7.10	9.46

b. *Multifamily Residential and Middle Housing Units Not Billed as Single-Family Housing Which Is All Middle Housing Except for Townhouses and Cottage Housing.*

2025 RATES			
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**	
		Winter	**Summer**
5/8" x 3/4" and 3/4"	$25.11	$3.09	$5.28
1"	44.70	3.09	5.28
1 1/2"	77.28	3.09	5.28
2"	116.32	3.09	5.28
3"	221.55	3.09	5.28
4"	338.76	3.09	5.28
6"	664.64	3.09	5.28
8"	1,056.22	3.09	5.28

2026 AND AFTER RATES			
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**	
		Winter	**Summer**
5/8" x 3/4" and 3/4"	$27.00	$3.32	$5.67
1"	48.05	3.32	5.67
1 1/2"	83.08	3.32	5.67
2"	125.04	3.32	5.67

2025 RATES			
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**	
		Winter	**Summer**
3"	238.16	3.32	5.67
4"	364.17	3.32	5.67
6"	714.49	3.32	5.67
8"	1,135.44	3.32	5.67

c. *Commercial.*

2025 RATES			
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**	
		Winter	**Summer**
5/8" x 3/4" and 3/4"	$25.11	$3.09	$5.28
1"	44.70	3.09	5.28
1 1/2"	77.28	3.09	5.28
2"	116.32	3.09	5.28
3"	221.55	3.09	5.28
4"	338.76	3.09	5.28
6"	664.64	3.09	5.28

2025 RATES			
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**	
		Winter	**Summer**
8"	1,056.22	3.09	5.28

2026 AND AFTER RATES			
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**	
		Winter	**Summer**
5/8" x 3/4" and 3/4"	$27.00	$3.32	$5.67
1"	48.05	3.32	5.67
1 1/2"	83.08	3.32	5.67
2"	125.04	3.32	5.67
3"	238.16	3.32	5.67
4"	364.17	3.32	5.67
6"	714.49	3.32	5.67
8"	1,135.44	3.32	5.67

d. *Irrigation and Cooling Tower.*

2025 RATES			
Meter Size (inches)	**Fixed Monthly Charge**		**Commodity Charge (per 100 CF per month)**
	Water-Only Meter	**Exempt Meter**	
5/8" x 3/4" and 3/4"	$23.11	$0.00	$7.77
1"	41.13	0.00	7.77
1 1/2"	71.11	0.00	7.77
2"	107.03	0.00	7.77
3"	203.85	0.00	7.77
4"	311.71	0.00	7.77
6"	611.56	0.00	7.77
8"	971.85	0.00	7.77

2026 AND AFTER RATES			
Meter Size (inches)	**Fixed Monthly Charge**		**Commodity Charge (per 100 CF per month)**
	Water-Only Meter	**Exempt Meter**	
5/8" x 3/4" and 3/4"	$24.85	$0.00	$8.36
1"	44.21	0.00	8.36
1 1/2"	76.44	0.00	8.36
2"	115.05	0.00	8.36

2025 RATES			
Meter Size (inches)	**Fixed Monthly Charge**		**Commodity Charge (per 100 CF per month)**
	Water-Only Meter	**Exempt Meter**	
3"	219.14	0.00	8.36
4"	335.09	0.00	8.36
6"	657.42	0.00	8.36
8"	1,044.74	0.00	8.36

e. *Fire Sprinkler – Single-Family Residential.*

2025 AND AFTER RATES		
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**
5/8" x 3/4" and 3/4"	$4.55	$6.11
1"	5.54	6.11
1 1/2"	8.70	6.11
2"	12.44	6.11
The commodity charge shall apply to all water used except for water used during a fire event.		

2. *Novelty Hill Service Area.*

a. *Single-Family Residential, Townhouses, and Cottage Housing.*

2025 RATES

Meter Size (inches)	Fixed Monthly Charge	Commodity Charge (per 100 CF per month)			
		0 – 4.00	4.01 – 9.00	9.01 – 16.00	16.01 and over
5/8" x 3/4" and 3/4"	$28.13	$4.65	$9.32	$13.96	$18.62
1"	33.13	4.65	9.32	13.96	18.62
1 1/2"	45.63	4.65	9.32	13.96	18.62
2"	69.97	4.65	9.32	13.96	18.62

2026 AND AFTER RATES

Meter Size (inches)	Fixed Monthly Charge	Commodity Charge (per 100 CF per month)			
		0 – 4.00	4.01 – 9.00	9.01 – 16.00	16.01 and over
5/8" x 3/4" and 3/4"	$30.24	$5.00	$10.02	$15.01	$20.02
1"	35.62	5.00	10.02	15.01	20.02
1 1/2"	49.06	5.00	10.02	15.01	20.02
2"	75.22	5.00	10.02	15.01	20.02

b. *Multifamily Residential and Middle Housing Units Except for Townhouses, and Cottage Housing.*

2025 RATES

Meter Size (inches)	Fixed Monthly Charge	Commodity Charge (per 100 CF)	
		Winter	Summer
5/8" x 3/4" and 3/4"	$34.52	$4.39	$6.34
1"	67.57	4.39	6.34
1 1/2"	122.78	4.39	6.34
2"	190.22	4.39	6.34
3"	367.14	4.39	6.34
4"	566.68	4.39	6.34
6"	1,117.41	4.39	6.34
8"	1,782.53	4.39	6.34

2026 AND AFTER RATES

Meter Size (inches)	Fixed Monthly Charge	Commodity Charge (per 100 CF)	
		Winter	Summer
5/8" x 3/4" and 3/4"	$37.11	$4.71	$6.82
1"	72.64	4.71	6.82
1 1/2"	131.98	4.71	6.82
2"	204.49	4.71	6.82
3"	394.68	4.71	6.82

4"	609.18	4.71	6.82
6"	1,201.21	4.71	6.82
8"	1,916.22	4.71	6.82

c. *Commercial.*

2025 RATES			
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**	
		Winter	**Summer**
5/8" x 3/4" and 3/4"	$34.52	$4.39	$6.34
1"	67.57	4.39	6.34
1 1/2"	122.78	4.39	6.34
2"	190.22	4.39	6.34
3"	367.14	4.39	6.34
4"	566.68	4.39	6.34
6"	1,117.41	4.39	6.34
8"	1,782.53	4.39	6.34
2026 AND AFTER RATES			
Meter Size (inches)	**Fixed Monthly Charge**	**Commodity Charge (per 100 CF)**	
		Winter	**Summer**

5/8" x 3/4" and 3/4"	$37.11	$4.71	$6.82
1"	72.64	4.71	6.82
1 1/2"	131.98	4.71	6.82
2"	204.49	4.71	6.82
3"	394.68	4.71	6.82
4"	609.18	4.71	6.82
6"	1,201.21	4.71	6.82
8"	1,916.22	4.71	6.82

d. *Irrigation and Cooling Tower.*

2025 RATES			
Meter Size (inches)	**Fixed Monthly Charge**		**Commodity Charge (per 100 CF)**
	Water-Only Meter	**Exempt Meter**	
5/8" x 3/4" and 3/4"	$33.52	$0.00	$16.73
1"	65.61	0.00	16.73
1 1/2"	119.21	0.00	16.73
2"	184.69	0.00	16.73
3"	356.45	0.00	16.73
4"	550.17	0.00	16.73

6"	1,084.86	0.00	16.73
8"	1,730.61	0.00	16.73

2026 AND AFTER RATES

Meter Size (inches)	Fixed Monthly Charge		Commodity Charge (per 100 CF)
	Water-Only Meter	Exempt Meter	
5/8" x 3/4" and 3/4"	$36.03	$0.00	$17.98
1"	70.53	0.00	17.98
1 1/2"	128.15	0.00	17.98
2"	198.54	0.00	17.98
3"	383.18	0.00	17.98
4"	591.44	0.00	17.98
6"	1,166.22	0.00	17.98
8"	1,860.41	0.00	17.98

e. *Fire Sprinkler – Single-Family Residential.*

2025 AND AFTER RATES

Meter Size (inches)	Fixed Monthly Charge	Commodity Charge (per 100 CF)
5/8" x 3/4" and 3/4"	$7.21	$12.50

2025 AND AFTER RATES		
1"	8.56	12.50
1 1/2"	13.67	12.50
2"	19.96	12.50
The commodity charge shall apply to all water used except for water used during a fire event.		

(Ord. 3222 § 6, 2025; Ord. 3193 § 3, 2024; Ord. 3108 § 2, 2022; Ord. 2941 § 2, 2018: Ord. 2863 § 2, 2016: Ord. 2771 § 2, 2014: Ord. 2674 § 2, 2012: Ord. 2565 § 3, 2010: Ord. 2429 § 1, 2008: Ord. 2319 § 1, 2006: Ord. 2236 § 1, 2004: Ord. 2141 § 1, 2002: Ord. 2107 § 2, 2001: Ord. 2054 § 1, 1999: Ord. 1799 § 4, 1994; Ord. 1682 § 6 (part), 1992).

13.16.030 Hydrant use charges.

A. Deposit and payments shall be required for all Hydrant Use Permits.

B. Hydrant Use Permit charges include daily and monthly fees and commodity charges when metered in accordance with the following schedule:

1. *Redmond Service Area.*

~~2025 AND AFTER RATES~~	~~Type "A"~~	~~Type "B"~~	~~Type "C"~~
~~Deposit~~	~~$707.17~~	~~$1,767.60~~	~~$1,414.08~~
~~Monthly Administrative Fee~~	~~73.52~~	~~73.52~~	~~73.52~~
~~Daily Fee~~	~~12.53~~	~~47.09~~	~~4.25~~

2025 AND AFTER RATES	Type "A"	Type "B"	Type "C"
Commodity Charge (per 100 CF)			
2025 Rate	0.00	0.00	7.95
2026 and After Rate	0.00	0.00	8.75

2. *Novelty Hill Service Area.*

2025 AND AFTER RATES	Type "A"	Type "B"	Type "C"
Deposit	$1,380.37	$2,070.55	$2,070.55
Monthly Administrative Fee	104.63	104.63	104.63
Daily Fee	18.91	66.33	5.67
Commodity Charge (per 100 CF)			
2025 Rate	0.00	0.00	17.12
2026 and After Rate	0.00	0.00	18.83

(Ord. 3193 § 4, 2024; Ord. 3108 § 3, 2022; Ord. 2941 § 3, 2018: Ord. 2863 § 3, 2016: Ord. 2771 § 3, 2014: Ord. 2674 § 3, 2012: Ord. 2565 § 4, 2010: Ord. 2429 § 2, 2008: Ord. 2319 § 2, 2006: Ord. 2236 § 2, 2004: Ord. 2141 § 2, 2002: Ord. 2107 § 3, 2001: Ord. 1682 § 6 (part), 1992).

13.16.040 Sewer service rates and charges.

A. *Single-Family Residential, Townhouses, and Cottage Houses.* Sewer rates and charges for single-family residential, townhouses, and cottage housing shall include two components, a Redmond collection component and a King County Wastewater Treatment component. The Redmond collection component for the Redmond Service Area shall be a monthly rate of $16.14 per single-family residential connection in 2025 and $17.35 per single-family residential connection in 2026 and after. The Redmond collection component for the Novelty Hill Service Area shall be a monthly rate of $45.95 per single-family residential connection in 2025 and $49.39 per single-family residential connection in 2026 and after. The King County Wastewater Treatment component shall be a monthly rate and shall be equal to the residential rate set by King County.

B. *Multifamily Residential and Middle Housing Units Except for Townhouses and Cottage Housing.* Sewer rates and charges for multifamily residential and middle housing units except for townhouse and cottage housing shall include two components, a Redmond collection component and a King County Wastewater Treatment component. The Redmond collection component for the Redmond Service Area shall include a base charge of $22.65 per month for 2025, which shall include the first 600 cubic feet of chargeable wastewater, plus a commodity charge of $2.35 per 100 cubic feet of chargeable wastewater over the first 600 cubic feet; and a base charge of $24.35 per month for 2026 and after, which shall include the first 600 cubic feet of chargeable wastewater, plus a commodity charge of $2.53 per 100 cubic feet of chargeable wastewater over the first 600 cubic feet. The Redmond collection component for the Novelty Hill Service Area shall include a base charge of $52.94 per month for 2025, which shall include the first 600 cubic feet of chargeable wastewater, plus a commodity charge of $5.59 per 100 cubic feet of chargeable wastewater over the first 600 cubic feet; and a base charge of $56.91 per month for 2026 and after, which shall include the first 600 cubic feet of chargeable wastewater, plus a commodity charge of $6.01 per 100 cubic feet of chargeable wastewater over the first 600 cubic feet. The King County Wastewater Treatment component shall be the King County residential equivalent rate converted to a commodity charge per 100 cubic feet of chargeable wastewater, except that the minimum King County Wastewater Treatment component shall be equal to the amount for a single-family equivalent per month per meter. Each meter within an account shall be subject to the minimum monthly charges.

C. *Commercial.* Sewer rates and charges for commercial shall include two components, a Redmond collection component and a King County Wastewater Treatment component. The

Redmond collection component for the Redmond Service Area shall include a base charge of $22.65 per month for 2025, which shall include the first 600 cubic feet of chargeable wastewater, plus a commodity charge of $2.35 per 100 cubic feet of chargeable wastewater over the first 600 cubic feet; and a base charge of $24.35 per month for 2026 and after, which shall include the first 600 cubic feet of chargeable wastewater, plus a commodity charge of $2.53 per 100 cubic feet of chargeable wastewater over the first 600 cubic feet. The Redmond collection component for the Novelty Hill Service Area shall include a base charge of $52.94 per month for 2025, which shall include the first 600 cubic feet of chargeable wastewater, plus a commodity charge of $5.59 per 100 cubic feet of chargeable wastewater over the first 600 cubic feet; and a base charge of $56.91 per month for 2026 and after, which shall include the first 600 cubic feet of chargeable wastewater, plus a commodity charge of $6.01 per 100 cubic feet of chargeable wastewater over the first 600 cubic feet. The King County Wastewater Treatment component shall be the King County residential equivalent rate converted to a commodity charge per 100 cubic feet of chargeable wastewater, except that the minimum King County Wastewater Treatment component shall be equal to the amount for a single-family equivalent per month per meter. Each meter within an account shall be subject to the minimum monthly charges.

D. *Other.* Sewer rates and charges for other uses which do not have a metered water supply such as, but not limited to, parking garages, dumpsters/compactors, gasoline station pump islands, surface drains, etc., shall be at the commercial rate in subsection C of this section. The Public Works Director ~~or designee~~ may establish a monthly estimate of the quantity of wastewater that is considered chargeable wastewater depending on the use being connected. Each individual use shall be subject to minimum monthly charges as though it was a metered use.

E. *Cooling Tower.* Sewer rates and charges for cooling towers shall be the same as commercial except that chargeable wastewater shall be 15 percent of the metered water supply.

F. *Billing Period.* The monthly and commodity rate for the King County Wastewater Treatment component for the entire billing period shall be the King County rates in effect on the billing date. (Ord. 3222 § 7, 2025; Ord. 3193 § 5, 2024; Ord. 3108 § 4, 2022; Ord. 2941 § 4, 2018: Ord. 2771 § 4, 2014: Ord. 2674 § 4, 2012: Ord. 2565 § 5, 2010: Ord. 2429 § 3, 2008: Ord. 2319 § 3, 2006: Ord. 2141 § 3, 2002: Ord. 2107 § 4, 2001: Ord. 2054 § 2, 1999: Ord. 1682 § 6 (part), 1992).

13.16.050 Supplemental water and sewer rates and charges.

The following supplemental water and sewer rates and charges shall be in addition to or a reduction to other water and sewer rates and charges as specified:

A. *Low Income Disabled and Low Income Senior Citizen Credit.* A "low income disabled" or "low income senior citizen" credit of 50 percent of monthly water, sewer, King County Wastewater Treatment, and storm ~~drain~~water charges shall be allowed to persons who make application therefor to the City and who qualify for such credit. For the purposes of this section, "low income senior citizen" means a person who has attained the age of 62 years and whose total household income from all sources does not exceed the amount specified as "very low income" in the regulations of the United States Department of Housing and Urban Development (HUD) for Section 8 programs, as now existing or as hereafter amended. For the purposes of this section, "low income disabled" means a person whose total household income from all sources does not exceed the amount specified as "very low income" under the regulations of the United States Department of Housing and Urban Development (HUD) for Section 8 programs, as now existing or as hereafter amended, and who has been determined to be totally and permanently disabled as defined by the Social Security Administration or the Veterans Benefits Administration. Applications must include proof of such disability from the Social Security Administration or Veterans Affairs. To qualify for either credit you must be a "low income senior citizen" or "low income disabled"; and you must reside in a living unit that has a use classification of single-family residential or middle housing, and you must be the person or spouse of the person named on the billing statement. The credit shall only be allowed from and after the date that the application is approved. The City shall not be liable for the failure of any qualified person to make application for the credit and there shall be no entitlement to such credit in the absence of an application.

B. *Outside City Surcharge.*

1. *Novelty Hill Service Area.* There are no outside City surcharges for the Novelty Hill service area.

2. *Redmond Service Area.* Properties located outside of the corporate limits of the City in the Redmond service area shall be charged an "outside city surcharge" of 25 percent of the total water and sewer charges in addition to such normal rates and charges, except that the surcharge shall not apply to the King County Wastewater Treatment component of the

sewer charges and except that the surcharge shall not apply to any water charges for those properties to which service is provided pursuant to the Rose Hill Water District Assumption Agreement.

C. *King County Supplemental Charges.* King County supplemental charges shall be any special charge, surcharge, rate, or fee that is billed by King County and attributable to a single user for special services or treatment of high strength or special wastes.

D. *Novelty Hill Service Area Depreciation Rate Surcharge.* Within the Novelty Hill service area a depreciation rate surcharge shall be collected at the time of sale of water meters or side sewer permits and shall be collected for each meter and side sewer connection. The charge shall be based on water meter size for all classes of use and shall be as follows:

1. *Water.*

Meter Size	Surcharge
5/8" x 3/4"	$ 425.00
1"	1,065.00
1 1/2"	2,125.00
2"	3,400.00
3"	6,800.00
4"	10,625.00
6"	21,250.00

2. *Sewer.*

Meter Size	Surcharge
5/8" x 3/4"	$ 325.00

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Meter Size	Surcharge
1"	815.00
1 1/2"	1,625.00
2"	2,600.00
3"	5,200.00
4"	8,125.00
6"	16,250.00

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For sewer connections that do not have a water supply, the Public Works Director ~~or his/her designee~~ shall establish meter size equivalent for the use.

E. *Miscellaneous Service Fees.* The Public Works Director shall establish regulations, procedures and fees for incidental services provided by the utility for services, including but not limited to meter testing, exchanging, or removal; fire hydrant flow testing; the cross-connection and backflow prevention program; customer service requests; final bill reading; sewer television services; system damage and vandalism; pre-treatment device inspections; water and sewer availability letters and certificates; construction ~~storm water~~stormwater discharges to the sanitary sewer; utility location requests; and other such services. (Ord. 3222 § 8, 2025; Ord. 3122 § 2, 2023; Ord. 2321 § 1, 2006: Ord. 2236 § 3, 2004; Ord. 2141 § 4, 2002: Ord. 2107 § 5, 2001: Ord. 2054 § 3, 1999: Ord. 1976 § 1, 1998; Ord. 1682 § 6 (part), 1992).

13.16.060 Adjustments.

The Public Works Director together with the Finance Director shall establish regulations and procedures for making adjustments to the quantity of water and wastewater from which the commodity charges are calculated. These regulations and procedures shall establish the criteria to be used in consideration of an adjustment, the method to calculate the adjustment, and the frequency that adjustments will be considered. The rate to be charged for the adjusted quantity of water for all classifications of accounts shall be the commodity charge for the lowest

consumption range of the single-family residential rate for the service area. (Ord. 2321 § 2, 2006: Ord. 1682 § 6 (part), 1992).

13.16.070 Application for service.

Repealed by Ord. 1682.

13.16.080 Connection required – When – How made – Warrant to fund.

Repealed by Ord. 1682.

13.16.090 Separate accounts for funds.

Repealed by Ord. 1682.

13.16.110 Irrigation, sprinkling, recreational water consumption.

Repealed by Ord. 1682.

13.16.120 Billing.

Repealed by Ord. 1682.

13.16.125 Partial payments.

Repealed by Ord. 1682.

13.16.130 Failure to pay connection fees – Liens – Administrative costs.

Repealed by Ord. 1682.

13.16.140 Effect of billing.

Repealed by Ord. 1682.

13.16.150 Senior citizen credit.

Repealed by Ord. 1682.

13.16.160 Returned checks.

Repealed by Ord. 1682.

Chapter 13.17
UTILITY ACCOUNTS

Sections:

13.17.010 Utility accounts.
13.17.020 Billing.
13.17.030 Due date.
13.17.040 Billing statements.
13.17.050 Returned payments.
13.17.060 Partial payments.
13.17.070 Delinquent accounts.
13.17.080 Delinquent account processing.

13.17.010 Utility accounts.

A. Utility accounts shall be established for any property, structure, or use receiving water, sewer, or ~~storm water~~stormwater services. The Finance Department may aggregate or separate accounts for such properties, structures, or uses as it determines appropriate considering property ownerships, tenants, consolidation of bills, ~~shut-off~~shut off and lien procedures, and any other applicable factors.

B. Accounts for water service shall be established as soon after water meter installation as feasible. Water service shall be billed from date of meter installation. Water service accounts shall only be terminated after removal of the structure or use receiving water service and removal of the meter as processed through a water ~~shut-off~~shut off. Accounts for structures which are temporarily or permanently vacant shall continue to receive regular service charges.

C. Accounts for sewer service shall be established as soon after the side sewer connection as feasible. Sewer service shall be billed from date of side sewer connection. Sewer service accounts shall only be terminated after removal of the structure or use receiving sewer service, and removal of the side sewer providing the service as documented by a side sewer permit inspection.

D. ~~Storm water~~Stormwater service shall be billed at such time that Public Works notifies Utility Billing that impervious surface on a parcel has changed. ~~Storm water~~Stormwater service accounts shall only be terminated when parcels are returned to "undeveloped" status based on a restoration plan approved by the City. (Ord. 2464 § 2 (part), 2009: Ord. 1682 § 7 (part), 1992).

13.17.020 Billing.

A. Billing for single-family residential and middle housing townhouses and cottage houses shall be bimonthly. Billing for multifamily residential, middle housing except for townhouses and cottage houses, commercial, other developed (~~storm water~~stormwater only), and irrigation shall be monthly, except that multifamily residential, commercial, other developed, and irrigation may be billed bimonthly for isolated uses located within single-family areas. Billing dates may be staggered throughout the month and billing dates shall be established administratively by the Finance Director.

B. Fixed monthly charges shall apply from billing date to billing date, read date to read date, or shall apply for a one-month period of time, as determined by the Finance Director, and may be prorated based on the number of days in the billing period. Commodity charges shall be based on consecutive meter readings which shall be scheduled to be completed a reasonable time before the billing dates.

C. If on the billing date the meter reading for the billing period shall not have been completed, the consumption for the billing period shall be estimated from patterns of previous consumption.

D. For water and sewer accounts a final billing will be processed when a change in ownership or a change in tenants occurs.

E. A final ~~storm water~~stormwater bill for a change in tenants will only be processed if the account is classified as single-family or middle housing and is billed with the water or sewer bills as indicated in Section 13.17.040.B.

F. For ~~storm water~~stormwater accounts classified as "other developed," a final bill will only be processed when there is a change in parcel ownership or unit ownership for middle housing.

G. An administrative fee in an amount established by the Finance Director to cover the administrative costs for processing a final bill shall be charged to any account for which a final billing is processed. (Ord. 3222 § 9, 2025; Ord. 2464 § 2 (part), 2009: Ord. 1762 § 7, 1994; Ord. 1682 § 7 (part), 1992).

13.17.030 Due date.

All rates and charges for water service, hydrant use, sewer service and ~~storm water~~stormwater management service shall be due on the day stated in the billing statement. (Ord. 2464 § 2 (part), 2009: Ord. 1682 § 7 (part), 1992).

13.17.040 Billing statements.

A. Water and sewer billing statements for single-family residential, multifamily residential, middle housing, commercial and irrigation accounts shall be made in the name of the property owner, or pursuant to a property owner's written agreement with the City, to a management company, tenant or other authorized agent.

B. For residential parcels classified as single-family by the ~~storm water~~stormwater code, Section 13.18.040.E, the ~~storm water~~stormwater fee shall be billed with the sanitary sewer or on the water bill for the entire parcel if the property is served by those utilities.

C. For "other developed" parcels and middle housing units, a single ~~storm water~~stormwater-only bill will be issued to the property owner (taxpayer) of record per the King County Assessor Records. At the written request of the property owner, the bill may be forwarded to a property management company or a payment processing center; however, no ~~storm water~~stormwater billings for "other developed" parcels will be made in the name of a tenant. Property held in common by several owners may be billed to a homeowners' association or property management company at the written request of the property owners.

D. A separate ~~storm water~~stormwater bill shall be issued to the property owner (taxpayer) of record per the King County Assessor Records for single-family and other developed parcels within the City which are not City water or sanitary sewer customers.

E. Billings made to persons other than the property owner shall not relieve the owner of the property from liability for payments of rates and charges for water service, hydrant use, sewer service and ~~storm water~~stormwater management service, including, but not limited to, monthly charges, commodity charges, delinquency charges, lien fees and court fees and shall not in any way affect the lien rights of the City against the property to which the services are furnished. (Ord. 3222 § 10, 2025; Ord. 2464 § 2 (part), 2009: Ord. 1682 § 7 (part), 1992).

13.17.050 Returned payments.

An account for which a payment for rates and charges for water, sewer, or ~~storm water~~stormwater services is made to the City and said payment is not honored by the bank or other financial institution for insufficient funds or for any other reason, shall be charged an administrative fee in an amount as established by the Finance Director. (Ord. 2464 § 2 (part), 2009: Ord. 2321 § 3, 2006: Ord. 1682 § 7 (part), 1992).

13.17.060 Partial payments.

A. Any payment of fees and charges for water, sewer, or ~~storm water~~stormwater services shall be applied to the outstanding fees and charges in the following manner:

1. Where a single combined bill is sent to an account holder for water, sewer and ~~storm water~~stormwater, any payment received shall be applied to the outstanding fees and charges in the following manner:

   a. To the fees and charges of the billing with the earliest due date.

   b. In the following order of fees and charges within said billing:

      i. Fees and charges not identified below.

      ii. ~~Metro~~King County Wastewater Treatment Division ~~sewage~~wastewater disposal component of the sewer service charges.

      iii. ~~Storm water~~Stormwater service charges.

      iv. Redmond collection component of the sewer service charges.

v. Water service charges.

2. Where separate bills for water, sewer, and ~~storm water~~stormwater are sent to a single account holder or to multiple account holders for a single parcel, any payment received shall be applied to the outstanding fees and charges owed by the account holder submitting payment. (Ord. 2464 § 2 (part), 2009: Ord. 1682 § 7 (part), 1992).

13.17.070 Delinquent accounts.

Any account for which a fee or charge shall remain unpaid at the close of business on the due date shall be delinquent. (Ord. 2464 § 2 (part), 2009: Ord. 1682 § 7 (part), 1992).

13.17.080 Delinquent account processing.

A. Interest shall be charged for any sewer or ~~storm water~~stormwater fee or charge, or any portion thereof, which has not been paid within sixty days of the due date. The interest rate shall be 8 percent per annum computed on a monthly basis. This interest charge shall be billed on each regular billing as the charges become applicable.

B. The Public Works Director together with the Finance Director shall establish regulations and procedures for discontinuing water service to properties for which water service fees become delinquent. These regulations and procedures shall provide for a date at which delinquent accounts will be processed for shutoff and shall provide for a notice to be given advising of the planned discontinuance of water service. Administrative fees in an amount established by the Finance Director to cover the administrative costs of notification and processing shall be charged to any account for which delinquent water fees and charges remain unpaid in accordance with said rules and regulations. Administrative fees in an amount established by the Finance Director to cover the cost to turn off and turn on water service shall be charged to any account for which an employee of the City is sent to the property to turn on or turn off the water in accordance with said rules and regulations.

C. All fees and charges for water, sanitary sewer and ~~storm water~~stormwater services including but not limited to all charges for turning water on or off, together with any penalties and interest that may be provided by ordinance, shall be a lien upon the property to which the

water, sanitary sewer and/or ~~storm water~~stormwater service is furnished superior to all other liens and encumbrances whatsoever, except those for general taxes and local and special assessments. Liens shall be enforced by the City in the manner provided by law.

D. The Public Works Director together with the Finance Director shall establish regulations and procedures for the filing of liens against properties for nonpayment of sewer and ~~storm water~~stormwater fees and charges. In the event that the City shall prepare and/or record a written lien against a property pursuant to state law, administrative fees in amounts established by the Finance Director shall be charged to cover the administrative costs of preparing and filing such lien and shall be added to the delinquent charges. In the event that the City shall prepare and/or file a claim in small claims court for nonpayment of sewer and ~~storm water~~stormwater fees and charges, administrative fees in amounts established by the Finance Director shall be charged to cover the administrative costs of preparing and filing such claim and shall be added to the delinquent charges. In addition to the administrative fee, reasonable attorney's fees as may be awarded by the court shall be charged to the account.

E. The additional and concurrent method of enforcing the lien of the City for the delinquent and unpaid sewer and ~~storm water~~stormwater fees and charges by turning off the water service to the premises to which water, sanitary sewer, and ~~storm water~~stormwater management services are furnished shall not be exercised after two years from the date of recording of the lien notice, as provided by law, except to enforce payment of one year's charges for which no lien notice is required by law to be recorded.

F. The Finance Director and/or the Public Works Director, or their respective designees, shall have the authority to adjust the amount of any service charges and to waive all or any portion of the interest charges and administrative fees established by this section in the case of errors, malfunctions of meters or other system components, excusable neglect, undue hardship, uncollectible debt, or other similar extenuating circumstance. (Ord. 2464 § 2 (part), 2009: Ord. 2236 §§ 4, 5, 7, 2004; Ord. 1682 § 7 (part), 1992).

Chapter 13.18

~~STORM WATER~~STORMWATER MANAGEMENT UTILITY

Sections:

13.18.010 ~~Storm water~~Stormwater management utility created – Responsibilities.
13.18.020 Administrator of utility.
13.18.030 Ownership of City ~~storm water~~stormwater facilities and assets.
13.18.040 Rates and charges – Definitions.
13.18.050 System of charges.
13.18.060 Rate adjustment.
13.18.070 Authority to promulgate rules.
13.18.080 Repealed.

13.18.010 ~~Storm water~~Stormwater management utility created – Responsibilities.

There is created and established pursuant to Chapters 35A.80 and 35.67 RCW a storm and surface water utility to be known as the "Redmond ~~Storm Water~~Stormwater Management Utility." All references to "the utility" in this chapter refer to the Redmond ~~Storm Water~~Stormwater Management Utility. The utility will have primary authority and responsibility for carrying out the City's Stormwater and Surface Water System Plan~~comprehensive drainage and storm sewer plan~~, including responsibilities for planning, design, construction, maintenance, administration, and operation of all city storm and surface water facilities, as well as establishing standards for design, construction, and maintenance of improvements on private property where these may affect storm and surface water management. (Ord. 2864 § 2 (part), 2016: Ord. 2464 § 3 (part), 2009: Ord. 1409 § 1 (part), 1988).

13.18.020 Administrator of utility.

The ~~Director of~~ Public Works Director shall be ~~ex officio~~the administrator of the utility. (Ord. 2864 § 2 (part), 2016: Ord. 2464 § 3 (part), 2009: Ord. 1409 § 1 (part), 1988).

13.18.030 Ownership of City ~~storm water~~stormwater facilities and assets.

The utility owns and is vested in all titles and incidents of ownerships in the following assets and rights related to the city's stormwater and surface water drainage system. This includes: all properties, interests, and physical and intangible rights of every nature owned or held by the City, however acquired, insofar as they relate to or concern stormwater or surface waters or both. This ownership applies without limitation and to include, all properties, interests, and rights acquired by adverse possession or by prescription, directly or through another, in and to the drainage or storage, or both, of stormwater or surface waters, or both, through, under, or over lands, watercourses, sloughs, streams, ponds, lakes, and swamps, all beginning in each instance, at a point where stormwater or surface waters first enter the stormwater and surface water system of the City and ending in each instance at a point where the stormwater or surface waters exit from the stormwater and surface water system of the City, and in width to the full extent of inundation caused by storm or flood conditions. The utility's ownership extends together to all funds on deposit to the City Stormwater Capital Improvement Fund and future revenues of said fund~~Title and all other incidents of ownership of the following assets are vested in the utility: All properties, interests, and physical and intangible rights of every nature owned or held by the City, however acquired, insofar as they relate to or concern storm or surface water sewage, further including, without limitation, all properties, interests, and rights acquired by adverse possession or by prescription, directly or through another, in and to the drainage or storage, or both, of storm or surface waters, or both, through, under, or over lands, watercourses, sloughs, streams, ponds, lakes, and swamps, all beginning in each instance, at a point where storm or surface waters first enter the storm and surface water system of the City and ending in each instance at a point where the storm or surface waters exit from the storm and surface water system of the City, and in width to the full extent of inundation caused by storm or flood conditions, together with all funds on deposit in the City storm drainage construction fund and future revenues of said fund~~. (Ord. 2864 § 2 (part), 2016: Ord. 2464 § 3 (part), 2009: Ord. 1409 § 1 (part), 1988).

13.18.040 Rates and charges – Definitions.

As used in this chapter, the following terms have the meanings set forth below:

A. "Developed parcel" means a parcel of real property which has been altered by grading or filling of the ground surface, or by construction of any improvement or other impervious surface area which affects the hydraulic properties of the parcel.

B. "Impervious surface" means those hard surfaced areas which either prevent or retard the entry of water into the soil in the manner that such water entered the soil under natural conditions preexisting any development on the property, and/or those hard surfaced areas which cause water to run off the surface in greater quantities or at an increased rate of flow from that present under natural conditions preexisting any development on the property, including, but not limited to, such surfaces as rooftops, "green roofs," asphalt or concrete sidewalks, paving, driveways, parking lots, walkways, patio areas, storage areas, and gravel, oiled macadam, pervious asphalt or concrete, or other surfaces which similarly affect the natural infiltration or runoff patterns existing prior to development.

C. "Impervious unit" means a configuration or conglomeration of impervious surface estimated to contribute an amount of runoff to the City's ~~storm water~~stormwater management system which is approximately equal to that created by the average single-family residential parcel. One impervious unit (IU) is equivalent to 2,000 square feet of impervious surface area. For purposes of computation of rates and charges, impervious units are truncated to the nearest tenth.

D. "Parcel" means the smallest separately segregated unit or plot of land having an identified owner, boundaries and surface area ~~which~~ that constitutes a separate lot or tract capable of being conveyed without further subdivision.

E. "Single-family parcel" means a parcel which has been actually developed with ~~a~~ one single-family residence.

F. "Undeveloped parcel" means any parcel of real property which has not been altered by grading or filling of the ground surface, or by construction of any improvement or other impervious surface area ~~which~~ that affects the hydraulic properties of the parcel.

G. *Repealed by Ord. 2864.*

H. "Other developed parcel" means any developed parcel not defined as a single-family parcel in subsection E of this section, including middle housing and rights-of-way. (Ord. 3222 § 11, 2025; Ord. 2864 § 2 (part), 2016: Ord. 2464 § 3 (part), 2009: Ord. 1823 § 1, 1995; Ord. 1433 § 1, 1988: Ord. 1409 § 1 (part), 1988).

13.18.050 System of charges.

The following monthly service charges are established for all parcels of real property within the boundaries of the City, as they now exist or as they may be hereafter amended, for the purpose of carrying on the responsibilities of the ~~storm water~~stormwater management utility. All developed parcels shall be charged the monthly service charge regardless of whether the parcel has a storm drainage connection to the ~~storm water~~stormwater system.

A. *Undeveloped Parcels.* Undeveloped parcels shall not be charged.

B. *Single-Family Parcels.* The monthly service charge for each single-family parcel shall be $16.97 per month for 2025, and a base charge of $17.06 per month for 2026 and after, which shall hereafter be referred to as the "base rate."

C. *Other Developed Parcels.* The monthly service charge for all other developed parcels, including middle housing, city-owned properties and rights-of-way, shall be computed by multiplying the base rate times the number of impervious units applicable to the parcel times the rate adjustment for the parcel as determined under Section 13.18.060. This formula is expressed mathematically as follows:

Charge = Base Rate x IUs x Rate Adjustment

D. *Minimum Charge.* Notwithstanding the number of impervious units applicable to any individual property, there shall be a minimum monthly service charge for all developed properties equal to the base rate. (Ord. 3222 § 12, 2025; Ord. 3194 § 2, 2024; Ord. 3109 § 1, 2022; Ord. 2864 § 2 (part), 2016: Ord. 2464 § 3 (part), 2009: Ord. 2320 § 1, 2006; Ord. 2237 § 1, 2004; Ord. 2040 § 1, 1999; Ord. 1727 § 1, 1993; Ord. 1433 § 2 (part), 1988).

13.18.060 Rate adjustment.

A. *Generally.* The rate adjustment used to compute the monthly service charge for parcels shall be determined by taking the coverage factors set forth in subsection B of this section and adding or subtracting any applicable water quality and quantity credits, and any special program adjustment, as determined under subsections C and D of this section. Parcels served by multiple water quality or quantity facilities will have the rate adjustment calculated based on

the percentage of area treated by each facility. Parcel(s) utilizing regional water quality and quantity facilities are not eligible for the rate adjustment(s).

B. *Coverage Factor.*

For Impervious Surface Expressed as a Percentage of Total Parcel Area Over	Rate Adjustment Is
30%	+ 1.10
40%	+ 1.20
50%	+ 1.30
60%	+ 1.40
70%	+ 1.50
80%	+ 1.60
90%	+ 1.70

Portions of a parcel receiving an infiltration or dispersion credit shall receive a coverage factor of 1. The remainder of the parcel will receive a coverage factor based on the entire parcel.

C. *Water Quantity and Quality Credits:.*

1. *Quantity Credits.*

	Description	Examples	Credit
High Performance	Designed systems that prevent	• Rainwater Harvesting and Reuse	-0.4

	Description	Examples	Credit
	the majority of runoff from leaving the site.	• Full infiltration or dispersion (equal to 91% or greater)	
		• LID Performance Standard + Flow Control	
Full Control	Designed systems that control the majority of runoff from the site.	• Detention (2001 ~~Standard~~Standard, minimum)	-0.2
		• Private Direct Discharge	
		• Infiltration (91% annual runoff volume)	
Partial Control	Designed systems that partially control the runoff from the site.	• Detention (1992 Standard)	-0.1
		• Rainwater Harvesting (State Definition)	
Other Control	Designed systems that reduce or control runoff in	• Other designed flow control	-0.05
		• Other designed infiltration	

	Description	Examples	Credit
	some manner but do not meet the criteria above. Typically older systems.	• LID Performance Standard	

2. *Quality Credits.*

	Description	Examples	Credit
Advanced	Designed system that separates runoff from nonpollution generating surfaces.	Infiltration of nonpollution generating surfaces	-.2
		Rainwater Harvesting and Reuse	
Enhanced	Designed system that removes sediment, metals, and/or phosphorus to current	Enhanced Treatment	-.15

	Description	Examples	Credit
	ecology standard.		
Basic	Designed system that removes sediment to current ecology standard.	Basic Treatment	-.1
Other Treatment	Designed systems that improve or monitor water quality in some manner but do not meet the criteria above.	State or City Required Monitoring	-.05
		Oil/Water Separator	
		Other designed water quality	

D. *Special Programs.* Adjustments for special programs may be determined on a case-by-case contractual basis upon approval by the City Council.

E. Because developed city rights-of-way provide surface drainage, access to the storm~~-drain~~water pipes and overflow routes for ~~storm water~~stormwater in many areas, such developed rights-of-way shall have a fixed single rate adjustment of 0.3, notwithstanding any other provision of this section.

F. *Repealed by Ord. 2864.*

G. The credits set forth in this section shall apply only if the on-site facilities for which a reduction in the rate adjustment is given met applicable standards upon installation, received approval of construction, and have been and are maintained and operated in accord with city standards applicable at the time of billing. In the event that the administrator of the utility determines that the operation and maintenance standards are not complied with, no reduction in the rate adjustment shall be made for water quantity, water quality, or special programs for a minimum of one year and until operation and maintenance do meet city standards, whereupon the person being billed may reapply for system inspection and for application of the special programs, water quantity and/or quality credits.

H. Developed rights-of-way designated as state highways shall have a fixed single rate adjustment of 0.3, notwithstanding any other provision of this section. (Ord. 2864 § 2 (part), 2016: Ord. 2794 § 2, 2015; Ord. 2464 § 3 (part), 2009: Ord. 1823 § 2, 1995; Ord. 1433 § 2 (part), 1988).

13.18.070 Authority to promulgate rules.

The ~~administrator of the utility~~Finance Director is authorized to promulgate rules and regulations governing the proration or other adaptation of rates to particular site circumstances and any other matters necessary to calculate or impose the service charges provided for in this chapter. (Ord. 2864 § 2 (part), 2016: Ord. 2464 § 3 (part), 2009: Ord. 1433 § 2 (part), 1988).

13.18.080 Billing and collection.

Repealed by Ord. 2464.

Chapter 13.20
~~STORM WATER~~STORMWATER DRAINAGE CAPITAL FACILITIES CHARGES

Sections:

13.20.010 Purpose.

13.20.020 Definitions.
13.20.030 ~~Storm Water~~Stormwater capital facilities charges imposed.
13.20.040 Citywide ~~storm water~~stormwater capital facilities charge.
13.20.045 Downtown sub-basin ~~storm water~~stormwater capital facilities charge.
13.20.047 Overlake sub-basin ~~storm water~~stormwater capital facilities charge.
13.20.050 ~~Storm water~~Stormwater capital improvement fund.
13.20.060 Repealed.
13.20.070 Collection of charges.
13.20.080 Recording payments.
13.20.090 Repealed.
13.20.100 Additional requirements for development.

13.20.010 Purpose.

The purpose of this chapter is to establish ~~storm water~~stormwater connection or capital facilities charges for all properties within the City that are hereafter developed with impervious surface. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2306 § 1, 2006: Ord. 2041 § 1 (part), 1999).

13.20.020 Definitions.

As used in this chapter, the following terms have the meanings set forth below:

A. "Created impervious units" means the impervious units the project constructs. The created impervious units consist of new impervious and replaced impervious. If located in the Downtown and Overlake surcharge areas, then the new and replaced impervious in private property, public property, and public right-of-way are subject to the Regional Capital Facility Charge. The new and replaced impervious in private property and public property is also subject to the City-wide Capital Facility Charge.

B~~A~~. "Development" means any alteration by grading or filling of the ground surface, or by construction of any improvement or construction or replacement of any other impervious surface area that affects the hydraulic properties of any parcel of land.

CB. "Impervious surface" means those hard surfaced areas which that either prevent or retard the entry of water into the soil in the manner that such water entered the soil under natural conditions preexisting any development on the property, and/or those hard surfaced areas whichthat cause water to run off the surface in greater quantities or at an increased rate of flow from that present under natural conditions preexisting any development on the property, Impervious surface areas, including, but not limited to, such surfaces as rooftops, green roofs, asphalt or concrete sidewalks, paving, driveways, permeable pavers and pavement , parking lots, walkways, patio areas, storage areas, and gravel, oiled macadam, or other surfaces whichthat similarly affect the natural infiltration or runoff patterns existing prior to development.

DC. "Impervious unit" means a configuration or conglomeration of impervious surface estimated to contribute an amount of runoff to the City's storm waterstormwater management system whichthat is approximately equal to that created by the average single-family residential parcel. One impervious unit (IU) is equivalent to 2,000 square feet of impervious surface area. For purposes of computation of the charges provided for in this chapter, impervious units are truncated (rounded down) to the nearest tenth.

ED. "Regional storm waterstormwater facilities" or "regional system" means public conveyance, detention, infiltration, and/or water quality facilities designed to manage storm waterstormwater runoff from specific areas of the City to meet the City's water quality goals, and to support new development in a cost effective manner. Properties being developed may have the option to or be required to participate in the financing of the facilities, and in return requirements for on-site controls are eliminated or reduced. Proposed facilities are shown on the Proposed Regional Storm WaterStormwater Facilities Map in the Clearing, Grading, and Storm Water Management Technical Notebook. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2306 § 2, 2006; Ord. 2041 § 1 (part), 1999).

13.20.030 Storm WaterStormwater capital facilities charges imposed.

There are hereby established storm waterstormwater capital facilities charges which that shall be imposed upon all parcels which that are proposed to be developed within the City. No building permit, short subdivision or subdivision approval, or other permit allowing development within the City shall be granted except upon payment of a Citywide storm

~~water~~stormwater capital facilities charge and, if established, a sub-basin ~~storm water~~stormwater capital facilities charge. Public capital projects are subject to the citywide and sub-basin ~~storm water~~stormwater capital facilities charges. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2041 § 1 (part), 1999).

13.20.040 Citywide ~~storm water~~stormwater capital facilities charge.

The Citywide ~~storm water~~stormwater capital facilities charge established by RMC 13.20.030 shall be calculated for property development based upon the total number of impervious units ~~proposed to be~~ created by the development. The charge ~~is $1,342.00~~ for each impervious unit shall be per the most current fee schedule. The total charge to be paid in connection with any development approval shall be determined by multiplying the total number of impervious units ~~to be~~ created by the ~~proposed development~~ by the charge for each impervious unit. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2320 § 2, 2006: Ord. 2041 § 1 (part), 1999).

13.20.045 Downtown sub-basin ~~storm water~~stormwater capital facilities charge.

The ~~downtown~~Downtown sub-basin is an area generally bordered by the Sammamish River to the west, Bear Creek to the east, the ~~railroad corridor~~Redmond Central Connector to the south and NE 95th Street to the north. . The Downtown sub-basin boundary is not identical to the Downtown zoning boundary in the Redmond Zoning Code. The sub-basin is depicted in a map in the ~~Storm Water~~Stormwater Technical Notebook.

A. Parcels ~~which~~ that are proposed to be developed within the ~~downtown~~Downtown sub-basin shall not be required to construct on-site ~~storm water~~stormwater detention and water quality facilities as required elsewhere in this code, with the exception of those facilities noted in RMC 13.20.045.B. In lieu of such construction, a ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge is hereby imposed upon all such parcels. The ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge shall be used by the City to design, acquire property for, and conduct other activities necessary to construct

regional ~~storm water~~stormwater conveyance, detention and water quality facilities (the regional system).

B. The ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge shall be calculated for property development based upon the number of impervious units proposed to be created by the development. The charge ~~is $5,979.00~~ for each impervious unit shall be per the most current fee schedule. A credit of 80 percent may be applied to the number of nonpollution generating impervious units that are fully infiltrated ~~managed~~ by an approved private infiltration facility meeting current standards. The total charge to be paid in connection with any development approval shall be determined by multiplying the total number of impervious units to be created by the proposed development by the charge for each such unit minus the number of creditable impervious units multiplied by 0.80 of the charge for each unit.

C. The ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge provided for in this section shall be in addition to the Citywide ~~storm water~~stormwater capital facilities charge established by RMC 13.20.030 and 13.20.040. No building permit, short subdivision or subdivision approval, or other permit allowing development within the ~~downtown~~Downtown sub-basin, shall be granted except upon payment of said ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge.

D. Owners of properties adjacent to the Sammamish River or adjacent to the publicly owned property immediately adjacent to the Sammamish River may seek to have their properties opt out of the City's regional (sub-basin) ~~storm water~~stormwater system and the ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge or may seek a reduced ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facility charge. These properties must also have (or be able to construct) a private discharge system to the river.

1. Any owner of property that seeks to opt out shall make a proposal to the City identifying the ability of a property or set of properties to be served by a private discharge system to the river. Private properties under common control and/or properties that are part of an existing private drainage system may be included in an opt-out proposal. Properties separated by a public right-of-way may be included only if they are connected by an existing private drainage system. The Technical Committee will review the proposal and will approve it if the Technical Committee determines that the proposed private drainage system:

a. Detains and treats all ~~storm water~~stormwater from the properties proposed or required to be served by the private drainage ~~storm water~~stormwater system in a manner that meets all City water quality and quantity control standards;

b. Can be constructed, installed, or improved without interfering with the ongoing operation of any other utility line or improvement within the public right-of-way or public property;

c. Can be constructed, installed, or improved within easements or other property interests owned or controlled by the applicant;

d. Will not adversely impact other properties in the vicinity; and

e. Otherwise meets the requirements of the City's codes and standards.

2. The ~~Director of~~ Public Works Director and any property owner who would qualify to opt out of the City's regional ~~storm water~~stormwater system and ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge may agree on a reduced ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge in exchange for the property owner not opting out. The reduced charge shall be based on the estimated cost to design and construct the private ~~storm water~~stormwater detention and water quality facilities that would be necessary to provide a private ~~storm water~~stormwater discharge system meeting the City's regulations, together with the amount by which the value of the property owner's property would be affected by the use of a portion of that land for the private ~~storm water~~stormwater facilities. If the ~~Director of~~ Public Works Director and the property owner agree on the amount of the reduced ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge, the reduced charge shall be agreed to in a written instrument to be recorded against the title of the property. The reduced charge shall thereafter be applied to all properties or parcels subject to the agreement, and the property owner may not thereafter opt out of the regional ~~(sub-basin) storm water~~stormwater system and the reduced ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge for those properties or parcels without the City's consent.

3. The ability to opt out provided by this section applies only to the City's regional ~~storm water~~stormwater system and the D~~d~~owntown sub-basin ~~storm water~~stormwater capital facilities charge. All other charges, including, but not limited to, the c~~C~~itywide capital

facilities charge, the monthly ~~storm water~~stormwater rates, and the ~~storm water~~stormwater engineering, plan review, and processing fees associated with development applications, provided elsewhere in this title shall continue to apply to properties that have opted out or for which a reduced ~~downtown~~Downtown sub-basin ~~storm water~~stormwater capital facilities charge has been agreed upon. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2320 § 3, 2006).

13.20.047 Overlake sub-basin ~~storm water~~stormwater capital facilities charge.

The Overlake sub-basin is an area generally bordered by 148th Ave NE to the west, 156th Ave NE to the east, NE Bel-Red Road to the south and NE 40th Street to the north. The sub-basin is depicted in a map in the ~~Clearing, Grading, and Storm Water~~Stormwater ~~Management~~ Technical Notebook. . The Overlake sub-basin boundary is not identical to the Overlake Village zoning boundary in the Redmond Zoning Code.~~The Overlake Village Design District is a portion of the Overlake sub-basin identified within the Redmond Community Development Guide~~.

A. Parcels ~~which~~ that are proposed to be developed within the Overlake sub-basin shall be required to construct only those on-site ~~storm water~~stormwater detention and water quality facilities noted below and as further described in the ~~Storm Water~~Stormwater Technical Notebook.

1. Fully infiltrate roof runoff where soils allow. (This may impact a project's ability to achieve the maximum allowable impervious coverage.)

2. Meet Minimum Requirement No. 5 ~~by fully infiltrating other hard surfaces~~ where feasible.

3. Construct any interim ~~storm water~~stormwater facilities required to protect downstream properties or to provide water quality until regional facilities are constructed.

4. Those onsite storm water treatment and/or infiltration facilities required in Overlake Zoning District.

5. Participation in the Overlake regional facility program provides basic water quality treatment only for projects north of NE 26th Street. Projects that require enhanced water quality treatment are required to supply that level of treatment on the project site.

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In lieu of construction of additional facilities, an Overlake sub-basin ~~storm water~~stormwater capital facilities charge is hereby imposed upon all such parcels. The Overlake sub-basin ~~storm water~~stormwater capital facilities charge shall be used by the City to design, acquire property for, and conduct other activities necessary to construct regional ~~storm water~~stormwater conveyance, detention and water quality facilities (the City's regional system).

B. The Overlake sub-basin ~~storm water~~stormwater capital facilities charge shall be calculated for property development based upon the number of impervious units proposed to be created by the development. The charge ~~is $10,929.00~~ for each impervious unit shall be per the most current fee schedule. A credit of 80 percent may be applied to the number of impervious units that are fully infiltrated~~managed~~ by an approved private infiltration facility meeting current standards. The total charge to be paid in connection with any development approval shall be determined by multiplying the total number of impervious units to be created by the proposed development by the charge for each such unit minus the number of creditable impervious units multiplied by 0.80 of the charge for each unit.

C. The Overlake sub-basin stormwater capital facilities charge provided for in this section shall be in addition to the Citywide ~~storm water~~stormwater capital facilities charge established by Sections 13.20.030 and 13.20.040. No building permit, short subdivision or subdivision approval, or other permit allowing development within the Overlake sub-basin shall be granted except upon payment of said Overlake sub-basin ~~storm water~~stormwater capital facilities charge. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2592 § 2, 2011; Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2443 § 3, 2009).

13.20.050 ~~Storm water~~Stormwater capital improvement fund.

There is established a ~~storm water~~stormwater capital improvement fund into which shall be paid all ~~storm water~~stormwater capital facilities charges collected under this chapter, all area and frontage charges collected under previous ordinances, and all contributions made by the City and from other sources, and from which shall be paid the cost and expense of planning, designing, acquiring property, constructing and installing general and regional facilities for

~~storm water~~stormwater management and flood control. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2041 § 1 (part), 1999).

13.20.060 Disbursements to district.

Repealed by Ord. 2306.

13.20.070 Collection of charges.

The ~~storm water~~stormwater capital facilities charges imposed by this chapter shall be paid prior to issuance of any building permit, short subdivision or subdivision approval, or other permit allowing development within the City. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2041 § 1 (part), 1999).

13.20.080 ~~Recording~~ Tracking payments.

The Public Works Department shall establish a system for ~~recording~~ tracking payments of ~~storm water~~stormwater capital facilities charges made pursuant to this chapter ~~in order that credit may be recorded and given for contributions made for storm water management general facilities and regional facilities in connection with that property~~. It is the intent of this section that development shall not be charged twice for the same proposed impervious unit and that where a ~~proposed~~ created impervious unit has been paid for pursuant to a short subdivision or subdivision approval, site plan approval, or other development approval required by the City, the applicant shall not be charged a second time for that unit when a building or other subsequent permit for the same ~~development~~ property is issued. The development shall provide supporting documentation of prior fees paid. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2041 § 1 (part), 1999).

13.20.090 Additional requirements for development within district.

Repealed by Ord. 2306.

13.20.100 Additional requirements for development.

The owners of all property within the City being improved or developed shall be responsible for the installation of an adequate ~~storm water~~stormwater management system within ~~his or her~~their property in conformity with City standards and in conformity with the Stormwater Technical Notebook and the Stormwater and Surface Water System Plan ~~comprehensive storm water management plan~~ of the City. Payment of the Citywide and sub-basin capital facilities charges shall not relieve property owners and developers from installing stormwater management~~such~~ systems or from making such improvements to downstream ~~storm water~~stormwater facilities as may be necessary to meet all applicable requirements in RMC 15.24.080~~convey storm water from the property to a receiving water or to a regional storm water facility without downstream flooding~~. (Ord. 3189 § 2, 2024; Ord. 2921 § 2 (part), 2018: Ord. 2566 § 2 (part), 2010: Ord. 2464 § 4 (part), 2009: Ord. 2306 § 3, 2006: Ord. 2041 § 1 (part), 1999).

Chapter 13.21

~~STORM WATER~~STORMWATER ENGINEERING, PLAN REVIEW AND PROCESSING FEES

Sections:

13.21.010 Purpose.
13.21.020 Plan review and processing fees.

13.21.010 Purpose.

The purpose of this chapter is to authorize the imposition of fees and charges for performance of various administrative ~~storm water~~stormwater engineering, plan review and processing within the City. (Ord. 1983 § 1 (part), 1998).

13.21.020 Plan review and processing fees.

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The fees for performance of various administrative ~~storm water~~stormwater engineering, plan review and processing shall be set by Council Resolution. (Ord. 1983 § 1 (part), 1998).

Chapter 13.22
BAN ON SALE OF LAUNDRY DETERGENTS CONTAINING PHOSPHATES

(Repealed by Ord. 1733)

~~Chapter 13.24~~
~~WATER CONSERVATION~~

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~~Sections:~~

~~13.24.010 Wasting water unlawful.~~
~~13.24.020 Damaging water system.~~
~~13.24.030 Penalty for violations.~~
~~13.24.040 Water shut-off.~~

~~13.24.010 Wasting water unlawful.~~

~~It is unlawful for any person to waste city water through open or leaky faucets or through broken or leaky pipes, or in any other manner whatsoever. (Ord. 29 § 1, 1916).~~

~~13.24.020 Damaging water system.~~

~~It is unlawful for any person or persons to interfere with or damage in any way the City water system, including the dam, pipeline, hydrants, valve-boxes, or any part whatsoever of the City water system. (Ord. 29 § 2, 1916).~~

~~13.24.030 Penalty for violations.~~

~~Any person violating or failing to comply with any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punished by a fine of not less than two dollars and not exceeding five dollars.~~

~~Upon each succeeding conviction, the punishment shall be by a fine of not less than ten dollars and not exceeding twenty-five dollars. (Ord. 29 § 3 (part), 1916).~~

~~13.24.040 Water shut-off.~~

~~No water shall be furnished to any person found guilty of violating the provisions of this chapter until all fines are paid. (Ord. 29 § 3 (part), 1916).~~

Chapter 13.25
TEMPORARY CONSTRUCTION DEWATERING

Sections:

13.25.010 Definitions.
13.25.020 Purpose.
13.25.030 Compliance with other city, state, federal regulations.
13.25.040 Applicability.
13.25.045 Temporary construction dewatering limitations.
13.25.050 Management of contaminated groundwater and water quality standards.
13.25.060 Temporary construction dewatering feasibility study.

13.25.070 Temporary construction dewatering plan.
13.25.080 TCD suspensions or revocation.
13.25.090 TCD effluent discharge.
13.25.100 Replacement of drinking water supply.
13.25.110 Administrative fees.
13.25.120 Appeals.

13.25.010 Definitions.

A. As used in this chapter, the following terms have the meanings set forth below:

"Contaminated groundwater" means groundwater that is contaminated by the presence of man-made pollutants, including, but not limited to, gasoline, oil, solvents, pesticides, fertilizers, and other deleterious substances whose presence may cause drinking water to fail to meet state, federal, and local standards.

"Development project" means the private or public construction, remodeling, or repair of: buildings, structures, or utilities.

"Groundwater" means water in a saturated zone or stratum beneath the surface of the land or below a surface water body.

"Radius of influence" means the radial distance from the center of a wellbore to the point where there is no lowering of the water table or potentiometric surface (the edge of the cone of depression). This distance can be calculated: a) as an estimate within hydrological groundwater modeling analysis conducted prior to the onset TCD at one or more development project sites, and b) via field observations occurring once TCD activities commenced at one or more development project sites.

"Replacement water" means water purchased by the City Water Utility to offset drinking water supply that would have been produced by city water supply wells, had city water supply well production rates not been impaired by TCD activities.

"Temporary construction dewatering" or "TCD" means the placement of wells or other mechanisms in order to capture, pump, and remove groundwater from a development site in order to conduct excavation, construct underground building features, or utility systems.

"Temporary construction dewatering operating policy" means an administrative operating policy adopted by the City's Technical Committee that details the requirements for submittals and the methodologies required for submittals, and detail the methodologies the City of Redmond will use during review and oversight of TCD activities.

"Waters of the State" as defined in WAC 173-226-030 and RCW 90.48.020 as hereafter amended. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.020 Purpose.

A. This chapter regulates temporary construction dewatering within the City of Redmond. The provisions of this chapter are intended to prevent, limit, and enable the City to respond to TCD activities which impair the City's ability to:

1. Deliver drinking water from the City water supply wells;

2. Safely convey and treat ~~storm water~~stormwater runoff within the City's municipal separate ~~storm water~~stormwater sewer system (MS4) and private ~~storm water~~stormwater sewer systems; and

3. Manage the movement and disposal of contaminated groundwater in a manner that is in compliance with state and federal laws. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.030 Compliance with other city, state, federal regulations.

A. All temporary construction dewatering activities occurring within the City of Redmond must comply with this chapter and all other applicable City, State, and Federal regulations, including but not limited to the following:

1. The Federal Safe Drinking Water Act, 42 U.S.C. § 300f, et seq., as amended;

2. The Federal Clean Water Act, 33 U.S.C. § 1251, et seq., as amended;

3. The Washington State Model Toxics Control Act (MTCA), Chapter 70.105D RCW, as amended;

4. The Washington State Environmental Policy Act (SEPA), Chapter 43.21C RCW, as amended;

5. The City of Redmond Wellhead Protection Ordinance, Chapter 13.07 RMC, as amended; and

6. Water rights that have been granted to the City of Redmond by the State of Washington.

B. In the case of conflict, the regulations that are more protective of water quality shall prevail. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.040 Applicability.

A. This chapter applies to all development projects that require temporary construction dewatering and for which cannot be demonstrated that groundwater will be captured, pumped, or removed from the development site at a rate of less than 500 gallons per minute.

B. This chapter does not pertain to permanent dewatering of completed underground structures and does not authorize permanent dewatering within the City of Redmond. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.045 Temporary construction dewatering limitations.

A. Temporary construction dewatering activities shall be limited to elevator pits, footings, and utilities within the Critical Aquifer Recharge Areas (defined in RZC 21.64.050.A).

B. Temporary construction dewatering activities for elevator pits, footings, and utilities shall be limited to the following within the Critical Aquifer Recharge Areas (defined in RZC 21.64.050.A):

1. The rate at which groundwater may be captured, pumped, or removed from the development site shall be limited to 5,500 gallons per minute or less; and

2. The duration of temporary construction dewatering at a site shall be limited to a maximum of one year, measured cumulatively from the first date of dewatering activity; and

3. The depth of temporary construction dewatering allowed below the seasonal high groundwater elevation shall be limited to a maximum depth of nine feet. (Ord. 3223 § 2, 2025; Ord. 3093 § 2, 2022).

13.25.050 Management of contaminated groundwater and water quality standards.

A. Temporary construction dewatering activities shall not cause contaminated groundwater to move across property boundaries and/or towards a City water supply well. Temporary construction dewatering activities shall also not accelerate the movement of contaminated groundwater towards a City water supply well.

B. Construction dewatering effluent discharged to Waters of the State shall meet Water Quality Standards for Surface Waters of the State of Washington (Chapter 173-201A WAC) or MTCA Surface Water Standards.

C. Construction dewatering effluent that is infiltrated into the ground must meet State Groundwater Quality Standards. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.060 Temporary construction dewatering feasibility study.

A. A Temporary Dewatering Feasibility Study is required for all construction projects that require temporary construction dewatering and for which it cannot be demonstrated that groundwater will be captured, pumped, or removed from the development site at a rate of less than 500 gallons per minute. A Temporary Construction Dewatering Feasibility Study shall be submitted prior to construction as part of site planning and entitlement review processes. This feasibility study shall consist of a site specific hydrogeological and engineering analysis which details the potential dewatering-related impacts to the City water supply wells, to ~~storm water~~stormwater conveyance and treatment systems, and on the potential movement of underground contaminants.

B. The feasibility study shall:

1. Include analysis of geotechnical project, and water quality considerations detailed in the Temporary Construction Dewatering Operating Policy adopted by the City's Technical Committee;

2. Be conducted using the procedures and methodologies identified in the Temporary Construction Dewatering Operating Policy adopted by the City's Technical Committee; and

3. Include a site-specific assessment of potential contamination, and identify any known contaminated sites located within the proposed TCD's radius of influence.

C. The City of Redmond shall review Temporary Construction Dewatering Feasibility Studies completed in accordance with the Temporary Construction Dewatering Operating Policy to determine if the City will allow proposed TCD activities to occur at a development project site. The City of Redmond retains the authority to condition, deny, or allow TCD activities at development projects based on this review.

D. Development Projects ~~who~~ that have adequately identified and demonstrated that potential impacts to:

1. City water supply wells,

2. The City's ~~storm water~~stormwater conveyance system,

3. *Repealed by Ord. 2957,*

4. Public or private ~~storm water~~stormwater runoff treatment systems, and

5. The movement of contaminants across property boundaries and/or toward city water supply wells, or the acceleration of such movement where the same already exists are negligible or can be mitigated, will be allowed to conduct TCD contingent upon the successful completion of a Temporary Construction Dewatering Plan. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.070 Temporary construction dewatering plan.

A. A complete Temporary Construction Dewatering Plan shall include the information and items identified in the Temporary Dewatering Operating Policy.

B. The City of Redmond shall review Temporary Construction Dewatering Plans completed in accordance with the Temporary Construction Dewatering Operating Policy, to determine that the development project has addressed all potential impacts to City water supply wells, ~~storm water~~stormwater conveyance and treatment systems, and the movement of contaminants. The City of Redmond retains the authority to add conditions and requirements to construction activities to the Civil Site Construction Permit. Private development projects shall not start TCD activities until the City of Redmond has granted the Civil Site Construction Permit. Temporary Construction Dewatering shall not begin at public capital improvement projects prior to approval of the site design by the City Engineer. Conditions and requirements shall be included with the development project construction contract as a special provision.

C. A Contamination Mitigation Plan shall be included as part of the Temporary Construction Dewatering Plan to address all contamination identified at the development site or within the proposed TCD's radius of influence. Contamination Mitigation Plans shall include:

1. A hydrogeological evaluation of the potential movement of contaminants due to TCD at a specific site; and

2. All required information and actions detailed in the Temporary Construction Dewatering Operating Policy.

D. Conditions regulating the monitoring, mitigation, treatment, and disposal of contaminated groundwater shall be imposed on the development project. Acceptance of the applicant's Temporary Construction Dewatering Plan shall be contingent on the City of Redmond's satisfaction with proposed mitigation measures. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.080 TCD suspensions or revocation.

A. The Public Works Director ~~or his/her designee~~ may order the suspension of temporary construction dewatering for any of the following reasons:

1. Storm pipe capacity has been exceeded, resulting in an unacceptable increased risk of flooding.

2. City water supply wells are impacted to such an extent that one or more City water supply wells cannot produce specified minimum quantities of water to fulfill supply to

water utility customers and the City or the City's wholesale water supplier has activated an emergency water response plan.

3. Violations of state surface water quality standards (Chapter 173-201A WAC) when the TCD effluent discharges to surface Waters of the State.

4. Violations of state groundwater quality standards (Chapter 173-200 WAC) when the TCD effluent is infiltrated via dispersion back into a groundwater aquifer.

5. *Repealed by Ord. 2957.*

6. ~~Storm water~~Stormwater runoff treatment system has been impaired.

7. When otherwise deemed necessary by the Public Works Director to protect public safety, property, and natural environment.

B. Notice of suspension or revocation shall be given in writing by mailing or otherwise delivering a copy to the applicant or the applicant's onsite construction personnel. The suspension or revocation shall become effective immediately upon delivery or receipt and the applicant shall immediately cease all TCD activities. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.090 TCD effluent discharge.

A. TCD effluent shall be allowed to be discharged to the City's ~~storm water~~stormwater conveyance system; provided, that the City's ~~storm water~~stormwater engineering staff is able to verify that:

1. The effluent meets appropriate state water quality standards for dispersion into the surface Waters of the State;

2. Effluent discharge rates do not exceed those designated within the Temporary Construction Dewatering Plan; and

3. All other conditions stipulated in the Temporary Construction Dewatering Plan have been satisfied.

4. Effluent discharge does not impair ~~storm water~~stormwater treatment systems. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.100 Replacement of drinking water supply.

A. The Public Works Director ~~or his/her designees~~ shall determine if TCD activities at one or more developments are impacting a City water supply well. The following considerations shall be used to make this declaration of impact: Reduced expected instantaneous City water supply well production rate, water level within the City water supply well while pumping, time of year, and potential contamination or other factor to degrade the quality of potable water produced by the City water supply well. The evaluation of considerations leading to a determination of impact shall occur in accordance with the procedures and methodology detailed in the Temporary Construction Dewatering Operating Policy.

B. The Public Works Director ~~or his/her designees~~ may, at their discretion, allow TCD activities to reduce the instantaneous and annual rates of withdrawal if regional drinking water supply is available for purchase from Cascade Water Alliance. It is presumed that if regional drinking water supply is not available for purchase, the regional water shortage plan has been activated.

C. Development projects whose TCD activities have been determined to be solely or partly impacting the City of Redmond Water Utility's production of the drinking water at a specific supply well shall either:

1. Cease TCD activities; or

2. With the Public Works Director's consent, pay the City's costs of purchasing replacement supply, if available, from the City's water purveyor as a condition for continued operation of TCD activities. The Public Works Director may require the applicant to deposit sufficient funds with the City to defray the cost of purchasing replacement water for the duration of the TCD activities impact to supply well production prior to allowing the TCD activities to continue. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.110 Administrative fees.

A. The Public Works Director shall have the authority to impose administrative fees for the review of the Temporary Construction Dewatering Feasibility Studies and Temporary Construction Dewatering Plans required by this chapter in order to recoup the City's costs of conducting the reviews. The administrative fees provided in this subsection shall be collected at the time the Temporary Construction Dewatering Feasibility Study and Temporary Construction Dewatering Plan is submitted and the City shall not be obligated to review the Study or Plan until the review fee is paid.

B. The Public Works Director shall have the authority to impose an administrative fee in order to recoup the City's costs of inspection and monitoring during the implementation of Temporary Construction Dewatering Plans. Inspection and monitoring fees shall be paid at the time of construction permit issuance and the City shall not be obligated to issue permits until the administrative fees are paid.

C. The Public Works Director shall have the authority to impose an administrative fee on the purchase of replacement water from the City's regional water supplier under this chapter in order to recoup the City's costs of processing requests for such water. The administrative fees to be paid under this subsection shall be paid at the same time as the cost of the replacement water and shall be in addition to the cost of the water itself.

D. The Public Works Director shall have the authority to require development permit applicants to pay the cost of any outside technical assistance necessary to review and resolve issues and disputes regarding technical issues relating to Temporary Construction Dewatering Feasibility Studies and Temporary Construction Dewatering Plans. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

13.25.120 Appeals.

A. The development project applicant and any party of record may appeal a decision of the City to approve, deny, or condition a Temporary Construction Dewatering Feasibility Study or Temporary Construction Dewatering Plan under this chapter. The appeal shall be made by appealing the decision on the underlying permit to which the Study or the Plan pertains and

shall follow~~ing~~ the procedures for appealing the underlying permit set forth in the Redmond Zoning Code.

B. The development project permit holder may appeal a decision by the Public Works Director to suspend or revoke permission for Temporary Construction Dewatering activities. The appeal shall be to the Hearing Examiner and shall follow the procedure set forth in the Redmond Zoning Code for the appeal of Type I permit decisions. The filing of an appeal shall not stay the Public Works Director's order to cease Temporary Construction Dewatering Activities, but Public Works Director may, but shall not be obligated to, allow Temporary Construction Dewatering activities to continue during the pendency of an appeal if the same can be done consistent with the public health, safety, and welfare.

C. All appeals under this section shall be made on forms established under the Redmond Zoning Code and accompanied by any applicable appeal fee. No appeal shall be considered filed or complete until any applicable appeal fee is paid. (Ord. 2957 § 7 (part), 2019: Ord. 2831 § 2 (part), 2016).

Chapter 13.28
SPRINKLING AND IRRIGATION

(Repealed by Ord. 2455)

Chapter 13.29
WATER USE RESTRICTIONS

Sections:

13.29.010 Purpose.
13.29.020 Water shortage response plan.
13.29.030 Water use restrictions.
13.29.040 Enforcement.
13.29.050 Termination of service.

13.29.010 Purpose.

A. This chapter is an exercise of the police power of the City for the protection of the public health, safety and welfare ~~of the citizens of the City~~. This chapter establishes the conditions under which the use of water will be restricted due to lack of regional water supply or other water supply emergency. The provisions of this chapter shall apply to all customers and water users using City of Redmond water, both in and outside the City, regardless of whether any customer or water user shall have a contract for water service with the City. (Ord. 2455 § 2 (part), 2009).

13.29.020 Water shortage response plan.

A. The Mayor shall approve a Water Shortage Response Plan that establishes actions and procedures for managing water supply and demand during anticipated or actual water shortages. The Mayor is authorized to implement the Water Shortage Response Plan's actions and procedures at such times as the City's water supply is threatened by or experiencing a water supply shortage. The implementation of Redmond's Water Shortage Response Plan shall be done in coordination with the actions and procedures of Cascade Water Alliance and Seattle Public Utilities if the shortage is due to lack of regional water supply. (Ord. 2455 § 2 (part), 2009).

13.29.030 Water use restrictions.

A. The Mayor, within the framework of the Water Shortage Response Plan, may impose, order, and enforce restrictions and/or limitations on the use of water by type of use, customer class, or geographic area, or other appropriate distinction depending upon the nature and extent of the water supply shortage. The use of water for irrigation, cooling, washing, or other uses may be forbidden, restricted, or regulated and such regulations may be made effective as to all customers or as to particular classes of customers. Rationing may be imposed during any shortage of water, either in lieu of or in addition to other measures hereby authorized. The Mayor is further authorized to make exceptions to such restrictions in specific cases as ~~he/she~~they find~~s~~ reasonable, such as, but not limited to, watering newly seeded or sodded lawns, alleviating unnecessary economic hardship to commercial or industrial activities, or preventing possible damage to health, safety or welfare. The Mayor is authorized to promulgate

such rules and regulations as may be necessary to implement water use restrictions. The City shall not be liable for damages or losses resulting from the curtailment of water usage. (Ord. 2455 § 2 (part), 2009).

13.29.040 Enforcement.

A. The Public Works Department shall conduct public education efforts regarding the necessity of the restrictions for the public. The use of water that does not conform to the water use restrictions issued by the Mayor shall be a violation of this code. Enforcement of a violation shall be administered in accordance with Chapter 1.14 RMC, Enforcement and Penalties. Violations and penalties shall be in accordance with RMC 1.14.060. To enforce the provisions of this chapter, the Public Works Director ~~and the Director's designees~~ shall have all of the authority and powers of the Code Compliance Officer as provided in Chapter 1.14 RMC. In exercising this authority and power, the Public Works Director ~~and the Director's designees~~ shall comply with all of the applicable provisions of Chapter 1.14 RMC and shall be subject to any appeals provided under that chapter. If any monetary penalty imposed pursuant to this section is not paid within 30 days of issuance of a notice with a penalty amount, said penalty amount shall be entered upon the water bill for the account where the violation occurred as a special rate surcharge and shall be due and collectable as any other utility charge. (Ord. 2455 § 2 (part), 2009).

13.29.050 Termination of service.

A. Failure to comply with any Notice and Order regarding water use restrictions may result in the termination of water service. The Public Works Director ~~and the Director's designees are~~is authorized to shut off water to any water services serving the account where a violation of water use restrictions continues to occur. The Public Works Director ~~and the Director's designees~~ may establish a date for shut-off and follow the regulations and procedures for shut-off provided in Chapter 13.17 RMC, Utility Accounts, or the Public Works Director ~~and the Director's designees~~ may, based upon the severity of the violation, immediately shut off the water services serving the account where the violation continues to occur. Shut-off shall be in addition to any civil or criminal penalties. (Ord. 2455 § 2 (part), 2009).

Chapter 13.32
FLUORIDATION OF WATER SUPPLY

Sections:

13.32.010 Authorization – Administration.
13.32.020 Fluoridation equipment.
13.32.030 Commencement of fluoridation.

13.32.010 Authorization – Administration.

The City Council authorizes and directs that a source of fluoridation approved by the State Department of Health shall be added to the public water supply and system of the City under the rules and regulations of the Washington State Board of Health, such addition to be administered and controlled in a manner approved by the Washington State Department of Health and the Director of Public Health and in accordance with the laws of the state. (Ord. 677 § 1, 1975).

13.32.020 Fluoridation equipment.

The City shall proceed to acquire, purchase, construct, install, operate and maintain in the manner provided by law all necessary and proper fluoridation equipment and supplies to carry out the provisions of this chapter. (Ord. 677 § 2, 1975).

13.32.030 Commencement of fluoridation.

The fluoridation of the public water supply and system of the City not now receiving such fluoridation treatment shall be commenced as soon as practicable after the effective date of the ordinance codified herein, and the approval of the Washington State Department of Health. (Ord. 677 § 3, 1975).

~~Chapter 13.34~~
~~STREETLIGHTING CHARGES~~

~~Sections:~~

~~13.34.010 Streetlight charges.~~
~~13.34.020 Collection.~~

~~13.34.010 Streetlight charges.~~

~~A monthly streetlight service charge is hereby imposed upon all properties within that portion of the Rose Hill Water District assumed by the City of Redmond as of January 1, 1994, and which were subject to streetlighting charges imposed by the Rose Hill Water District as of that assumption date. The amount of the charge shall be $2.50 per month per property subject to the charge. The streetlighting charges imposed by this section shall apply to all service furnished on or after January 1, 1994, and shall, to the extent necessary, be retroactive for the purpose of recovering service charges between that date and the date the ordinance enacting this section becomes effective. (Ord. 1813 § 1 (part), 1994).~~

~~13.34.020 Collection.~~

~~The streetlight service charge imposed by this chapter shall be included on the customer's utility account bill. any payments received on account of said bill shall first be allocated to the streetlight charge imposed herein and then to all other fees and charges for utility service in the order provided in Section 13.17.060. (Ord. 1813 § 1 (part), 1994).~~

Chapter 13.36
UTILITY EXTENSIONS OUTSIDE CITY LIMITS

Sections:

13.36.010 Intent.
13.36.020 Conditions for extension of service.

13.36.030 Application.

13.36.010 Intent.

The intent of this chapter is to specify the terms and conditions under which the City will consider providing water, sewer and storm drainage service to properties outside the City limits. Nothing in this chapter shall be construed as, or is intended to constitute, the holding out of Redmond as a public utility generally willing to supply all those who request service outside its city limits. It is the intent of the City to supply such service only where the user complies with all terms and conditions of this chapter, and that the ultimate decision to extend services shall rest within the sole discretion of the City Council. (Ord. 1437 § 1 (part), 1988).

13.36.020 Conditions for extension of service.

Water, sanitary sewer and storm drainage service shall be extended beyond the City limits of Redmond only upon compliance with all of the following conditions:

A. The owner of the property for which service is requested must execute a utility extension agreement in a form approved by the City Attorney containing all of the following terms:

1. A warranty that the owner has title to the property and is authorized to enter into the agreement;

2. A statement specifying the location and line from which service may be extended;

3. An agreement by the owner to pay all costs of designing, engineering and constructing the extension to city standards and according to plans approved by the City Public Works Department;

4. A requirement that the owner secure and obtain, at the owner's sole cost and expense, any necessary permits, easements and licenses to construct the extension;

5. An agreement by the owner to turn over and dedicate any capital facilities such as main lines, pump stations and wells, to the City upon completion of construction and to furnish

as-built plans, any necessary easements, permits or licenses, a bill of sale, and a maintenance guarantee to the City;

6. An agreement by the owner to pay connection charges;

7. An agreement by the owner to pay all utility service charges at rates applicable to properties outside the City limits;

8. An agreement by the owner to annex the property to the City at such time as the owner is requested by the City to do so;

9. A restriction on the use of the property which will ensure that any development or redevelopment meets the requirements of the City's comprehensive plan, zoning code and building regulations: provided, that such restriction may not be required, or an alternative restriction may be substituted, when:

a. The utility extension is requested to serve property which, at the time of the request, is designated "Study Area" by the City's land use plan map; and

b. The development or redevelopment meets the requirements of the county's adopted comprehensive plan; and

c. The City Council finds that it is in the best interest of the City to approve the requested extension of utility service;

10. A statement that delinquent payments under the agreement will constitute a lien which may be foreclosed as other liens for sewer and water service;

11. A statement that the City may terminate service in the event of noncompliance by the owner with any term or condition of the agreement;

12. A waiver of the right to protest formation of a local improvement district for improvements which would benefit the subject property;

13. A clause providing that the agreement may be specifically enforced;

14. A requirement that the agreement be recorded with the King County ~~recorder~~Recorder's Office and constitute a covenant running with the land receiving service, and providing that all costs of recording the agreement will be borne by the owner; and

15. A clause providing for attorney's fees in the event of litigation.

B. All agreements for the extension of service beyond the City limits must receive approval from the City Council.

C. Any necessary approval by the boundary review board must be received prior to the extension of service.

D. Upon execution of the agreement and receipt of all approvals, the agreement shall be recorded with the King County ~~recorder~~ Recorder's Office as a covenant running with the land, and all costs of recording shall be paid by the owner in accord with the terms of the agreement. (Ord. 1674 § 1, 1992; Ord. 1437 § 1 (part), 1988).

13.36.030 Application.

A. Any person desiring to apply for the extension of water, sanitary sewer or storm drainage service outside the City limits or outside the Novelty Hill Service Area under the provisions of this chapter shall do so on a form provided by the City. The completed application form, together with a nonrefundable application fee set by council resolution, shall be submitted to the Public Works Department, and accompanied by the following:

1. A vicinity map on 8-1/2 x 11 inch ~~mylar~~sheet, drawn to a scale acceptable to the Public Works Department, depicting the area for which service is being requested and the existing city facilities from which the extension is proposed to be made; and

2. A legal description of the property to be served by the extension; and

3. A statement of the nature of the proposed development and its conformance with the requirements of the City's comprehensive plan, zoning code and building regulations, or, if the proposed development is within a designated study area on the City's land use map, a statement of the nature of the proposed development and its conformance with the county's adopted comprehensive plan; and

4. Such other information as the ~~Director of~~ Public Works Director determines is necessary to properly review the application.

B. The Public Works Department shall review the application and forward the same, together with the department's recommendation, to the City Council for determination. (Ord. 1674 § 2, 1992; Ord. 1552 § 1, 1990).

Chapter 13.38
ADMINISTRATIVE AND PROCESSING SERVICES – COST RECOUPMENT

Sections:

13.38.010 Purpose.
13.38.020 Construction drawing review project processing fee.
13.38.030 Construction inspection fee.
13.38.035 Fire sprinkler system construction inspection fee.
13.38.040 Engineering report review ~~fee~~deposit.
13.38.045 Hydraulic model computer analysis ~~fee~~deposit.
13.38.050 Outside agency fees.
13.38.060 Establishment of fee amounts.

13.38.010 Purpose.

The purpose of this chapter is to authorize the imposition of fees and charges for performance of various administrative and processing services relating to extensions of sanitary sewer and water utility service within and outside the City limits. (Ord. 1622 § 1 (part), 1991: Ord. 1553 § 1 (part), 1990).

13.38.020 Construction drawing review project processing fee.

A. Any person desiring to apply for the extension of water and/or sanitary sewer service within or outside the City limits, shall be required to pay a construction drawing review project processing fee. The City shall base the fee upon the following three criteria: (1) the linear footage of pipes to be installed and/or (2) an established ~~flat~~base fee and/or (3) a percentage of the estimated construction costs for special appurtenances.

1. The linear footage for sewer mains shall be calculated on manhole to manhole runs and manhole to clean out runs but shall not include 6-inch side sewer pipes.

2. The linear footage for water mains shall be calculated on all pipe four (4) inches and larger but shall not include service lines or small lines to appurtenances (blow-offs, air vacuum release valves, etc.).

3. The construction drawing review project processing fee for special appurtenances, such as ~~sewage~~wastewater pump stations, pressure reducing valves, booster pump stations, special metering devices, etc., shall be based on a percentage of the estimated cost of construction.

B. Upon submittal of construction drawings for review, a deposit for the construction drawing review project processing fee shall be paid in an amount determined by the ~~Director of~~ Public Works Director ~~or his/her designee~~. Such deposit amount shall be based upon an estimate of the linear footage of utility mains to be constructed. The Public Works Director ~~or his/her designee~~ shall subsequently calculate the final fee based upon the actual linear footage of mains to be constructed and/or estimated construction costs. If the final fee is greater than the deposit, the excess shall be paid prior to construction drawing approval. If the final fee is less than the deposit, the overpayment shall be refunded or credited toward additional fees owing at the time of construction drawing approval.

C. Should construction drawings be reviewed and approved and the approval expire prior to the commencement of construction, the construction drawing shall be resubmitted for additional review for compliance with current standards and reapproval and additional construction drawing review project processing fees shall be paid. Should the construction drawing approvals expire after commencement of construction, because construction was terminated or halted for a period of time, construction drawings for any uncompleted work shall be resubmitted for additional review for compliance with current standards and reapproval and an additional Construction Drawing Review Project Processing Fee shall be paid as designated pursuant to 13.38.060.

D. Should construction drawings be submitted and a deposit for the processing fee made and the project abandoned, the deposit shall be forfeited. Should construction drawings be submitted and a deposit for the processing fee made and processing of the construction drawings is delayed for a period of time by the applicant, additional construction drawing review project processing fees shall be paid. Delay by the applicant shall include nonsubmittal

of requested additional information, nonsubmittal of revised construction drawings in accordance with the City comments, or direction from the developer to not proceed with review. The fee schedule to apply in these cases shall be as designated pursuant to 13.38.060. (Ord. 1697 § 1, 1992; Ord. 1622 § 1 (part), 1991: Ord. 1553 § 1 (part), 1990).

13.38.030 Construction inspection fee.

A. Any person desiring to apply for the extension of water and/or sanitary sewer service within or outside the City limits, shall be required to pay a construction inspection fee. The City shall base the fee upon the following three criteria: (1) the linear footage of pipes to be installed and/or (2) an established ~~flat~~base fee and/or (3) a percentage of the estimated construction costs for special appurtenances.

1. The linear footage for sewer and water mains shall be determined as set forth in Section 13.38.020.A.1 and (A)(2).

2. The construction inspection fee for special appurtenances, such as ~~sewage~~wastewater pump stations, pressure reducing valves, booster pump stations, special metering devices, etc. shall be based on a percentage of the estimated costs of construction.

B. The construction inspection fee shall be paid at the time of construction drawing approval.

C. Should construction drawing approval expire prior to the commencement of construction or any activities related thereto, any construction inspection fees paid shall be refunded less an administrative fee. Should construction or any activities related thereto commence and then be terminated, no refund of the construction inspection fee shall be made. Should construction or any activities related thereto commence and then be halted for a period of time and then recommenced an additional Construction Inspection Fee shall be paid as designated pursuant to 13.38.060. (Ord. 1697 § 2, 1992; Ord. 1622 § 1 (part), 1991: Ord. 1553 § 1 (part), 1990).

13.38.035 Fire sprinkler system construction inspection fee.

Any person desiring to construct underground piping which supplies a fire sprinkler system, wet standpipe system or dry standpipe system within or outside the City limits shall be required

to pay a fire sprinkler system construction inspection fee. The City shall base the fee upon the number of connections to the City main and the number of buildings served from the tap to the City main. Dry standpipes shall be for each separate dry standpipe system. (Ord. 1622 § 1 (part), 1991).

13.38.040 Engineering report review ~~fee~~deposit.

A. Any person desiring to apply for the extension of water and/or sanitary sewer service within or outside the City limits shall be required to pay a deposit to cover all costs incurred by the City for~~an~~ engineering report review, This ~~fee which~~ shall be assessed for review of all engineering reports, including a water or sewer system plan, plan amendments, pre-design reports, hydraulic grade line reports, siphon reports, special reports which may be included as appendices to environmental documents or which were required to be prepared through SEPA, site plan review or another Planning Department permit process, and any other similar report prepared for developer extensions and additions to the water and sewer systems.

B. Upon submittal of engineering reports for review, a deposit for the engineering report review ~~fee~~ shall be paid in an amount determined by the ~~Director of~~ Public Works Director~~or his/her designee~~. Such deposit amount shall be based upon the complexity of the project and an estimate of the cost of city staff and third party consultant hours, including direct compensation, benefits and overhead, and costs of equipment and materials to be utilized. Additional deposit amounts may be required during the engineering report review. Additional payment amounts may be required during the review. The Public Works Director will subsequently calculate the final amount due after the engineering report review and approval process is complete. In the event the final amount due is greater than the deposit, the difference shall be paid prior to approval and/or final comments on the reports. In the event the final amount due is less than the payment, the difference shall be refunded ~~The Public Works Director or his/her designee will subsequently calculate the final fee based upon both the actual cost of city staff hours, including direct compensation, benefits and overhead, and cost of equipment and material utilized during the engineering report review and approval process. In the event the final fee is greater than the deposit, the difference shall be paid prior to approval and/or final comments on the reports. In the event the final fee is less than the deposit, the difference shall be refunded or credited toward other fees owing at the time of approval and/or final comments on the reports.~~ (Ord. 1622 § 1 (part), 1991: Ord. 1553 § 1 (part), 1990).

13.38.045 Hydraulic model computer analysis ~~fee~~deposit.

Any person desiring the City to perform a computer simulation of the City water system to assist in preparation of an engineering report or to determine the quantity of fire flow available from the water system shall be required to pay a hydraulic model computer analysis ~~fee~~deposit. The City shall base the ~~fee~~ deposit on the number of separate computer simulations performed and on the complexity of the project and an estimate of the cost of city staff and third party consultant hours, including direct compensation, benefits and overhead, and costs of equipment and materials to be utilized. Additional payment amounts may be required during the review. The Public Works Director will subsequently calculate the final amount due after the analysis and approval process is complete. In the event the final amount due is greater than the deposit, the difference shall be paid prior to approval and release of the analysis. In the event the final amount due is less than the payment, the difference shall be refunded. (Ord. 1622 § 1 (part), 1991).

13.38.050 Outside agency fees.

Any person desiring to apply for the extension of water and/or sanitary sewer service within or outside the City limits, shall be required to pay the fee for any permit or approval charge assessed to the City by an outside agency, including, but not limited to the Washington State Department of Ecology, Washington State Department of Transportation, Washington State Department of Health, King County Agencies and Railroads. (Ord. 1622 § 1 (part), 1991: Ord. 1553 § 1 (part), 1990).

13.38.060 Establishment of fee amounts.

The amounts of the construction drawing review project processing fee, the construction inspection fee, the fire sprinkler system construction inspection fee, and the hydraulic analysis fee, and criteria for the engineer report review fee and outside agency fees, shall be approved by resolution of the City Council. (Ord. 1622 § 1 (part), 1991: Ord. 1553 § 1 (part), 1990).

The Redmond Municipal Code is current through Ordinance 3223, passed June 17, 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.

Attachment B - Table of Changes with Rationale to Title 13
as of 10/10/25

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
SUBSTANTIVE CHANGES					
	13.04 and 13.06	Multiple	Substantive	Added sections	Removed stormwater related code from 13.04 and moved to 13.06 to create separate sections for wastewater and stormwater for readability and clarity. Multiple sections were created in 13.06 for the separation. Section 13.04 is now dedicated to Wastewater and 13.06 dedicated to Stormwater.
	13.04.041	Connection required - When - How made - Warrant to fund	Substantive	Language Revision	Added clarifying language on distance to wastewater system, added language on timing to match policy, added language on storm connection prohibition, increased fee for non-compliance to $1200 to account for inflation since 1992 ordinance.
	13.04.340	Discharge into sanitary sewers restricted	Substantive	Language Revision	Added language requiring King County and City Engineer approval for discharge to reflect current process. Prohibited discharge of RV tanks to City wastewater system
	13.04.420	Special agreements	Substantive	Deleted Section	No longer applicable, City does not make agreements to accept waste of "unusual character" for disposal in public sewer
	13.05.060	Side sewer contractor bonds	Substantive	Language Revision	Changed "Utility Division" to "Development Engineering Division," Increased bond amount from $5,000 to $10,000 to account for inflation since 1994 ordinance

Attachment B - Table of Changes with Rationale to Title 13
as of 10/10/25

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.12.030	Minimum project size	Substantive	Language Revision	Changed $5,000 to $15,000 to account for inflation since 1988 ordinance.
	13.06.058.3	Conditional discharges	Substantive	Language Revision	Added wash water containing prohibited discharge materials to those not allowed into the stormwater system
	13.06.058.4.	Conditional discharges	Substantive	Added Language	Added external building washdown water for certain structures and structures having PCB-containing materials are not allowed to discharge to the stormwater system, surface waters or groundwater
	13.06.070.C	Disposal of waste from maintenance activities	Substantive	Added Language	Added disposal facility type and necessary receipt of disposal sent to stormwater utility
	13.06.070.D	Disposal of waste from maintenance activities	Substantive	Added Language	Added disposal facility type and necessary receipt of disposal sent to stormwater utility, removed discharge to wastewater, removed discharge to downstream treatment facility.
	13.06.070.E	Disposal of waste from maintenance activities	Substantive	Added Language	Added uncontaminated stormwater from facilities can be returned to the stormwater system with approval. Turbidity of water must be less than 25 NTU.

Attachment B - Table of Changes with Rationale to Title 13
as of 10/10/25

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.07.115	Groundwater protection incentive program for existing infiltration system modifications	Substantive	Deleted Section	Program is no longer relevant. The highest risk sites in the program have either completed risk reduction projects, have been redeveloped, or are likely to be redeveloped within the next 10 years. The remainder of lower risk sites will be inspected under the city's private drainage inspection program.
	13.07.140	Appeals	Substantive	Deleted Language	Removed all text under 13.07.140B. for appeals related to the Groundwater Protection Incentive Program as the program is no longer relevant and has been removed.
	13.08.030	Installation charge	Substantive	Deleted Section	Removed meter size and cost table with fees. Will be addressed in annual utility fee update instead.
	13.08.040	Exempt Meters	Substantive	Language Revision	Creates provision to accurately charge sewer charges only for use of reclaimed water and harvested rainwater. Currently, the code language for exempt meters only pertains to irrigation meters that only charge for water consumption but not sewer.
	13.08.050	Unauthorized connections	Substantive	Language Revision	Updated penalty amount from $500 to $1200 to reflect inflation since 1992 ordinance
	13.15	LATECOMER CONNECTION CHARGE – 180TH AVENUE N.E. SANITARY SEWER IMPROVEMENTS	Substantive	Deleted Chapter	Latecomers from 1983 is no longer applicable and City is not charging fee anymore.

Attachment B - Table of Changes with Rationale to Title 13
as of 10/10/25

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.16.010	Definitions	Substantive	Language Revision	Updated text to eliminate Type A hydrant use, updated description of Type C hydrant use. Type A hydrant permits are very infrequently used and only existed because their lower-flows were not accurately measured by previous hydrant meters. This edit recommends eliminating Type A permits and merging them with Type C since new hydrant meters can measure lower flows accurately. Metering this hydrant use more accurately accounts for water consumption and bills customers more accurately based on usage.
	13.16.030	Hydrant use charges	Substantive	Deleted Section	Removed Hydrant use charges table with fees. Will be addressed in annual utility fee update instead.
	13.24	WATER CONSERVATION	Substantive	Deleted Chapter	Deleted outdated chapter from 1916.
	13.34	STREETLIGHTING CHARGES	Substantive	Deleted Chapter	Charges associated with Rose Hill Water District from 1994 are no longer being collected by the City.
ADMINISTRATIVE AND OPERATIONAL CHANGES					
13.02 Water and Sewer Service Funds					
	13.02.010	Fund Created	Administrative	Language Revision	Added language to give authority to create Stormwater Revenue Fund which already exists.
	13.02.020	Separate accounts for funds	Administrative	Language Revision	Removed references to outdated 1951 and 1957 funds
13.03 Definitions					

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.03.020	Redmond service area	Administrative	Language Revision	Added language to better define service area limits.
13.04 Sewage					
	13.04.010	Purpose	Administrative	Language Revision	Updated language for clarity.
	13.04.020	Definitions	Administrative	Language Revision	Updated definitions to change from sewer to wastewater. Removed stormwater related definitions.
	13.04.020	Definitions	Administrative	Language Revision	Revised definition for Hazardous Materials to more closely match definition in Zoning Code
	13.04.020	Definitions	Administrative	Language Revision	Revised definition for "City Engineer" to refer to Title 2.64.030 which will be added with upcoming changes to Title 2. This will say "Where used in this Code, the term City Engineer shall include any representatives (designee or delegate) authorized to act by them in their place.
	13.04.030	Owner to connect to wastewater system	Administrative	Language Revision	Updated language to clarify measurement of distance from property boundary.
	13.04.040	Notice to connect - connection by city	Administrative	Language Revision	Updated language to change sewer to wastewater. Change Health Officer to City Engineer since Health Officer position no longer exists.
	13.04.110	Permit required to install sewers	Administrative	Language Revision	Removed storm references (moved to new section), changed "City Engineer" to "City" relating to permit issuance.

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.04.120	Application for permit	Administrative	Language Revision	Removed storm references (moved to new section), updated information on what is required for permit application for clarity.
	13.04.130	Unauthorized connections reported	Administrative	Language Deletion	Removed storm references (moved to new section). Updated language requiring a permit for connection to the City wastewater system for clarity.
	13.04.140	When permit required - open excavations	Operational	Language Revision	Removed storm references (moved to new section)
	13.04.150	Limits of permit	Administrative	Language Revision	Removed storm references (moved to new
	13.04.160	Temporary connections	Administrative	Language Revision	Removed storm references (moved to new section). Updated language requiring recording with King County Recorder's Office
	13.04.170	Term of Permit	Operational	Language Revision	Changed "City Engineer" to "Development Services division of the Planning Department " for responsibility for permit process
	13.04.190	Permit available for review	Operational	Language Revision	Changed "card carried" to "Permit available for review" to reflect current process.
	13.04.200	Inspection procedure	Operational	Language Revision	Updated language to match current process/procedures and timeframes.
	13.04.210	Filling Trenches	Operational	Language Revision	Added text to indicate that City Inspector oversees work.
	13.04.220	Open excavations - Time limits	Administrative	Language Revision	Added language to assign costs for trench backfill and restoration to contractor

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.04.230	Noncompliance with standards - Notice	Administrative	Language Revision	Added City Standard to plans and specifications (correct name of document).
	13.04.240	City repairs - Costs	Administrative	Language Revision	Removed storm reference and replaced "Health Officer" with "Public Works Director".
	13.04.250	Costs of installation borne by owner	Administrative	Language Revision	Changed "Public Works Director" to "City Engineer" to be consistent with previous sections.
	13.04.260	Use of existing sewers	Operational	Language Revision	Updated language to match Water and Wastewater Design Requirements.
	13.04.270	Backup remedies	Operational	Language Revision	Added language to match Water and Wastewater Design Requirements, also referenced Redmond Plumbing Code
	13.04.280	Position of sewers - size of pipe	Administrative	Language Revision	Added minor language for clarification and referenced WAC for reference on abandonment of septic systems.
	13.04.290	Laying sewers on another's property	Operational	Language Revision	Specified easement width, replaced "King County Auditor" with "King County Recorder's Office".
	13.04.330	Restoring property required	Administrative	Language Revision	Removed drainage reference, Clarified restoration standard
	13.04.370	Interceptors required – When	Operational	Language Revision	Added language regarding required inspection per current process.
	13.04.40	Manholes	Administrative	Language Revision	Clarified Manholes to be Private Sampling Manholes

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.04.440	Planting near sewers	Administrative	Language Revision	Added language to match Water and Wastewater Design Requirements, added text to clarify/define tree planting location and distance restrictions, changed "public street" to "right-of-way", eliminated drain reference and changed "City Treasurer" to "City" for payment. This section will be coordinated with proposed Tree Code update.
	13.04.450	Testing waste	Administrative	Language Revision	Changed "sewage" to "wastewater"
	13.04.480	Penalty for violation	Administrative	Language Revision	Removed references to Mayor and designee.
	13.04.440	Planting near sewers	Administrative	Language Revision	Added language to match Water and Wastewater Design Requirements, added text to clarify/define tree planting location and distance restrictions, changed "public street" to "right-of-way", eliminated drain reference and changed "City Treasurer" to "City".
13.05 Side Sewer Contractor Roster					
	13.05.020	Side sewer contractor roster	Operational	Language Revision	Changed "Utility" to "Development Engineering"., "Public Works" to "Planning" to indicate ownership of roster
	13.05.040	Application	Operational	Language Revision	Changed "Utility" to "Development Engineering"., "Public Works" to "Planning" to indicate ownership of roster
	13.05.060	Side sewer contractor bonds	Operational	Language Revision	Changed "Utility Division" to "Development Engineering Division," Increased bond amount from $5,000 to $10,000 to reflect more current cost for side sewer installation

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
13.06 Storm Water Management Code					
	13.06.040	Definitions	Administrative	Language Revision	Updated definitions and revised language for clarity.
	13.06.040	Definitions	Operational	Added item to list	Added "City Engineer" to definitions
	13.06.040	Definitions	Administrative	Added item to list	Added "Downspout" to definitions
	13.06.040	Definitions	Administrative	Added item to list	Added "Drain" to definitions
	13.06.040	Definitions	Administrative	Added item to list	Added "House drain" to definitions
	13.06.040	Definitions	Administrative	Language Revision	Revised definition for Hazardous Materials to more closely match definition in Zoning Code
	13.06.040	Definitions	Administrative	Language Revision	Modified definition of "Minimum Maintenance Standards" to include more detail
	13.06.040	Definitions	Administrative	Added item to list	Added "Natural outlet" to definitions
	13.06.040	Definitions	Administrative	Added item to list	Added "stormwater pipe" to definitions
	13.06.040	Definitions	Administrative	Language Revision	Changed "stormwater pollution prevention plan" definition to align more closely with Ecology's definition
	13.06.040	Definitions	Administrative	Added item to list	Added "Watercourse" to definitions
	13.06.0xx	Stormwater outfall	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Owner to connect to stormwater system	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Permit required to install stormwater connection	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.06.0xx	Application for permit	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Unauthorized connections reported	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	When permit required - open excavations	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Limits of permit	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Temporary connections	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Term of permit	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Construction inspection procedure	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Filling trenches	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Noncompliance with standards – Notice	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.06.0xx	City repairs – Costs	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Costs of installation borne by owner	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Position of stormwater pipe	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Laying stormwater pipe on another's property	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Planting near stormwater system	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Damaging public property prohibited	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Protecting excavations	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.0xx	Restoring property required	Administrative	Added section	Added this section from 13.04, which references stormwater, to the stormwater chapter 13.06.
	13.06.054	Prohibited discharges	Operational	Added language	Added items to list of prohibited discharges and added text to clarify/define types of pollutants to reflect current practice

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.06.058	Conditional discharges	Administrative	Language Revision	Updated language for clarity.
	13.06.062	Allowable discharges	Administrative	Language Revision	Changed "nuisance water" to "clear uncontaminated water". Updated language for clarity.
	13.06.068.A.	Maintenance requirements	Administrative	Language Revision	Added more detail for maintenance guidance referring to operation and maintenance manual
	13.06.068.C.	Maintenance requirements	Administrative	Language Revision	Added description of private stormwater systems to be inspected
	13.06.068.D	Maintenance requirements	Administrative	Language Revision	Added "to correct and/or repair" to list of items that shall be completed by private stormwater system owners to clarify responsibilities.
	13.06.070	Disposal of waste from maintenance activities	Operational	Language Revision	Added reference to WAC to clarify current processes. Updated descriptions of disposal processes.
	13.06.090	Inspection requirements	Administrative	Language Revision	Updated language for clarity. Changed "maintenance manual" to "operation and maintenance manual"
	13.06.100	Inspection and abatement authority	Administrative	Language Revision	Added "abatement" to title to clarify authority
	13.06.110	Inspection procedures - Private stormwater facilities	Administrative	Added language	Added "environment" to imminent hazards in item C and clarified "emergency" conditions in item D. Added new item G to describe parties with the right to enter properties consistent with Department of Ecology rights..

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.06.115	Inspection procedures - Public stormwater facilities	Operational	Language Revision	Specified these provisions apply to public stormwater facilities that need to be accessed or maintained on private property.
	13.06.140	Inspection and maintenance records	Administrative	Language Revision	Added "operation and" to "Maintenance manual" for clarity
	13.06.1xx	Engineer's rules	Administrative	Added section	Section added to allow for amendments of rules and regulations as needed.
	13.06.1xx	Violator liable for expenses	Administrative	Added section	Added section to describe violators of provision of this chapter are liable for any expense, loss or damage to the City.
	13.06.180.H	Penalty for violations	Operational	Language Revision	Added the cost incurred by the City for correction or repair to private stormwater systems will be charged to the property owner to reflect current practice.
	13.06.240	State statutes and regulations adopted by reference	Administrative	Language Revision	Updated title of applicable RCWs and WACs referenced in 13.06. RCW and WAC titles were changed by the State.
13.07 Wellhead Protection					
	13.07.020	Authority	Administrative	Language Revision	Updated titles of applicable RCWs and WACs under which RMC 13.07 is authorized.

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.07.030	Definitions	Operational	Language Revision	Revised definition for "Public Works Director" to refer to Title 2.64.030 which will be added with upcoming changes to Title 2. This will say "Where used in this Code, the term Public Works Director shall include any representatives (designee or delegate) authorized to act by them in their place.
	13.07.040	Scope and applicability	Administrative	Language Revision	Revised definition of Critical Aquifer Recharge Area II to reflect correct time limits
	13.07.100	Performance standards	Administrative	Language Revision	Updated language to reference requirements for well abandonment to WAC
	13.07.120	Reporting of hazardous substances releases and completion of cleanup	Administrative	Language Revision	Updated reference to applicable United States Code Chapter.
	13.07.240	State statutes and regulations adopted by reference	Administrative	Language Revision	Updated title of applicable RCWs referenced in 13.07. RCW titles were changed by the State.
13.08 Installing and Connecting Water Service					
	13.08.010	Application for service	Administrative	Language Revision	Changed "Utility Division" to "Development Engineering Division" to reflect permitting responsibility
	13.08.015	Meters required	Administrative	Language Revision	Added text regarding detached ADUs and detached non-livable space for clarity.

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.08.020	Meters city property	Administrative	Language Revision	Added text to define responsibilities of non-City owned property.
	13.08.032	Full service installations	Operational	Added text	Updated text for clarity regarding middle housing developments to reflect current practice
	13.08.060	Fire sprinkler system connections	Operational	Language Revision	Changed "Utility Division of the Public Works" to "Development Engineering Division of the Planning" for drawing approval.
13.10 Cross-Connection and Backflow Prevention					
	13.10.010	Definitions	Administrative	Language Revision	Changed "Department of Social and Health Services" to "Department of Health" per changes by the State. Added "reclaimed water supply system" to list of connections.
	13.10.030	Backflow prevention devices to be installed	Administrative	Language Revision	Updated "Director of Public Works" to "Public Works Director".
	13.10.040	Adoption of State Regulations	Administrative	Language Revision	Updated WAC references – previous WACs listed were no longer valid
13.11 Water and Sewer Connection Charges					
	13.11.036	Loan program for additional connection charge	Administrative	Language Revision	Changed "Metro" to current name "King County Wastewater Treatment Division"
13.12 Reimbursement Agreements for Utility Improvements					
	13.12.010	Purpose	Administrative	Added text	Added language to more clearly explain purpose of Utility Reimbursement Agreements

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.12.020	Definitions	Administrative	Language Revision	Revised definition for "Public Works Director" to refer to Title 2.64.030 which will be added with upcoming changes to Title 2. This will say "Where used in this Code, the term Public Works Director shall include any representatives (designee or delegate) authorized to act by them in their place.
	13.12.030	Minimum project size	Administrative	Increased minimum project cost	Changed $5,000 to $15,000 to reflect increased project costs since 1988 ordinance
	13.12.040	Application	Administrative	Language Revision	Changed "mylar" to "sheet" to reflect current requirements.
	13.12.080	Determination of reimbursement area boundary and reimbursement fee	Administrative	Language Revision	Clarified that properties "upstream" of utility improvements are not eligible for inclusion in the reimbursement
	13.12.090	Reimbursement agreement must be recorded	Administrative	Language Revision	Changed "office of the King County department of records and elections" to "King County Recorder's Office".
	13.12.110	Construction and acceptance of improvements - Recording of final fees	Administrative	Language Revision	Changed "County Auditor" to "King County Recorders Office".
13.17 Utility Accounts					
	13.17.060	Partial payments	Administrative	Language Revision	Changed "Metro" to current name "King County Wastewater Treatment Division"
13.18 Storm Water Management Utility					

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.18.010	Stormwater management utility created – Responsibilities	Administrative	Language Revision	Replace "comprehensive drainage and storm sewer plan" with "Stormwater and Surface Water System Plan" to reflect current term
	13.18.020	Administrator of utility	Administrative	Language Revision	Removed outdated term "ex officio".
	13.18.030	Ownership of city stormwater facilities and assets	Administrative	Language Revision	Updated language to clarify utility ownership as recommended by City Attorney
	13.18.030	Ownership of city stormwater facilities and assets	Administrative	Language Revision	Changed "stormwater drainage construction fund" to "Stormwater Capital Improvement Fund", to increase accuracy of the type, to more closely match the name used by Finance, and to match RMC 13.20.050
	13.18.040	Rates and charges – Definitions	Administrative	Language Revision	Clarified definition in Item E by replacing "a single-family" with "one single-family".
	13.18.060.A	Rate adjustment	Operational	Language Revision	Added sentence stating that projects are not eligible for rate adjustments when the project is served by public regional facilities, for clarity and alignment with current billing practice
	13.18.060.C	Rate adjustment	Administrative	Language Revision	Clarified the percentage that represents "full infiltration"
	13.18.060.C	Rate adjustment	Administrative	Language Revision	Added "minimum" to "2001 Standard", for clarity and alignment with current billing practice

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.18.070	Authority to promulgate rules	Administrative	Language Revision	Replaced "administrator of the utility" to "Finance Director"
13.20 Stormwater Drainage Capital Facilities Charges					
	13.20.020.A	Definitions	Administrative	Added text	Added definition of "created impervious units" for clarity
	13.20.020.B	Definitions	Administrative	Added text	Added "construction or replacement of any" to sentence for clarity
	13.20.020.C	Definitions	Administrative	Added text	Added "impervious surface areas" to text and added examples of surfaces considered impervious for the purpose of capital facilities charges
	13.20.020.E	Definitions	Administrative	Language Revision	Changed name of map and updated the name of its source to Stormwater Technical Notebook
	13.20.030	Stormwater capital facilities charges imposed	Administrative	Language Revision	Added "citywide and" to list of stormwater capital facilities charges that public capital projects are required to pay for clarity and to match current policy
	13.20.040	Citywide stormwater capital facilities charge	Administrative	Language Revision	Reworded paragraph with some additions and removals of words for clarity and readability.
	13.20.040	Citywide stormwater capital facilities charge	Administrative	Language Revision	Removed the cost of each impervious unit and replaced it with the cost available in the current fee schedule. The CFCs are reassessed every two years so removing the cost reduces the number of code updates.

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.20.045	Downtown sub-basin stormwater capital facilities charge	Administrative	Language Revision	Added "City's" to "regional stormwater system" for clarity
	13.20.045	Downtown sub-basin stormwater capital facilities charge	Administrative	Language Revision	Added sentence stating the Downtown sub-basin boundary is not identical to the Downtown zone boundary for clarity. Updated south boundary description from "railroad corridor" to "Redmond Central Connector".
	13.20.045.A	Downtown sub-basin stormwater capital facilities charge	Administrative	Language Revision	Added text describing an exception for facilities noted in new sub-section (13.20.045.B).
	13.20.045.B	Downtown sub-basin stormwater capital facilities charge	Administrative	Language Revision	Replaced "managed" with "fully infiltrated" for clarity in the efficacy of infiltration required for the credit.
	13.20.045.C	Downtown sub-basin stormwater capital facilities charge	Administrative	Language Revision	Removed the actual cost per each impervious unit to avoid updating with every cost increase. Add that fees are available in the current fee schedule.
	13.20.047	Overlake sub-basin stormwater capital facilities charge	Administrative	Language Revision	Added sentence stating the Overlake sub-basin boundary is not identical to the Overlake Village zone boundary for clarity. Updated name of the Stormwater Technical Notebook.

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	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	13.20.047.A	Overlake sub-basin stormwater capital facilities charge	Administrative	Added text	Added items to list to clarify the required onsite stormwater facilities required and the level of water quality the regional facilities provide. Added "City's" to "regional system" for clarity.
	13.20.047.B	Overlake sub-basin stormwater capital facilities charge	Administrative	Language Revision	Replaced "managed" with "fully infiltrated" for clarity in the efficacy of infiltration required for the credit.
	13.20.047.B	Overlake sub-basin stormwater capital facilities charge	Administrative	Language Revision	Removed the cost of each impervious unit and replaced it with the cost available in the current fee schedule. The CFCs are reassessed every two years so removing the cost reduces the number of code updates.
	13.20.080	Recording payments	Operational	Language Revision	Changed title from "Recording payments" to "Tracking payments", to accurately reflect the City's practice and process
	13.20.080	Recording payments	Operational		Updated and added text to reflect the following: The City tracks payments of the fees, nothing is recorded by the County, provide clarity to process, and the owner/applicant provides documentation of prior payments
	13.20.100	Additional requirements for development	Administrative	Language Revision	Updated text for the following: remove pronouns, identify the source of the city standards, clarify the type of systems the owners must install, identify that other requirements may apply and are in RMC 15.24.080

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13.29 Water Use Restrictions					
	13.29.010	Purpose	Administrative	Language Revision	Removed text "of the citizens of the City".
13.36 Utility Extensions Outside City Limits					
	13.36.020	Conditions for extension of service	Administrative	Language Revision	Updated text from "King County recorder" to "King County Recorder's Office".
	13.36.030	Application	Administrative	Language Revision	Added text "or outside the Novelty Hill Service Area" to clarify area for which this section applies, changed "mylar" to "sheet".
13.38 Administrative and Processing Services – Cost Recoupment					
	13.38.020	Construction drawing review project processing fee	Administrative	Language Revision	Changed "flat fee" to "base fee" to match permitting system.
	13.38.040	Engineering report review deposit	Operational	Language Revision	Updated section title from "fee" to "deposit" to reflect current practice, added text to clarify purpose of deposit, included "third party consultant" hours to basis of deposit amount estimate.
	13.38.040	Engineering report review deposit	Administrative	Language Revision	Updated text to simplify deposit calculation estimate, additional payments, and payment refunds.
	13.38.045	Hydraulic model computer analysis fee deposit	Operational	Language Revision	Updated section title to include model computer and from "fee" to "deposit", added text to describe deposit calculation estimate, additional payments, and payment refunds to reflect current process.

Substantive change alters legal meaning, obligations, or scope of the code and are significant enough that they warrant closer review by the Council and Public

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Administrative change clarifies or corrects language, references, or structure without changing intent, process, or legal effect.
Operational change adjusts how the code is implemented or enforced to reflect current procedures or workflows.

Minor changes throughout document

Changed to gender neutral terms he/she, his/her, them
Replace outdated term "City Treasurer" with "City Finance Director"
Changed "Storm Water" to "Stormwater" to reflect currently accepted spelling
Changed "Sanitary Sewer" and Sewage" to "Wastewater" to reflect current term when referring to the system.
Made references to Public Works Director consistent and removed specific references to designee
Renumbering of sections and subsections
Capitalizations, example "public works director" to "Public Works Director"
Revised chapter titles and section headings as needed to be consistent with code sections
Updated language for clarity, changed "which" to "that" where applicable.
Updated language for clarity, changed "shall" to "must" where applicable.
Corrected spelling and grammar

Title 15

BUILDINGS AND CONSTRUCTION*

Chapters:

15.02 Accessory Improvements
15.04 Flood Control
15.06 Fire Code
15.08 Building Code
15.10 Repealed
15.12 Electrical Code
15.14 Mechanical Code
15.16 Plumbing Code
15.18 Energy Code
15.20 Repealed
15.22 Moving Buildings
15.24 Clearing, Grading, and Storm Water Management
15.26 Wildland-Urban Interface Code
15.28 Public Works Construction Projects – Apprentice Requirements
15.30 Construction and Demolition Debris Recycling and Reuse

*** Editor's Note:** Provisions on buildings and construction not included in this title can be found in the Redmond Zoning Code. Provisions on the Shoreline Master Program appear in Redmond Zoning Code Chapter 21.68, Shoreline Master Program.

Chapter 15.02

ACCESSORY IMPROVEMENTS

Sections:

15.02.010 Compliance with city standards.
15.02.020 Public Works Director to promulgate and maintain standards.
15.02.030 Revisions to standards.
15.02.040 Plan approval required.
15.02.050 Conflict with other regulations.
15.02.060 Enforcement/penalty for violation.

15.02.010 Compliance with city standards.

All improvements installed in conjunction with, or otherwise for the purpose of serving any structure governed by the City building code, shall be constructed and installed in accord with standards maintained by the City Public Works Department. Such accessory improvements include, but are not limited to, the following:

A. Parking lots;

B. Driveways;

C. Curbs, gutters and sidewalks;

D. Drainage pipes, subdrains, catchbasins, detention systems and other drainage facilities;

E. Telephone, electric, gas and underground communication lines;

F. Water and ~~sanitary sewer~~wastewater facilities. (Ord. 1246 § 1 (part), 1985).

15.02.020 Public Works Director to promulgate and maintain standards.

The City's Public Works Director shall compile and review the City's existing standards, and where necessary, promulgate additional standards which shall be maintained in a unified compilation evidencing formal approval by the ~~director~~Public Works Director. (Ord. 1246 § 1 (part), 1985).

15.02.030 Revisions to standards.

The Public Works Director shall provide for review and updating of the accessory improvement standards at reasonable intervals. No revision shall be effective until approved by the ~~director~~Public Works Director, nor shall any revision be applied to a project for which a complete building permit application, or other appropriate application, has been submitted, and the necessary fees paid, prior to formal adoption of the standard. (Ord. 1246 § 1 (part), 1985).

15.02.040 Plan approval required.

Construction of any improvement governed by this chapter shall not be commenced prior to receiving approval of the plans therefor by the ~~Director of~~ Public Works Director~~or his designee~~. Plan approval may be consolidated with review and approval of plans submitted as part of a building permit application or other appropriate approval application. (Ord. 1246 § 1 (part), 1985).

15.02.050 Conflict with other regulations.

This chapter is not intended to supersede the requirements of the City's building code, fire code or Title 13 of the Redmond Municipal Code governing sewer, water and drainage improvements. In the event of a conflict between this chapter and any of these other regulations, such other regulation shall govern. (Ord. 1246 § 1 (part), 1985).

15.02.060 Enforcement/penalty for violation.

The City's Public Works Director ~~and his designees are~~is authorized to issue and enforce stop work orders in accordance with enforcement provisions of the City building code. Additionally, the Public Works Director is authorized to issue a written notice to the person or persons carrying out the work, or to the owner of property upon which the work is being performed, requiring said person or persons to correct work performed in violation of this chapter within a reasonable period of time. Failure to comply with a properly issued stop work order or notice requiring correction of work shall constitute a misdemeanor, punishable as provided by Section 1.01.110 of the Redmond Municipal Code. Enforcement action under this section shall be in addition to, and not in lieu of, any other available remedy or enforcement procedure. (Ord. 1246 § 1 (part), 1985).

Chapter 15.04
FLOOD CONTROL

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15.04.010 Purpose.

A. It is the purpose of this chapter to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by methods and provisions designed for:

1. Restricting or prohibiting uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities;

2. Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;

3. Controlling the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters;

4. Controlling filling, grading, dredging, and other development which may increase flood damage; and

5. Preventing or regulating the construction of flood barriers, which will unnaturally divert floodwaters, or which may increase flood hazards in other areas. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 1, 1979).

15.04.020 Definitions.

A. The following words and phrases shall be defined and given the meaning set forth below for the purpose of this chapter. Other words or phrases used in this chapter shall be interpreted so as to give them the meaning they have in common usage and all interpretations shall be made as to give this chapter its most reasonable application.

“Alteration of watercourse” means any action that will change the location of the channel occupied by water within the banks of any portion of a riverine waterbody.

“Appeal” means a request for a review of the interpretation of any provision of this chapter or a request for a variance.

~~“Area of special flood hazard” means the land in the floodplain within a community subject to a 1 percent or greater chance of flooding in any given year. It is shown on the Flood Insurance Rate Map (FIRM) as zone A or AE. “Special flood hazard area” is synonymous in meaning with the phrase “area of special flood hazard.”~~

“ASCE 24” means the most recently published version of ASCE 24, Flood Resistant Design and Construction, published by the American Society of Civil Engineers.

“Base flood” means a flood having a one percent chance of being equaled or exceeded in any given year (also referred to as the “100-year flood”).

"Base flood elevation" means the water surface elevation of flood waters ~~would reach~~ during the base flood event.

"Basement" means any area of the building having its floor subgrade (below ground level) on all sides.

"Breakaway wall" means a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces, without causing damage to the elevated portion of the building or supporting foundation system.

Building. See "Structure."

"Building code" means the currently effective versions of the International Building Code and the International Residential Code adopted by the State of Washington Building Code Council.

"Critical facility" means a facility ~~for which even a slight chance of flooding might be too great~~ that is necessary to protect the public health, safety, and general welfare. Critical facilities include (but are not limited to) schools, nursing homes, hospitals, police, fire and emergency response installations, and installations which produce, use, or store hazardous materials or hazardous waste.

"Development" means any manmade change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials (including gas or liquid storage tanks principally above ground) and located within ~~the area of a special flood hazard~~Special Flood Hazard Area.

"Elevated building" means, for insurance purposes, a nonbasement building that has its lowest elevated floor raised above ground level by foundation walls, shear walls, post, piers, pilings, or columns.

"Elevation certificate" means an administrative tool of the National Flood Insurance Program (NFIP) that can be used to provide elevation information, to determine the proper insurance premium rate, and to support a request for a Letter of Map Amendment (LOMA) or Letter of Map Revision based on fill (LOMR-F).

"Essential facility" has the same meaning as "essential facility" defined in ASCE 24. Table 1-1 in ASCE 24-14 further identifies building occupancies that are essential facilities.

"Existing manufactured home park or subdivision" means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by the community.

"Expansion to an existing manufactured home park or subdivision" means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

"Farmhouse" means a single-family dwelling located on a farm site where resulting agricultural products are not produced for the primary consumption or use by the occupants and the farm owner.

"Flood" or "flooding" means:

1. A general and temporary condition of partial or complete inundation of normally dry land areas from:
    a. The overflow of inland or tidal waters.
    b. The unusual and rapid accumulation or runoff of surface waters from any source.
    c. Mudslides (i.e., mudflows) which are proximately caused by flooding as defined in paragraph (1)(b) of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.
2. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding as defined in paragraph (1)(a) of this definition.

"Flood elevation study" means an examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations, or an examination, evaluation and determination of mudslide (i.e., mudflow) and/or flood-related erosion hazards. Also known as a Flood Insurance Study (FIS).

"Flood insurance rate map (FIRM)" means the official map on which the Federal Insurance Administration has delineated both Special Flood Hazard Areas ~~the areas of special flood hazards~~ and the risk premium zones applicable to the community. A FIRM that has been made available digitally is called a Digital Flood Insurance Rate Map (DFIRM).

"Flood proofing" means any combination of structural and nonstructural additions, changes, or adjustments to structures which reduce or eliminate risk of flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents. Flood proofed structures are those that have the structural integrity and design to be impervious to floodwater below the Base Flood Elevation.

"Floodplain" or "flood prone area" means any land area susceptible to ~~being inundated by water from any source. See "Flood" or "flooding."~~ inundation having a one percent chance of being equaled or exceeded in any given year.

"Floodplain administrator" means the community official designated by title to administer and enforce the floodplain management regulations.

"Floodplain management regulations" means the zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as floodplain ordinance, grading ordinance and erosion control ordinance) and other application of police power. The term describes such state or local regulations, in any combination thereof, which provide standards for the purpose of flood damage prevention and reduction.

"Floodway" means the channel or portion of a watercourse and the adjacent land areas that must be reserved in order to discharge a base flood without cumulatively increasing the water surface elevation more than a designated height. Also referred to as "regulatory floodway."

"Floodway fringe" means that portion of the area of a Special Flood Hazard Area ~~special flood hazard~~ exclusive of the floodway.

"Functionally dependent use" means a use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities, and does not include long term storage or related manufacturing facilities.

"Highest adjacent grade" means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

"Historic structure" means any structure that is:

1. Included in, or eligible for inclusion ~~Listed individually~~ in the National Register of Historic Places, Washington Heritage Register, King County Historic Register, or Redmond's Heritage Resources Register. ~~(a listing maintained by the Department of the Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register~~;

~~2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;~~

~~3. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or~~

~~4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:~~

~~a. By an approved state program as determined by the Secretary of the Interior; or~~

~~b. Directly by the Secretary of the Interior in states without approved programs.~~

"Lowest floor" means the lowest floor of the lowest enclosed area (including basement). An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access or storage, in an area other than a basement area, is not considered a building's lowest floor; provided, that such enclosure is not built so as to render the structure in violation of the applicable nonelevation design requirements of RMC 15.04.130.

"Manufactured home" means a structure which is transportable in one or more sections, is built on a permanent chassis, and is designed f~~or use~~to be a dwelling with or without a permanent foundation when ~~attached~~connected to the required utilities. The term does not include a recreational vehicle.

"Manufactured home park or subdivision" means an area ~~parcel (or contiguous parcels)~~ of land divided for placement of manufactured homes ~~into~~having two or more ~~manufactured home lots for rent or sale~~improved pads or spaces providing connections for the required utilities.

"Mean sea level" means, for purposes of the National Flood Insurance Program, the vertical datum to which Base Flood Elevations shown on a community's Flood Insurance Rate Map are referenced.

"New construction" means, for the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after the effective date of an initial Flood Insurance Rate Map or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures.

"New manufactured home park or subdivision" means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of floodplain management regulations adopted by the community.

One-Hundred-Year Flood or 100-Year Flood. See "Base flood."

"Public Works Director" means the Public Works Director and/or their representatives pursuant to RMC 2.64.030

"Reasonably safe from flooding" means development that is designed and built to be safe from flooding based on consideration of current flood elevation studies, historical data, high water marks and other reliable date known to the community. In unnumbered A zones where flood elevation information is not available and cannot be obtained by practicable means, "reasonably safe from flooding" means that the lowest floor is at least two feet above the Highest Adjacent Grade.

"Recreational vehicle" means a vehicle which is:

1. Built on a single chassis;

2. Four hundred square feet or less when measured at the largest horizontal projection;

3. Designed to be self-propelled or permanently towable by a light duty truck; and

4. Designed primarily not for use as a permanent dwelling, but as a temporary living quarters for recreational, camping, travel, or seasonal use.

"-Special Flood Hazard Area (SFHA)" means the land in the floodplain within a community subject to a 1 percent or greater chance of flooding in any given year. It is shown on the Flood Insurance Rate Map (FIRM) as zone A or AE. "Special Flood Hazard Area" is synonymous in meaning with the phrase "area of special flood hazard."

"Start of construction" includes substantial improvement and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement was within 180 days from the date of the permit. The "actual start" means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading, and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

"Structure" means, for floodplain management purposes, a walled and roofed building or mobile home, including a gas or liquid storage tank, that is principally above ground.

"Substantial damage" means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

"Substantial improvement" means any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure either (1) before the improvement or repair is started, or (2) if damaged, the value of the structure to be restored prior to being damaged. ~~before the "start of construction" of the improvement. This term includes structures which have incurred "substantial damage," regardless of the actual repair work performed.~~ The term does not, however, include either:

1. Any project for improvement of a structure to correct previously identified existing violations of state or local health, sanitary, or safety code specifications that have been identified by the local code enforcement official and that are the minimum necessary to assure safe living conditions; or

2. Any alteration of a "historic structure"; provided, that the alteration will not preclude the structure's continued designation as a "historic structure."

"Variance" means a grant of relief by a community from the terms of a floodplain management regulation.

"Water dependent" means a structure for commerce or industry that cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations.

"Water surface elevation" means the height, in relation to the vertical datum utilized in the applicable flood insurance study, of floods of various magnitudes and frequencies in the floodplains of coastal or riverine areas. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 2, 1979).

15.04.030 Lands to which this chapter applies.

A. This chapter shall apply to all ~~areas~~ Special Flood Hazard Areas ~~of special flood hazards~~ within the jurisdiction of the City. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 3, 1979).

15.04.040 Basis for establishing Special Flood Hazard Areas~~the areas of special flood hazard~~.

A. Special Flood Hazard Areas (SFHAs) are ~~The areas of special flood hazard~~ identified by the Federal Insurance Administration and the Federal Emergency Management Agency in a scientific and engineering report entitled "The Flood Insurance Study for King County, Washington and Incorporated Areas," dated August 19, 2020, and any revisions thereto, and by the Flood Insurance Rate Map entitled "FIRM (Flood Insurance Rate Map) for King County, Washington and Incorporated Areas," dated August 19, 2020, and any revisions thereto, as the same relate to land within the current or future boundaries of the City, are adopted by this reference as if set forth in full and declared to be a part of this chapter. The Flood Insurance Study and Flood Insurance Rate Map are on file at the office of the Public Works Department, City Hall, 15670 NE 85th Street, Redmond, Washington. The best available information for flood hazard area identification as outlined in RMC 15.04.075 shall be the basis for regulation until a new FIRM is issued that incorporates data utilized under RMC 15.04.075. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 1519 § 1 (part), 1989: Ord. 863 § 4, 1979).

15.04.045 Compliance with state Flood Control Zone Permit Program required – Administration by city.

A. Pursuant to delegation of authority by the Washington State Department of Ecology, the City is charged with the responsibility of administering the Washington State Flood Control Zone Permit Program within the City. All development within ~~the~~ Special Flood Hazard Areas~~, the boundaries of which are set forth in the official division of hydraulics map maintained within the Public Works Department of the City,~~ shall comply with RCW Chapter 86.16, the state Flood Control Zone Act, and WAC Chapter 508-60, the Permit Program Regulations. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 1127 § 1, 1983).

15.04.050 Compliance.

All development within S~~s~~pecial F~~f~~lood H~~h~~azard A~~a~~reas is subject to the terms of this chapter and other applicable regulations. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 5, 1979).

15.04.051 Penalties for noncompliance.

A. No structure or land shall hereafter be constructed, located, extended, converted, or altered without full compliance with the terms of this chapter and other applicable regulations. Violations of the provisions of this chapter by failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with conditions) shall constitute a misdemeanor. Any person who violates this chapter or fails to comply with any of its requirements shall upon conviction thereof be

fined in accordance with the enforcement provisions detailed in RMC 1.14, and in addition shall pay all costs and expenses involved in the case. Nothing herein contained shall prevent the City of Redmond from taking such other lawful action as is necessary to prevent or remedy any violation. (Ord. 3006 § 2 (part), 2020).

15.04.052 Abrogation and greater restrictions.

This chapter is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this chapter and another chapter, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail. (Ord. 3006 § 2 (part), 2020).

15.04.060 Interpretation.

In the interpretation and application of this chapter, all provisions shall be:

A. Considered as minimum requirements;

B. Liberally construed in favor of the governing body; and

C. Deemed neither to limit nor repeal any other powers granted under state statutes. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2729 § 2, 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 6, 1979).

15.04.061 Warning and disclaimer of liability.

The degree of flood protection required by this chapter is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This ordinance does not imply that land outside ~~the areas of s~~Special Ff~~f~~lood Hh~~h~~azards Areas or uses permitted within such areas will be free from flooding or flood damages. This chapter shall not create liability on the part of Redmond, any officer or employee thereof, or the Federal Insurance Administration for any flood damages that result from reliance on this chapter or any administrative decision lawfully made hereunder. (Ord. 3006 § 2 (part), 2020).

15.04.062 Severability.

This chapter and the various parts thereof are hereby declared to be severable. Should any section of this chapter be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the chapter as a whole, or any portion thereof other than the Section so declared to be unconstitutional or invalid. (Ord. 3006 § 2 (part), 2020).

15.04.063 Development permit required.

A development permit shall be obtained before construction or development begins within any ~~area of s~~Special Ff~~f~~lood Hh~~h~~azard Area established in RMC 15.04.040. The permit shall be for all structures including manufactured homes, as set forth in the definitions, and for all development including fill and other activities, also as set forth in the definitions. (Ord. 3006 § 2 (part), 2020).

15.04.064 Application for development permit.

Application for a development permit shall be made on forms furnished by the Floodplain Administrator and may include, but not be limited to, plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:

A. Elevation, in relation to mean sea level, of the lowest floor (including basement) of all structures recorded on a current elevation certificate with Section B completed by the Floodplain Administrator.

B. Elevation in relation to mean sea level to which any structure has been floodproofed;

C. Where a structure is to be floodproofed, certification by a registered professional engineer or architect that the floodproofing methods for any nonresidential structure meet floodproofing criteria in RMC 15.04.130;

D. Description of the extent to which a watercourse will be altered or relocated as a result of proposed development;

E. Where development is proposed in a floodway, an engineering analysis indicating no rise of the Base Flood Elevation; and

F. Any other such information that may be reasonably required by the Floodplain Administrator in order to review the application. (Ord. 3006 § 2 (part), 2020).

15.04.065 Designation of the Floodplain Administrator.

A. The Building Official is hereby appointed to administer, implement, and enforce this chapter by granting or denying development permits in accordance with its provisions. The Floodplain Administrator may delegate authority to implement these provisions.

B. If nonstructural development is proposed in the Special Flood Hazard Area, Development Engineering shall issue a Clearing and Grading permit and inspect work to assure conformance with this chapter. (Ord. 3006 § 2 (part), 2020).

15.04.070 Duties and responsibilities of the Building Official.

A. Duties of the Building Official shall include, but not be limited to :

1. Permit review, which shall involve the review of all applications for building permits to determine:

   a. That the permit requirements of this chapter have been satisfied;

   b. That all necessary permits have been obtained from those federal, state or local governmental agencies from which prior approval is required;

   c. That the proposed development is not located in the floodway. If the proposed development is located in the floodway, to assure that the provisions of RMC 15.04.160 are met;

   d. That the site is reasonably safe from flooding; and

   e. Notify FEMA when annexations occur in the Ssspecial Ffflood Hhhazard aArea.

2. *Information to Be Obtained and Maintained.*

   a. Where base flood elevation data is provided through the Flood Insurance Study, FIRM, or required in this chapter, obtain and record the actual elevation (in relation to mean sea level) of the lowest floor (including basement) of all new or substantially improved structures, and whether or not the structure contains a basement. Documentation of the actual elevation will be documented in the form of a FEMA Elevation Certificate.

   b. For all new or substantially improved floodproofed structures where base flood elevation data is provided through the Flood Insurance Study, FIRM, or as required in this chapter:

      i. Obtain and record the elevation (in relation to mean sea level) to which the structure was floodproofed; and

      ii. Maintain the floodproofing certifications required in RMC 15.04.080 through 15.04.160.

   c. Certification required by RMC 15.04.160A.

   d. Records of all variance actions, including justification for their issuance.

   e. Improvement and damage calculations.

   f. Maintain for public inspection all records pertaining to the provisions of this chapter forever.

3. Notification of the alteration of watercourses and maintenance of flood-carrying capacity, consisting of the following:

   a. Notify adjacent communities and the State Department of Ecology, prior to any alteration or relocation of the Sammamish River, Bear Creek, Evans Creek and Lake Sammamish, and submit evidence of such notification to the Federal Insurance Administration; and

b. Require that maintenance is provided within the altered or relocated portion of said watercourse so that the flood-carrying capacity is not diminished.

4. *Interpretation of FIRM Boundaries.* Together with the technical committee, make interpretation where needed as to exact location of the boundaries of the areas of Ssspecial Ffflood Hhazard Areas (for example, where there appears to be a conflict between a mapped boundary and actual field conditions). The technical committee shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state or other source in making such interpretations in order to administer RMC 15.04.130 through 15.04.170. Any person contesting the location of the boundary shall be given thirty days to appeal the interpretation in writing to the board of adjustment or its successor.

5. *Review of Building Permits.* Where elevation data is not available either through the FIS, FIRM, or from another authoritative source (see RMC 15.04.075), applications for floodplain development shall be reviewed to assure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, high water marks, photographs of past flooding, etc., where available.

(Failure to elevate habitable buildings at least two feet above the highest adjacent grade in these zones may result in higher insurance rates.)

6. *Changes to ~~the~~ Special Flood Hazard Area.*

a. If a project will alter the BFE or boundaries of the SFHA, then the project proponent shall provide the community with engineering documentation and analysis regarding the proposed change. If the change to the BFE or boundaries of the SFHA would normally require a Letter of Map Change, then the project proponent shall initiate, and receive approval of, a Conditional Letter of Map Revision (CLOMR) prior to approval of the development permit. The project shall be constructed in a manner consistent with the approved CLOMR.

b. If a CLOMR application is made, then the project proponent shall also supply the full CLOMR documentation package to the Floodplain Administrator to be attached to the floodplain development permit, including all required property owner notifications. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 1519 § 1 (part), 1989; Ord. 863 § 7, 1979).

15.04.075 Use of other base flood data (in A zones).

When base flood elevation data has not been provided (in A zones) in accordance with RMC 15.04.040, the Floodplain Administrator shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state, or other source in order to administer RMC 15.04.090 through 15.04.170. (Ord. 3006 § 2 (part), 2020).

15.04.080 General standards.

A. In all areas of Ssspecial Ffflood Hhazard Areas, the standards set forth in RMC 15.04.090 through 15.04.170 are required. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 8 (part), 1979).

15.04.090 Anchoring.

A. All new construction and substantial improvements shall be anchored to prevent flotation, collapse or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy. Small structures not triggering a building permit also require anchoring.

B. All manufactured and mobile homes shall be anchored to prevent flotation, collapse or lateral movement of the structure by providing over-the-top and frame ties to ground anchors. Specific requirements shall be that:

1. Over-the-top ties be provided at each of the four corners of the mobile home, with two additional ties per side at intermediate locations, with mobile homes less than fifty feet long requiring one additional tie per side;

2. Frame ties be provided at each corner of the home with five additional ties per side; at intermediate points, with mobile homes less than fifty feet long requiring four additional ties per side;

3. All components of the anchoring system be capable of carrying a force of four thousand eight hundred pounds; and

4. Any additions to the mobile home be similarly anchored.

C. An alternative method of anchoring involving a system designed to withstand a wind force of ninety miles per hour or greater may be permitted. Certification must be provided to the Building Official that this standard has been met. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 8(1), 1979).

15.04.100 Construction materials and methods.

A. All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

B. All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.

C. Electrical, heating, ventilation, plumbing, and air-conditioning equipment and other service facilities shall be designed and/or otherwise elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 1519 § 1 (part), 1989; Ord. 863 § 8(2), 1979).

15.04.105 Storage of materials.

A. The storage or processing of materials that could be injurious to human, animal, or plant life if released due to damage from flooding is prohibited in Ssspecial Fflood Hhazard Aareas.

B. Storage of other material or equipment may be allowed if not subject to damage by floods and if firmly anchored to prevent flotation, or if readily removable from the area within the time available after flood warning. (Ord. 3006 § 2 (part), 2020).

15.04.110 Utilities.

A. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the system.

B. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters.

C. On-site waste disposal systems are prohibited.

D. Water wells shall be located on high ground that is not in the floodway. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 8(3), 1979).

15.04.120 Subdivision proposals and development.

A. All subdivision, as well as new development, proposals shall be consistent with the need to minimize flood damage;

B. All subdivision, as well as new development, proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage;

C. All subdivision, as well as new development, proposals shall have adequate drainage provided to reduce exposure to flood damage; and

D. Base flood elevation data shall be provided by the applicant for subdivision and short subdivision proposals and other proposed development which contain at least fifty lots or five acres (whichever is less). (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 8(4), 1979).

15.04.125 Specific standards.

In all areas of Ssspecial Fflood Hhazard Areas where base flood elevation data has been provided as set forth in RMC 15.04.040 or 15.04.075 the following provisions are required. (Ord. 3006 § 2 (part), 2020).

15.04.130 Residential construction.

A. In AE or other A zones areas where the BFE has been determined or can be reasonably obtained, new construction, substantial improvement and/or reconstruction due to substantial damage of any residential structure shall have the lowest floor, including basement, elevated one (1) foot or more above the BFE. All machinery and equipment servicing these structures shall also be elevated one (1) foot or more above BFE.

B. New construction, substantial improvement and/or reconstruction due to substantial damage of any residential structure in an Unnumbered A zone for which a BFE is not available and cannot be reasonably obtained shall be reasonably safe from flooding, but in all cases the lowest floor and machinery and equipment servicing these structures shall be elevated at least two (2) feet above the Highest Adjacent Grade.

C. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited or shall be designed to automatically equalize hydrostatic flood forces on all walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria:

1. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. Openings shall be installed in exterior and interior walls.

2. The bottom of all openings shall be no higher than one (1) foot above grade.

3. Openings may be equipped with screens, louvers, or other coverings or devices; provided, that they permit the automatic entry and exit of floodwaters.

4. A garage attached to a residential structure, constructed with the garage floor slab below the BFE, must be designed to allow for the automatic entry and exit of flood waters.

Alternatively, a registered engineer or architect may design and certify engineered openings.

D. Projects developing in the Critical Aquifer Recharge Area are subject to additional requirements under RMC 13.07, Wellhead Protection. (Ord. 3089 § 2 (part), 2022; Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 1519 § 1 (part), 1989: Ord. 863 § 8(5), 1979).

15.04.140 Nonresidential construction.

A. New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall meet the requirements of subsection 1 or 2, below.

1. New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall meet all of the following requirements:

a. In AE zones or other A zoned areas where the BFE has been determined or can be reasonably obtained:

New construction and substantial improvement of any commercial, industrial, or other nonresidential structure shall have the lowest floor, including basement, elevated one foot or more above the BFE, or elevated as required by ASCE 24, whichever is greater. Mechanical equipment and utilities shall be waterproofed or elevated at least one foot above the BFE, or as required by ASCE 24, whichever is greater.

b. If located in an Unnumbered A zone for which a BFE is not available and cannot be reasonably obtained, the structure shall be reasonably safe from flooding, but in all cases the lowest floor shall be at least two feet above the Highest Adjacent Grade.

c. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria:

i. Have a minimum of two openings with a total net area of not less than one square inch for every square foot of enclosed area subject to flooding.

ii. The bottom of all openings shall be no higher than one foot above grade.

iii. Openings may be equipped with screens, louvers, valves, or other coverings or devices; provided, that they permit the automatic entry and exit of floodwater.

iv. A garage attached to a residential structure, constructed with the garage floor slab below the BFE, must be designed to allow for the automatic entry and exit of flood waters.

Alternatively, a registered engineer or architect may design and certify engineered openings.

2. If the requirements of subsection 1 are not met, then new construction and substantial improvement of any commercial, industrial or other nonresidential structure shall meet all of the following requirements:

a. Be dry floodproofed so that below one foot or more above the base flood level the structure is watertight with walls substantially impermeable to the passage of water or dry floodproofed to the elevation required by ASCE 24, whichever is greater;

b. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

c. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the official as set forth in RMC 15.04.075.

d. Nonresidential structures that are elevated, not floodproofed, must meet the same standards for space below the lowest floor as described in RMC 15.04.130.C.

B. Projects developing in the Critical Aquifer Recharge Area are subject to additional requirements under RMC 13.07, Wellhead Protection. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 1519 § 1 (part), 1989; Ord. 863 § 8(6), 1979).

15.04.150 Manufactured homes.

A. All manufactured homes that are newly constructed, substantially improved and/or reconstructed due to substantial damage:

1. Outside of a manufactured home park or subdivision;

2. In a new manufactured home park or subdivision; or

3. In an expansion to an existing manufactured home park or subdivision;

shall be elevated on a permanent foundation such that the lowest floor of the manufactured home and machinery and equipment servicing the home are elevated one (1) foot or more above the base flood elevation. The manufactured home shall be securely anchored to an adequately designed foundation system to resist flotation, collapse and lateral movement.

B. All manufactured homes that are newly constructed, substantially improved and/or reconstructed due to substantial damage, on sites in an existing manufactured home park or subdivision that are not subject to the above manufactured home provisions shall be elevated so that the lowest floor of the manufactured home, and machinery and equipment servicing the home, are one (1) foot or more above the base flood elevation. (Ord. 3089 § 2 (part), 2022: Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 8(7), 1979).

15.04.155 Recreational vehicles.

Recreational vehicles placed on sites are required to either:

A. Be on the site for fewer than 180 consecutive days;

B. Be fully licensed and ready for highway use, on their wheels or jacking system, attached to the site only by quick-disconnect-type utilities and security devices, and have no permanently attached additions; or

C. Meet the requirements of RMC 15.04.150 and the elevation and anchoring requirements for manufactured homes. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004).

15.04.156 Enclosed area below the lowest floor.

If buildings or manufactured homes are constructed or substantially improved with fully enclosed areas below the lowest floor, the areas shall be used solely for parking of vehicles, building access, or storage. (Ord. 3006 § 2 (part), 2020).

15.04.157 Appurtenant structures (detached garages and small storage structures).

For A Zones:

A. Appurtenant structures used solely for parking of vehicles or limited storage may be constructed such that the floor is below the BFE, provided the structure is designed and constructed in accordance with the following requirements:

1. Use of the appurtenant structure must be limited to parking of vehicles or limited storage;

2. The portions of the appurtenant structure located below the BFE must be built using flood resistant materials;

3. The appurtenant structure must be adequately anchored to prevent flotation, collapse, and lateral movement;

4. Any machinery or equipment servicing the appurtenant structure must be elevated or floodproofed to or above the BFE;

5. The appurtenant structure must comply with floodway encroachment provisions in RMC 15.04.160.A;

6. The appurtenant structure must be designed to allow for the automatic entry and exit of flood waters in accordance with RMC 15.04.130;

7. The structure shall have low damage potential;

8. If the structure is converted to another use, it must be brought into full compliance with the standards governing such use; and

9. The structure shall not be used for human habitation.

B. Detached garages, storage structures, and other appurtenant structures not meeting the above standards must be constructed in accordance with all applicable standards in RMC 15.04.130.

C. Upon completion of the structure, certification that the requirements of this section have been satisfied shall be provided to the Floodplain Administrator for verification. (Ord. 3006 § 2 (part), 2020).

15.04.158 AE zones with base flood elevations but no floodways.

In areas with BFEs (but a regulatory floodway has not been designated), no new construction, substantial improvements, or other development (including fill) shall be permitted within zones AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community. (Ord. 3006 § 2 (part), 2020).

15.04.160 Floodway/floodway fringe.

Special restrictions with respect to floodways and floodway fringe areas shall be as follows:

A. *Floodway.* Located within ~~areas of~~ Sspecial fFlood HhazardAreasestablished in RMC 15.04.040 are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwaters which carry debris, potential projectiles, and erosion potential, the following are not permitted in the floodway: structures, developments, or landfills, other than for shoreline protective structures, bridges, roads, trails, and railroads.

1. *No Rise Standard.* Prohibit encroachments, including fill, new construction, substantial improvements, and other development, unless certification by a registered professional engineer is provided demonstrating through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge.

2. *All Other Building Standards Apply in the Floodway.* If subsection A of RMC 15.04.160 is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of RMC 15.04.

B. *Floodway Fringe Restrictions.* The following are not permitted in a floodway fringe:

1. Except in areas designated "urban environment" in the Redmond shoreline master program, any structure, development or landfill which would: reduce the natural floodwater storage capacity of the ~~area of~~ Sspecial Fflood HhazardArea; pollute or

contribute materially to the turbidity of floodwater at the base flood stage; significantly change the existing base flood hydraulic characteristics; or alter the temperature characteristics of the water body unless an improvement in fish habitats would result.

2. Any residential structure which is not fully protected from water damage at the base flood elevation by having the lowest floor raised at least one foot above the base flood elevation.

3. Any nonresidential structure which does not meet the elevation or floodproofing requirements for nonresidential or critical facilities standards of this chapter. (Ord. 3006 § 2 (part), 2020: Ord. 2737 § 2 (part), 2014: Ord. 2202 § 1 (part), 2004: Ord. 863 § 9, 1979).

15.04.170 Critical facilities.

Construction of new critical facilities shall be, to the extent possible, located outside the limits of the SFHA (100-year floodplain). Construction of new critical facilities shall be permissible within the SFHA if no feasible alternative site is available. Critical facilities constructed within the SFHA shall have the lowest floor elevated three feet above BFE or to the height of the 500-year flood, whichever is higher. Access to and from the critical facility should also be protected to the height utilized above. Floodproofing and sealing measures must be taken to ensure that toxic substances will not be displaced by or released into floodwaters. Access routes elevated to or above the level of the BFE shall be provided to all critical facilities to the extent possible. (Ord. 3006 § 2 (part), 2020).

Chapter 15.06

FIRE CODE*

Sections:

15.06.010 Short title.
15.06.011 Adoption.
15.06.012 Restrictions.
15.06.013 Amendments.
15.06.014 Reserved.
15.06.015 Fire detection systems.
15.06.016 Fire sprinkler systems.
15.06.017 Restricted access buildings.
15.06.018 Reserved.
15.06.019 New materials, processes or occupancies which may require permits.
15.06.020 Wellhead protection ordinance coordination.
15.06.021 Repealed.
15.06.022 Penalties and enforcement.
15.06.023 Building permit issuance and occupancy.
15.06.024 Nonconforming structures.

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

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

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

15.06.010 Short title.

This chapter and amendments hereto shall constitute the Redmond Fire Code and may be cited as such. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2834 § 2 (part), 2016: Ord. 2693 § 2 (part), 2013: Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.011 Adoption.

A. The International Fire Code, 2021 Edition, published by the International Code Council including Appendices B, F and I, together with the amendments, modifications, and exceptions in WAC Chapter 51-54A, excluding the changes to IFC Section 503, in their entirety as the same now exist or as they may be hereafter amended, except such portions as are hereinafter by this chapter

deleted; modified; amended; or added to, are hereby adopted and incorporated as fully as if set out at length herein. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2834 § 2 (part), 2016: Ord. 2693 § 2 (part), 2013: Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.012 Restrictions.

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

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

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

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

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

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

E. On demand mobile fueling operations defined in section 202 and referred to in section 5707 of the International Fire Code, 2021 Edition, shall be prohibited throughout the City. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2834 § 2 (part), 2016: Ord. 2693 § 2 (part), 2013: Ord. 2596 § 2 (part), 2011; Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.013 Amendments.

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

1. Amend 102.5 to read as follows:

> 102.5 Application of residential code.
>
> Where structures are designed and constructed in accordance with the International Residential Code, including, without exception, all new licensed adult family homes in existing structures, the provisions of this code shall apply as follows:
>
> 1. Construction and design provisions of this code pertaining to the exterior of the structure shall apply including, but not limited to, premises identification, fire apparatus access and water supplies. Where interior or exterior systems or devices are installed, construction permits required by Section 105.6 apply.
>
> 2. Administrative, operational and maintenance provisions of this code and requirements of R.M.C. 15.06.016 shall apply.

2. Amend Section 102.7 to read as follows:

> 102.7 Referenced codes and standards.
>
> The codes and standards referenced in this code shall be the Redmond Fire Department Standards and those that are listed in Chapter 80. Such codes and standards shall be considered part of the requirements of this code to the prescribed extent of each such reference and as further regulated in Sections 102.7.1; 102.7.2, and 102.7.3. Redmond Fire Department Standards shall constitute the primary reference document and guideline. Where differences occur between the provisions of this code and the referenced standards, the provisions of this code shall apply.

3. Add Section 102.7.3 as follows:

102.7.3 Supplemental rules and regulations.

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

4. Add Section 104.6.5 as follows:

104.6.5 Documentation of required maintenance

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

5. Amend Section 104.12.2 to read as follows:

104.12.2 Obstructing operations.

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

6. Add Section 104.13 as follows:

104.13 Assistance from other agencies.

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

7. Amend Section 105.2.3 to read as follows:

105.2.3 Time limitation of application.

An application for a permit for any proposed work or operation shall be deemed to have been abandoned 365 days after the date of filing, unless such application has been diligently prosecuted or a permit shall have been issued; except that the fire code official is authorized to grant one or more extensions of time for additional periods not exceeding 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

8. Amend Section 105.3.1 to read as follows:

105.3.1 Expiration.

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

9. Amend Section 105.3.2 to read as follows:

105.3.2 Extensions.

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

10. Amend Section 105.5.25 to read as follows:

105.5.25 Hot-work operations.

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

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

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

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

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

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

4. Hot-work conducted within a wildfire risk area.

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

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

11. Amend Section 105.5.29 to read as follows:

105.5.29 LP-gas.

An operational permit is required for:

1. Storage and use of LP-gas.

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

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

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

12. Amend Section 105.5.32 to read as follows:

105.5.32 Mobile food preparation vehicles.

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

13. Amend Section 105.5.45 to read as follows:

105.5.45 Repair garages.

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

14. Add Section 105.5.53 to read as follows:

105.5.53 Fire alarm systems.

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

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

15. Amend Section 105.6.3 to read as follows:

105.6.3 Cryogenic fluids.

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

16. Amend Section 105.6.19 as follows:

105.6.19 Smoke control or smoke exhaust systems.

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

17. Add Section 105.6.26 as follows:

105.6.26 HPM facilities.

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

18. Add Section 105.6.27 as follows:

105.6.27 Refrigeration equipment.

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

19. Add Section 105.6.28 as follows:

105.6.28 Places of assembly.

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

20. Amend section 111 as follows:

111.1 Appeals

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

111.2 Limitations on authority: Section not adopted.

111.3 Qualifications: Section not adopted.

111.4 Administration: Section not adopted.

21. Add Section 114.8 as follows:

114.8 Fire- or explosion-damaged buildings.

The owner, occupant, or other person having under ~~his~~ their control any property or materials on a property damaged by fire or explosion shall, when ordered by the fire chief, immediately secure the property against entry or unauthorized access by the public, by boarding up all openings, fencing, barricading or utilizing other appropriate measures. Within 30 days after written notice to do so has been served, all debris and/or damaged materials shall be removed from the property and proof furnished that contractual arrangements have been made for prompt demolition, replacement, or repair of all fire- or explosion-damaged structures remaining on the property involved in the fire or explosion.

22. Add/amend Section 202 as follows:

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

FACILITY.

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

HIGH-RISE BUILDINGS:

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

23. Amend Section 307.1 to read as follows:

307.1 General.

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

24. Amend Section 307.4.2 to read as follows:

307.4.2 Recreational fires.

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

25. Amend Section 307.4.3 to read as follows:

307.4.3 Portable outdoor fireplaces.

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

26. Add Section 503.1.1.1 to read as follows:

503.1.1.1 Extent of access.

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

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

27. Add Section 503.1.1.2 to read as follows:

503.1.1.2 Easements.

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

28. Add section 503.1.4 to read as follows:

503.1.4 Emergency Medical Access.

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

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

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

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

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

29. Add Section 503.2.7.1 as follows:

503.2.7.1 Maximum grade.

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

30. Amend Section 503.2.8 to read as follows:

503.2.8 Angles of approach and departure.

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

31. Amend Section 503.4 as follows:

503.4 Obstructions of fire lanes and fire apparatus access roads.

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

32. Add Section 505.3 to read as follows:

505.3 Street and road designations.

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

33. Amend Section 507.5 to read as follows:

507.5 Fire hydrant systems.

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

34. Amend Section 507.5.1 to read as follows:

507.5.1 Where required.

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

Exceptions:

1. For group R-3, Group U and one- and two-family dwellings, the distance requirement shall be 450 feet (137,160 mm).

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

35. Amend Section 507.5.1.1 to read as follows:

507.5.1.1 Hydrant for sprinkler and standpipe systems.

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

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

36. Replace the existing language in Section 510 with the following:

510.1 Emergency responder radio coverage in new buildings.

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

1. High rise buildings.

2. The total building area is 50,000 square feet or more.

3. The total basement area is 10,000 square feet or more; or

4. There are floors used for human occupancy more than 30 feet below the finished floor of the lowest level of exit discharge.

5. Buildings or structures where the fire or police chief determines that in- building radio coverage is critical because of its unique design, location, use or occupancy.

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

Exceptions:

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

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

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

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

510.2 Emergency responder radio coverage in existing buildings.

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

510.3 Permit required.

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

510.4 Technical requirements.

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

510.4.1 Emergency responder communication enhancement system signal strength.

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

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

510.4.1.1 Minimum signal strength into the building.

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

510.4.1.2 Minimum signal strength out of the building.

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

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

510.4.2 System design.

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

510.4.2.1 Amplification systems and components.

Buildings and structures that cannot support the required level of radio coverage shall be equipped with systems and components to enhance the public safety radio signals and achieve the required level of radio coverage specified in Sections 510.4.1 through 510.4.1.3. Public safety communications enhancement systems utilizing radio-frequency-emitting devices and cabling shall be allowed by the public safety radio system operator. Prior to installation, all radio frequency (RF)-emitting devices shall have the certification of the radio licensing authority and be suitable for public safety use.

510.4.2.2 Technical criteria.

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

510.4.2.3 Power supply sources.

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

510.4.2.4 Signal booster requirements.

If used, signal boosters shall meet the following requirements:

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

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

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

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

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

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

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

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

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

510.4.2.5 System monitoring.

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

1. Loss of normal AC power supply.

2. System battery charger(s) failure.

3. Malfunction of the donor antenna(s).

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

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

6. Active system component malfunction.

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

510.4.2.6 Additional frequencies and change of frequencies.

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

510.4.2.7 Design documents.

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

510.4.2.8 Radio communication antenna density.

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

Exceptions:

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

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

510.5 Installation requirements.

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

510.5.1 Approval prior to installation.

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

510.5.2 Minimum qualifications of personnel.

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

1. A valid FCC-issued general radio telephone operators license.

2. Certification of in-building system training issued by an approved organization or approved school, or a certificate issued by the manufacturer of the equipment being installed.

510.5.3 Acceptance test procedure.

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

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

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

3. Functional talk-back testing shall be conducted using two calibrated portable radios of the latest brand and model used by the agency's radio communications system or other equipment approved by the fire code official. Testing shall use digital audible quality (DAQ) metrics, where a passing result is a DAQ of 3 or higher. Communications between handsets shall be tested and recorded in the grid square diagram required by section 510.5.3(2): each grid square on each floor; between each critical area and a radio outside the building; between each critical area and the fire command center or fire alarm control panel; between each landing in each stairwell and the fire command center or fire alarm control panel.

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

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

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

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

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

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

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

10. Documentation maintained on premises.

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

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

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

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

d. A diagram showing device locations and wiring schematic.

e. A copy of the electrical permit.

11. Acceptance test reporting to fire code official.

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

510.5.4 FCC compliance.

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

510.5.5 Mounting of the donor antenna(s).

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

510.5.6 Wiring.

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

510.5.7 Identification signs.

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

510.6 Maintenance.

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

510.6.1 Testing and proof of compliance.

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

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

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

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

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

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

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

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

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

510.6.1.1 Alternative in-building coverage test.

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

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

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

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

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

c. One grid square per serving antenna.

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

510.6.2 Additional frequencies.

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

510.6.3 Nonpublic safety system.

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

510.6.4 Field testing.

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

37. Amend Section 605.4 to read as follows:

605.4 Fuel oil storage systems.

Fuel oil storage systems for building heating systems shall be installed and maintained in accordance with this code. Tanks and fuel oil piping systems shall be installed in accordance with chapter 13 of the International Mechanical Code.

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

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

38. Amend Section 901.4.1 to read as follows:

901.4.1 Required fire protection systems.

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

39. Amend Section 901.7 to read as follows:

901.7 Systems out of service.

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

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

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

40. Add Section 901.11 to read as follows:

901.11 Problematic fire protection systems:

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

41. Amend Section 903.2 to read as follows:

903.2 Where required.

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

42. Add Section 903.3.9 as follows:

903.3.9 Fire sprinkler and standpipe main/express drains.

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

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

43. Amend Section 903.4.2 to read as follows:

903.4.2 Alarms.

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

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

44. Amend Section 903.4.3 to read as follows:

903.4.3 Floor control valves.

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

Exceptions:

1. In buildings without interior exit stairways, the location of the floor control valves shall be determined by the fire code official.

2. Approved domestically supplied local systems with 10 heads or less.

3. Approved residential sprinkler systems for 1 or 2 dwelling units if not otherwise specifically required.

45. Amend Section 905.3.1 as follows:

905.3.1 Height.

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

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

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

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

4. Basements greater than 20,000 square feet.

5. Multiple levels of below grade parking.

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

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

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

46. Amend section 905.3.8 as follows:

905.3.8 Landscaped roofs and courtyards.

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

47. Add Section 905.3.9 to read as follows:

905.3.9 High-rise building standpipes.

High-rise standpipe risers shall be combination standpipe/sprinkler risers using a minimum pipe size of 6 inches. One 2 1/2-inch hose connection shall be provided on every intermediate floor level landing in every required stairway and elsewhere as required by NFPA 14.

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

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

48. Add Section 905.3.10 as follows:

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

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

49. Amend Section 907.1 as follows:

907.1 General

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

50. Amend Section 907.2 to read as follows:

907.2 Where required – New buildings and structures.

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

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

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

51. Amend Section 1011.12.2 as follows:

1011.12.2 Roof access.

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

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

52. Amend Section 1103.2 as follows:

1103.2 Emergency responder radio system coverage in existing buildings.

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

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

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

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

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

53. Amend Section 1103.8.1 to read as follows:

1103.8.1 Where required.

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

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

54. Add Section 1103.11 as follows:

1103.11 Building information card.

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

1. General building information.

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

2. Building emergency contact information.

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

3. Building construction information.

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

4. Exit stairway information.

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

5. Building services and system information.

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

6. Fire protection system information.

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

7. Hazardous material information.

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

55. Add Section 3303.11 as follows:

3303.11 Job shacks and other temporary structures.

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

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

2. Not be equipped with fuel-fired heaters.

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

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

56. Add Section 3303.12 as follows:

3303.12 Buildings greater than 50,000 feet in area.

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

3303.12.1 Job site security.

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

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

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

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

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

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

Mitigating fire protection barriers consisting of at least one layer of 5/8-inch gypsum board or other equivalent fire resistive materials shall be installed such that the mitigating fire protection barrier(s) enclose area(s) of not more than 50,000 square feet.

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

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

57. Amend Section 5001.5.2 to read as follows:

5001.5.2 Hazardous Materials Inventory Statement (HMIS).

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

1. Product name.

2. Component.

3. Chemical Abstract Service (CAS) number.

4. Location where stored or used.

5. Container size.

6. Hazard classification.

7. Amount in storage.

8. Amount in use-closed systems.

9. Amount in use-open systems.

58. Amend Section 5003.1 to read as follows:

5003.1 Scope.

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

59. Add Section 5003.9.11 as follows:

5003.9.11 Manufacturer's limitations.

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

60. Add Section 5608.1.1 as follows:

5608.1.1 Fireworks.

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

61. Add Section 5703.4.1, to read as follows:

5703.4.1, Secondary containment.

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

62. Amend Section B102.1 to read as follows:

B102.1 Definitions

For the purpose of this appendix, certain terms are defined as follows:

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

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

63. Amend Section B104.1 to read as follows:

B104.1 General

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

64. Amend Section B104.2 to read as follows:

B104.2 Area separation.

Portions of buildings constructed in accordance with the International Building Code (IBC) that are separated by fire walls , built per IBC Section 706 are allowed to be considered as separate fire flow calculation areas.

Additionally, Accessory Dwelling Units (ADU's) separated from the primary structure in accordance with International Residential Code, Section 302.3, are allowed to be considered as separate fire-flow calculation areas.

65. Amend Section B105.1 to read as follows:

B105.1 One- and two-family dwellings.

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

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

Available gpm x 2.4 square feet = maximum building area

66. Amend Section B105.2 to read as follows:

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

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

67. Amend Table B105.1(1) to read as follows:

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

FIRE-FLOW CALCULATION AREA (square feet)	AUTOMATIC SPRINKLER SYSTEM (design standard)	MINIMUM FIRE FLOW (gallons per minute)	FLOW DURATION (hours)
0 – 3600	No automatic sprinkler system	1500	2
3601 and greater	No automatic sprinkler system	Value in Table B105.1(2)	Duration in Table 105.1(2) at the required flow rate
0 – 3600	NFPA 13D	1000	1
3601 and greater	NFPA 13D	50% of the value in Table B105.1(2), but not less than 1000 gpm	Duration in Table 105.1(2) at the required flow rate

68. Amend Table B105.2 to read as follows:

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

AUTOMATIC SPRINKLER SYSTEM (design standard)	MINIMUM FIRE FLOW (gallons per minute)	FLOW DURATION (hours)
No automatic sprinkler system	Value in Table B105.1(2)	Duration in Table 105.1(2)

AUTOMATIC SPRINKLER SYSTEM (design standard)	MINIMUM FIRE FLOW (gallons per minute)	FLOW DURATION (hours)
NFPA 13	50% of the value in Table B105.1(2) but not less than 3500 gpm	Duration in Table 105.1(2) at the reduced flow rate but not less than 3 hours

(Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3039 § 2, 2021; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2834 § 2 (part), 2016: Ord. 2693 § 2 (part), 2013: Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.014 Reserved.

15.06.015 Fire detection systems.

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

Where required:

A. In structures with an approved fire sprinkler system.

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

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

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

Exception: Single-family and multifamily residential occupancies.

C. Where required elsewhere by the Redmond Fire Code or the International Building Code. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.016 Fire sprinkler systems.

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

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

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

C. *Where Required.* An approved fire sprinkler system shall be required in the following structures, and when required by RMC 15.06.024:

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

a. In any structure where the building area is 3,000 square feet or more. These can include bus and transit shelters, covered pedestrian paths, and similar structures not attached to or within 10 feet (3,048 mm) of buildings.

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

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

ii. Used to provide weather protection for people.

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

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

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

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

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

• An occupant load greater than 100.

• An A-2 fire area is located on a floor other than the level of exit discharge.

d. All nightclubs, defined as follows:

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

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

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

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

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

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

a. An approved automatic fire sprinkler system shall be installed in new one- and two-family dwellings and townhouses as described in the International Residential Code in accordance with Section 903.3.1.3 of the International Fire Code, 2021 Edition.

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

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

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

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

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

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

3. Where required elsewhere by the Redmond Fire Code or the International Building Code. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2834 § 2 (part), 2016: Ord. 2774 § 2, 2015: Ord. 2693 § 2 (part), 2013: Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2324 § 1, 2007; Ord. 2220 § 1, 2004).

15.06.017 Restricted access buildings.

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

1. Automatic fire sprinkler throughout.
2. Smoke detection system.
3. Automatic fire alarm systems.
4. Communication systems.
    a. Voice alarm system;
    b. Public address system;
    c. Fire Department communication system.
5. Central control station.
6. Smoke control systems.
7. Emergency elevator systems.
8. Emergency exits.
9. Emergency areas of refuge including horizontal exits and smoke-proof enclosures.
10. Vertical and horizontal standpipes.
11. Standby power, light, and emergency systems.
12. Emergency medical services-sized elevator (four-foot x seven-foot clear interior).
13. Reduction or deletion of non-sprinklered areas.
14. Fire-resistive construction.
15. Noncombustible siding (limited, protected, or no openings).
16. NFPA 13-compliant sprinkler coverage.
17. Brushed concrete access drive or similar.
18. Firefighter access stairs/ramps.
19. Ladder operations area (not just aerial but also ground ladders).
20. Electrically controlled access doors or gates provided with emergency services override (strobe, radio, etc.).
21. Dedicated emergency service access and parking areas.

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

(Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2693 § 2 (part), 2013: Ord. 2530 § 2 (part), 2010: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.018 Reserved.

(Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019; Ord. 2357 § 1 (part), 2007; Ord. 2220 § 1, 2004).

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

The Fire Code Official shall determine and specify, after giving the affected person an opportunity to be heard, any new materials, processes or occupancies which may require permits, in addition to those now enumerated in said code. The Chief of the Fire Department shall cause such a list to be posted in a conspicuous place in ~~his~~ their office and distribute copies thereof to interested persons. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.020 Wellhead protection ordinance coordination.

Fire Department construction and maintenance, reviews and inspections occur within critical aquifer recharge areas established within the Redmond Municipal Code and the Redmond Zoning Code. A major component of these Fire Department reviews and inspections is the verification that storage, handling, use, and operations involving hazardous materials comply with adopted codes. In order to coordinate and minimize overlap in the enforcement of the Redmond Fire Code with wellhead protection regulations, the following shall apply:

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

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

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

D. The Fire Department shall have the authority to enforce rules governing deleterious substances for such substances so identified by the City of Redmond Environmental and Utilities Services Division. Substances so identified by Environmental and Utilities Services Division shall be listed under the subcategory “other health hazards” of hazardous materials. Other health hazards may include irritants, sensitizers, pyrophoric, unstable-reactive, and radioactive materials, as identified by the Fire Code Official. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2693 § 2 (part), 2013: Ord. 2596 § 2 (part), 2011; Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.021 Appeals.

Repealed by Ord. 3160.

15.06.022 Penalties and enforcement.

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

B. The imposition of penalties upon conviction shall not preclude the City and the Fire Chief from taking further appropriate legal action to cause compliance with the provisions of the Redmond Fire Code or to remove prohibited conditions. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.023 Building permit issuance and occupancy.

The passage of the ordinance codified in this chapter is necessary for the protection of the public health, safety, and welfare of the citizens of the City. No building permit shall be issued until plans which are in compliance with this chapter have been submitted and approved. No building shall be occupied until such approved systems have been inspected and are operational. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2357 § 1 (part), 2007: Ord. 2220 § 1, 2004).

15.06.024 Nonconforming structures.

Nonconforming structures shall comply with the following:

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

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

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

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

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

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

D. For purposes of this section, a multifamily residential unit has displaced occupants whenever the unit has been declared by the Building Official to be unsafe for occupancy due to fire damage, destruction or loss. (Ord. 3160 § 2, 2024; Ord. 3124 § 2, 2023; Ord. 3121 § 2, 2023; Ord. 3038 § 2, 2021; Ord. 3008 § 2, 2020; Ord. 2957 § 8 (part), 2019: Ord. 2530 § 2 (part), 2010).

Chapter 15.08
BUILDING CODE*

Sections:

15.08.010 Short title.
15.08.020 Adoption.
15.08.030 Public inspection.
15.08.040 Deletions.
15.08.050 Amendments to the International Building Code.
15.08.055 Amendments to the International Existing Building Code.
15.08.060 Amendments to the International Residential Code.
15.08.070 Complete application for permit.
15.08.080 Enforcement and penalties.

Prior legislation: Ords. 2215, 2014, 1926.

***** Formerly Chapter 20E.10 RCDG.

15.08.010 Short title.

This chapter and amendments hereto shall constitute the “Building Code” of the City and may be cited as such. (Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016: Ord. 2729 § 3 (part), 2014: Ord. 2346 § 1 (part), 2007: Ord. 2219 § 2 (part), 2004).

15.08.020 Adoption.

The 2021 edition of the International Building Code as published by the International Code Council is hereby adopted by reference with the exceptions noted in WAC Chapter 51-50. The 2021 edition of the International Existing Building Code, as published by the International Code Council is included in the adoption of this Code with the exceptions noted in WAC 51-50-480000. A117.1-2017 is adopted pursuant to RCW Chapters 70.92 and 19.27.

The 2021 edition of the International Residential Code as published by the International Code Council is hereby adopted by reference with the exceptions noted in WAC Chapter 51-51. Chapters 11 and 25 through 43 of this code are not adopted.

The Building Official may use the appendices for guidance in interpreting and administering the Building Code and the provisions of this chapter. Further, the following appendix chapters are specifically adopted:

International Building Code:	
Appendix E,	Supplemental Accessibility Requirements;

Appendix I,	Patio Covers.
International Existing Building Code:	
Appendix A,	Seismic Retrofit of Existing Buildings
International Residential Code:	
Appendix A,	Sizing and Capacities of Gas Piping; except for liquefied petroleum gas installations;
Appendix B,	Size of Venting Systems Serving Appliances Equipped with Draft Hoods, Category 1 Appliances and Appliances Listed for Use and Type B Vents;
Appendix C,	Exit Terminals of Mechanical Draft and Direct-Vent Venting Systems;
Appendix F,	Radon Gas Controls;
Appendix H,	Patio Covers;
Appendix Q,	Tiny Homes
Appendix T,	Solar-ready provisions-detached one- and two-family dwellings and townhouses.
Appendix U,	Dwelling Unit Fire Sprinkler Systems

(Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016: Ord. 2729 § 3 (part), 2014: Ord. 2346 § 1 (part), 2007: Ord. 2219 § 2 (part), 2004).

15.08.030 Public inspection.

The City shall at all times keep on file with the City Clerk, for reference by the general public, not less than one copy of the codes and resolutions, or parts thereof, as herein adopted by reference, together with the amendments and supplements thereto herein made a part of this chapter.

The copies of the codes on file may be placed by the City Clerk in the custody of the Building Official in order to make them more readily available for inspection and use by the general public. (Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016: Ord. 2729 § 3 (part), 2014: Ord. 2346 § 1 (part), 2007: Ord. 2219 § 2 (part), 2004).

15.08.040 Deletions.

A. The following sections of the 2021 International Building Code are hereby deleted:

1. Section 101.4.4 – Property Maintenance.

2. Section 105.1.1 – Annual Permit.

3. Section 105.1.2 – Annual Permit Records.

B. The following sections of the 2021 International Existing Building Code, are hereby deleted:

1. Section 105.1.1 Annual permit.

2. Section 105.1.2 Annual permit records. (Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016: Ord. 2729 § 3 (part), 2014: Ord. 2346 § 1 (part), 2007: Ord. 2219 § 2 (part), 2004).

15.08.050 Amendments to the International Building Code.

The following sections of the International Building Code adopted by this chapter are hereby amended to read as follows:

A. Amend Section 101.1, Title.

These regulations shall be known as the "Building Code of the City of Redmond," hereinafter referred to as "this code."

B. Amend Section 101.4, Referenced Codes.

The other codes listed in Sections 101.4.1 through 101.4.7 and referenced elsewhere in this code shall be considered part of the requirements of this code to the prescribed extent of each such reference.

101.4.1 Gas. The provisions of the International Fuel Gas Code as adopted in Chapter 15.14 RMC shall apply to the installation of gas piping from the point of delivery, gas appliances and related accessories as covered in this code. These requirements apply to gas piping systems extending from the point of delivery to the inlet connections of appliances and the installation and operation of residential and commercial gas appliances and related accessories.

101.4.2 Mechanical. The provisions of the International Mechanical Code as adopted in Chapter 15.14 RMC shall apply to the installation, alteration, repair and replacement of mechanical systems, including equipment, appliances, fixtures, fittings and/or appurtenances, including ventilating, heating, cooling, air-conditioning and refrigeration systems, incinerators and other energy-related systems.

101.4.3 Plumbing. The provisions of the Uniform Plumbing Code as adopted in Chapter 15.16 RMC shall apply to the installation, alteration, repair and replacement of plumbing systems, including equipment, appliances, fixtures, fittings and appurtenances, and where connected to a water or sewage system and all aspects of a medical gas system. The provisions of the State of Washington requirements for private sewage disposal shall apply to private sewage disposal systems.

101.4.4 Property Maintenance is not adopted.

101.4.5 Fire Prevention. The provisions of the International Fire Code as adopted in Chapter 15.06 RMC shall apply to matters affecting or relating to structures, processes and premises from the hazard of fire and explosion arising from the storage, handling or use of structures, materials or devices; from conditions hazardous to life, property or public welfare in the occupancy of structures or premises; and from the construction, extension, repair, alteration or removal of fire suppression and alarm systems or fire hazards in the structure or on the premises from occupancy or operation.

101.4.6 Energy. The provisions of the Washington State Energy Code as adopted in Chapter 15.18 RMC shall apply to all matters governing the design and construction of buildings for energy efficiency.

101.4.7 Existing Buildings. The provisions of the International Existing Building Code shall apply to matters governing the repair, alteration, change of occupancy, addition to and relocation of existing buildings.

C. Amend Section 105.2, Work Exempt from Permit.

Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or ordinances of this jurisdiction. Permits shall not be required for the following:

Building:

1. One-story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the floor area is not greater than 200 square feet (18.58 m^2).

2. Fences not over 7 feet (2,134 mm) high.

3. Repealed by Ord. 2452.

4. Retaining walls that are not over 4 feet (1,219 mm) in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge or impounding Class I, II or III-A liquids.

5. Water tanks supported directly on grade if the capacity is not greater than 5,000 gallons (18,925 L) and the ratio of height to diameter or width does not exceed 2 to 1.

6. Sidewalks, driveways and detached decks not more than 30 inches (762 mm) above adjacent grade and not over any basement or story below and are not part of an accessible route.

7. Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work.

8. Temporary motion picture, television and theater stage sets and scenery.

9. Prefabricated swimming pools accessory to a Group R-3 occupancy that are less than 24 inches (610 mm) deep, are not greater than 5,000 gallons (18,925 L) and are installed entirely above ground.

10. Shade cloth structures constructed for nursery or agricultural purposes, not including service systems.

11. Swings and other playground equipment accessory to detached one- and two-family dwellings.

12. Window awnings in Group R-3 and U occupancies, supported by an exterior wall that do not project more than 54 inches (1372mm) from the exterior wall and do not require additional support.

13. Nonfixed and movable fixtures, cases, racks, counters and partitions not over 5 feet 9 inches (1,753 mm) in height.

Electrical:

1. Repairs and maintenance: Class A Basic Electrical Work as defined in RCW 19.28.006.

2. Radio and television transmitting stations: The provisions of this code shall not apply to electrical equipment used for radio and television transmissions, but do apply to equipment and wiring for power supply, and the installations of towers and antennas.

3. Temporary testing systems: A permit shall not be required for the installation of any temporary system required for the testing or servicing of electrical equipment or apparatus.

4. Electrical and telecommunications utility companies: The provisions of this code shall not apply to electrical and telecommunications utility companies as specified in RCW Chapter 19.28 and WAC 296-46B.

Gas:

1. Portable heating appliance.

2. Replacement of any minor part that does not alter approval of equipment or make such equipment unsafe.

Mechanical:

1. Portable heating appliance.

2. Portable ventilation equipment.

3. Portable cooling unit.

4. Steam, hot or chilled water piping within any heating or cooling equipment regulated by this code.

5. Replacement of any part which does not alter its approval or make it unsafe.

6. Portable evaporative cooler.

7. Self-contained refrigeration system containing 10 pounds (4.54 kg) or less of refrigerant and actuated by motors of 1 horsepower (746 W) or less.

Plumbing:

1. The stopping of leaks in drains, water, soil, waste or vent pipe provided, however, that if any concealed trap, drain pipe, water, soil, waste or vent pipe becomes defective and it becomes necessary to remove and replace the same with new material, such work shall be considered as new work and a permit shall be obtained and inspection made as provided in this code.

2. The clearing of stoppages or the repairing of leaks in pipes, valves or fixtures, and the removal and reinstallation of water closets, provided such repairs do not involve or require the replacement or rearrangement of valves, pipes or fixtures.

D. Amend Section 105.3.2, Time Limitation of Application.

An application for permit for any proposed work shall be deemed to have been abandoned 365 days after the date of filing, unless such application has been pursued in good faith or a permit has been issued; except that the building official is authorized to grant one or more extensions of time for additional periods not exceeding 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

E. Amend Section 105.5, Expiration.

Every permit issued shall become invalid unless the work on the site authorized by such permit is commenced within 365 days after its issued, or if the work authorized on the site by such permit is suspended or abandoned for a period of 365 days after the work is commenced. The building official is authorized to grant, in writing, one or more extensions of time, for periods not more than 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

F. Amend Section 109.2, Schedule of Permit Fees.

On buildings, structures, electrical, gas, mechanical and plumbing systems or alterations requiring a permit, a fee for each permit shall be paid as required, in accordance with Redmond Zoning Code Section 21.76.030, Application Requirements, as said section currently exists or is hereafter amended, modified or recodified.

G. Amend Section 109.3, Building Permit Valuations.

The applicant for a permit shall provide an estimated permit value at time of application. Permit valuations shall include total value of work, including materials and labor, for which the permit is being issued, such as electrical, gas, mechanical, plumbing equipment and permanent systems. If, in the opinion of the building official, the valuation is underestimated on the application, the permit shall be denied, unless the applicant can show detailed estimates to meet the approval of the building official. Final building permit valuation shall be set by the building official. Construction valuations for new square footage shall be calculated according to, IBC Building Area definition.

H. Amend Section 109.4, Work Commencing Before Permit Issuance.

Any person who commences any work on a building, structure, electrical, gas, mechanical or plumbing system before obtaining the necessary permits shall be subject to a special investigation fee. The investigation fee shall be equal to the amount of the permit fee that would be required by this code if a permit were to be issued. An investigation fee, in addition to the permit fee, may be collected whether or not a permit is then or subsequently issued. The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code, nor from any penalty prescribed by law.

I. Amend Section 113, Means of Appeal.

Appeals of orders, decisions or determinations made by the Building Official related to the application or interpretation of this code shall be made pursuant to Redmond Zoning Code Section 21.76.060(I), Appeals of Type I and II Permits, as said section currently exists or is hereafter amended, modified or recodified.

The provisions of this section shall not preclude the Building Official from convening a Code Advisory Body comprised of members who are qualified by experience and training to pass on matters pertaining to building construction.

J. Amend Section 116.3, Notice.

If an unsafe condition is found, the building official shall serve on the owner, agent or person in control of the structure as provided in RMC 15.08.080, Enforcement and Penalties.

K. Amend Section 116.4, Method of Service.

The notice and order and any amended or supplemental notice and/or order shall be served as provided in RMC 15.08.080, Enforcement and Penalties.

(Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016: Ord. 2822 § 1, 2016; Ord. 2787 § 1 (Exh. 1 and Att. C), 2015; Ord. 2729 § 3 (part), 2014: Ord. 2596 § 2 (part), 2011; Ord. 2452 § 2, 2009; Ord. 2346 § 1 (part), 2007: Ord. 2270 § 1, 2005; Ord. 2219 § 2 (part), 2004).

15.08.055 Amendments to the International Existing Building Code.

The following sections of the International Existing Building Code adopted by this chapter are hereby amended to read as follows:

A. Amend Section 101.1, Title.

These regulations shall be known as the “Existing Building Code of the City of Redmond,” hereinafter referred to as “this code.”

B. Amend Section 103.1, Creation of agency.

The “department of building safety” is hereby created, and the official in charge thereof shall be known as code official. The function of the agency shall be the implementation, administration, and enforcement of the provisions of this code.

C. Amend Section 105.2, Work Exempt from Permit.

RMC 15.08.050.C shall apply.

D. Amend Section 105.3.2, Time Limitation of Application.

RMC 15.08.050.D shall apply.

E. Amend Section 105.5, Expiration.

RMC 15.08.050.E shall apply.

F. Amend Section 108.4, Work commencing before permit issuance.

RMC 15.08.050.H shall apply.

G. Amend Section 112, Means of Appeals.

RMC 15.08.050.I shall apply.

H. Amend Section 115.3, Notice.

RMC 15.08.050.J shall apply.

I. Amend Section 115.4, Method of Service.

RMC 15.08.050.K shall apply.

(Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016).

15.08.060 Amendments to the International Residential Code.

The following sections of the International Residential Code adopted by this chapter are hereby amended to read as follows:

A. Amend Section R101.1, Title.

These regulations shall be known as the “Residential Building Code for One- and Two-family Dwellings of the City of Redmond,” hereinafter referred to as “this code.”

B. Amend Section R102.4, Referenced Codes and Standards.

RMC 15.08.050.B shall apply.

C. Amend Section R105.2, Work Exempt from Permit.

Exemptions from permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or ordinances of this jurisdiction. Permits shall not be required for the following:

Building:

1. Other than storm shelters, one-story detached accessory structures, provided that the floor area does not exceed 200 square feet (18.58 m²).

2. Fences not over 7 feet (2,134 mm) high.

3. Retaining walls that are not over 4 feet (1,219 mm) in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge.

4. Water tanks supported directly upon grade if the capacity does not exceed 5,000 gallons (18,925 L) and the ratio of height to diameter or width does not exceed 2 to 1.

5. Sidewalks, driveways.

6. Painting, papering, tiling, carpeting, cabinets, counter tops and similar finish work.

7. Prefabricated swimming pools that are less than 24 inches (610 mm) deep.

8. Swings and other playground equipment.

9. Window awnings supported by an exterior wall that do not project more than 54 inches (1,372 mm) from the exterior wall and do not require additional support.

10. Decks not exceeding 200 square feet (18.58 m²) in area, that are not more than 30 inches (762 mm) above grade at any point, are not attached to a dwelling and do not serve the exit door required by Section R311.4.

11. Light weight roof covering. Light weight roof covering includes composition, or metal roof covering, and similar materials where the installed unit weight is less than 4 pounds per square foot.

12. Removal and replacement of interior doors in existing door frames. The size of opening may not be altered.

13. Removal and replacement of exterior windows in existing window openings. The size of opening may not be altered and operable opening size may not be decreased.

Electrical:

1. Repairs and maintenance: A permit shall not be required for Class A Basic Electrical Work as defined in RCW 19.28.006.

Gas:

1. Portable heating, cooking or clothes drying appliances.

2. Replacement of any minor part that does not alter approval of equipment or make such equipment unsafe.

3. Portable fuel cell appliances that are not connected to a fixed piping system and are not interconnected to a power grid.

Mechanical:

1. Portable heating appliances.

2. Portable ventilation appliances.

3. Portable cooling units.

4. Steam, hot or chilled water piping within any heating or cooling equipment regulated by this code.

5. Replacement of any minor part which does not alter its approval or make it unsafe.

6. Portable evaporative coolers.

7. Self-contained refrigeration systems containing 10 pounds (4.54 kg) or less of refrigerant or that are actuated by motors of 1 horsepower (746 W) or less.

8. Portable fuel cell appliances that are not connected to a fixed piping system and are not interconnected to a power grid.

Plumbing:

1. The stopping of leaks in drains, water, soil, waste or vent pipe provided; however, that if any concealed trap, drain pipe, water, soil, waste or vent pipe becomes defective and it becomes necessary to remove and replace the same with new material, such work shall be considered as new work and a permit shall be obtained and inspection made as provided in this code.

2. The clearing of stoppages or the repairing of leaks in pipes, valves or fixtures, and the removal and reinstallation of water closets, provided such repairs do not involve or require the replacement or rearrangement of valves, pipes or fixtures.

D. Amend Section R105.3.2, Time Limitation of Application.

RMC 15.08.050.D shall apply.

E. Amend Section R105.5, Expiration.

RMC 15.08.050.E shall apply.

F. Amend Section R108.2, Schedule of Permit Fees.

RMC 15.08.050.F shall apply.

G. Amend Section R108.3, Building Permit Valuations.

RMC 15.08.050.G shall apply.

H. Amend Section R108.6, Work Commencing Before Permit Issuance.

RMC 15.08.050.H shall apply.

I. Amend Section R112, Board of Appeals.

RMC 15.08.050.I shall apply.

J. Amend Table R301.2, Climatic and Geographic Design Criteria.

Ground Snow Load = 15 psf

Wind Speed = 110 mph

Topographic effects = NO

Seismic Design Category = D2

Subject to Damage From

Weathering = Moderate

Frost Line Depth = 12"

Termite = Slight to Moderate

Decay = Slight to Moderate

Winter Design Temp. = 27 degrees F

Ice Shield Underlayment Required = No

Flood Hazards = Joined National Flood Insurance Program 1979

Current Flood Hazard Map – FIRM 1999

Air Freezing Index = 113

Mean Annual Temp. = 52 degrees F

K. Add Section R115, Unsafe Structures and Equipment.

Unsafe structures and equipment are subject to the provisions for unsafe structures and equipment as provided in RMC 15.08.050, Section 116 of the International Building Code.

(Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016: Ord. 2729 § 3 (part), 2014: Ord. 2596 § 2 (part), 2011; Ord. 2452 § 3, 2009; Ord. 2346 § 1 (part), 2007: Ord. 2219 § 2 (part), 2004).

15.08.070 Complete application for permit.

Determination of whether a building permit application is complete for purposes of administering RZC Chapter 21.76, Review Procedures, shall be made by the Building Official and shall be based upon the adopted building codes. (Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016: Ord. 2729 § 3 (part), 2014: Ord. 2596 § 2 (part), 2011: Ord. 2346 § 1 (part), 2007: Ord. 2219 § 2, 2004).

15.08.080 Enforcement and penalties.

Any person who violates a provision of this code or fails to comply with any of the requirements thereof, at the discretion of the Building Official, shall be subject to the enforcement and penalties provided in RMC Chapter 1.14. (Ord. 3148 § 2, 2024; Ord. 3007 § 2, 2020; Ord. 2833 § 2 (part), 2016: Ord. 2729 § 3 (part), 2014: Ord. 2346 § 1 (part), 2007: Ord. 2219 § 2 (part), 2004).

Chapter 15.10
PROPERTY MAINTENANCE CODE

(Repealed by Ord. 2729)

Chapter 15.12
ELECTRICAL CODE*

Sections:

15.12.010 Short title.
15.12.020 Adoption.
15.12.030 Public inspection.
15.12.040 Deletions.
15.12.050 Amendments.
15.12.060 Penalties for violations.

Prior legislation: Ords. 2215 and 2014.

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

15.12.010 Short title.

This chapter and amendments hereto shall constitute the “Electrical Code” of the City and may be cited as such. (Ord. 3148 § 3, 2024; Ord. 3007 § 3, 2020; Ord. 2887 § 2 (part), 2017: Ord. 2729 § 5 (part), 2014: Ord. 2346 § 3 (part), 2007: Ord. 2219 § 4 (part), 2004).

15.12.020 Adoption.

The 2023 edition of the National Electrical Code (NFPA 70) as published by the National Fire Protection Association is hereby adopted by reference with the exceptions noted in WAC Chapter 296-46B, except such portions as may be deleted, modified or amended by this chapter.

The Building Official may use the annexes for guidance in interpreting and administering the Electrical Code and the provisions of this chapter. Further, the following annex chapters are specifically adopted:

Annex A,	Product Safety Standards;
Annex B,	Application Information for Ampacity Calculation
Annex C,	Conduit and Tubing Fill Tables for Conductors and Fixture Wires of the Same Size

(Ord. 3148 § 3, 2024; Ord. 3007 § 3, 2020; Ord. 2887 § 2 (part), 2017: Ord. 2729 § 5 (part), 2014: Ord. 2346 § 3 (part), 2007: Ord. 2219 § 4 (part), 2004).

15.12.030 Public inspection.

The City shall at all times keep on file with the City Clerk, for reference by the general public, not less than one copy of the codes and resolutions, or parts thereof, as herein adopted by reference, together with the amendments and supplements thereto herein made a part of this chapter.

The copies of the codes on file may be placed by the City Clerk in the custody of the Building Official in order to make them more readily available for inspection and use by the general public. (Ord. 3148 § 3, 2024; Ord. 3007 § 3, 2020; Ord. 2887 § 2 (part), 2017: Ord. 2729 § 5 (part), 2014: Ord. 2346 § 3 (part), 2007: Ord. 2219 § 4 (part), 2004).

15.12.040 Deletions.

The following sections of the National Electrical Code, 2023 Edition, and Chapter 296-46B WAC, Electrical Safety Standards, Administration, and Installation, are hereby deleted:

A. References to fees in WAC 296-46B-906, 296-46B-908, 296-46B-909, 296-46B-911 and 296-46B-915.

B. Electrical Board – Appeal Rights and hearings in WAC 296-46B-995.

C. Ground-Fault Circuit-Interrupter Protection for Personnel – 210.8(B) Other than Dwelling Units will not be adopted due to lack of availability of equipment to provide this protection for three-phase receptacles. (Ord. 3148 § 3, 2024; Ord. 3007 § 3, 2020; Ord. 2887 § 2 (part), 2017: Ord. 2729 § 5 (part), 2014: Ord. 2346 § 3 (part), 2007: Ord. 2219 § 4 (part), 2004).

15.12.050 Amendments.

The following sections of the 2023 National Electrical Code adopted by this chapter are hereby amended to read as follows:

A. Add new Section 90.4(A), Administration.

The amended administrative provisions of the International Building Code, Section 15.08.050 Redmond Municipal Code, shall apply.

B. Add new Section 90.4(B), Basic Electrical Work.

The Basic Electrical Work definition and classification as specified in RCW 19.28.006.

C. Add new Section 90.4(C), Inspections.

The installation, alteration or extension of any electrical system, fixtures or components for which an Electrical Permit is required by this Code shall be subject to inspection by the Building Official and such electrical systems, fixtures and components shall remain accessible and exposed for inspection purposes until approved by the Building Official. It shall be the duty of the permit applicant to cause the electrical systems to remain accessible and exposed for inspection purposes. The City shall not be liable for any expense entailed in the removal or replacement of material required to permit inspection. Electrical systems and equipment regulated by the National Electrical Code shall not be connected to the energy source or energized until authorized by the Building Official.

D. Add new Section 90.4(D), Special Inspections.

The Building Official may require special inspection of equipment or wiring methods where the installation requires special training, equipment, expertise, knowledge, or other such factors. Where such special inspection is required, an independent third party acceptable to the Building Official shall perform it. The special inspection person/agency shall be designated and approved prior to beginning the installation of wiring or equipment. The Building Official prior to the installation being approved shall receive a written report from the designated special inspection agency indicating that the installation conforms to the appropriate Codes and standards. All costs for such testing and reporting shall be the responsibility of the permit holder.

E. Add new Section 90.4(E), Unused Conductors.

Electrical conductors not in use shall be removed unless otherwise authorized by the Building Official.

F. Add new Section 90.4(F), Corrections.

If, upon inspection, any installation is found not to be fully in conformity with this Code, the Building Official shall at once forward to the person, firm, or corporation making the installation a written notice stating the defects that have been found to exist. Correction of these defects shall be made within 15 days.

G. Add new Section 90.4(G), Approval of Violations.

Approval as a result of an inspection shall not be construed to be an approval of a violation of the provisions of the National Electrical Code or other laws or ordinances of the City. Inspections presuming to give authority to violate or cancel provisions of the National Electrical Code or other laws or ordinances of the City shall not be valid.

H. Add new Section 90.4(H), Time Limitation of Application.

An application for permit for any proposed work shall be deemed to have been abandoned 365 days after the date of filing, unless such application has been pursued in good faith or a permit has been issued; except that the building official is authorized to grant one or more extensions of time for additional periods not exceeding 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

I. Add new Section 90.4(I), Expiration.

Every permit issued shall become invalid unless the work on the site authorized by such permit is commenced within 365 days after its issued, or if the work authorized on the site by such permit is suspended or abandoned for a period of 365 days after the work is commenced. The building official is authorized to grant, in writing, one or more extensions of time, for periods not more than 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

J. Add new Section 90.4(J), Schedule of Permit Fees.

On buildings, structures, electrical, gas, mechanical and plumbing systems or alterations requiring a permit, a fee for each permit shall be paid as required, in accordance with Redmond Zoning Code Section 21.76.030, Application Requirements, as said section currently exists or is hereafter amended, modified or recodified.

K. Add new Section 90.4(K), Permit Valuations.

The applicant for a permit shall provide an estimated permit value at time of application. Permit valuations shall include total value of work, including materials and labor, for which the permit is being issued, such as electrical, equipment and permanent systems. If, in the opinion of the building official, the valuation is underestimated on the application, the permit shall be denied, unless the applicant can show detailed estimates to meet the approval of the building official. Final permit valuation shall be set by the building official.

L. Add new Section 90.4(L), Work Commencing Before Permit Issuance.

Any person who commences any work on a building, structure, electrical, gas, mechanical or plumbing system before obtaining the necessary permits shall be subject to a special investigation fee. The investigation fee shall be equal to the amount of the permit fee that would be required by this code if a permit were to be issued. An investigation fee, in addition to the permit fee, may be collected whether or not a permit is then or subsequently issued. The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code, nor from any penalty prescribed by law.

M. Add Section 113, Means of Appeal.

Appeals of orders, decisions or determinations made by the Building Official related to the application or interpretation of this code shall be made pursuant to Redmond Zoning Code Section 21.76.060(I), Appeals of Type I and II Permits, as said section currently exists or is hereafter amended, modified or recodified. The provisions of this section shall not preclude the Building Official from convening a Code Advisory Body comprised of members who are qualified by experience and training to pass on matters pertaining to building construction.

(Ord. 3148 § 3, 2024; Ord. 3007 § 3, 2020; Ord. 2887 § 2 (part), 2017: Ord. 2729 § 5 (part), 2014: Ord. 2535 § 1, 2010; Ord. 2346 § 3 (part), 2007: Ord. 2219 § 4 (part), 2004).

15.12.060 Penalties for violations.

Any person who violates a provision of this code or fails to comply with any of the requirements thereof or who erects, constructs, alters or repairs a building or structure electrical system in violation of the approved construction documents or directive of the

building official, or of a permit or certificate issued under the provisions of this code, shall be subject to the penalties provided for in RMC 1.01.110 and RMC Chapter 1.14, as said section currently exists or is hereafter amended, modified or recodified. (Ord. 3148 § 3, 2024; Ord. 3007 § 3, 2020; Ord. 2887 § 2 (part), 2017: Ord. 2729 § 5 (part), 2014: Ord. 2346 § 3 (part), 2007: Ord. 2219 § 4 (part), 2004).

Chapter 15.14
MECHANICAL CODE*

Sections:

15.14.010 Short title.
15.14.020 Adoption.
15.14.030 Public inspection.
15.14.040 Deletions.
15.14.050 Amendments to the International Mechanical Code.
15.14.060 Amendments to the International Fuel Gas Code.
15.14.070 Penalties for violations.

Prior legislation: Ords. 2215, 2014, 1926.

***** Formerly Chapter 20E.60 RCDG.

15.14.010 Short title.

This chapter and amendments hereto shall constitute the “Mechanical Code” of the City and may be cited as such. (Ord. 3148 § 4, 2024; Ord. 3007 § 4, 2020; Ord. 2833 § 3 (part), 2016: Ord. 2729 § 6 (part), 2014: Ord. 2346 § 4 (part), 2007: Ord. 2219 § 5 (part), 2004).

15.14.020 Adoption.

The 2021 edition of the International Mechanical Code as published by the International Code Council is hereby adopted by reference with the exceptions noted in WAC Chapter 51-52. The 2021 edition of the International Fuel Gas Code as published by the International Code Council is included in the adoption of this Code with the exceptions noted in WAC Chapter 51-52.

The Building Official may use the appendices for guidance in interpreting and administering the Mechanical Code and the provisions of this chapter. Further, the following appendix chapters are specifically adopted:

International Mechanical Code:	
None.	
International Fuel Gas Code:	
Appendix A,	Sizing and Capacities of Gas Piping; except for liquefied petroleum gas installations;
Appendix B,	Size of Venting Systems Serving Appliances Equipped with Draft Hoods, Category 1 Appliances and Appliances Listed for Use and Type B Vents;
Appendix C,	Exit Terminals of Mechanical Draft and

Direct-Vent Venting Systems.

(Ord. 3148 § 4, 2024; Ord. 3007 § 4, 2020; Ord. 2833 § 3 (part), 2016: Ord. 2729 § 6 (part), 2014: Ord. 2346 § 4 (part), 2007: Ord. 2219 § 5 (part), 2004).

15.14.030 Public inspection.

The City shall at all times keep on file with the City Clerk, for reference by the general public, not less than one copy of the codes and resolutions, or parts thereof, as herein adopted by reference, together with the amendments and supplements thereto herein made a part of this chapter.

The copies of the codes on file may be placed by the City Clerk in the custody of the Building Official in order to make them more readily available for inspection and use by the general public. (Ord. 3148 § 4, 2024; Ord. 3007 § 4, 2020; Ord. 2833 § 3 (part), 2016: Ord. 2729 § 6 (part), 2014: Ord. 2346 § 4 (part), 2007: Ord. 2219 § 5 (part), 2004).

15.14.040 Deletions.

A. The following sections of the 2021 International Mechanical Code are hereby deleted:

1. Section 106.1.1 – Annual permit.
2. Section 106.1.2 – Annual permit records.
3. Section 106.4.4 – Extensions.
4. Section 114 – Board of Appeals.

B. The following sections of the International Fuel Gas Code, 2021 Edition, are hereby deleted:

1. Chapter 1 – Administration. (Ord. 3148 § 4, 2024; Ord. 3007 § 4, 2020; Ord. 2833 § 3 (part), 2016: Ord. 2729 § 6 (part), 2014: Ord. 2346 § 4 (part), 2007: Ord. 2219 § 5 (part), 2004).

15.14.050 Amendments to the International Mechanical Code.

The following sections of the International Mechanical Code adopted by this chapter are hereby amended to read as follows:

A. Amend Section 101.1, Title.

These regulations shall be known as the “Mechanical Code of the City of Redmond,” hereinafter referred to as “this code.”

B. Amend Section 102.8, Referenced Codes and Standards.

The referenced codes and standards shall be as specified in Section 101.4 of the amended administrative provisions of the International Building Code, Section 15.08.050 Redmond Municipal Code.

C. Amend Section 106.3.3, Time Limitation of Application.

An application for a permit for any proposed work shall be deemed to have been abandoned 365 days after the date of filing, unless such application has been pursued in good faith or a permit has been issued; except that the code official shall have the authority to grant one or more extensions of time for additional periods not exceeding 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

D. Amend Section 106.4.1, Approved Construction Documents.

When the code official issues a permit where construction documents are required, the construction documents shall be approved, in writing or by stamp, as “Reviewed for Code Compliance.” Such reviewed construction documents shall not be changed, modified or altered without authorization from the code official. Work shall be done in accordance with the approved construction documents. One set of construction documents so reviewed shall be retained by the code official. The other set shall be returned to the applicant, shall be kept at the site of work and shall be open to inspection by the code official or a duly authorized representative.

The code official shall have the authority to issue a permit for the construction of part of a mechanical system before the construction documents for the entire system have been submitted or approved, provided adequate information and detailed statements have been filed complying with all pertinent requirements of this code. The holder of such permit shall proceed at ~~his or her~~their own risk without assurance that the permit for the entire mechanical system will be granted.

E. Amend Section 106.4.3, Expiration.

Every permit issued shall become invalid unless the work on the site authorized by such permit is commenced within 365 days after its issued, or if the work authorized on the site by such permit is suspended or abandoned for a period of 365 days after the work is commenced. The building official is authorized to grant, in writing, one or more extensions of time, for periods not more than 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

F. Amend Section 106.4.7, Previous Approvals.

This code shall not require changes in the construction documents, construction and designated occupancy of a structure for which a lawful permit has been heretofore issued or otherwise lawfully authorized, and the construction of which has been pursued in good faith within 365 days after the effective date of this code and has not been abandoned.

G. Amend Section 115.4, Violation Penalties.

Any person who violates a provision of this code or fails to comply with any of the requirements thereof or who erects, constructs, alters or repairs a building or structure mechanical system in violation of the approved construction documents or directive of the building official, or of a permit or certificate issued under the provisions of this code, shall be subject to the penalties provided for in Redmond Municipal Code 1.01.110 and Chapter 1.14 Redmond Municipal Code, as said section currently exists or is hereafter amended, modified or recodified.

H. Amend Section 113, Means of Appeal.

Appeals of orders, decisions or determinations made by the Building Official related to the application or interpretation of this code shall be made pursuant to Redmond Zoning Code Section 21.76.060(I), Appeals of Type I and II Permits, as said section currently exists or is hereafter amended, modified or recodified.

(Ord. 3148 § 4, 2024; Ord. 3007 § 4, 2020; Ord. 2833 § 3 (part), 2016: Ord. 2729 § 6 (part), 2014: Ord. 2596 § 2 (part), 2011; Ord. 2346 § 4 (part), 2007: Ord. 2219 § 5 (part), 2004).

15.14.060 Amendments to the International Fuel Gas Code.

The following sections of the International Fuel Gas Code adopted by this chapter are hereby amended to read as follows:

A. Add new Chapter 1, Administration.

Chapter 1, Scope and Administration, of the International Mechanical Code with the exceptions noted in RMC.15.14 shall apply.

(Ord. 3148 § 4, 2024; Ord. 3007 § 4, 2020; Ord. 2833 § 3 (part), 2016: Ord. 2729 § 6 (part), 2014: Ord. 2346 § 4 (part), 2007: Ord. 2219 § 5 (part), 2004).

15.14.070 Penalties for violations.

Any person who violates a provision of this code or fails to comply with any of the requirements thereof or who erects, constructs, alters or repairs a building or structure mechanical system in violation of the approved construction documents or directive of the Building Official, or of a permit or certificate issued under the provisions of this code, shall be subject to the penalties provided for in RMC 1.01.110 and RMC Chapter 1.14, as said section currently exists or is hereafter amended, modified or recodified. (Ord. 3148 § 4, 2024; Ord. 3007 § 4, 2020; Ord. 2833 § 3 (part), 2016: Ord. 2729 § 6 (part), 2014: Ord. 2346 § 4 (part), 2007: Ord. 2219 § 5 (part), 2004).

Chapter 15.16
PLUMBING CODE*

Sections:

15.16.010 Short title.
15.16.020 Adoption.
15.16.030 Public inspection.
15.16.040 Deletions.
15.16.050 Amendments.
15.16.060 Penalties for violations.

Prior legislation: Ords. 2215, 2014, 1926.

***** Formerly Chapter 20E.70 RCDG.

15.16.010 Short title.

This chapter and amendments hereto shall constitute the "Plumbing Code" of the City and may be cited as such. (Ord. 3148 § 5, 2024; Ord. 3007 § 5, 2020; Ord. 2833 § 4 (part), 2016: Ord. 2729 § 7 (part), 2014: Ord. 2346 § 5 (part), 2007: Ord. 2219 § 6 (part), 2004).

15.16.020 Adoption.

The 2021 edition of the Uniform Plumbing Code, including Appendices A, B, I, and M, published by the International Association of Plumbing and Mechanical Officials, is hereby adopted by reference with the following additions, deletions and exceptions: Provided that chapters 12 and 14 of this code are not adopted. Provided further that those requirements of the Uniform Plumbing Code relating to venting and combustion air of fuel fired appliances as found in chapter 5 and those portions of the code addressing building sewers are not adopted.

The Building Official may use the appendices for guidance in interpreting and administering the Plumbing Code and the provisions of this chapter. Further, the following appendix chapters are specifically adopted:

Appendix A,	Sizing the Water Supply System;
Appendix B,	Explanatory Notes on Combination Waste and Vent Systems; and
Appendix I,	Installation Standards; and
Appendix M,	Peak Water Demand Calculator

(Ord. 3148 § 5, 2024; Ord. 3007 § 5, 2020; Ord. 2833 § 4 (part), 2016: Ord. 2729 § 7 (part), 2014: Ord. 2346 § 5 (part), 2007: Ord. 2219 § 6 (part), 2004).

15.16.030 Public inspection.

The City shall at all times keep on file with the City Clerk, for reference by the general public, not less than one copy of the codes and resolutions, or parts thereof, as herein adopted by reference, together with the amendments and supplements thereto herein made a part of this chapter.

The copies of the codes on file may be placed by the City Clerk in the custody of the Building Official in order to make them more readily available for inspection and use by the general public. (Ord. 3148 § 5, 2024; Ord. 3007 § 5, 2020; Ord. 2833 § 4 (part), 2016: Ord. 2729 § 7 (part), 2014: Ord. 2346 § 5 (part), 2007: Ord. 2219 § 6 (part), 2004).

15.16.040 Deletions.

The following sections of the Uniform Plumbing Code, 2021 Edition, are hereby deleted:

A. Section 104.3.2 – Plan Review Fees.

B. Table 104.5 – Plumbing Permit Fees.

C. Chapters 12 and 14, plus those requirements of the Uniform Plumbing Code relating to venting and combustion air of fuel-fired appliances found in Chapter 5 and those portions of the code addressing building sewers (WAC 51-56-003). (Ord. 3148 § 5, 2024; Ord. 3007 § 5, 2020; Ord. 2833 § 4 (part), 2016: Ord. 2729 § 7 (part), 2014: Ord. 2346 § 5 (part), 2007: Ord. 2219 § 6 (part), 2004).

15.16.050 Amendments.

The following sections of the Uniform Plumbing Code adopted by this chapter are hereby amended to read as follows:

A. Amend Section 104.3.3, Time Limitation of Application.

> An application for permit for any proposed work shall be deemed to have been abandoned 365 days after the date of filing, unless such application has been pursued in good faith or a permit has been issued; except that the building official is authorized to grant one or more extensions of time for additional periods not exceeding 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

B. Amend Section 104.4.3, Expiration.

> Every permit issued shall become invalid unless the work on the site authorized by such permit is commenced within 365 days after its issued, or if the work authorized on the site by such permit is suspended or abandoned for a period of 365 days after the work is commenced. The building official is authorized to grant, in writing, one or more extensions of time, for periods not more than 365 days each. The extension shall be requested in writing and justifiable cause demonstrated.

C. Amend Section 104.4.4, Extensions.

> A permittee holding an unexpired permit shall be permitted to apply for an extension of the time within which work shall be permitted to commence under that permit where the permittee is unable to commence work within the time required by this section. The Authority Having Jurisdiction shall be permitted to extend the time for action by the permittee for a period not exceeding 365 days upon written request by the permittee showing that circumstances beyond the control of the permittee have prevented the action from being taken. No permit shall be extended more than once unless authorized by the Building Official. In order to renew action on a permit after expiration, the permittee shall pay one half of permit fees for a new permit.

D. Amend Section 104.5, Fees.

> A fee for each permit shall be paid as required, in accordance with the Redmond Zoning Code Section 21.76.030(E), as said chapter currently exists or is hereafter amended, modified or recodified.

E. Amend Section 104.5.3, Fee Refunds.

> Section 108.6 Refunds of the administrative provisions of the International Building Code, Chapter 15.08 Redmond Municipal Code, shall apply.

F. Amend Section 106.3, Penalties.

> Any person who violates a provision of this code or fails to comply with any of the requirements thereof or who erects, constructs, alters or repairs a building or structure plumbing system in violation of the approved construction documents or directive of the building official, or of a permit or certificate issued under the provisions of this code, shall be subject to the penalties provided for in RMC 1.01.110 and Chapter 1.14 Redmond Municipal Code, as said section currently exists or is hereafter amended, modified or recodified.

G. Amend Section 107.0, Board of Appeals.

> Appeals of orders, decisions or determinations made by the Building Official related to the application or interpretation of this code shall be made pursuant to Redmond Zoning Code Section 21.76.060(I), Appeals of Type I and II Permits, as said section currently exists or is hereafter amended, modified or recodified.

(Ord. 3148 § 5, 2024; Ord. 3007 § 5, 2020; Ord. 2833 § 4 (part), 2016: Ord. 2729 § 7 (part), 2014: Ord. 2596 § 2 (part), 2011; Ord. 2346 § 5 (part), 2007: Ord. 2219 § 6 (part), 2004).

15.16.060 Penalties for violations.

Any person who violates a provision of this code or fails to comply with any of the requirements thereof or who erects, constructs, alters or repairs a building or structure plumbing system in violation of the approved construction documents or directive of the building official, or of a permit or certificate issued under the provisions of this code, shall be subject to the penalties provided for in RMC 1.01.110 and RMC Chapter 1.14, as said section currently exists or is hereafter amended, modified or recodified. (Ord. 3148 § 5, 2024; Ord. 3007 § 5, 2020; Ord. 2833 § 4 (part), 2016: Ord. 2729 § 7 (part), 2014: Ord. 2346 § 5 (part), 2007: Ord. 2219 § 6 (part), 2004).

Chapter 15.18
ENERGY CODE*

Sections:

15.18.010 Short title.
15.18.020 Adoption.
15.18.030 Public inspection.
15.18.040 Deletions.
15.18.050 Amendments.
15.18.060 Penalties for violations.

Prior legislation: Ords. 2215, 2014, 1926.

***** Formerly Chapter 20E.50 RCDG.

15.18.010 Short title.

This chapter and amendments hereto shall constitute the “Energy Code” of the City and may be cited as such. (Ord. 3148 § 6, 2024; Ord. 3007 § 6, 2020; Ord. 2833 § 5 (part), 2016: Ord. 2729 § 8 (part), 2014: Ord. 2219 § 7 (part), 2004).

15.18.020 Adoption.

The 2021 edition of the Washington State Energy Code is hereby adopted by reference with the exceptions noted in WAC Chapters 51-11C and 51-11R. (Ord. 3148 § 6, 2024; Ord. 3007 § 6, 2020; Ord. 2833 § 5 (part), 2016: Ord. 2729 § 8 (part), 2014: Ord. 2346 § 6, 2007; Ord. 2219 § 7 (part), 2004).

15.18.030 Public inspection.

The City shall at all times keep on file with the City Clerk, for reference by the general public, not less than one copy of the codes and resolutions, or parts thereof, as herein adopted by reference, together with the amendments and supplements thereto herein made a part of this chapter.

The copies of the codes on file may be placed by the City Clerk in the custody of the Building Official in order to make them more readily available for inspection and use by the general public. (Ord. 3148 § 6, 2024; Ord. 3007 § 6, 2020; Ord. 2833 § 5 (part), 2016: Ord. 2729 § 8 (part), 2014: Ord. 2219 § 7 (part), 2004).

15.18.040 Deletions.

There are no deletions to the Washington State Energy Code. (Ord. 3148 § 6, 2024; Ord. 3007 § 6, 2020; Ord. 2833 § 5 (part), 2016: Ord. 2729 § 8 (part), 2014: Ord. 2219 § 7 (part), 2004).

15.18.050 Amendments.

There are no amendments to the Washington State Energy Code. (Ord. 3148 § 6, 2024; Ord. 3007 § 6, 2020; Ord. 2833 § 5 (part), 2016: Ord. 2729 § 8 (part), 2014: Ord. 2219 § 7 (part), 2004).

15.18.060 Penalties for violations.

Any person who violates a provision of this code or fails to comply with any of the requirements thereof or who erects, constructs, alters or repairs a building or structure in violation of the approved construction documents or directive of the Building Official, or of a permit or certificate issued under the provisions of this code, shall be subject to the penalties provided for in RMC 1.01.110 and RMC Chapter 1.14, as said section currently exists or is hereafter amended, modified or recodified. (Ord. 3148 § 6, 2024; Ord. 3007 § 6, 2020; Ord. 2833 § 5 (part), 2016: Ord. 2729 § 8 (part), 2014: Ord. 2219 § 7 (part), 2004).

Chapter 15.20
VENTILATION AND INDOOR AIR QUALITY CODE

(Repealed by Ord. 2729)

Chapter 15.22
MOVING BUILDINGS

Sections:

15.22.010 Purpose.
15.22.020 Scope.
15.22.030 Relationship with other regulations.
15.22.040 Applicability.
15.22.050 Classification of the movement of affected structures.
15.22.060 Evaluation criteria for Class I and II Permits.
15.22.070 Permits – Deposits and fees.
15.22.075 Public notification.
15.22.080 Conditions for commencing move.
15.22.090 Special requirements.

15.22.010 Purpose.

The purpose of this chapter is to establish minimum standards for the movement, removal, and placement of specified structures within and through the City of Redmond City limits. The minimum standards establish criteria that are intended to promote the public safety and health, protect the environment, and minimize nuisances and adverse impacts that are associated with the movement, removal, or placement of specified structures. (Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-010).

15.22.020 Scope.

This chapter establishes minimum requirements for:

A. Submitting and evaluating a proposed site plan for sites receiving a structure within the City limits;

B. Submitting and evaluating a proposed site recovery plan for the originating site of a structure when within the City limits;

C. Providing notices to residents of properties adjoining the site receiving a structure within the City limits; and

D. Providing for the collection of fees and other administrative processes to review and inspect applications. (Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-020).

15.22.030 Relationship with other regulations.

The removal, movement, demolition, and placement of any structure within the City of Redmond may require additional permits that are not named under this chapter. Where requirements under other chapters of the Redmond Municipal Code contradict

requirements under this section, those requirements that are more protective of public safety and health and environmental quality will apply. (Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-030).

15.22.040 Applicability.

A. *Affected Structures.* This chapter applies to the movement, relocation, and placement of structures that would require a building permit to construct or place. Included in this definition are manufactured homes that have previously had a building permit issued for said structure.

B. *Regulation.* Affected structures, as identified by subsection A of this section, shall not be placed on a lot or moved across any lot line or within any public right-of-way or easement by any individual, except in conformity with this chapter.

C. *Administration.*

1. Compliance with this chapter shall require that a structure mover obtain and conform to the conditions of approval of a structure movement permit and to the provisions of the Redmond Zoning Code.

2. This chapter establishes four classifications of moves as described in RMC 15.22.050. For these classifications, administration shall be as follows:

a. *Class I, II, and III.* The Director of Planning and Community Development or ~~her/his~~their designee shall administer compliance with Class I, II, and III moves.

b. *Class IV.* The ~~Director of~~ Public Works Director ~~or her/his designee~~ for the City of Redmond shall administer Class IV moves, as defined under this chapter. (Ord. 2596 § 2 (part), 2011; Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-040).

15.22.050 Classification of the movement of affected structures.

The following identifies the classifications of structural moves:

A. "Class I move" is the movement of any affected structure from an origin outside the City to a destination within the City;

B. "Class II move" is the movement of any affected structure from one point within the City to another point within the City;

C. "Class III move" is:

1. The movement of any affected structure from a point within the City to a destination outside the City; or

2. The movement and placement of any mobile home or manufactured home with an origination site outside of the City and a destination site in an approved mobile home park; or

3. The movement and placement of any mobile home or manufactured home with an origination site of a mobile home park in the City and a destination site of a mobile home park within the City; or

4. Structures permitted through a short- or long-term temporary use permit.

D. "Class IV move" is the movement of any affected structure through the City with both an origin and destination outside the City. (Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-050).

15.22.060 Evaluation criteria for Class I and II Permits.

A. *General, Structure Condition.* A structure movement permit for Class I and II moves shall not be issued for an affected structure that meets any of the following conditions:

1. The affected structure is so constructed or in such condition as to constitute a danger of injury or death through collapse of the building, fire, defects, and electrical wiring or other substantial hazard to the individual(s) who occupy or enter said building after relocation;

2. The affected structure is infested with rats or other vermin, or the wood members of which are infested with rot, decay, or insects;

3. The affected structure is so unsanitary or filthy that it would constitute a hazard to health of the individual(s) who will occupy said affected structure after relocation, or if not intended for occupancy by humans, would make it unsuitable for its intended use;

4. The proposed use of the building is prohibited at the proposed destination site under the zoning or other land regulations of the City;

5. The affected structure or destination site does not conform to all applicable provisions of law or ordinance; and

6. The affected structure could not meet those codes that would allow it to be occupied.

B. *General, Destination Site Condition.* For a structure movement permit for Class I and II moves, the applicant shall demonstrate and comply with the requirement that the structure shall be able to be occupied within 90 days of the date of placement on the destination site; and any other conditions of approval or applicable provisions of code. A proposed site plan for the destination site includes appropriate landscaping and provisions to rehabilitate those areas of the site affected by the structure relocation. The site plan shall provide for adequate landscaping of a stature and quality that does not detract from the neighborhood. The landscaping and rehabilitation approved in the proposed site plan shall be completed within 120 days of occupancy.

C. *General, Originating Site Condition.* For structure movement permits for Class II and III moves, the applicant shall demonstrate and comply with the requirement that: A proposed site plan for the originating site includes appropriate landscaping and provisions to rehabilitate those areas of the site affected by the structure relocation. The site plan shall provide for adequate landscaping of a stature and quality that does not detract from the neighborhood and shall demonstrate how rehabilitation shall meet the requirements of RMC 15.22.090.F, Condition of Lot.

D. *Nonresidential Uses.* In addition to subsections A, B, and C of this section, for nonresidential uses the proposed use, structure, and site shall obtain all other City development approvals, including, but not limited to, design review approval, site plan entitlement approval, and shoreline substantial development permit, before the City can issue a structure movement permit. (Ord. 3177 § 3, 2024; Ord. 2596 § 2 (part), 2011; Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-060).

15.22.070 Permits – Deposits and fees.

Unless otherwise stated below, the following deposits and fees shall apply to all permits issued under this chapter:

A. An application for a permit under this chapter shall not be determined complete until application filing fees are received. Fees shall be in the amount as defined by Redmond Zoning Code Chapter 21.76.

B. An application hereunder shall be accompanied by the following:

1. A cash deposit or corporate surety bond in the sum of $10,000 or such greater amount as the Public Works Director ~~or his/her designee~~ determines necessary as indemnity for any damage which the City may sustain by reason of damage or injury to any highway, street or alley, sidewalk or other property of the City, which may be caused by or be incidental to the removal of any building over, along or across any street in the City and to indemnify the City against any claim of damages to persons or private property;

2. A public liability insurance policy providing $1,000,000 or such greater amount as the Public Works Director ~~or his/her designee~~ determines necessary to satisfy any claim by private individuals, firms, or corporations arising out of, caused by, or incidental to the moving of any building over, along, or across any street in the City; and

3. A cash deposit or a corporate surety performance bond in the sum of $5,000 or such greater amount as the Public Works Director ~~or his/her designee~~ determines necessary conditioned upon permittee, within six months from the date of the issuance of such permit (a) completing the construction, painting and finishing of the exterior of the building, and (b) faithfully complying with all requirements of this chapter, the building code, the zoning ordinance, the other ordinances then in effect within the City including but not limited to permittee completing such work within six months to the date of the issuance of such permit. In the event the provisions of this subsection are not complied with within the time specified, a sum of $5,000 shall be forfeited to the City as a penalty for the default, and this shall be in addition to any other penalties provided for failure to comply within the terms of this chapter. (Ord. 2596 § 2 (part), 2011; Ord. 2346 § 8, 2007; Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-070).

15.22.075 Public notification.

A. Class I and II structure movement permits require a notice of moving. At least 10 days but not more than 15 days in advance of the move, the following requirements shall be met:

1. *Mailing.* A notice of moving shall be mailed to residents on properties adjoining the destination site. The applicant shall provide mailing labels to the administering department.

2. *Posting.* A notice of moving shall be posted on the destination site. Posting on the destination site shall be the applicant's responsibility.

3. *Notice Contents.* At a minimum, the public notification shall include:

   a. File number and project description;

   b. Name and address of the applicant;

   c. Location of proposed site to which the building is to be moved;

   d. Proposed date and time period of move; and

   e. Type of building. (Ord. 2593 § 2, 2011).

15.22.080 Conditions for commencing move.

Prior to commencing with the move, the following conditions must be met:

A. For all classes of moves, the permittee shall obtain all required permits and approvals.

B. The permittee shall submit the required deposits as required by RMC 15.22.070, Permits – Deposits and fees.

C. The permittee shall comply with all other conditions of approval and provisions of this chapter that are required to be completed before a move may commence. (Ord. 2596 § 2 (part), 2011; Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-080).

15.22.090 Special requirements.

A. *Escort.* For Class I, II, III and IV moves, the structure mover shall provide an escort service for the purpose of regulating traffic along the route such building is being moved. At the discretion of the Police Department, off-duty police officers may be required to augment the escort service. Any such police or special agency escort shall be at the expense of the structure mover in addition to any other fees or deposits heretofore required. No variances of the provisions of the permit shall be permitted by the escort.

B. *Time.* Time of the movement shall be designated by the City. Every such permit shall become and be void unless such removal shall be completed and the building removed from the public right-of-way within the time specified in the application for such permit; provided, however, that the City may extend such time when the moving of any building is rendered impractical by reason of inclemency of the weather, strikes, or other causes not within the control of the structure mover.

C. *Lights.* No person moving any building over, upon, along or across any public street shall fail, neglect or refuse to keep a red light (or such other devices as the City may require) at all times at each corner of such building and at the end of any projection thereon while the same is located in or upon any public street.

D. *Notice to Public Utility Companies.* Before any building shall be moved, the structure mover shall give written notice to the public utilities or agencies (electric, telephone, cable TV, etc.) designated in the application a minimum of three days in advance of the proposed move.

E. *Traffic Control Measures.* All signs and barricades must be removed immediately upon completion of the move and traffic returned to normal operating conditions. Any City-owned equipment (traffic signals, street lights, etc.) is to be immediately restored to fully functioning condition.

F. *Condition of Lot.* After the completion of any Class II or III move, the area or lot upon which the structure was formerly located shall be cleared of all construction debris and graded to minimize any negative impact to surrounding properties; exposed soils shall be stabilized for erosion control; sanitary sewer connections, if any exist, shall be capped at the main and marked; water meters shall be removed and the service line satisfactorily capped at the main; electrical and telephone lines shall be removed; all

hazardous conditions shall be remedied; and all trash and other materials shall be removed to the satisfaction of the Director. (Ord. 2215 § 9 (part), 2004; Ord. 2160; Ord. 2014. Formerly 20E.30.10-090).

Chapter 15.24
CLEARING, GRADING, AND STORM WATER MANAGEMENT*

Sections:

15.24.010 Purpose and intent.
15.24.020 Design, construction and maintenance – General requirements.
15.24.030 Director.
15.24.040 Issuance of permits.
15.24.050 Activities requiring permits.
15.24.055 Activities that do not require a clearing, grading, and storm water permit.
15.24.060 Classification of clearing, grading and storm water management construction activities.
15.24.070 Rough grading projects.
15.24.080 Requirements for design and construction.
15.24.082 Topographic change (cut and fill) limits.
15.24.084 Deviations.
15.24.089 Variances.
15.24.090 Repealed.
15.24.095 Wellhead and groundwater protection performance standards.
15.24.100 Enforcement – Authorization.
15.24.110 Inspection.
15.24.120 Stop work orders.
15.24.130 Suspension or revocation of permit.
15.24.140 Penalty for violation.
15.24.150 Restoration.
15.24.160 Notification of noncompliance.
15.24.170 Penalties.
15.24.180 Processing fees.
15.24.190 Permit fees.
15.24.200 Inspection fees.

Prior legislation: Ords. 2215, 2180, 1877.

***** Formerly Chapter 20E.90 RCDG.

15.24.010 Purpose and intent.

The purpose of the Clearing, Grading, and Storm Water Management Code is to: safeguard life, property, public health, and general welfare; minimize water quality degradation; prevent excessive sedimentation of or erosion by surface waters; and prevent the creation of public nuisances such as fouling of surface or groundwater. Furthermore, this section is intended to reduce impacts from land development; preserve and enhance wildlife habitat in and along surface waters; enhance the aesthetic quality of the area waters; minimize erosion; preserve trees; and preserve natural topographic features. These regulations focus on prevention of adverse impacts associated with clearing, grading and storm water activities rather than remediation of adverse impacts after they have occurred. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.020 Design, construction and maintenance – General requirements.

A. The design, construction, and maintenance of all clearing, grading and storm water management systems and facilities shall comply with the requirements and design standards contained in all the following documents:

1. This chapter.

2. *Repealed by Ord. 2860.*

3. *Repealed by Ord. 2860.*

4. The latest version of the Redmond Storm Water Technical Notebook, which locally adopts and modifies the Washington State Department of Ecology 2019 Storm Water Management Manual for Western Washington, ("2019 SWMMWW" for the remainder of this chapter), or its successor.

5. Redmond Standard Specifications and Details.

6. The 2019 SWMMWW.

B. The Public Works Director shall prepare and shall adopt construction specifications and details, along with design standards for clearing, grading, and storm water management, as described in the Redmond Storm Water Technical Notebook. The objective of the standards, details, and specifications shall be to control the quantity and quality of storm water produced by development and redevelopment in the City to minimize downstream impacts and protect receiving waters. The Public Works Director has the authority to make changes as local conditions warrant. The specifications, design details, Redmond Storm Water Technical Notebook, and any changes shall be made available to the public. A fee set by the Public Works Director may be charged for these documents.

C. In the case of conflicts between the documents listed in subsection A of this section, conflicts shall be resolved by applying the following order of precedence:

1. This chapter;

2. The Redmond Storm Water Technical Notebook;

3. Redmond Standard Specifications and Details;

4. The 2019 SWMMWW. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.030 Director.

For the purposes of this chapter only, "~~Director~~Public Works Director" shall mean the ~~Director of the~~ Public Works ~~Department~~ Director and/or their representatives pursuant to RMC 2.64.030 ~~or his/her designee~~unless the authority is specifically assigned to another City director. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.040 Issuance of permits.

A. Regulated clearing, grading and/or storm water activity as defined in RMC 15.24.050 requires City approval and the issuance of the appropriate permit(s) before initiating any of the regulated activities.

B. Speculative clearing and grading shall be prohibited.

C. For regulated activities, "City approval" means approval of appropriate plans, prepared by the applicant's engineer(s), indicating compliance with the requirements and design standards specified in this chapter under RMC 15.24.020. Approval shall be evidenced by the signature of the Public Works Director ~~or designee~~. Once plans are approved, a permit may be issued by the City. Fees for plan review and permit processing may be charged as established by separate ordinance. Issued permits shall be posted on the construction site at all times when work is underway. To ensure that the actual work in the field conforms with the approved plans, permitted activities shall be inspected by the City during construction. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.050 Activities requiring permits.

All clearing, grading or storm water management construction activities listed below require approved plans and a clear and grade or civil SITE permit(s). The thresholds are cumulative during a ~~one~~three-year period for any given site. The assessed value of existing improvements shall be the King County Assessed value available on King County Tax Assessor's website.

A. Clearing of 7,000 square feet of land area or more.

B. Earthwork of 50 cubic yards or more. This means any activity which moves 50 cubic yards of earth, whether the material is excavated or filled and whether the material is brought into the site, removed from the site, or moved around on the site.

C. Removal of 11 or more significant trees. The removal of 10 or fewer significant trees is regulated in Redmond Zoning Code Chapter 21.72.

D. Any clearing or grading within a critical area or buffer of a critical area. Critical areas are defined in Redmond Zoning Code Chapter 21.64, Critical Areas. Any disturbance to vegetation within critical areas and their corresponding buffers is also regulated by Redmond Zoning Code Chapter 21.64, Critical Areas. Note that under this chapter, a clearing/grading permit for work on steep slopes must first comply with RZC 21.76.070(E), Alteration of Geologic Hazard Areas.

E. Any change of the existing grade by four (4) feet or more. This criterion applies to all permanent changes in grade and grade changes for extended periods of time (sixty (60) days or longer) located outside structure footprints.

F. Any work within a native growth protection easement or area, a public easement, City-owned tract or City right-of-way. Any clearing, grading or landscaping must be approved by the Department of Public Works prior to construction.

G. The creation or addition of new, replaced or new plus replaced hard surfaces in the amount of 2,000 square feet or more. Hard surfaces include impervious surfaces (defined in RZC 21.78), green roofs and pervious pavement.

H. Any construction of public drainage facilities to be owned or operated by the City.

I. Any construction of private storm drainage pipes 12 inches in diameter or larger.

J. Any modification of, or construction which affects, a privately owned/operated flow control facility or runoff treatment facility. (~~Does~~ This does not include maintenance or repair to the condition defined by previously approved plans; however, removal of uncontaminated water from the system prior to maintenance or repair is required.)

K. Any removal of uncontaminated water from privately owned/operated flow control facility, runoff treatment, or catch basins in order to complete any maintenance or repair cited in 15.24.055.J. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011; Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.055 Activities that do not require a clearing~~,~~ and grading, and storm water or civil site permit.

A. All clearing, grading and storm water management construction activities that do not involve any of the thresholds listed above do not require a separate clearing and grading, and storm water or civil site ~~City-approved clearing, grading and storm water management plans or a~~ permit, but still must meet the requirements specified in RMC 15.24.020.

B. Activities that do not require approved plans or permits must still provide and install sediment and erosion control and pollution prevention BMPs as necessary to protect water quality.

C. The following activities are unregulated by this chapter even if the criteria in RMC 15.24.050 are exceeded~~:~~ and if the activities are not part of, directly related to, or caused by new development of redevelopment projects:

1. Agricultural crop management of existing farmed areas.

2. Cemetery graves involving less than 50 cubic yards of excavation, and related filling per each cemetery plot.

3. Public pavement maintenance such as pothole and square cut patching, overlaying existing asphalt or concrete pavement with asphalt or concrete without expanding the area of coverage, shoulder grading, reshaping/regrading drainage systems, crack sealing, resurfacing with in-kind material without expanding the road prism, pavement preservation activities that do not expand the road prism, and vegetation maintenance associated with the road right-of-way (such as planter strips).

Public vegetation maintenance such as landscape maintenance and gardening, when the work is limited to the removal and/or replacement of surface material such as grass, artificial turf, weeds, and shrubs. Artificial turf removal and/or replacement is considered a maintenance practice only if the underdrain system for the turf is not disturbed, or if an underdrain system is not present, then when the ballast rock underlaying the existing turf is not disturbed.

Public stormwater facility maintenance when conducted according to established current standards and procedures or when conducted according to an approved Operation and Maintenance Manual.

4. Public underground utility projects including installing, maintaining, and/or upgrading an underground utility (does not include culverts) and that replace the ground surface with in-kind material or materials with similar runoff characteristics are only subject to Minimum Requirement #2, Construction Storm Water Pollution Prevention. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.060 Classification of clearing, grading and storm water management construction activities.

A. Clearing, grading and storm water management activities may be reviewed as part of a building permit and/or other permit, if City-approved drawings for such activities are included under the building and/or other permit~~A clearing, grading and storm water management permit may be considered as a component of a building permit or other permit, rather than as a separate permit, if City-approved drawings for such activities are included under the other permit~~.

B. The Director of Planning and Community Development shall specify what submittal and application materials are required for a complete application, including the type of submittals, the required level of detail, the minimum qualifications of preparers of technical documents, and the number of copies that must be submitted.

C. Clearing, grading and storm water management activities are classified based on type, location and timing of development activity proposed. Table 1 outlines the classifications for clearing, grading and storm water management activities and briefly reviews processing. Other City processes, approvals and permits may also be required for projects. The Director of Planning and Community Development may adjust classifications and permit processing steps for proposed projects which are shown to be in multiple classifications or are otherwise not appropriately classified under the criteria shown in Table 1 and may adjust processing steps and fees as appropriate.

D. Project Classification and Processing Table.

Table 1

Project Classification	Typical Type of Development Activity	City Permit Which Allows Clearing, Grading and Storm Water Management Construction*	Summary of Permit Process for Clearing, Grading and Storm Water Management Construction
Building Projects	Single-family, middle housing, commercial, industrial and multifamily construction, additions	Building Permit; and if applicable, either Clear and Grade Permit or civil SITE Permit	Clearing, grading and storm water management activities are reviewed in conjunction with the Building Permit and either Clear and Grade Permit or SITE Permit plans. Single-family and middle housing are reviewed by the Construction and Building Divisions~~. All other projects are reviewed~~ and by the Development Services Division.
Development Projects	Subdivision, utility construction outside City right-of-way	~~Approved Civil Drawings~~ Clear and Grade Permit or civil SITE Permit	Clearing, grading and storm water management activities are reviewed by the Development Services Division as all or part of the site improvement plans.
Right-of-Way Projects	Construction activities all or partly within the City right-of-way	~~Street~~ Right-of-Way Use Permit	Clearing, grading and storm water management activities are reviewed by the Public Works Right of Way group ~~by the Development Services Division~~ as part of the project.
Rough Grading Projects	Clearing and/or grading of a site before all final	Rough Grading Permit	Clearing and grading activities are reviewed by the Development Services Division

Project Classification	Typical Type of Development Activity	City Permit Which Allows Clearing, Grading and Storm Water Management Construction*	Summary of Permit Process for Clearing, Grading and Storm Water Management Construction
	approvals of the entire project		prior to other site improvements plans. Special conditions shall be met for issuance of Rough Grading plans (see RMC 15.24.070).
Clearing and Grading Projects	Clearing and Grading only projects including landscaping project (see RMC 15.24.050 for the minimum thresholds that trigger a clearing and grading permit)	Clear~~ing~~ and Grad~~e~~e~~ing~~ Permit	Clearing and grading activities are reviewed by the Development Services Division.

***** Construction is allowed only when approved plans for clearing, grading and storm water management construction are issued with the appropriate permit listed in the table.

(Ord. 3222 § 13, 2025; Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.070 Rough grading projects.

A. *Rough Grading Prerequisites.* The Technical Committee shall determine whether rough grading will be approved for a project. At a minimum, to obtain a Rough Grading Permit approval for a project all the following shall have been processed and have received approval:

1. Complete the first round of Coordinated Civil Review process.
2. SEPA review for the entire project completed (if required).
3. Clearing, grading and temporary erosion control construction plans.
4. Resolution of all project feasibility issues (i.e., required off-site easements, significant utility design issues, etc.).

B. *Rough Grading Application.* Upon completion of the prerequisites listed above, the following information shall be submitted, if applicable, for a rough grading application to be considered complete:

1. Rough grading drawings and supporting information stamped and signed by a professional civil engineer.
2. Clear identification of all work proposed under the rough grading application.
3. Clear identification of existing and proposed grades.
4. Clear identification of all areas that will be disturbed.
5. Identification of proposed quantity of earthwork.
6. Identification of proposed erosion control measures.
7. An erosion control plan designed in accordance with the Redmond Storm Water Technical Notebook and the Redmond Standard Specifications and Details.
8. Payment of the appropriate plan review fees.

9. Prior to issuance of Rough Grading Permits, acceptable site restoration assurance (bonding, cash deposits, etc., as specified by the Technical Committee) shall be posted with the City. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.080 Requirements for design and construction.

The City hereby adopts the thresholds, definitions, and minimum requirements, found in Appendix 1 of the Western Washington Phase II Municipal Storm Water Permit, including the mandatory provisions of the 2019 SWMMWW. Refer to the Redmond Storm Water Technical Notebook for local modifications and application of the definitions, thresholds, and minimum requirements in Redmond. Redmond Zoning Code 21.17.010.E details requirements to plan for storm water management.

The ~~Director~~Public Works Director may require additional controls or modified minimum requirements for specific projects or areas based on approved interlocal agreements, approved Department Operational Policies, identified capacity limitations, significant erosion potential, or seasonal factors. The Minimum Requirements, as further described in the Redmond Storm Water Technical Notebook, are:

A. *Repealed by Ord. 2860.*

B. *Repealed by Ord. 2860.*

C. Minimum Requirement 1 – Preparation of Storm Water Site Plans.

D. Minimum Requirement 2 – Construction Storm Water Pollution Prevention Plan.

E. Minimum Requirement 3 – Source Control of Pollution.

F. Minimum Requirement 4 – Preservation of Natural Drainage Systems and Outfalls.

G. Minimum Requirement 5 – On-site Storm Water Management.

H. Minimum Requirement 6 – Runoff Treatment.

I. Minimum Requirement 7 – Flow Control.

J. Minimum Requirement 8 – Wetlands Protection.

K. Minimum Requirement 9 – Operations and Maintenance. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011; Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.082 Topographic change (cut and fill) limits.

A. Topographic change is limited in Redmond as follows:

1. Within the building work area (building footprint plus a ten (10) foot buffer), this chapter does not limit temporary or permanent cuts or fills (even with the presence of significant trees).

2. Outside the building work area, and where significant trees are not present, the maximum permitted vertical depth or height of a permanent cut or fill is a total of eight (8) vertical feet.

3. Outside building work area, and where significant trees designated to be saved are present, grades shall not be changed within five (5) feet of the tree's dripline.

4. ~~Cut~~ Permanent cut or fill slopes may not exceed 33 percent (3H:1V). Cut and fill slopes within the right-of-way may, however, be designed at (2H:1V). (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016).

15.24.084 Deviations.

A. Deviations, referred to as adjustments by Washington Department of Ecology, are permissions granted by the Technical Committee to deviate from the storm water requirements for design and construction specified in RMC 15.24.080, 15.24.082 or in the Redmond Storm Water Technical Notebook. Deviations must provide the equivalent (or improved) level of environmental protection. Deviations are requested through application of a General Development Permit and decision by the Technical

Committee. Application for deviations must include clear written documentation to explain how the proposed deviations address the following criteria:

1. Provide substantially equivalent (or improved) environmental protection as would be provided if the standard storm water requirements were met.

2. Reflect sound engineering practices.

3. Meet the objectives of public health, safety, function and maintenance.

4. Avoid damage to other properties in the vicinity of and downstream of the proposal.

B. The Technical Committee may deny any or all of the requested adjustments, may request additional information including written documentation from qualified specialists, may approve any or all of the requested adjustments, or may approve specific parts of adjustments, either to the extent requested or to a reduced extent. All documentation is to be obtained and paid for by the applicant(s). The Technical Committee may also require peer review which, if required, is to be paid for by the applicant.

C. The Technical Committee may determine the deviation(s) requested are to be processed in accordance with Redmond Zoning Code Section 21.76.070(AB)(3), Variances, and the criteria in RMC 15.24.089. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011; Ord. 2532 § 2 (part), 2010).

15.24.089 Variances.

A. Variances are permissions granted through the City's variance process in accordance with Redmond Zoning Code Section 21.76.070(AB)(3), Variances. Variances under this title apply only to RMC 15.24.080.C, D, E, F, G, H, I, J, and K. The criteria for approving a variance requested under this title shall include the decision criteria contained in Redmond Zoning Code Section 21.76.070(AB)(3), Decision Criteria, together with the following criteria:

1. The variance may be granted by the City only when meeting the applicable standards would impose a severe and unexpected economic hardship.

2. The variance will not increase the risk to the public health and welfare, nor be injurious to other properties in the vicinity of and/or downstream or to the quality of waters of the state.

3. The variance is the least possible deviation that could be granted to comply with the intent of the Minimum Requirements detailed in the Redmond Storm Water Technical Notebook.

B. The application for a variance shall include written documentation addressing the decision criteria above and written documentation addressing the following topics:

1. The current (pre-project) use of the site, and

2. How the application of Minimum Requirements restricts the proposed use of the site compared to restrictions that existed prior to adoption of the Minimum Requirements (October 1, 2004), and

3. The possible remaining uses of the site if the variance were not granted by the City, and

4. The uses of the site that would have been allowed prior to the City's adoption of Minimum Requirements, and

5. A comparison of the estimated amount and percentage of value loss resulting from meeting the Minimum Requirements, and

6. The feasibility to alter the project so that it meets the Minimum Requirements.

C. The City shall prepare written findings of fact that address each of the six items above and that address the variance criteria. The City shall publish legal public notice of an application that requests a variance under this title and shall publish legal notice of the City's decision on the application. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011; Ord. 2532 § 2 (part), 2010).

15.24.090 Relief from general design standards.

Repealed by Ord. 2532.

15.24.091 Conflicts

When any provision of any other chapter of the Redmond Municipal Code or the Redmond Zoning Code conflicts with this chapter, that which provides greater public health and environmental protection, as determined by the Public Works Director shall apply unless specifically provided otherwise in this chapter.

15.24.095 Wellhead and groundwater protection performance standards.

A. *Well Construction and Operation.* Construction or decommissioning details and registration forms of any well regulated under Chapter 173-160 WAC and UIC wells (infiltration trenches, drywells, infiltration vaults) must be registered per WAC 173-218-070. Details and registration forms shall be provided to the Department of Public Works within sixty (60) days of well construction or decommissioning.

B. *Fill Material.* Placement of imported contaminated fill material is prohibited, citywide. Fill material shall not contain concentrations of contaminants that exceed cleanup standards for soil specified in WAC 173-340-740, Model Toxics Control Act, regardless of whether all or part of the contamination is due to natural background levels at the fill source site. Where the detection limit (lower limit at which a chemical can be detected by a specified laboratory procedure) for a particular soil contaminant exceeds the cleanup standard for soil specified in WAC 173-340-740, the detection limit shall be the standard for fill material quality. Fill material shall be free of construction, demolition, and land clearing waste including recycled concrete rubble and asphalt.

1. Fill materials in quantities greater than 10 cubic yards placed directly on or in the ground shall meet the following requirements:

   a. A fill material source statement shall be provided to the Department of Public Works and shall be reviewed and accepted by the Department prior to stockpiling or grading imported fill materials at the site. The source statement shall be issued by a professional engineer, geologist, engineering geologist or hydrogeologist licensed in the State of Washington demonstrating the source's compliance with standards of the Model Toxics Control Act. The source statement shall be required for each different source location from which fill will be obtained.

   b. Analytical results demonstrating that fill materials do not exceed cleanup standards specified in WAC 173-340-740 may be used in lieu of a fill material source statement, provided the regulated facility submits a sampling plan to, and which is approved by, the ~~Director~~Public Works Director. The regulated facility must then adhere to the approved sampling plan, and maintain analytical data on-site and available for inspection for a minimum of five years from the date that the fill was accepted.

2. The ~~Department of Public Works~~Public Works Director may accept a fill material source statement that does not include results of sampling and analysis of imported fill if it determines that adequate information is provided indicating that the source location is free of contamination. Such information may include, but is not limited to:

   a. Results of field testing of earth materials to be imported to the site with instruments capable of detecting the presence of contaminants; or

   b. Results of previous sampling and analysis of earth materials to be imported to the site.

3. A fill material source statement is not required if documents confirm that imported fill will be obtained from a Washington State Department of Transportation approved source.

4. The Public Works Director shall have the authority to require corrective measures regarding noncompliant fill materials, including independent sampling and analysis, if the property owner or operator fails to accomplish such measures in a timely manner. The property owner or operator shall be responsible for any costs incurred by the City in the conduct of such activities.

C. *Cathodic Protection Wells.* Designs for cathodic protection wells shall be submitted to the City for review and approval prior to initiation of drilling. Cathodic protection wells shall be constructed such that the following do not occur:

1. Vertical cross-connection of aquifers normally separated by confining units;

2. Migration of contaminated surface water along improperly sealed well borings or casings;

3. Introduction of electrolytes or related solutions into the subsurface; and

4. Any of the above conditions caused by improperly abandoned cathodic protection wells that are no longer in use.

D. *Underground Hydraulic Elevator Cylinders.* All underground hydraulic elevator pressure cylinders shall be encased in an outer plastic casing constructed of Schedule 40 or thicker-wall polyethylene or polyvinyl chloride (PVC) pipe, or equivalent. The plastic casing shall be capped at the bottom, and all joints shall be solvent- or heat-welded to ensure water tightness. The neck of the plastic casing shall provide a means of inspection to monitor the annulus between the pressurized hydraulic elevator cylinder and the protective plastic casing. Vegetable oil shall be used for hydraulic fluid in elevator cylinders. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2257 § 1, 2005).

15.24.100 Enforcement – Authorization.

The ~~Director~~Public Works Director is authorized and directed to enforce all the provisions of this chapter. For such purpose, the ~~Director~~Public Works Director may appoint officers, inspectors, assistants and other employees as needed from time to time. The ~~Director~~Public Works Director may authorize such employees, as may be necessary, to carry out the duties and functions of that office. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.110 Inspection.

The ~~Director~~Public Works Director is authorized to make such inspections and take such actions as may be required to enforce the provisions of this chapter or whenever the ~~Director~~Public Works Director has reasonable cause to believe that any land is being used in violation of this chapter. Inspections shall be made as follows:

A. As a condition of any permit issued for activity covered by this chapter, the property owner shall be required to consent to entry upon the land by the ~~Director~~Public Works Director at all reasonable times to inspect the same or to perform any duty imposed upon the ~~Director~~Public Works Director by this chapter. If the land is occupied, the ~~Director~~Public Works Director shall first present proper credentials and request entry. If the land is unoccupied, a reasonable effort shall be made to locate the owner or other persons at the site who are in apparent charge or control of the land and demand entry. If no person is located, the ~~Director~~Public Works Director may enter said property and shall, with due diligence, make attempts to notify the owner, occupant, or other person having charge within a reasonable amount of time.

B. Where the ~~Director~~Public Works Director has reasonable grounds to believe that activities for which a permit is required by this chapter are being conducted without a permit on land within the City, the ~~Director~~Public Works Director may seek to inspect the land and such activity. If the land is occupied, the ~~Director~~Public Works Director shall first present proper credentials and request entry for inspection. If the land is unoccupied, a reasonable effort shall be made to locate the owner or other persons at the site in apparent charge or control of the land and request entry for inspection. If no person is located, or if entry is refused, the ~~Director~~Public Works Director may request the assistance of the City Attorney, City Prosecutor or Police Department regarding access. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.120 Stop work orders.

A. Whenever any activity is being done contrary to the provisions of this chapter, the ~~Director~~Public Works Director may order the work stopped by notice verbally or in writing served on any persons engaged in the doing or causing such work to be done, and any such person shall forthwith stop such work until authorized by the ~~Director~~Public Works Director to proceed with the work.

B. The ~~Director~~Public Works Director may suspend work on any project during periods of inclement weather to reduce actual or potential erosion and/or sedimentation. Such a period may involve days or weeks during storm events or may, at the discretion of the ~~Director~~Public Works Director, involve the entire rainy season (October 1 through April 30).

C. Outside the rainy season (May 1 through September 30), the ~~Director~~Public Works Director may order work stopped because of inadequate temporary erosion/sedimentation controls. In such cases, a revised temporary erosion/sediment control plan (including but not limited to addition of or additional phasing) shall be submitted to the City for review. Once approved and implemented, the ~~Director~~Public Works Director shall lift the stop work order and work can continue.

D. During the rainy season (October 1 through April 30), The ~~Director~~Public Works Director may require a Wet Weather Plan, a Seasonal Suspension Plan, and an updated temporary erosion and sediment control plan be submitted to the City for review and approval by September 30. The Redmond Storm Water Technical Notebook details which plans apply to which projects. The ~~Director~~Public Works Director may order work stopped because of inadequate temporary erosion/sediment controls during the

rainy season. In such a case, the wet weather plan and temporary erosion/sediment control plan will be reviewed, updated and implemented to control erosion and/or sedimentation. If deemed necessary the City may suspend work through the rainy season and require implementation of the seasonal suspension plan. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.130 Suspension or revocation of permit.

The ~~Director~~Public Works Director may suspend or revoke a permit whenever the permit is issued on the basis of incorrect information supplied, approved plans are not accurately reflective of actual field conditions, or the work is being done contrary to, or in violation of, any pertinent ordinance, regulation, procedure or permit. Upon receipt of a timely appeal under Redmond Zoning Code Chapter 21.76, suspension or revocation shall be stayed pending decision on the appeal; provided, that such a stay shall not affect any stop work order issued by the ~~Director~~Public Works Director. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.140 Penalty for violation.

All violations of this chapter, including hazards and failure to comply with terms of the clearing/grading permit and conditions, are determined to be detrimental to the public health, safety, and welfare and declared to be public nuisances. All such violations are also criminal gross misdemeanors and punishable as provided in RMC 1.01.110. All conditions that, after inspection, have been determined by the ~~Director~~Public Works Director to render any site or portion thereof to be used or maintained in violation of the section, shall be abated. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.150 Restoration.

Any work not done in compliance with this chapter or any permit issued pursuant thereto or with any other section of the Redmond Zoning Code may be required by the ~~Director~~Public Works Director to be removed or restored to as near pre-project original condition as possible in the sole opinion of the ~~Director~~Public Works Director. Such restoration may include, but shall not be limited to, the following:

A. Filling, stabilizing and landscaping with vegetation similar to that which was removed, cuts or fills;

B. Planting and maintenance of trees of a size that will reasonably assure survival and that replace functions and values of removed trees; and

C. Reseeding and landscaping with vegetation similar to that which was removed, in areas without significant trees where bare ground exists. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011; Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.160 Notification of noncompliance.

A. If, while fulfilling their responsibility under this chapter, the inspector, the engineer, the soil engineer, the engineering geologist or the testing agency finds that the work is not being done in conformance with this chapter or the approved grading plans, the discrepancies shall be reported immediately in writing to the person in charge of the grading work and to the ~~Director~~Public Works Director. Recommendations for corrective measures, if necessary, shall be submitted upon request of the ~~director~~Public Works Director.

B. The appropriate clearing, grading or storm water management permit (see RMC 15.24.060) shall be required regardless of any permit issued by any other department or agency that may be interested in certain aspects of the proposed work. Where work for which a permit is obtained by this chapter is started or proceeding before obtaining such a permit, the work shall be stopped, and the violator shall be subject to such penalties as provided in this chapter. However, the payment of such penalties shall not relieve any person from fully complying with the requirements of this chapter in the execution of the work nor any other penalties prescribed thereon.

C. The ~~Director~~Public Works Director may require that the approved activity, operations and project designs be modified if delays occur which incur weather-generated problems not apparent at the time the permit was issued. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.170 Penalties.

Whenever any work for which a permit is required by this code has been commenced without first obtaining said permit, the work shall be stopped at the discretion of the Public Works Director, and a special investigation shall be made before a permit may be issued for such work. Work shall not commence during the investigation other than restoration, work on pollution control measures or stabilization approved by the Public Works Director. An investigation fee, in addition to the permit fee, ~~shall~~ may be collected whether or not a permit is then or subsequently issued. The investigation fee shall be equal to the amount of the permit fee that would be required by this code if a permit were to be issued. The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code, nor from any penalty prescribed by law~~The investigation fee shall be equal to the amount of the permit fee required by the code. The minimum investigation fee shall be the same as the minimum fee set forth in the standard clearing and grading fee for permit application. The payment of such investigation fee shall not exempt any person from compliance with all other provisions of this code~~ nor from any penalty prescribed by law. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.180 Processing fees.

A. Clearing and grading and storm water management fees shall be determined by the ~~Director~~Public Works Director, and upon approval by the City Council shall be made available to the public.

B. Before accepting a set of plans and specifications for checking, the ~~Director~~Public Works Director shall collect a plan-checking fee. Separate permits and fees shall apply to retaining walls or major drainage structures as required by the Uniform Building Code. There shall be no separate charge for standard terrace drains and similar facilities. The amount of the plan-checking fee for clearing/grading plans shall be as set forth in the schedule of fees adopted pursuant to Redmond Zoning Code Chapter 21.76, Review Procedures. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.190 Permit fees.

A. A fee for each clearing, grading or storm water management permit shall be paid to the ~~Director~~Public Works Director as set forth in the fee schedule adopted pursuant to Redmond Zoning Code Chapter 21.76, Review Procedures.

B. Permits may be extended, before their expiration, for up to a total of one year. Inspection fees shall be paid before the start or extension of work and are required for the duration of the project. An additional fee may be charged for processing of a permit extension. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

15.24.200 Inspection fees.

A fee for each clearing, grading or storm water management construction inspection shall be paid to the ~~Director~~Public Works Director as set forth in the fee schedule adopted pursuant to Redmond Zoning Code Chapter 21.76, Review Procedures. (Ord. 3081 § 2, 2022; Ord. 2860 § 3 (part), 2016: Ord. 2596 § 2 (part), 2011: Ord. 2532 § 2 (part), 2010: Ord. 2218 § 1, 2004).

Chapter 15.26
WILDLAND-URBAN INTERFACE CODE

Sections:

15.26.010 Short title.
15.26.020 Adoption.
15.26.030 Public inspection.
15.26.040 Deletions.
15.26.050 Amendments.
15.26.060 Penalties for violations.

15.26.010 Short title.

This chapter and amendments hereto shall constitute the “Wildland-Urban Interface Code” of the City and may be cited as such. (Ord. 3148 § 7, 2024).

15.26.020 Adoption.

The 2021 edition of the International Wildland-Urban Interface Code (WUI) as published by the International Code Council is hereby adopted by reference with the exceptions noted in WAC Chapter 51-55. (Ord. 3148 § 7, 2024).

15.26.030 Public inspection.

The City shall at all times keep on file with the City Clerk, for reference by the general public, not less than one copy of the codes and resolutions, or parts thereof, as herein adopted by reference, together with the amendments and supplements thereto herein made a part of this chapter.

The copies of the codes on file may be placed by the City Clerk in the custody of the Building Official in order to make them more readily available for inspection and use by the general public. (Ord. 3148 § 7, 2024).

15.26.040 Deletions.

There are no deletions to the Wildland-Urban Interface Code. (Ord. 3148 § 7, 2024).

15.26.050 Amendments.

There are no amendments to the Wildland-Urban Interface Code. (Ord. 3148 § 7, 2024).

15.26.060 Penalties for violations.

Any person who violates a provision of this code or fails to comply with any of the requirements thereof or who erects, constructs, alters or repairs a building or structure in violation of the approved construction documents or directive of the Building Official, or of a permit or certificate issued under the provisions of this code, shall be subject to the penalties provided for in RMC 1.01.110 and RMC Chapter 1.14, as said section currently exists or is hereafter amended, modified or recodified. (Ord. 3148 § 7, 2024).

Chapter 15.28

PUBLIC WORKS CONSTRUCTION PROJECTS – APPRENTICE REQUIREMENTS

Sections:

15.28.010 Definitions.
15.28.020 Use of apprentices required for public works.
15.28.030 Administration.
15.28.040 EAP utilization plan.
15.28.050 Exceptions and waivers.
15.28.060 Monitoring.
15.28.070 Reporting.

Code reviser’s note: Ord. 3159 adds the provisions of this chapter as Chapter 15.26. The chapter has been editorially renumbered to prevent duplication of numbering.

15.28.010 Definitions.

A. Where used in this chapter, unless the context clearly requires otherwise, the following terms shall have the meaning and construction set forth herein:

“Apprentice” means an apprentice enrolled in a state-approved apprenticeship training program.

“Contractor” means a person, corporation, partnership, limited liability company, or joint venture entering into a contract with the City to construct a public work.

“Labor hours” refers to the total number of hours worked by workers receiving an hourly wage who are directly employed on the site of the public work and who are subject to state or federal prevailing wage requirements. “Labor hours” shall also include hours worked by workers employed by subcontractors on the site of the public work, and shall include additional hours worked as a result of a contract or project adjustment or pursuant to an agreed-upon change order.

“EAP Coordinator” refers to the person designated by the Public Works Director to administer and coordinate the employee apprenticeship program.

“EAP utilization plan” refers to the plan for utilization of apprenticeship labor in a public work project that meets the requirements of RMC 15.28.040.

“Employee apprenticeship program (EAP)” refers to the requirements of this chapter and any administrative regulations applicable thereto.

“Estimated cost” shall mean the anticipated cost of a public work, as determined by the City, based upon the expected costs of materials, supplies, equipment, and labor, but excluding taxes and contingency funds.

“Notice to proceed” refers to the written authorization to the contractor under the public work contract to commence work.

“Public work” refers to all City funded construction projects that constitute a public work pursuant to RCW 39.04.010 as now or hereafter amended and have an estimated cost of one million dollars or more.

“State-approved apprenticeship program” means an apprenticeship program approved or recognized by the Washington State Apprenticeship and Training Council.

“Subcontractor” means a person, corporation, partnership, limited liability company, or joint venture that has contracted with the contractor to perform all or part of the work to construct a public work by a contractor. (Ord. 3159 § 2, 2024).

15.28.020 Use of apprentices required for public works.

Apprentices shall be utilized on the construction of all public works with an estimated cost of one million dollars or more in accordance with this chapter. (Ord. 3159 § 2, 2024).

15.28.030 Administration.

A. *Apprenticeship Program Goal.* All contractors and subcontractors constructing or involved with the construction of public works, and all service providers involved with the construction of a public work, shall ensure that no less than 15 percent of the labor hours be performed by apprentices.

B. *Contract Requirements.* Contracts for such construction projects shall include provisions detailing the apprentice labor requirements.

C. *Call for Bids.* All Calls for Bids issued by the City for public works requiring the use of apprentices shall state the apprenticeship requirements. All bids submitted shall be based on the use of apprentices at the required level. The bid form submitted by each bidder shall contain confirmation by the bidder that the bidder’s proposal includes the use of apprentices at the required level.

D. *Submission of EAP Utilization Plan.* All contractors shall submit an EAP utilization plan and shall meet with the EAP Coordinator to review said EAP utilization plan prior to being issued a notice to proceed. Failure to submit an EAP utilization plan may be grounds for the City to withhold remittance of a progress payment until such plan is received from the responsible contractor. A meeting with the EAP Coordinator prior to issuance of a notice to proceed shall be excused only when the EAP Coordinator is unavailable to meet prior to the scheduled date for issuance of the notice to proceed and the contractor and the EAP Coordinator have otherwise scheduled a meeting for the Coordinator to review the contractor’s plan. The contractor shall be responsible for meeting the EAP

utilization goal requirements of the contract, including all amendments and change orders thereto, and shall be responsible for overall compliance for all hours worked by subcontractors. To the extent possible, the contractor shall recruit apprentices from multiple trades or crafts. (Ord. 3159 § 2, 2024).

15.28.040 EAP utilization plan.

A. The EAP utilization plan shall meet the following requirements:

1. Shall be submitted on forms prepared or approved by the EAP Coordinator;

2. Shall specify the planned labor hours for each trade or craft;

3. Shall provide for quarterly reports, as well as a final report, indicating the total labor hours and the apprenticeship hours utilized by the contractor and all subcontractors on the project; and

4. Shall include a description of how the contractor will satisfy the EAP utilization goal on the particular public work project and include a summary of outreach and recruitment procedures to hire apprentices to work on the project. (Ord. 3159 § 2, 2024).

15.28.050 Exceptions and waivers.

A. During the term of a construction contract subject to this chapter, the Public Works Director may reduce or waive the apprentice labor hour goals upon ~~his or her~~their determination that:

1. The contractor has demonstrated a good faith effort to comply with the requirements of this chapter but remains unable to fulfill the goal;

2. The contractor has demonstrated that there is a lack of availability of apprentices in the Redmond, WA geographic area to meet the EAP utilization goals;

3. The reasonable and necessary requirements of the contract render apprentice utilization infeasible at the required levels;

4. There exists a disproportionately high ratio of material costs to labor hours, which does not make feasible the required minimum level of apprentice participation;

5. To the extent that apprentice labor hour goals are in conflict with funding agreements in place, including federal aid projects, in connection with the public work; or

6. For reasons deemed appropriate by the Public Works Director, approved by City Council, and not inconsistent with the purpose and goals of this chapter. (Ord. 3159 § 2, 2024).

15.28.060 Monitoring.

The Public Works Director shall implement a system for monitoring the actual use of apprentices in construction projects subject to this chapter. Such monitoring shall include identifying individual apprentices by name and Washington State apprenticeship registration number; reviewing documents provided by the contractor showing total apprentice labor hours; determining the apprentice hours worked by minorities and women, and as available, persons with disabilities and economically disadvantaged youth; and assessing whether the contractor has complied with the apprenticeship requirement established in its contract. (Ord. 3159 § 2, 2024).

15.28.070 Reporting.

A. The Public Works Director shall report to the City Council annually upon the use of apprentices for public work projects. The report shall include, to the extent it is available:

1. The percentage of labor hours actually worked by apprentices on each project and the total number of labor hours on each project;

2. The number of apprentices by contractor broken down by trade and craft category; and

3. The number and percentage of minorities, women, persons with disabilities and disadvantaged youth utilized as apprentices on each project. (Ord. 3159 § 2, 2024).

Chapter 15.30
CONSTRUCTION AND DEMOLITION DEBRIS RECYCLING AND REUSE

Sections:

15.30.010 Definitions.
15.30.020 Purpose and intent.
15.30.030 Applicability for covered projects.
15.30.040 Requirements.
15.30.050 Exemption.
15.30.060 Enforcement and penalties.

15.30.010 Definitions.

The following definitions shall apply:

“Banned Materials” means materials banned from disposal in landfills by King County construction and demolition receiving facilities, as identified by King County.

“Certified Deconstruction Contractor” means licensed contractor having at least one current employee who has successfully completed a deconstruction certification program recognized by King County.

“Certified salvage verifier” means an independent person, company or agency approved by the King County Solid Waste Division, or designee, deemed capable to prepare a deconstruction and salvage assessment.

“City-Sponsored” project means a project constructed or administered by the City (including demolition and deconstruction projects).

“Construction and Demolition Material (C&D material)” refers to building materials and solid waste resulting from construction, remodeling, repair, cleanup, or demolition operations, which are not dangerous as defined in RCW 70A.300.010. C&D materials include, but are not limited to: asphalt, concrete, Portland cement concrete, brick, lumber, gypsum wallboard, cardboard, and other associated packaging, roofing material, ceramic tile, carpeting, plastic pipe, and steel. The material may be commingled with rock, soil, tree stumps, and other vegetative matter resulting from land clearing and landscaping for construction or land development projects.

“Construction and Demolition (C&D) Material Recovery Facility (MRF)” means a facility that receives only C&D material, in which the residual (disposed) amount of waste in the material is less than 10 percent of the average weight of material separated for reuse received by the facility over a one-month period.

“Covered Project” refers to residential, commercial, and City-sponsored deconstruction, demolition, renovation, and construction projects and shall be further defined by the thresholds set forth in RMC 15.30.030: Applicability for covered projects.

“Deconstruction” means the systematic disassembly of a building, and the subsequent return to commerce and reuse of a substantial percentage of salvaged materials, with a secondary purpose of recycling the remaining materials. Heavy machinery may be used in the deconstruction process.

“Deconstruction and salvage assessment” means a document summarizing the building components of an existing building that, if removed, have potential to be reused. This assessment shall be signed by the owner or authorized agent and serve as an affidavit stating that the project shall be executed in compliance with the requirements of this code.

“Demolition” means the process of razing, relocating, or removing an existing building or structure, or a portion thereof.

“Designated Facility” or “King County Designated Facility” means a designated facility is either a Construction and Demolition Debris Material Recovery Facility (MRF) or a privately owned transfer station that has a signed agreement with King County that permits it to accept mixed C&D debris and waste C&D debris from jobsites located within the county’s jurisdiction.

“~~Director~~Public Works Director,” unless otherwise specified, shall be the ~~Director of~~ Public Works Director and/or their representatives pursuant to RMC 2.64.030~~or his/her designated representative~~.

“Disposal” means the discharge, deposit, injection, dumping, leaking, or placing of any solid waste into or on any land or water.

“Diversion/Divert” means to use material for any reuse or recycling purpose other than disposal in a landfill or for use as fuel.

“Project” means any activity that requires a building or demolition permit or any similar permit from the City.

“Recycling” means the process of collecting, sorting, cleansing, treating, and reconstituting materials for the purpose of using the altered form in the manufacture of a new product. Recycling does not include burning, incinerating, or thermally destroying solid waste.

“Reuse” means the return of a commodity into the economic stream for use.

“Salvage” means the recovery of C&D building materials and components from a building or building site in order to increase the reuse or repurpose potential of these materials and decrease the amount of material being sent to the landfill. Salvaged material may be sold, donated, or reused on site.

“Solid waste” or “wastes” means all putrescible and non-putrescible solid and semisolid wastes, except wastes identified in WAC 173-350-021 (Determination of Solid Waste), including, but not limited to, garbage, rubbish, ashes, industrial wastes, commercial waste, sewage sludge, demolition and construction wastes, abandoned vehicles or parts thereof, contaminated soils and contaminated dredged material, discarded commodities and recyclable materials.

“Source Separated Materials” means materials that are sorted at the site of generation by individual material types, including commingled recyclable materials, for the purpose of recycling.

“Volume-to-Weight Conversion Rate” means the rate set forth in the standardized conversion rate table approved by the City, pursuant to this chapter, for use in converting the volume of materials identified in the waste management plan to weight.

“Waste diversion plan” means a plan prepared in a format approved by the City and submitted to the City by the generator, including but not limited to the property owner or demolition contractor, for an eligible demolition project.

“Waste Diversion Report” means a report to the City of the material from the project meeting the requirements of RMC 15.30.040.B. Reporting.

“Waste Hauler” means a company that possesses a valid permit from an authorizing governmental body to collect and transport solid wastes from individuals or businesses for the purpose of recycling or disposal under the City of Redmond’s name.

“Waste Management Plan (WMP)” means a completed waste management plan form, approved by the City and county for the purpose of compliance with this chapter, submitted by the applicant for any covered or non-covered project. (Ord. 3162 § 2, 2024).

15.30.020 Purpose and intent.

A. Prevent disposal of valuable reusable materials through the following methods.

1. Ensure construction and demolition projects are sending materials of value to King County designated C&D material recovery facilities;

2. Require salvage assessments are conducted before every demolition project to highlight the value and market for the material being created by the demolition, and encourage deconstruction as an alternative to demolition;

3. Require tonnage and destination of generated C&D materials to be reported to the City from all covered projects. (Ord. 3162 § 2, 2024).

15.30.030 Applicability for covered projects.

A. *Applicability.*

1. These regulations shall apply to all residential, commercial, and City-sponsored deconstruction, demolition, renovation, and construction projects 200 square feet or greater in area. Projects that do not qualify as a “work exempt from permit” as determined by the City are not exempt from these regulations. All City-sponsored projects shall be considered covered projects, unless specifically exempted, regardless of whether a building or demolition permit is required.

2. All covered demolition and deconstruction projects must obtain a salvage and deconstruction assessment from a King County certified salvage verifier.

B. *Transparent Communication.* The requirements of this section shall be clearly communicated on all City-issued permit applications for deconstruction, demolition, renovation, and construction permits. All such applications shall include a required signature box allowing applicants to confirm they have reviewed the requirements. (Ord. 3162 § 2, 2024).

15.30.040 Requirements.

A. *Diversion.* All banned materials shall be diverted from disposal per King County Code 10.30.020.

Mixed construction and demolition waste shall be sent to a material recovery facility (MRF) designated under King County Code 10.30.020.

B. *Reporting.* Documents to be Submitted to the City of Redmond:

1. At application for a demolition permit, the owner or authorized agent shall submit one or more of the following documents:

    a. Deconstruction and salvage assessment. Exception: Projects that include only new construction.

    b. A statement of compliance with either the regulations of the Puget Sound Clean Air Agency regarding asbestos identification, notification, and abatement; or the Washington Department of Labor and Industries asbestos project notice of intent.

2. Prior to Certificate of Occupancy or permit passing final inspection, the owner or authorized agent shall submit a completed waste diversion report to the City of Redmond along with the following documentation:

    a. Receipts for materials taken to be recycled or landfilled. Receipts shall be provided for C&D material recycled or disposed at each designated facility that received material for processing or transfer, and shall include the following information:

        i. The weight of each load,

        ii. Whether the material was disposed in a landfill or diverted for reuse, recycling, or beneficial use,

        iii. Permit number or site address, and

        iv. The date materials were accepted by the receiving facility.

    b. Receipts for materials that were salvaged. Receipts shall be submitted for construction and demolition material that was salvaged for reuse that show:

        i. The weights or quantity of each material,

        ii. Permit number or site address

        iii. The receiving location, and

        iv. The date materials were accepted at the receiving location.

        Exception: When a receipt cannot be obtained, a signed statement from the receiving location and photo documentation shall be provided. If the receipt provides information for multiple projects, the permit number or address and the amount of material for each project must be clearly identified.

    c. Any additional information needed to support claims of compliance.

3. When the required documentation is not able to be provided, a notarized affidavit of compliance may be allowed as proof of diversion.

4. Where shared construction and demolition collection containers are used by two or more permitted projects, a final waste diversion report may be substituted for periodic waste diversion reports on a submittal schedule determined by the Director.

5. Tonnages shall be submitted using City-approved forms, which may include online submittal.

C. *Salvage Assessment.* All covered demolition projects must obtain a salvage and deconstruction assessment from a King County certified salvage verifier.

D. *Weighing of Wastes.* Permit applicants shall ensure that all C&D material, both diverted and landfilled, is measured, and recorded using best management practices. To the extent practical, all C&D material shall be weighed on scales. Such scales shall comply with all state and county regulatory requirements for accuracy and maintenance. To measure C&D materials for which weighing is not

practical due to their small size or other considerations, a volumetric measurement shall be used. For the conversion of volumetric measurements to weight, the applicant shall use standardized volume-to-weight conversion rates, per material type, as set forth in the standardized conversion rate table approved by the City pursuant to this chapter.

E. *City-Sponsored Projects.* All City-sponsored deconstruction, demolition, renovation, or construction projects shall require City contractors to submit a Waste Diversion Plan identifying where materials will be taken for salvage, reuse, recycling, or disposal. A report shall be submitted listing the final, measured weight, by destination, of all such materials transported, and shall use City-approved forms, which may include online submittal. (Ord. 3162 § 2, 2024).

15.30.050 Exemption.

A. *Application.* If an applicant believes it is infeasible to comply with the requirements of this chapter due to the circumstances delineated in this Section, the applicant may apply for an exemption. Exemptions may be granted based on the unsuitability of materials for recycling (such as burned materials, disaster-generated materials, etc.), necessity to remove material promptly due to threat to human health or the environment, or other extenuating circumstances.

B. *Granting of Exemption.* If the City determines that it is infeasible for the applicant to meet the reporting or deconstruction and salvage assessment requirement due to the above considerations, the applicant shall determine the maximum feasible diversion rate for each material and shall indicate this rate on the Waste Diversion Report they submit.

C. *Denial of Exemption.* Upon a denial by the City, the applicant shall have 10 business days from the time of denial to file an appeal, and 30 days from the time of denial to resubmit an approach to achieving full compliance. If the applicant fails to resubmit, or if the resubmittal is inadequate to achieve full compliance, the City shall deny any requested permits or permission to proceed with the project. (Ord. 3162 § 2, 2024).

15.30.060 Enforcement and penalties.

Any person who violates a provision of this code or fails to comply with any of the requirements thereof, at the discretion of the Building Official, shall be subject to the enforcement and penalties provided in RMC Chapter 1.14. (Ord. 3162 § 2, 2024).

The Redmond Municipal Code is current through Ordinance 3223, passed June 17, 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.

Attachment D - Table of Changes with Rationale to Title 15
as of 10/14/2025

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
SUBSTANTIVE CHANGES					
	15.24.050	Activities requiring permits	Substantive	Language Revision	Changed length of cumulation of thresholds. Cumulation of thresholds are intended to capture multiple smaller projects done at different times but on the same site to prevent applicants splitting up large projects into smaller ones that have fewer requirements (like stormwater management) than a single large project. Considering length of design, permitting, and construction, a greater length of time is needed to capture more than a single small project
	15.24.050	Activities requiring permits	Substantive	Language Revision	Identified the source for assessed value of property/improvements shall be from the King County Tax Assessor's website.
	15.24.091	Conflicts	Substantive	Added new section	Added new section to give authority to the Director to determine which code will be followed if conflicts within codes occur.
ADMINISTRATIVE AND OPERATIONALCHANGES					
15.02 Accessory Improvements					
	15.02.010	Compliance with city standards	Administrative	Language Revision	Replaced "sanitary sewer" with "wastewater" to be in alignment with current naming practice
	15.02.040	Plan approval required	Administrative	Language Revision	Deleted references to Director's "designees" to clarify authority.

Attachment D - Table of Changes with Rationale to Title 15
as of 10/14/2025

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	15.02.060	Enforcement/ penalty for violation	Administrative	Language Revision	Deleted references to Director's "designees" to clarify authority.
15.04 Flood Control					
	15.04.020	Definitions	Administrative	Language Revision	Updated various definitions for clarity and to more closely match those in Zoning Code.
	15.04.020	Definitions	Administrative	Language Revision	Removed definition for "area of special flood hazard" and replaced it with "Special Flood Hazard Area" to reflect current term.
	15.04.020	Definitions	Administrative	Language Revision	Added definition for "Public Works Director" to refer to Title 2.64.030 which will be added with upcoming changes to Title 2. This will say "Where used in this Code, the term Public Works Director shall include any representatives (designee or delegate) authorized to act by them in their place.
	15.04.020	Definitions	Administrative	Language Revision	Updated definition of "Historic structure" and clarified the list of sources from which a structure's inclusion will be determined.
	15.04.030	Lands to which this chapter applies	Administrative	Language Revision	Substituted "Special Flood Hazard Area" to reflect current term
	15.04.040	Basis for establishing Special Flood Hazard Areas	Administrative	Language Revision	Substituted "Special Flood Hazard Area" to reflect current term

Attachment D - Table of Changes with Rationale to Title 15
as of 10/14/2025

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	15.04.045	Compliance with state Flood Control Zone Permit Program required – Administration by city.	Administrative	Language Revision	Removed outdated reference to hydraulics map which is no longer a map that is maintained by the City.
Chapter 15.22 MOVING BUILDINGS					
	15.22.040	Applicability	Administrative	Language Revision	Deleted references to Director's "designees" to clarify authority.
	15.22.070	Permits – Deposits and fees	Administrative	Language Revision	Deleted references to Director's "designees" to clarify authority.
Chapter 15.24 CLEARING, GRADING, AND STORMWATER MANAGEMENT					
	15.24.020.A	Design, construction and maintenance – General requirements	Administrative	Language Revision	Added text to clarify the version of reference material.
	15.24.030	Director	Administrative	Language Revision	Revised definition for "Public Works Director" to refer to Title 2.64.030 which will be added with upcoming changes to Title 2. This will say "Where used in this Code, the term Public Works Director shall include any representatives (designee or delegate) authorized to act by them in their place.
	15.24.040	Issuance of permits	Administrative	Language Revision	Updated "Public Works Director" to "Director", deleted references to Director's "designee" to clarify authority.

Attachment D - Table of Changes with Rationale to Title 15
as of 10/14/2025

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	15.24.050.J	Activities requiring permits	Operational	Language Revision	Clarified that maintenance of privately owned stormwater facilities does not require a permit
	15.24.050.K	Activities requiring permits	Administrative	Language Revision	Added that removal of water from privately owned stormwater facilities prior to maintenance/repair requires a permit to ensure adequate and proper disposal of the water. Added item is in alignment with and supports RMC 13.06.070.D.
	15.24.055.A	Activities that do not require a clearing, grading, and stormwater permit	Administrative	Language Revision	Clarified which permits are not required under this section.
	15.24.055.C	Activities that do not require a clearing, grading, and stormwater permit	Administrative	Language Revision	Added that the listed activities are not an exempt practice if they are part of new development or redevelopment projects to prevent owners from claiming exempt practice for portions of a project in order to avoid costs for other requirements such as stormwater management
	15.24.055.C.3	Activities that do not require a clearing, grading, and stormwater permit	Administrative	Language Revision	Added clarification that this vegetation maintenance is associated with road right-of-way (such as planter strips) only.

Attachment D - Table of Changes with Rationale to Title 15
as of 10/14/2025

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	15.24.055.C.3	Activities that do not require a clearing, grading, and stormwater permit	Operational	Language Revision	Added paragraph to include maintenance of public vegetated areas, such as parks or other public facilities, as an exempt practice. Also provided guidelines for classifying artificial turf removal and replacements an exempt practice; to clarify stormwater requirements for public maintenance practice
	15.24.055.C.4	Activities that do not require a clearing, grading, and stormwater permit	Administrative	Language Revision	Added text to provide examples of utility projects applicable to item 4.
	15.24.060.A	Activities that do not require a clearing, grading, and stormwater permit	Administrative	Language Revision	Clarified which activities may be reviewed under the umbrella of a larger permit
	15.24.060.B	Classification of clearing, grading and storm water management construction activities	Operational	Language Revision	Updated "Director" to "Director of Planning and Community Development" to clarify responsible for permit process

Attachment D - Table of Changes with Rationale to Title 15
as of 10/14/2025

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	15.24.060.C	Classification of clearing, grading and storm water management construction activities	Operational	Language Revision	Updated "Director" to "Director of Planning and Community Development" to clarify responsible for permit process
	15.24.060.D	Classification of clearing, grading and storm water management construction activities	Administrative	Language Revision	Updated terminology for clarity, added types of permits applicable to the various projects, changed "Development Services Division" to Public Works Right of Way Group" for Right-of-Way projects.
	15.24.082	Topographic change (cut and fill) limits	Administrative	Language Revision	Updated text for clarity. Changed "cut" to "permanent cut", to differentiate from cuts that can occur during temporary construction work.
	15.24.170	Penalties	Administrative	Language Revision	Added text to give authority to the Director to stop work, revised text describing investigation fee to match other sections of Title 15.
Chapter 15.30 CONSTRUCTION AND DEMOLITION DEBRIS RECYCLING AND REUSE					

Attachment D - Table of Changes with Rationale to Title 15
as of 10/14/2025

	Current Municipal Code Section	Section Name	Type of Change	Nature of Proposed Changes	Rationale
	15.30.010	Definitions	Administrative	Language Revision	Revised definition for "Public Works Director" to refer to Title 2.64.030 which will be added with upcoming changes to Title 2. This will say "Where used in this Code, the term Public Works Director shall include any representatives (designee or delegate) authorized to act by them in their place.

Substantive change alters legal meaning, obligations, or scope of the code and are significant enough that they warrant closer review by the Council and Public
Administrative change clarifies or corrects language, references, or structure without changing intent, process, or legal effect.
Operational change adjusts how the code is implemented or enforced to reflect current procedures or workflows.

Minor changes throughout document

Changed to gender neutral terms he/she, his/her, them
Made references to Public Works Director consistent
Revised chapter titles and section headings as needed to be consistent with code sections
Capitalizations, example "director" to "Director"
Corrected spelling and grammar

Public Works
Redmond Municipal Code Update

Proposed Changes to Title 13 - Water and Sewers and Title 15 – Buildings and Construction

October 21, 2025

Aaron Bert, Public Works Director

Redmond
WASHINGTON

Path to Continual Improvement

Knowledge retention

Standard operating procedure development

Code refresh

Purpose/Background

- Public Works is proposing updates to multiple sections of the Redmond Municipal Code (RMC)

Code Review and APWA Compliance

- Clarify authority to conduct Public Works functions
- Coordinate with APWA accreditation effort
- Clean up code for ease of use and remove outdated items
- Revise specific language to reflect current practices

Public Works
Code Update

Schedule for Code Revisions

June 2025

- RMC Title 10 - Vehicles and Traffic
- RMC Title12 - Streets and Sidewalks

Q4 2025

- RMC Title 13 – Water and Sewers
- RMC Title15 – Buildings and Construction
- Stakeholder Engagement for 13 and 15

Q1 2026

- Complete SEPA for 10 and 12
- RMC Titles 1-7 & 9
- Stakeholder Engagement for 1-7 & 9

Q2 2026

- Complete SEPA for 1-7 & 9, 13, 15
- Adoption of Ordinance with Final Revisions

Types of Proposed Code Changes

Type of Change	Definition	Typical Impact
Administrative	Clarifies or corrects language, references, or structure without changing intent, process, or legal effect.	Improves readability and internal consistency.
Operational	Adjusts how the code is implemented or enforced to reflect current procedures or workflows.	May affect internal operations or stakeholder interactions but not legal obligations.
Substantive	Alters legal meaning, obligations, fees, or scope of the code and are significant enough that they warrant closer review by the Council and Public.	Documents compliance requirements, enforcement, or regulatory authority.

Changes throughout 13 and 15

- Changed to gender neutral terms he/she, his/her, them
- Replaced outdated term "City Treasurer" with "City Finance Director"
- Revised definition for “Public Works Director” and “City Engineer" to refer to Title 2.64.030 which will be revised to say: "Where used in this Code, the term “Public Works Director” and “City Engineer” shall include any representatives (designee or delegate) authorized to act by them in their place.
- Made references to Public Works Director consistent

Chapters and Sections Deleted

Section	Title	Reason for Deletion
13.04.420	Special agreements	• No longer applicable, City does not make agreements to accept waste of "unusual character" for disposal in public sewer.
13.07.115	Groundwater protection incentive program for existing infiltration system modifications	• Program is no longer relevant. The highest risk sites in the program have either completed risk reduction projects, have been redeveloped, or are likely to be redeveloped within the next 10 years. The remainder of lower risk sites will be inspected under the city's existing private drainage inspection program.
13.08.030	Installation charge	• Removed meter size and cost table with fees. Will be addressed in annual utility fee update instead.
13.15	Latecomer Connection Charge – 180th Avenue N.E. Sanitary Sewer Improvements	• Latecomers from 1983 is no longer applicable and City is not charging fee anymore.

Chapters and Sections Deleted

Section	Title	Reason for Deletion
13.16.030	Hydrant use charges	• Removed Hydrant use charges table with fees. Will be addressed in annual utility fee update instead.
13.24	Water Conservation	• Deleted outdated chapter from 1916. Fees out of date, and code requirements are addressed elsewhere in the Code
13.34	Streetlighting Charges	• Charges associated with Rose Hill Water District from 1994 are no longer being collected by the City.

Wastewater Substantive Changes

Section	Title	Description of Change
13.04.110-160, 240	Multiple sections	• Removed references to storm sewer (stormwater) and moved to 13.06.
13.04.041	Connection required – When – How made – Warrant to fund	• Increased civil infraction fee from $500 to $1200 to account for inflation since 1992 ordinance.
13.04.340	Discharge into Sanitary Sewers Restricted	• Added language requiring approval by King County and City Engineer for discharge of non-wastewater flows to sewer.
13.05.060	Side sewer Contractor Bonds	• Increased bond amount from $5,000 to $10,000 to account for inflation since 1994 ordinance.
13.12.030	Minimum Project Size	• Increased minimum project size from $5,000 to $15,000 for eligibility for reimbursement agreements to account for inflation since 1988 ordinance.

Stormwater and Environment Substantive Changes

Section3	Title	Description of Change
13.06	Stormwater Management	• Created complete stormwater chapter by adding new sections in 13.06 to replace those that were removed from 13.04.
13.06.058.3 and 4	Conditional discharges	• Added language to prohibit wash water and external building washdown water containing prohibited materials from being discharged into the stormwater system.
13.06.070.C	Disposal of waste from maintenance activities	• Added language to require disposal and receipt of maintenance waste at a qualified solid waste disposal facility.
13.06.070.E	Disposal of waste from maintenance activities	• Added language to clarify that uncontaminated stormwater from facilities can be returned to the stormwater system but limited the allowable turbidity of that water.

Stormwater and Environment Substantive Changes

Section3	Title	Description of Change
13.06.115	Stormwater system access – public stormwater facilities	• Added language addressing the City's ability to access public stormwater facilities on any and all premises.
13.06.1xx	Violator liable for expenses	• Added new section describing that violators of this chapter are liable for any expense, loss, or damage to the facilities.
13.07.140	Appeals	• Text removed for appeals related to the Groundwater Protection Incentive Program as the program is no longer relevant and being deleted with this code update.
15.24.050	Activities requiring permits	• Changed length of cumulation of thresholds from one year to three years for stormwater management. Cumulation of thresholds are intended to capture multiple smaller projects done at different times but on the same site to prevent applicants splitting up large projects into smaller ones that have fewer requirements than a single large project.

Water Substantive Changes

Section	Title	Description of Change
13.08.015	Meters required	• Clarified what types of structures are required to have their own water meter.
13.08.020	Meters city property	• Clarified which metering components are owned and maintained by the City and by the property owner.
13.08.040	Exempt Meters	• Added language regarding the use of Exempt water meters, which now includes Rainwater Harvesting and Reclaimed Water systems.
13.08.050	Unauthorized connections.	• Increased civil infraction fee from $500 to $1200 to account for inflation since 1992 ordinance.
13.16.010.6	Hydrant Use	• Updated the definition and use of Fire Hydrant permit types.

Next Steps

- Comments from Council on Titles 13 and 15
- Solicit review and feedback on RMC changes from public and select stakeholders
- Complete SEPA process
- Prepare formal ordinance to codify these changes for approval at an upcoming Council business meeting

Thank You

Any Questions?

Redmond
WASHINGTON

City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/21/2025
Meeting of: City Council

File No. SPC 25-083
Type: Executive Session

Labor Negotiations [RCW 42.30.140(4)(b)] - 45 minutes

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Consulting Services Agreement
Non-Public Work

PROJECT TITLE Redmond On-Demand Microtransit Shuttle	***EXHIBITS*** ***(List all attached exhibits - Scope of Work, Work Schedule, Payment Schedule, Renewal Options, etc.)*** Exhibit A - Scope of Work Exhibit A-1 - Fee Exhibit B - Advertising Guidelines Exhibit C - Circuit's Response to RFP Requirements Exhibit D - Map
CONTRACTOR Circuit Transit Inc.	***CITY OF REDMOND PROJECT ADMINISTRATOR*** ***(Name, address, phone #)*** City of Redmond Mary L'Heureux mlheureux@redmond.gov (425) 556-2490
CONTRACTOR'S CONTACT INFORMATION ***(Name, address, phone #)*** Daniel Kramer daniel@ridecircuit.com (562) 252-6680	***BUDGET OR FUNDING SOURCE*** Regional Mobility Grant Funds City Matching Funds from Budget Account 100.80900.00410.54313
CONTRACT COMPLETION DATE Q1 2028, 2 years from performance start date to be determined	***MAXIMUM AMOUNT PAYABLE*** $866,984

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Consulting Services Agreement, Non-Public Work
City of Redmond, standard form

THIS AGREEMENT is entered into on _____, 2025 between the City of Redmond, Washington, hereinafter called "the CITY", and the above person, firm or organization, hereinafter called "the CONSULTANT".

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

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

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

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

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

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

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

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

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

5. Extra Work.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONSULTANT:

DocuSigned by:
James Mirras
75EDF23C0BE64BE...

By: James Mirras

Title: COO / Co-Founder

CITY OF REDMOND:

Angela Birney, Mayor
DATED:

ATTEST/AUTHENTICATED:

City Clerk, City of Redmond APPROVED

AS TO FORM:

Office of the City Attorney

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EXHIBIT A – SCOPE OF WORK

Circuit shall provide, operate, and manage a fully turnkey, end-to-end microtransit solution in accordance with the Scope of Work defined herein, furnishing the vehicles, drivers, technology, maintenance, and operational management necessary for the Redmond On-Demand Microtransit Shuttle, and all capabilities outlined below in Circuit's RFP Response (Exhibit C), within a geo-fenced coverage area as shown below in Exhibit D.

On-demand service will be hailed using an app and call center. The coverage area and details of the service are subject to change based on utilization and decisions made by Circuit Transit Inc. and the City. Please note that any changes to Operating Hours may impact the total cost of the program.

The City may elect to scale service up to increase or adjust Service Hours, subject to mutual agreement between the parties. To request the increased service level, the City must provide written notice at least two (2) weeks prior to the start of the upcoming month, and no later than the fifteenth (15th) day of the preceding month, to allow for necessary planning and coordination. Please note that any changes to the Hours of Operation, number of vehicles, and/or Service Hours may impact the total cost of the Services.

Program Purpose & Goals

The primary objectives of the service are to:

- Provide a safe, clean, reliable, and efficient public on demand service throughout the boundaries of the service area(s).
- Provide a safe and pleasing passenger experience with capable, qualified, and courteous drivers that will serve as ambassadors. Allow users to get to their destination within the service area without the need to drive, park or even own a personal vehicle.

Product Overview

For the purpose of this solicitation, the MicroTransit service is characterized by the following:

- Dynamic routing with flexible start and end of route within designated zones.
- Technology-enabled: app-based service request within a geofenced area and real-time vehicle tracking features.
- Fully electric vehicles.
- Shared mobility with pooled rides.
- Local branding and/or advertising to offset operating cost

Consultant Responsibilities

Circuit shall provide accessible, efficient, and environmentally sustainable transportation within the zone described in Exhibit D, utilizing a fleet of all-electric vehicles. Depending on funding, the City may pursue additional service areas to be served as part of this solicitation and resulting contract. Passengers can request a door-to-door service for trips originating and ending within the geofenced service area or first/last mile connection to the closest transit stop within the service area.

Changes and Amendments

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Any requested change in the Scope of Work, additional services or special requests will require fifteen (15) days minimum notice, and ninety (90) days for any indefinite service reduction greater than 10%, and a Change Order to be executed and signed by both parties unless otherwise mutually agreed to in writing.

Holidays
Service will be closed on Thanksgiving, Christmas Day and New Years Day. The day before and after each of the listed Holidays will operate on normal service hours.

Employee Wages
Circuit is not subject to any local wage requirements that vary from State statutory requirements by entering into this Agreement.

Extraordinary Costs
In the event that the costs of providing the services outlined in this Agreement increase by more than 5% due to circumstances beyond the control of Circuit, including but not limited to, changes in applicable laws or regulations, significant market fluctuations, material shortages, or increased insurance and/or labor costs, Circuit Transit Inc. may request an adjustment to the service fees. Circuit Transit Inc. shall provide written notice of the extraordinary cost increase, including supporting documentation, to the City. The parties shall negotiate in good faith to determine an appropriate adjustment to the service fees or other mutually acceptable resolution.

Assignment
Neither Party may assign, transfer, delegate, or subcontract this Agreement without the other Party's prior written consent, such consent not to be unreasonably withheld. Notwithstanding the foregoing, City consents to Contractor/Service Provider's assignment of its rights to receive payments or accounts receivable due under this Agreement to Silicon Valley Bank, a division of First-Citizens Bank & Trust Company ("SVB"), in connection with a revolving line of credit or other financing facility. Any such assignment shall be strictly limited to Contractor/Service Provider's rights to payment and shall not modify any other rights or obligations under this Agreement but shall be subject to assignee assuming all obligations of Contractor/Service Provider under this Agreement related to the rights assigned.

Piggyback Clause
It is understood and agreed by Circuit Transit Inc. and the City that any governmental entity may purchase the services specified herein in accordance with the prices, terms, and conditions of this Agreement. It is also understood and agreed that each local entity will establish its own contract with Circuit, be invoiced therefrom and make its own payments to Circuit Transit Inc. in accordance with the terms of the contract established between the new governmental entity and Circuit. It is also hereby mutually understood and agreed that the City is not a legally bound party to any contractual agreement made between Circuit Transit Inc. and any local entity.

Service Design
Any requested change to the Service Design will require mutual agreement and a subsequent Change Order to be executed by both parties. Changes to the Service Design may result in financial changes to the existing Agreement based on the nature of and impact of the change requested.

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Term

The Performance Period of this Agreement will be for a minimum of two (2) years, from the agreed upon Performance Date until the Performance End Date listed below. This Agreement may be extended by one additional two-year term (the "Option Year Renewal") upon the mutual consent of the Parties in writing within 90 days prior to expiration.

Performance Start Date: Q1 2026, exact date to be determined

Performance End Date: Q1 2028, 2 years from performance start date

Price Escalation – Option Year Renewal

Upon the City's timely exercise of any Option Year Renewal, all recurring Service Fees then in effect under this Exhibit A-1 (including the Monthly Cost for Services and any other recurring charges) shall automatically increase by three percent (3%) effective on the first day of the applicable Option Year and on the first day of each subsequent Option Year exercised.

Vehicles

Circuit shall supply the vehicle types and quantities, while operating according to the operating status designation, as listed in Table 1 below. All vehicles shall be properly licensed and maintained in good working order for the duration of the Performance Period.

Table 1 - Vehicles

Type	Quantity	Status
ADA WAV GEM	One (1)	Active
VW ID. Buzz	Two (2)	Active

Vehicle Repairs & Maintenance

Circuit will adhere to a structured preventative maintenance plan to mitigate the need for any potential further repairs and maintenance. However, Circuit Transit Inc. and the City agree that there will be unexpected repairs and maintenance at times throughout the Performance Period and it shall be Circuit's sole responsibility to work with any necessary licensed technician, both internal and external, to perform such repairs and optimize up time of the vehicles.

When repairs and/or maintenance are not able to be performed outside of the Hours of Operation, Circuit Transit Inc. will use best efforts to minimize the impact to Service Hours and does not imply service will be impacted at all during the time needed for repair. Those efforts could include, but are not limited to, expediting and prioritizing maintenance work, sending the vehicle to an outside repair shop to expedite the work, increasing the scheduled Service Hours on other vehicles in the fleet, procuring temporary, unbranded, rental vehicles or sourcing replacement vehicles from adjacent locations.

Coverage Area

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Service will be provided within the geo-fenced area displayed in Exhibit D, subject to any additional service parameters or zones that would determine vehicle availability, and user demand for rides relative to the total supply of vehicles available.

Hours of Operation

Service will run seven (7) days per week during the Hours of Operation. These services will include a total of eighty-four (84) weekly operating hours, to be allocated during the designated Hours of Operation as outlined in Table 2 below. Hours of Operation is defined as the hours the City wants the service to be available on a weekly basis.

Table 2 - Hours of Operation

Hours of Operation			
Day	**Open**	**Close**	**Hours**
Monday	TBD	TBD	12
Tuesday	TBD	TBD	12
Wednesday	TBD	TBD	12
Thursday	TBD	TBD	12
Friday	TBD	TBD	12
Saturday	TBD	TBD	12
Sunday	TBD	TBD	12
WEEKLY HOURS OF OPERATION			**84**

Service Hours

Service Hours are defined as the total hours of all drivers, measured from when a driver starts their shift to when the driver ends their shift, subtracting any unpaid hours. Circuit Transit Inc. will determine the scheduling, staging, and dispatch of drivers and vehicles in order to optimize efficiency, safety, rider experience, and compliance (including vehicle charging cycles and legally required meal and rest breaks). During the Hours of Operation, Circuit Transit Inc. will target a total of 172 weekly Service Hours.

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Charging & Storage

The City shall, at its sole cost and expense, provide Circuit Transit Inc. with: (i) access to electric vehicle charging infrastructure; (ii) coverage of all ongoing electricity costs necessary for the charging of the vehicles used in service under this Agreement; and (iii) secure vehicle storage, including designated parking for the on-duty driver. These resources shall be made available for Circuit's unrestricted use throughout the Term of this Agreement.

Hiring & Employee Expectations

a. Employment Status

All drivers providing Services under this Agreement shall be employees of Circuit Transit Inc. and not of the City. Circuit Transit Inc. retains sole and exclusive responsibility for the hiring, onboarding, management, training, supervision, compensation, and, where necessary, termination of its employees. At no time shall the City be considered the employer, co-employer, or joint employer of any Circuit Transit Inc. personnel.

b. Licensing and Qualifications

All drivers shall be properly licensed to operate the vehicles assigned to the Service and shall comply with all applicable federal, state, and local laws and regulations related to the operation of passenger vehicles. Circuit Transit Inc. shall ensure that each driver maintains a valid driver's license and meets all regulatory and internal safety, training, and conduct standards.

c. Background Checks and Training

Circuit shall be responsible for conducting pre-employment background checks, drug screenings (where required), and other applicable due diligence for all drivers in accordance with industry practices and applicable laws. All drivers shall undergo comprehensive training covering safe vehicle operation, customer service, ADA compliance, emergency procedures, and any project-specific protocols prior to deployment.

d. Workforce Conduct

Circuit shall require its employees to perform their duties in a professional, courteous, and responsible manner consistent with community standards, the City's expectations, and Circuit's internal policies. Circuit Transit Inc. shall promptly address any substantiated complaints or misconduct involving its personnel.

e. Right to Accept Tips

Circuit's drivers may accept voluntary tips or gratuities from passengers. Circuit Transit Inc. shall have no obligation to track, report, or remit such tips unless otherwise required by applicable law. The City shall not impose any restrictions or conditions on driver gratuities.

f. Compliance with Labor and Employment Laws

Circuit shall comply with all applicable employment-related laws and regulations, including but not limited to wage and hour laws, workers' compensation, unemployment insurance, and any other federal, state, or local labor laws.

g. City Communications and Authority Limitations

The City agrees not to direct, supervise, or assign work to any Circuit Transit Inc. employee, including drivers, without prior written authorization from Circuit's designated representative. All service-related directions shall be communicated through the Circuit Transit Inc. project manager or designee.

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Operational Details

Any requested change to the Operational Details as agreed to herein will require mutual agreement and a subsequent Change Order to be executed by both parties. Changes to the Operational Details may result in financial changes to the existing Agreement based on the nature of and impact of the change requested.

a. App, Tech & Request System

As described above, Circuit Transit Inc. will provide on-demand shuttle services using all-electric cars within a geo-fenced coverage area as shown below in Exhibit D. On-demand service will be hailed using an app or call center. The coverage area and details of the service are subject to change based on utilization and decisions made by Circuit Transit Inc. and the City.

b. Circuit Connect

Service may utilize Circuit Connect's system of virtual, fixed stops. Stop locations will be mutually agreed upon between the City and Circuit.

c. Branding

The City will have rights to branding on the vehicle(s) contracted, aka "Default Branding". The City will provide vehicle wrap design files on Circuit Transit Inc. provided templates for vehicle branding at the cost referenced in Exhibit A-1.

d. WAV Service

Service will consist of one (1) WAV vehicle in service throughout the service area

e. Data Reporting

Circuit will provide a monthly data report including:

- Operating data by hour, day, week and month
  - Requests
  - Passengers
  - Rides
  - Cancellations
- Operating data by day, week and month
  - WAV completed rides
  - No Show %
  - Avg Pax / Trip
  - AVG Wait Time
  - AVG Trip Time
  - AVG Response Time
  - Total Trip Miles
  - AVG User Rating
  - Gallons of Gas Saved
  - Passenger Miles Traveled
- Additional Operating Data, various formats and timeframes
  - Unique users
  - AVG User Age
  - Top pickup and drop off locations / addresses
  - Connection Rate

f. Pets

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Pets are allowed to accompany a passenger per Circuit's standard Terms and Conditions. However, the driver of the vehicle and other existing passengers reserve the right to refuse service if they are uncomfortable with the pet, within reason.

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EXHIBIT A-1 – FEE

Start-up Cost for Vehicle Wraps: $ 8,000 (One-time upfront cost)
Monthly Cost for Services: $ 35,791*

*(includes ADA GEM upgrade of $140 per month)

ESTIMATED TOTAL: **$ 866,984** (2-Year Estimated Cost for Services)

Services Cost include: Vehicles, Paid W-2 Drivers, Management, Training, Insurance, Maintenance, Phones, App Hosting and Usage, Web Fees, and Basic Marketing Materials.

Vehicle Wraps include: Artwork, printing, installation, and removal. The Parties acknowledge that the total cost for standard vehicle wraps is estimated at $2,000 per vehicle. In the event actual costs exceed this amount, the City shall be responsible for payment of the cost difference. Circuit Transit Inc. will notify the City in advance if it becomes aware that wrap costs may exceed $2,000, and the City agrees to cover any such overages upon invoicing.

Billing: The upfront costs will be billed at contract signing. Circuit Transit Inc. will send monthly invoices at the beginning of each month for services provided the previous month. Payment is due (ACH, Wire, or credit card) within 30 days of the end of the month of service.

The monthly invoice will include:

- Month of service
- Summary of services provided
- Amount due

Please note any changes to the Services, including, but not limited to, vehicles, the vehicle operating hours, coverage area, and/or data reporting may impact the total amount of the Contract. If the scope of services should change, modifications to the Statement of Work or a new Statement of Work may be necessary.

Advertising and City Branding

At the onset of Services, vehicles are to include City branding (e.g., logos, colors, wraps, messaging), the costs associated with the design, production, installation, and removal of such branding shall be charged to the City and itemized. Such City-branded space shall not be deemed available for third-party advertising unless otherwise agreed to in writing by both Parties.

Third-party advertising shall not be implemented under this Agreement unless and until mutually agreed upon in writing by the Parties. In the event the Parties mutually agree to permit third-party advertising on or within the vehicles or the service platform, the following terms shall apply:

Circuit may lease space not utilized by the City's branding or collateral to generate third-party advertising revenue. Net Advertising Revenue shall be shared with the City based on a 50/50 split, and shall be applied as a credit on future invoices.

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"Net Advertising Revenue" means the gross revenue collected from third-party advertising, less all costs and expenses incurred by Circuit Transit Inc. in connection with advertisement sales, including, but not limited to: design, production, installation and removal costs, and commissions paid to media sales representatives.

Circuit will maintain monthly accounting records of all Advertising Revenue collected and the City's 50% share thereof. Credits will be applied in the month in which Circuit Transit Inc. receives payment for advertising sales, and will be reflected on the corresponding invoice. All advertising must comply with the guidelines set forth in Exhibit B – Advertising Guidelines (below).

Fares

The Parties agree that the Services provided under this Agreement shall be fare-free at the outset of operations.

In the future, if the Parties mutually agree in writing to institute passenger fares, they will do so by written amendment that specifies at a minimum: fare amounts and categories (including any discounts/exemptions), the effective date, and any operational changes. Circuit Transit Inc. shall be responsible for deploying and managing the fare payment system, including via its mobile app utilizing credit and/or debit card payments. Any fare revenue collected ("Net Fare Revenue") shall be split, with 50% of the Net Fare Revenue allocated to the City and 50% retained by Circuit. The City's share of the Net Fare Revenue shall be applied as a credit on future invoices. Net Fare Revenue means all gross ridership revenue that is collected from the passengers for the services less all costs and expenses, including but not limited to sales taxes or other taxes imposed by law, Circuit Transit Inc. administrative expenses, credit card processing fees and other billing related charging by third parties imposing similar processing charges.

Any decision to implement or modify a fare structure shall be subject to mutual agreement and an amendment to this Agreement.

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EXHIBIT B – ADVERTISING GUIDELINES

1. In its agreement with its advertising contractors, Circuit Transit Inc. will reserve the right to reject any advertisement, commercial or noncommercial.

2. All advertising and promotional materials, including, without limitation, any vehicle "wraps" (collectively "**Advertising**") must conform to the following criteria:

A. Defamatory Advertising. No Advertising will be permitted that falsely disparages any person, product, or company, or that is likely to damage the reputation of any person, product, or company.

B. Advertising Condoning Criminal Conduct. No Advertising will be permitted that is likely to incite or produce imminent unlawful activity.

C. Obscene Advertising. No Advertising will be permitted that contains obscene matter or matter harmful to minors.

D. False Advertising. No Advertising will be permitted that contains false or grossly misleading information.

E. Tobacco and Firearms. No Advertising will be permitted that promotes the sale of tobacco or tobacco products, electronic cigarettes, or firearms.

F. Existing Laws. All Advertising must conform to applicable federal, state, and local statutes, laws, ordinances, rules and regulations.

3. The City may make demand upon Circuit Transit Inc. for the removal of any Advertising, commercial or noncommercial, that does not conform to this policy. Such demand will be in writing and will state reasonable grounds for the demand. Circuit Transit Inc. will consider and act promptly upon the demand in accordance with this policy.

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EXHIBIT C – CIRCUIT'S RESPONSE TO RFP REQUIREMENTS

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BID RESPONSE

Responding To:

Bid/Project Number: RFP 10876-25

Bid/Project Title: Redmond On-Demand Microtransit Shuttle

Closing Date: 07/21/2025, 2pm PST

Submitted By:

Name of Company Submitting Response:
Circuit Transit Inc.

Printed Name of Person Submitting Response:
Daniel Kramer

Email:
daniel@ridecircuit.com

Signature of Person Submitting Response: DocuSigned by: Daniel Kramer D55F1C5304C84DB...

Date: 7/21/2025

Attach Your Bid/Proposal:

Remember to sign your bid/proposal

Attach all pages of your response here

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Redmond On-Demand Microtransit Shuttle

Redmond
WASHINGTON

Prepared for: City of Redmond, Washington

Attn: Purchasing Division, M/S: 3NFN

Date: July 21st, 2025

Prepared by: Circuit Transit Inc.

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

Circuit Transit, Inc.
501 East Las Olas Blvd
Fort Lauderdale, FL 33301

July 21st, 2025
City of Redmond, Washington
Purchasing Division, M/S: 3NFN
15670 NE 85th Street, PO Box 97010
Redmond, WA 98073-9710

RE: RFP 10876-25: Redmond On-Demand Microtransit Shuttle

Dear evaluation committee members,

Thank you for the opportunity to submit a proposal for on-demand microtransit shuttle services in the City of Redmond - we admire and celebrate your desire for new, innovative transit solutions! Circuit is thrilled to present this proposal to partner with the City of Redmond on the Redmond On-Demand Microtransit Shuttle program. We understand that with the historic opening of the 2 Line light rail service, Redmond is at a pivotal moment. Your challenge—and opportunity—is to bridge the first-and-last-mile gap, ensuring that this significant investment in regional transit is accessible, equitable, and fully integrated into the fabric of your vibrant community. We understand that the City requires a provider who is experienced, innovative, and is able to grow with the city.

Circuit is not just a service provider; we are the nation's leading operator of shared, on-demand, all-electric microtransit services. With over 13 years of experience, we have provided more than 10 million rides across 40+ markets. Our mission aligns perfectly with Redmond's vision: to create connected, sustainable, and people-first mobility solutions.

Our success in neighboring Bellevue with the highly popular "BellHop" service—which has provided over **180,000 rides** since August 2023—serves as a direct blueprint for what we can achieve together in Redmond. Our understanding of this project is deeply informed by your comprehensive planning documents, including the WSDOT Regional Mobility Grant application and the 2050 Redmond Plan. We see this shuttle not merely as a vehicle, but as a vital tool to:

- **Connect Communities:** Provide crucial links for residents in areas with infrequent transit to the Downtown Redmond Station and the broader Sound Transit network.
- **Support Economic Vitality:** Offer seamless mobility for the 99,000 employees and thousands of visitors who power Redmond's economy, connecting them to workplaces, hotels, and local businesses.
- **Enhance Equity:** Serve diverse populations, including residents of low-income and affordable housing, by providing reliable and accessible transportation options.

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- **Achieve Sustainability Goals:** Implement a 100% electric, zero-emission service that supports Redmond's commitment to environmental stewardship.

This proposal outlines a turnkey, tailored, and data-driven approach. We offer a proven local operational model, an unmatched all-electric fleet, a commitment to hiring locally, and a collaborative spirit that has helped ensure the long-term sustainability of programs like the BellHop. We are confident that Circuit is the ideal partner to help you realize your vision for a more connected, accessible, and sustainable future.

Thank you for taking the time to read our proposal and we would love to discuss any further specifics on service design that arise throughout this process or answer any questions that you have.

Sincerely,

Daniel Kramer
VP of Business Development, West
Circuit Transit Inc.
daniel@ridecircuit.com

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Evaluation Matrix

Redmond's Requirements		Circuit's Response	Section Reference
Project Understanding: Demonstrate project understanding including how the team plans to address the challenges unique to program	**20 Points**	Our project team has reviewed this RFP document, the original grant application, the Redmond 2050 plan and is acutely familiar with the area due to our nearby microtransit program in Bellevue. We are uniquely equipped to help deliver this program for the City of Redmond.	1.0: Project Understanding
Relevant Project Experience: Demonstrate vendor team experience with relevant programs similar in scope and size, to what Redmond is seeking.	**15 Points**	Circuit has over a decade of experience providing EV microtransit services specifically to cities - pioneering this approach in 2016 in San Diego. We have provided 3 relevant case studies to Redmond: Bellevue, DART, and Chula Vista.	3.0 Relevant Project Experience
Team Qualifications: Show a comprehensive organization chart (or similar explanation of team member roles and responsibilities) including summary of each firm on the team (office locations, number of staff and area of expertise) and resumes of key team members. Team member qualifications and roles, particularly Program Manager qualifications, are important. Include the percentage of time availability for the Program Manager and the team for this program in relation to other active projects.	**15 Points**	Circuit has assigned a dedicated, experienced team of professionals to ensure the successful implementation and operation of the Redmond On-Demand Microtransit Shuttle. This will include a Redmond Operations Supervisor who **dedicates 100% of his time to the success of the program.** Our "Local-First" approach for hiring Driver Ambassadors will be complemented by the strategic oversight and robust support of our national leadership team, which brings decades of combined experience in microtransit, shared mobility, and transportation logistics.	4.0 Proposed Project Team
Program Approach: Develop an approach tailored to meeting the unique goals of this program and addressing anticipated challenges.	**25 Points**	Building on our robust understanding of what Redmond's needs, we have recommended a mixed fleet approach that will be better	2.0 Program Approach

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Include a proposed program scope of work showing the major tasks correlated to a schedule.		equipped to handle the climate of the Pacific Northwest. Our service design and best-in-class operations powered by our proprietary technology will deliver Redmond an efficient and easy to use service.	
Proposed schedule and costs: Please provide a detailed schedule of when program tasks and milestones will be completed, in addition to a corresponding budget that aligns with the schedule timeline.	**25 Points**	We have provided a full breakdown of our implementation schedule and referenced specific tasks as relevant to that stage. Additionally, we have provided not-to-exceed 2 year cost proposals for multiple different fleet make-ups which we are happy to finalize with the city following selection.	2.2 Implementation Schedule; 5.0 Cost Proposal

Each reference section in the right column is linked for easy navigating.

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VISIT
BELLEVUE
WASHINGTON

July 17, 2025

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

Re: Letter of Support for Circuit

To Whom It May Concern:

On behalf of Visit Bellevue, the official destination management organization for the City of Bellevue, we are pleased to express our strong support for Circuit Transportation, the operator of our BellHop transportation program.

Launched in 2023, Bellhop provides free-to-use, on-demand, electric shuttle services that enhance the mobility within Bellevue's urban core. This program has quickly become a vital component of our city's multimodal transportation network, serving over 8,000 passengers each month. From visitors to residents and downtown employees, Bellhop provides convenient, zero-emission access to enhance access to Bellevue's attractions, services, and businesses.

Circuit's innovative model has been instrumental in Bellhop's success and has provided the city with an effective alternative to single-occupancy vehicle travel. The program fully supports Bellevue's transportation, environmental, and economic development goals. As the city plans to welcome 35,000 new housing units and 70,000 new jobs by 2044, services like Bellhop will be critical in managing growth while ensuring equitable access and reducing congestion.

Visit Bellevue is part of a public development authority committed to promoting economic vitality through tourism marketing, destination development, and visitor experience. Central to this mission is ensuring that Bellevue remains a connected, welcoming, and accessible city. Our partnership with Circuit allows us to realize this vision while directly advancing the goal of our Destination Stewardship program, particularly reducing greenhouse gas emissions and improving accessibility.

As Bellevue City Councilmember and Visit Bellevue liaison Jared Nieuwenhuis affirms:

"Circuit offers more than just first-mile, last-mile convenience—it's a catalyst for community connection, local commerce, and sustainability. As other cities consider adopting this innovative service, they should see it as an investment in mobility equity, reduced congestion, and a more vibrant urban experience."

11100 NE 6th Street
Bellevue, WA 98004

info@visitbellevuewa.com
visitbellevuewa.com

(877) 425-2075

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VISIT BELLEVUE WASHINGTON

Circuit and the BellHop program support our broad community goals to reduce drive-alone travel and enhance overall mobility in our city. We strongly recommend Circuit to other communities looking to make an investment in community-focused sustainability and mobility solutions.

Yours in Hospitality,

Brad M. Jones
Executive Director, Visit Bellevue

11100 NE 6th Street
Bellevue, WA 98004

info@visitbellevuewa.com
visitbellevuewa.com

(877) 425-2075

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Technical Proposal

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1.0 Project Understanding

1.1 Redmond's Vision for Connected Mobility

The City of Redmond is on the cusp of a transportation transformation. The arrival of the Sound Transit 2 Line light rail service in Downtown is more than just new infrastructure; it represents a fundamental shift in how the community connects, grows, and thrives. Circuit fully understands that the success of this monumental investment hinges on effectively solving the first-and-last-mile challenge. We align with your vision, as articulated in the RFP, to create a seamless, multimodal transportation ecosystem.

We recognize that this program will be a cornerstone of Redmond's strategy to "Organize Around Light Rail" and implement a "full suite of transit options appropriate to the land use context." It is designed to be a flexible, responsive service that complements fixed-route transit, activates a new shared parking program, and supports the city's projected growth from 77,000 residents today to 152,000 by 2050. Circuit's proposal is built upon this understanding—that the Redmond On-Demand Microtransit Shuttle must be a strategic asset that enhances livability, supports economic growth, and champions environmental sustainability.

1.2 Key Challenges and Opportunities

Circuit has thoroughly analyzed the unique challenges and opportunities facing Redmond, as identified in the city's past planning documents:

- **Parking and Access Constraints:** The Downtown Redmond Station will open without dedicated public parking, and the nearby 377-space Redmond Transit Center already operates at 99% capacity. This creates a significant barrier for residents in surrounding neighborhoods and adjacent communities like Woodinville and Duvall who wish to access the regional light rail system.
    - **Circuit's Opportunity:** Our on-demand service is the critical link that makes the City's proposed shared parking program viable. By providing reliable, on-demand connections from designated shared parking areas to the light rail station, we unlock hundreds of existing private parking stalls and effectively expand park-and-ride capacity without costly new construction.

- **First/Last-Mile Gaps:** Many of Redmond's residential neighborhoods, particularly to the north and east of Downtown, have infrequent or non-existent transit service, with 30-minute headways being common even during peak hours. This service gap makes transit an impractical choice for a large portion of the community.
    - **Circuit's Opportunity:** Microtransit is purpose-built to fill these gaps. Our dynamic, on-demand model provides the flexibility to serve low-to-medium density areas where fixed-route buses are inefficient. We can connect

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residents directly from their neighborhoods to the Downtown transit hub, transforming a 30-minute wait into a convenient, on-demand ride.

- **Supporting a Dynamic Economy:** Redmond is a major employment hub with 99,000 jobs and a robust tourism sector. Connecting employees and visitors from the light rail station to sprawling corporate campuses, hotels, and small businesses is essential for economic vitality and reducing traffic congestion on key corridors like SR 520 and I-405.
    - **Circuit's Opportunity:** Our service can function as a dedicated circulator for the Downtown core, providing a premium travel experience for visitors arriving via light rail and a reliable commute option for employees. This directly supports the goals of Redmond's Tourism Strategic Plan by making the city more accessible and appealing to regional visitors.

1.3 Aligning with the Redmond 2050 Plan

In preparation for this RFP, we also conducted a review of the Redmond 2050 Comprehensive Plan's Transportation Element. We've outlined below a few of the key goals that your EV microtransit program can directly influence and how selecting Circuit will help achieve them.

- **Goal: Achieve Aggressive Sustainability and GHG Reduction Targets.** A core objective of the 2050 plan is to achieve a 71% reduction in greenhouse gas (GHG) emissions from the transportation sector and to "encourage a shift to more efficient and zero emission vehicles". An all-electric microtransit service is a direct and highly visible strategy to meet this goal by replacing single-occupancy vehicle trips with a shared, zero-emission alternative.
    - **How Circuit Delivers:** Circuit is the nation's leading operator of exclusively all-electric microtransit fleets. In Bellevue alone, our BellHop service has already prevented over **50 metric tons of GHG emissions** in its first year of operation. We bring unparalleled expertise in electric fleet management, charging strategy, and maintenance, making us the most reliable partner to help Redmond meet its ambitious climate goals.

- **Goal: "Organize Around Light Rail" with First/Last-Mile Connectivity.** The plan's vision is to "Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options". This requires solving the critical first-and-last-mile gap to ensure the new light rail stations are fully utilized.
    - **How Circuit Delivers:** Circuit specializes in providing these essential connections. Our service in partnership with Dallas Area Rapid Transit (DART) sees over **45% of all rides starting or ending at a DART transit**

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station, proving our model's effectiveness in increasing public transit ridership. By connecting Redmond's neighborhoods and shared parking locations to the Downtown Station, we will directly support the city's strategy to build a truly transit-oriented community.

By understanding Redmond's unique context, we are prepared to deliver a service that is designed with the diverse fabric of the community in mind.

2.0 Program Approach

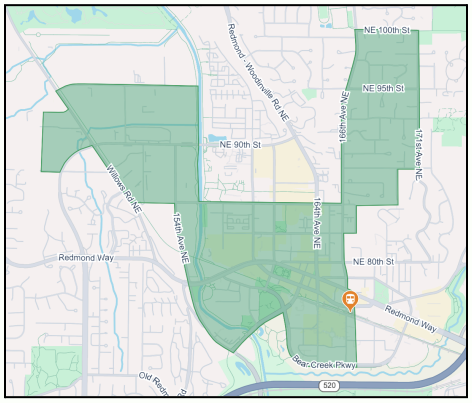
Circuit proposes a comprehensive, turnkey program that is tailored to meet the unique goals of the City of Redmond. Our approach is built on four pillars: a reliable and efficient **Service Plan**, a seamless **Implementation Plan**, a world-class **Operations Management Plan**, and a steadfast commitment to **Collaboration and Quality Assurance**.

2.1 Turnkey Service Plan

Circuit will provide a complete, end-to-end microtransit solution, furnishing the vehicles, drivers, technology, maintenance, and operational management necessary for the Redmond On-Demand Microtransit Shuttle. The service will be on-demand, allowing riders to book trips in real-time via our proprietary rider app.

2.1.1 Service Area and Hours

- **Service Area:** We will operate within the approximately 1.5-square-mile service area defined by the City in Attachment C of the RFP.
- **Hours of Operation:** In alignment with our understanding of the program, the service will operate **12 hours per day, 7 days per week**. We are open to adjusting these hours based upon the city's preference or changes in budget.



2.1.2 Proposed Vehicle Fleet

Circuit operates one of the nation's **largest fleets of all-electric microtransit vehicles** and will provide a fleet specifically suited to Redmond's needs, promoting the City's sustainability goals and providing the best vehicles for the area. Based on our direct operational experience in the Pacific Northwest climate, we recommend a mixed fleet for optimal performance, reliability, and accessibility - this will include 1 GEM e6 and 2 Volkswagen ID.Buzz (Bellevue recently moved from GEMs to a mixed fleet).

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Recommended Vehicle Types

Volkswagen ID.Buzz

Seating Capacity and Specs

- 230+ miles per charge
- Seating for 5-6 passengers (VW no longer offers 7 passenger version)
- Length 195 inches. Width 87 inches. Height 75 inches.

Safety and Comfort

Safety:

- Lane Keep Assist & Adaptive Cruise Control (IQ.Drive suite)
- Forward Collision Warning with Autonomous Emergency Braking
- Rear Traffic Alert & Blind Spot Monitoring
- Park Assist Plus with 360° cameras
- Multiple airbags with reinforced passenger protection
- Emergency Assist (driver inactivity intervention)

Comfort:

- Dual-zone Climate Control
- Built-in USB ports
- Low step-in height & large sliding side doors
- Quiet electric drivetrain for reduced cabin noise
- Flexible rear cargo/seating layout

GEM e6 (w/ WAV Option)

Seating Capacity and Specs

- 78 mi per charge
- Seating for 5 passengers or 3 passengers with 1 wheelchair position
- Length 173 inches. Width 55.5 inches. Height 73 inches.

Safety and Comfort

Safety:

- Street-legal on roads up to 35 mph
- Three-point seat belts, street tires, enclosed cabs and an automotive glass windshield that offers protection from the elements.
- Regenerative braking, hill control, back-up warning signals and a back-up camera
- Safety features that are approved by the US Department of Transportation.
- Promotes Vision Zero Safety with low speed promoting safety for pedestrians & cyclists

Comfort:

- Adjustable bucket seats with back and side bolster support
- Each passenger has their own door and window.
- Seat a 6'8" passenger comfortably in the spacious cab with 43" of available legroom.
- Durable, non-slip flooring.
- GEM's door seal design and weather resistant seats for a weather-tight cab.

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2.2 Implementation Plan and Schedule

Our experienced launch team will ensure a seamless and efficient implementation, targeting a service start date of **January 2026**. We will work in close partnership with City staff to meet every milestone. For the sake of brevity - we have provided a simplified Implementation schedule for the city's review:

Project Stage	Major Milestones	Core Activities	Responsible Party
Phase 1: Kickoff & Project Award *Weeks 1 - 3*	✔ Task 0 - Project Management ✔ Project Kickoff with Circuit and the City project team ✔Define what success looks like in this program ✔New Vehicles ordered	Circuit and the City have an in-depth project kick-off and onboarding process to define the service goals, objectives and expectations. Against these, we'll jointly determine a set of KPIs to measure project success based on pilot goals. Vehicles are ordered immediately following contract signature to ensure quick delivery.	**Circuit:** • Daniel Kramer, Project Lead • Mark Iannon, Partnerships Manager • Conrad Hoernke Area Operations Manager **The City of Redmond:** • Project Manager • Project Team
Phase 2: System Development & Driver Hiring *Weeks 2 - 6*	✔ Task 1 - Program Name, Logo and Branding Support ✔ Task 3 - Launch and Maintenance of Shuttle Operations ✔ Platform configuration completed ✔ Completed environment set-up ✔ Multi-channel outreach for drivers from Redmond ✔ Start pre-launch marketing plan	Set up services in Circuit's platform based on identified parameters. Optimize algorithms around the City service parameters. Set up an online web portal for the City and establish key contacts/accounts. Interview and hire drivers quickly to be fully trained prior to launch. Begin marketing plan, canvassing local business, senior centers, and working directly with city staff, MoveRedmond, and other organizations to build a cohesive marketing push.	**Circuit:** • Mark Iannon, Partnerships Manager • Daniel Kramer, Project Lead • Tucker Costello, Head of Technology **The City of Redmond:** • Project Manager
Phase 3: Training and Vehicle Setup *Weeks 6 - 10*	✔ Task 3 - Launch and Maintenance of Shuttle Operations ✔ Training plan finalized and sessions scheduled ✔ Vehicles ready for launch ✔ In-vehicle device setup and installation completed	All drivers are trained and made ready for launch. Conduct training sessions Ready vehicles for launch, including device setup and installation.	**Circuit:** • Daniel Kramer, Project Lead • Conrad Hoernke Area Operations Manager • Justin Lottie, Head of Service Operations

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

Project Stage	Major Milestones	Core Activities	Responsible Party
	✔ Continue pre-launch marketing plan		
Phase 4: Pre-Launch *Weeks 8 - 11*	✔ Task 2 - Program Webpage, App, and Other Electronic Communications ✔ Final system acceptance completed ✔ Continue to engage in local community events and drive up buzz for new programs.	Validate driver accounts, platform user accounts, and all necessary customer data for launch.	**Circuit:** • Mark Iannon, Partnerships Manager • Daniel Kramer, Project Lead • Conrad Hoernke, Area Operations Manager **The City of Redmond:** • Project Manager • Project Team
Phase 5: Service Launch *Week 12*	✔ System goes live (final launch date to be determined and finalized between Circuit and the City when the project begins) ✔ Initial adjustments made. ✔ Circuit makes any necessary changes based on actionable feedback from first users and the City staff.	Execute the launch plan as detailed in the marketing plan Support the City's marketing and outreach activities (eg. press releases, launch events) and generate interest in services, if desired. Gather feedback from initial users and make service adjustments. **Task 3 - Launch and Maintenance of Shuttle Operations**	**Circuit:** • Mark Iannon, Partnerships Manager • Daniel Kramer, Project Lead • Conrad Hoernke, Area Operations Manager **The City of Redmond:** • Project Manager • Project Team
Phase 6: Post-Launch Support and Optimization ***Ongoing to End of Contract***	✔ Performance reviews completed, which will be shared by Circuit and used as a benchmark against collaboratively-determined KPIs.	Led by your dedicated Partnerships Manager, the project team will meet regularly with the City to discuss issues and ongoing optimization or expansion plans. Once the service hits maturity, meeting frequency will be reduced. The project staff briefing covers: • Project status and deliverables • Issue identification and solution resolution • Performance monitoring and optimization • Additional training and process development • Recommendations to improve the service delivery Our internal data team will work with the Area operations team to provide recommendations in optimizing the service further and conduct market research and analysis.	**Circuit:** • Mark Iannon, Partnerships Manager • Conrad Hoernke, Area Operations Manager **The City of Redmond:** • Project Manager

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2.3 Operations Management Plan

90% of a successful transportation service is strong local operations and genuine community engagement. Circuit's operational excellence is a key differentiator, combining local, on-the-ground expertise with robust national support systems.

2.3.1 Local Management and National Support

A dedicated local team will manage the day-to-day success of the Redmond program, including a **Partnerships Manager** as the primary point of contact for the City, a **Local Market Manager** overseeing service delivery, and a Local **Supervisor** providing on-the-ground support to drivers. For more information on our excellent Market Manager, Conrad Hoernke, please reference the Project team section below. This team will be supported by Circuit's national experts in operations, fleet management, safety, and technology.

2.3.2 Driver Recruitment and Training

Circuit's approach to service excellence is built around our **Driver Ambassador Program**—a comprehensive system for hiring, training, and supporting our operators to be the face of the community they serve. Our practices are designed to ensure the highest standards of safety, professionalism, and customer service. Importantly, with a large local driver pool of **over 20 Driver Ambassadors in nearby Bellevue**, Circuit's staffing in Redmond will always be supported for any unexpected call outs or absences.

1. Local Recruitment and Rigorous Screening

We are extremely confident that we'll be able to find and retain drivers due to our unmatched benefits and compensation plans. Our process begins with a "Local-First" hiring strategy that prioritizes recruiting and hiring drivers from within the Redmond community. This practice ensures riders are served by knowledgeable community ambassadors who are familiar with the area. We have over a decade of experience in sourcing qualified local candidates through online job platforms and partnerships with local workforce development centers.

All candidates undergo a rigorous screening process to ensure safety and professionalism. To qualify, candidates must be at least 21 years of age, possess an active driver's license for a minimum of three years, and have a clean driving record free of accidents or major tickets. Furthermore, all potential hires must successfully pass a Motor Vehicle Record check and a background check before receiving an offer of employment.

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2. Comprehensive, In-House Training
Circuit's training program is developed and maintained by our corporate operations and safety teams, who have extensive experience in electric microtransit. Our program is split into two distinct phases: classroom instruction and hands-on, in-vehicle training.

- **Classroom Training:** This initial phase provides drivers with the foundational knowledge needed for the role. Key modules include:
    - **Vehicle & Safety Protocols:** Safe operation of our all-electric vehicles, maximizing battery efficiency, daily maintenance checks, accident reporting, and emergency procedures.
    - **Customer Service Excellence:** Detailed instruction on passenger relations, company policies, ADA compliance and handling requests, and effective communication.
    - **Technology & Operations:** Proficient use of the driver-facing app and all relevant service technology.
- **Hands-On & Ongoing Training:** Following classroom instruction, new Driver Ambassadors receive extensive hands-on training, including supervised ride-alongs with local managers. This development is continuous, supported by ongoing performance reviews and monthly ride-alongs that provide touchpoints for feedback and coaching. We foster a feedback loop where our local drivers—as members of the community—are encouraged to share their expertise to help improve the service.

This proven system ensures that our Driver Ambassadors are not only safe and efficient operators but also courteous and helpful guides, ready to provide Redmond's residents and visitors with a world-class microtransit experience. Importantly.

2.3.3 Fleet Management and Maintenance

Circuit guarantees a safe, reliable, and pristine fleet of all-electric vehicles for the Redmond On-Demand Microtransit Shuttle. Our approach to fleet management is built on a decade of EV-specific operational experience and combines proactive, technology-driven maintenance with a commitment to providing a superior rider experience.

1. A Proactive, Technology-Driven Maintenance Program
Our vehicle maintenance program is designed to maximize uptime and ensure vehicle safety and longevity. This is achieved through the integration of two advanced software platforms:

- **Fleetio for Preventative Maintenance:** We use Fleetio's management software for real-time monitoring of vehicle health, including mileage and battery status. The system automates the scheduling of all routine and preventative maintenance based on manufacturer recommendations and actual vehicle usage, ensuring adherence to all required service intervals. All inspection findings and service

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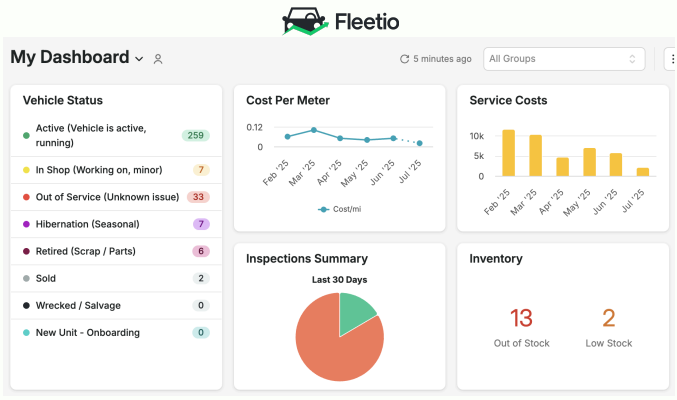
activities are logged, creating a detailed maintenance history for each vehicle.

- **Samsara for Safety Monitoring:** All vehicles are equipped with Samsara's AI-powered camera system. This allows our management team to monitor driver behavior and review any on-road incidents, helping us identify any vehicle issues that may arise from operational use and proactively address them.

2. Multi-Level Inspection and Servicing Schedule

Our preventative maintenance schedule is a meticulous, multi-layered process that includes:



- **Daily Pre- and Post-Trip Inspections:** Before and after every shift, Driver Ambassadors conduct and log a thorough inspection of their vehicle, covering critical safety components and cleanliness.
- **Weekly In-Depth Inspections:** Our local maintenance team conducts weekly checks on all critical systems, including brakes, steering, and suspension.
- **Regular Servicing:** Vehicles undergo comprehensive servicing every 4,000-5,000 miles in accordance with manufacturer specifications.
- **Appearance and Cleanliness:** To ensure a positive rider experience, vehicles are cleaned daily. We conduct weekly deep cleanings and perform regular audits to maintain the highest standards of vehicle appearance.

3. Fleet Acquisition and Management

Circuit leverages our robust vehicle acquisition and leasing channels across the United States to guarantee quick turnaround for a fleet that is tailored specifically to the needs of the Redmond service. We have relationships with industry leading EV OEM Partners such as KIA, Tesla, Ford, & Toyota; this includes strong existing relationships with local dealerships and external service providers within Washington. Our close relationships with our partners allow us to launch services quickly at competitive rates, and enable us to support a variety of fleet configurations as the service needs evolve in the future. This comprehensive approach ensures that the Redmond On-Demand Microtransit Shuttle is supported by a fleet that is consistently safe, reliable, and professional in its presentation.

2.4 Transit Technology

The service will be designed for ease of use and accessibility for all members of the community.Riders can hail a shuttle using our intuitive **smartphone app**, which provides real-time vehicle tracking and an estimated time of arrival. Our app maintains a 4.9/5 star rating on the Apple App Store, one of the highest in the industry.

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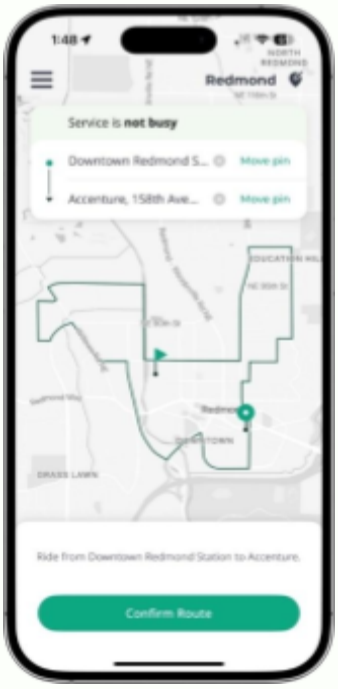
2.4.1 Rider Application

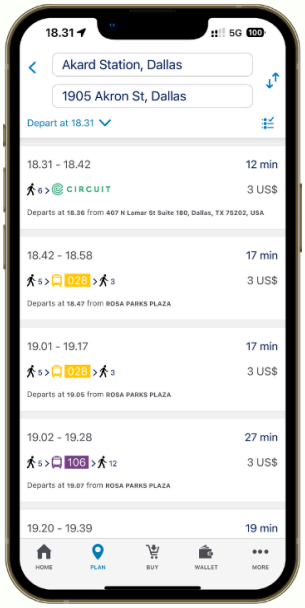


Circuit's proprietary mobile application available for iOS and Android phones allows rides to be requested on-demand anywhere within a geofenced location. It is designed to be as user-friendly as possible and make requesting a ride simple and straightforward.

When opening the app, the user will be shown their nearest location to view the coverage map, the location's hours of operation, how busy the service currently is, and add payment methods if required for their location. Once a ride is requested, Circuit's app allows users to view the location of the assigned car while it is on its way to pick them up - **It displays the vehicle's real-time location and alerts the user when the driver is close to the pick-up point.**

Dynamic Pooling Algorithm

Circuit's technology employs a pooling algorithm to **identify the most optimally suited Driver Ambassador based on multiple factors including, passengers in vehicle and in request, vehicle route and distance to request, location of next drop-off, ADA requirements and more**. As noted, all requests are integrated into the dynamic pooling system regardless of the method that the trip is booked, allowing the algorithm to account for them just as it does for app-based requests. Hailed rides are manually recorded by drivers and then integrated into the pooling system, ensuring that these off-app requests are also efficiently managed and assigned. The driver app provides real-time updates and routes the driver in the most optimal path to pick up all riders in the queue, enhancing efficiency and reducing wait times.



Multimodal Integration and API Compatibility

Our technology seamlessly integrates with broader transit ecosystems, enabling multi-modal API integrations with a dedicated service-feed. Circuit's platform can integrate with other solutions, displaying our dedicated service feed and enhancing riders' transit experience by ensuring smooth, reliable connections with other transit services in the area. To the right is an example of our current integration with DART in West Dallas.

The Rider Experience

The Rider experience is at the center of everything Circuit does, from making sure that our app is as easy to learn and use to ensuring that our vehicles are in the best

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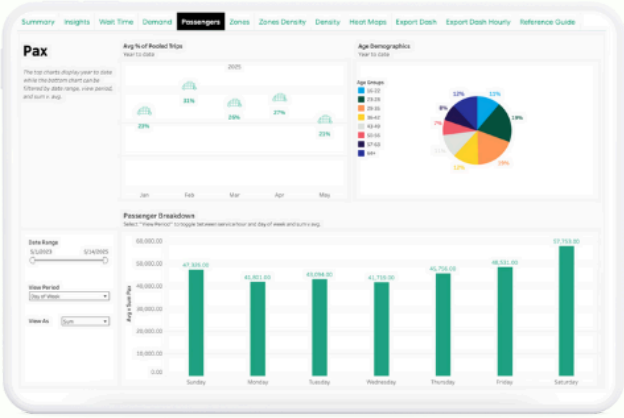
operational condition. We take pride in our ability to deliver an exceptional rider experience, given by one of our Driver Ambassadors that is hired directly from the local community they serve. Circuit's services all live within the RideCircuit mobile app, **allowing for seamless use between nearby programs rather than separate applications for each** (an experience that negatively affects riders adoption of a new service). This also means that with Circuit's existing presence in nearby Bellevue - we already have a pool of riders who we can advertise the new Redmond service to!

Requesting a Ride

Requesting a ride within the Circuit app is extremely simple and user-friendly. It can be completed in 4 key steps:

1. **Enter your desired pick-up & drop off location.**
2. **Select how many passengers are in your group.**
    a. ***Click yes to the ADA option if anyone in your party has a mobility related disability or is in a wheelchair.***
3. **Click "Request" to display your estimated wait time and driver location.**
4. **Get in once your Circuit vehicle arrives and enjoy the ride!**

2.4.2 City Data Dashboard



Circuit will provide Redmond's City Management with secure, real-time access to a cloud-based dashboard that is filterable by time period. The dashboard will include—but is not limited to—the following performance metrics required in the RFP:

Highlighted On-Demand Metrics:

- Total Ride Requests
- Total Passengers
- Total Number of Completed Trips & Completed Ride Rate
- Trips starting or ending at transit stations and designated shared parking areas
- Seat availability, Trips per hour per vehicle
- Number of Share Trips (Pooling percentage)
- Average Wait Time, Average Ride Duration, Average Ride Rating
- Average Pickup Walking Distance (if virtual stops enabled)
- Real-Time Vehicle Locations, Missed Trips, Average Ride Assignment Time
- Ride-level metadata including origin/destination addresses, coordinates, timestamps, ID, price, distance, passenger count, and wheelchair accessibility

These data points directly match and exceed the Report Requirements within the RFP, ensuring that City staff have full visibility into system operations.

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Customizable Chart-Builder

To provide full transparency and easy reporting and exports for the city, we also have an aspect of the portal that will allow any staff member logged into the platform to customize their own chart by metric, dates, and time. These can be quickly exported for usage in presentations, reports or for external data analysis.

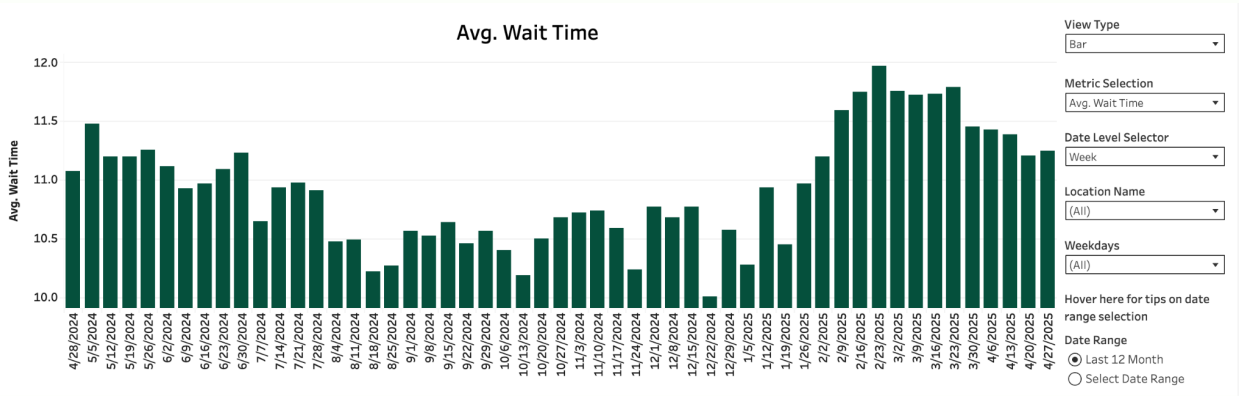


Chart building tool to be made available to Redmond

Monthly Reports and Custom Analysis

In addition to dashboard access, Circuit could deliver at the city's request:

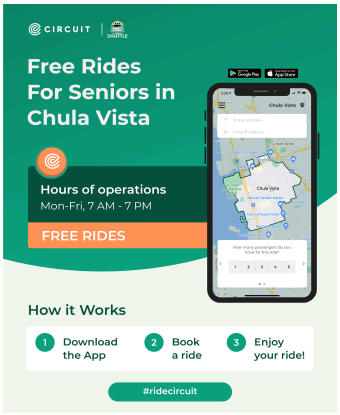
- Monthly reports summarizing performance against KPIs
- Service optimization insights (e.g., stop-level heatmaps, route efficiency metrics)
- Special Event performance summaries
- Ad-hoc reports upon request to support grant applications, community presentations, or planning initiatives

All reports can be customized to support strategic goals such as the City's goal to reduce vehicle miles traveled by single occupancy vehicles.

2.5 Collaboration, Branding, and Marketing Support

Circuit is a collaborative partner. We understand the City will lead the development of the program name, logo, and branding. Our in-house marketing and partnership teams will provide full support, advising on best practices based on our experience in over 40 markets. We will:

- **Advise on Branding:** Share insights on what resonates with communities for vehicle wraps, app design, and promotional materials.
- **Support Launch Communications:** Partner with the City, MoveRedmond, and One Redmond to develop a comprehensive launch and promotional plan to drive early adoption and awareness.



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- **Secure Program Sustainability:** As we did in Bellevue by working with stakeholders to secure additional funding from Amazon and the City, we will actively support Redmond in identifying and engaging potential partners to ensure the long-term success of the program.

Circuit stands as a dedicated collaborative partner, committed to working hand-in-hand with the City of Redmond. We recognize that the City will spearhead the crucial development of the program's name, logo, and overall branding. In support of this, our robust in-house marketing and partnership teams will provide comprehensive assistance. This support will encompass strategic advice and guidance, drawing upon best practices honed through our extensive experience in successfully operating in over 40 diverse markets.

- **Securing Program Sustainability for Long-Term Success:** Circuit is deeply committed to the long-term viability and success of the program in Redmond. We will actively support the City in identifying and engaging potential partners to secure additional funding and resources, mirroring our successful endeavors in Bellevue. In Bellevue, we meticulously collaborated with key stakeholders, including Amazon and the City itself, to secure additional funding that ensured the sustained success of their program. We will apply this proactive and collaborative approach in Redmond, working diligently to identify and foster relationships with potential partners who can contribute to the program's enduring success.

2.6 Quality Assurance

Data-driven decision-making is central to our management approach. We will provide the City with detailed, transparent reports and maintain rigorous quality control.

- **Key Metrics Reporting:** We will provide monthly reports on all key metrics outlined in the Scope of Work, including: total trips, trips starting/ending at transit stations and shared parking areas, average wait time, seat availability, trips per hour per vehicle, and number of shared trips. We will provide the City with a real-time data dashboard to monitor these KPIs - more information in section 2.4.2.
- **Quality Control:** We employ a multi-faceted QA/QC program that includes:
  - Regular rider surveys to gather direct feedback.
  - Performance monitoring through our operations dashboard.
  - Ride-alongs and performance reviews for all Driver Ambassadors.
- **Continuous Improvement:** We are committed to constantly improving our service. In Bellevue, **we dramatically increased our wait time accuracy by over 70%** in response to feedback, a testament to our technological agility and partner-focused

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approach.

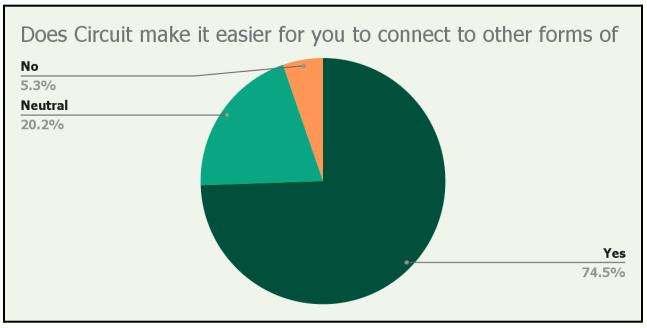
Circuit delivers advanced data analytics and robust reporting capabilities to ensure transparency, operational excellence, and alignment with the City of Redmond's service goals. Our analytics suite is purpose-built for transit management, empowering the City to monitor service quality, optimize mobility operations, and make data-informed decisions in real time.

Rider Feedback & Continuous Improvement

Circuit collects rider feedback seamlessly through our mobile app, enabling riders to rate their trips and leave comments after every ride. This real-time feedback is aggregated in our dashboard and informs ongoing service adjustments.

To complement quantitative analytics, we also administer regular rider surveys capturing:

- Demographic data and travel behavior
- Mode shift trends
- Satisfaction and equity metrics
- Feedback specific to fixed-route vs. on-demand experiences



This integrated qualitative feedback loop ensures services are responsive to community needs and aligned with Redmond's goals for inclusive, high-quality, and modern mobility solutions.

3.0 Relevant Project Experience

3.1 Overview of Circuit's National and Local Expertise

- **Proven Performance:** Our services consistently achieve industry-leading passenger per vehicle hour (PPVH) counts, averaging 4-7, with an average cost per rider of $10 or less—significantly more efficient than industry benchmarks.
- **Built for City Partnerships:** While we have direct experience working as a service provider for major transit agencies in the United States, our local operations teams are purpose-built to deliver exceptional personalized service for cities - we're the one of the largest providers of City-contracted microtransit services in the U.S.
- **100% Electric Fleet Management:** We are one of the few providers who have exclusively managed all-electric mixed fleets across multiple states, giving us unparalleled expertise in EV operations, charging strategy, and maintenance.
- **Local Presence:** We currently operate the highly successful BellHop service in neighboring Bellevue, giving us critical local knowledge of the regional transportation landscape, labor market, and user expectations.

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3.2 Case Study: City of Bellevue, WA ("BellHop")

Client	Visit Bellevue, City of Bellevue, Amazon
Contact	Brad Jones bjones@visitbellevuewa.com
Service Type	On-demand EV Microtransit
Duration	Aug 2023 - Present
Fleet	8 All-Electric Vehicles
Performance	**180,000+** rides, **7.73** Pax/Hour, **~11-min** avg. wait time, **4.88/5** avg. driver rating

Relevance to Redmond: The BellHop program is a direct local analog to the proposed Redmond shuttle and validates a model we are confident we can replicate and enhance in Redmond. Launched to support tourism and reduce downtown congestion, the service has been a resounding success, leading to multiple extensions and securing additional funding from partners like the City of Bellevue and Amazon. This project demonstrates our ability to not only meet and exceed KPIs in the Eastside market but also to act as a strategic partner in building a sustainable, long-term program. We also recently transitioned the fleet to include SUVs rather than only GEMs which was a huge success.

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3.3 Case Study: (DART) West Dallas, TX

Client	Dallas Area Rapid Transit (DART), Toyota Mobility Foundation
Contact	Jennifer Hall jhall@dart.org
Service Type	On-demand EV Microtransit
Duration	Nov 2022 - Present
Fleet	5 All-Electric Vehicles
Performance	**4,500+** monthly ridership, **45% of trips** to or from Transit Hub

Relevance to Redmond: This project is a direct testament to our ability to partner successfully with a major public transit authority to solve the first/last-mile challenge. The West Dallas service was specifically designed to enhance transportation accessibility for underserved residents and connect them to the broader DART network. A testament to our success in this is that **over 45% of all on-demand rides start or end at DART stations**, proving our effectiveness at bridging the gap to mass transit and increasing regional transit ridership.

3.4 Case Study: Chula Vista, CA

Client	City of Chula Vista
Contact	Dennis Gakunga DGakunga@chulavistaca.gov
Service Type	On-demand, free for residents 55+
Duration	Jun 2021 - Present
Fleet	6 All-Electric Vehicles (including ADA vans)
Performance	**3,500+** monthly ridership, **~10-minute** avg. wait time

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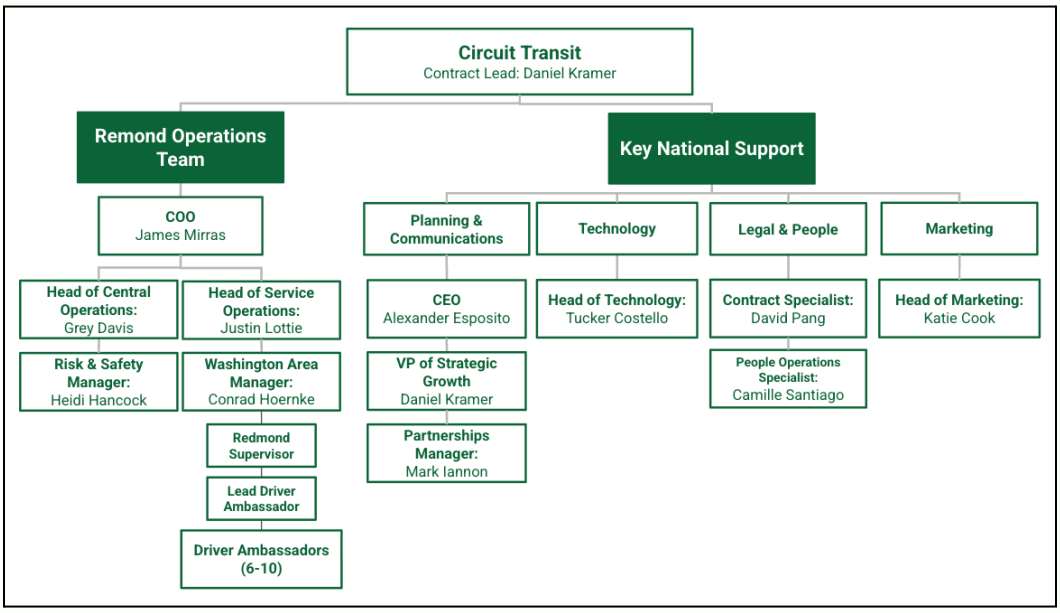
Relevance to Redmond: The Chula Vista program highlights our expertise in serving specific community needs and ensuring equitable access. The service was initially designed for seniors, improving their access to essential services like grocery stores and doctor's appointments. Critically, this program features a **bilingual call center for booking**, ensuring residents without smartphones or with limited English proficiency can easily access the service. This demonstrates our capability to provide tailored additions to our service design that can help expand access to all members of the Redmond community.

4.0 Proposed Project Team



Circuit is headquartered in Fort Lauderdale, Florida at 501 East Las Olas Blvd. We have over 550 driver ambassadors across the U.S. and a corporate team of ~50.

Time Commitments by Key Redmond Team members:

- Redmond Supervisor: 100%
- Conrad Hoernke: 75% through first months of programs then 50%
- Justin Lottie: 25% through first months of program, then in a support/advisory role
- Mark Iannon: On-call 100% of the time; shares responsibility with a few other programs.

Daniel Kramer - Director of West Coast Business Development

Daniel has led the designing and launching of services throughout the West Coast, as well as assisted in national quality control since joining Circuit in 2017. Daniel has over 7 years of experience in on-demand microtransit using electric fleets. Daniel will be the project manager throughout contracting and lead the Circuit team on how best to

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improve upon the existing foundation of the program and expand services. He will be the project manager and main point of contact throughout the contracting process before transferring ownership to Conrad & Mark.

Conrad Hoernke - Washington Operations Manager

Conrad was brought onboard to supervise the launch of Circuit's Bellevue market, BellHop. He quickly flourished in the role and was given the title of Market Manager after a few short months. In his time with Circuit, he has become a stronger leader while honing his operational expertise. Conrad has 5 years of operations experience, ranging from military logistics to microtransit. He has several professional certifications, including the esteemed Certified Tourism Ambassador certificate and the Rising Star Award at the 2024 Bellevue Destination Awards. Conrad has been an integral addition to the Circuit team and is extremely prepared to lead the Redmond program and supervise the new team.

Mark Iannon - Dedicated Partnerships Manager

Mark will be the dedicated partnerships manager for the Redmond service. He will serve as an integral part of regular connection between the Redmond team and the Circuit team, ensuring transparency into the success of the program and holding us accountable for success. Mark will be the lead contact throughout the duration of the contract for all additional requests as well as lead data presentations on the performance of the program. He will work closely with the Redmond team to ensure that the operations are continuously on-track to meet and exceed the expected KPIs.

James Mirras - Co-Founder and COO

James oversees all national operations and will work closely with Daniel and Mark to plan and set up operations, hiring processes, tech improvements, reporting processes, metrics, and any additional requests of Redmond. James is the head of Operations and Finance. He has a total of 11+ years of experience in transportation services similar to those requested by this RFP. His attention to detail, people skills, and strong work ethic helped create a solid foundation that the company has been able to grow from. James moves between the company's locations, focusing on business development, management training, vendor relations and overall strategy.

Justin Lottie - Head of Service Operations

Justin oversees service operations for Circuit across the United States. He has over 13 years of experience inclusive of supply chain management with a focus on multi-modal transportation as well as

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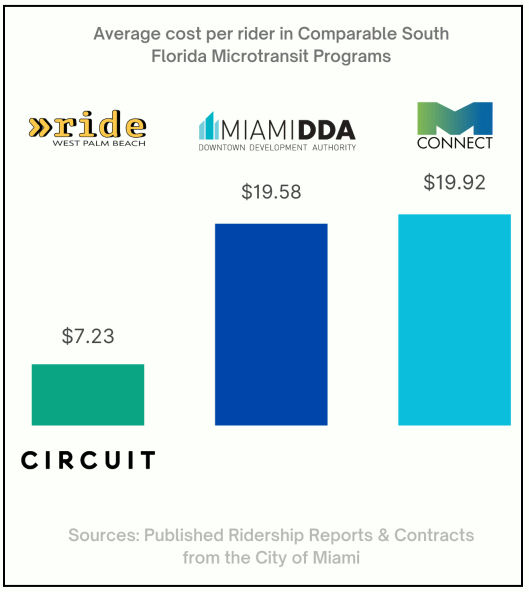
distribution solutions and several years in the on-demand start-up space positively influencing operational performance and innovation. He's spent the last several years in the rideshare and shared mobility industries where he has developed an interest in sustainability and gained invaluable experience. Justin will help to directly oversee Conrad and all day to day operations including driver training, and the implementation of vehicle inspection & safety programs.

5.0 Cost Proposal

5.1 Budget Tracking



Circuit's approach to budget management is founded on over a decade of direct operational experience. Having delivered more than 10 million rides across 40+ markets, we have developed a sophisticated understanding of our true operational costs. For the City of Redmond, this means we can provide a firm, not-to-exceed budget that aligns with the estimate of $864,000 for the initial two-year term. By precisely managing our fixed costs, our system ensures the majority of the budget is dedicated to on-the-road service, maximizing the total number of vehicle hours provided to the Redmond community. This approach offers the City a predictable, transparent, and high-value partnership, eliminating financial uncertainty and guaranteeing the maximum possible service for your investment - it's why Circuit consistently **leads the industry in cost-per-rider performance,** delivering higher quality service that uses the funding spent on transportation more efficiently.

5.2 Projected Costs

While we understand the below options differ from the City's WSDOT application, we are confident that both options provide the same if not better service than the original fleet size. The two fleet options that we have put together are based on our experience in Bellevue and beyond, where we learned that mixed fleets with more vehicle hours on the road are most important to deliver a successful service. Both of these options below include a call center for any residents to call to book a ride.

Fleet Option #1: Recommended

Fleet	1 GEM*, 2 ID.Buzz
Monthly Cost	$35,651

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Budgeted Vehicle Wraps (1-time cost)	$8,000
2 Year Cost	$863,624

*Opportunity to upgrade to ADA GEM

Fleet Option #2

Fleet	3 ID.Buzz
Monthly Cost	$35,609
Budgeted Vehicle Wraps (1-time cost)	$9,000
2 Year Cost	$863,616

Additional Service Costs and Upgrades

ADA GEM upgrade	+$140 per month

If selected, Circuit can integrate this cost into the overall cost of the contract and align operations to ensure that we remain within the City's budget.

6.0 Required Statements

6.1 Business Name and License

- **Business Name:** Proposals are made in the official name of the firm, Circuit Transit, Inc., a corporation incorporated in the State of Florida.
- **Business License:** Circuit Transit, Inc. understands and agrees to obtain a City of Redmond business license as a requirement for performing these services prior to the commencement of any work.

6.2 Proposal Validity Period

This proposal shall be valid for 90 calendar days from the proposal due date.

6.3 Subcontracting

This proposal does not contain any subcontractors and we confirm that all aspects of this service from operations and maintenance to driver employment, will be self-performed by our dedicated, W2-employed team.

6.4 Insurance

We agree that we will maintain insurance as outlined in the Consulting Services Agreement (Attachment B).

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Resumes

DANIEL KRAMER

daniel@ridecircuit.com | (562) 252-6680

SUMMARY

Daniel is the Director of Business Development (West) and works with clients to develop first/last mile transportation programs. His commercial real estate background and sales experience have been key to developing our private developer and municipal products, which has led to valuable pilot projects. He is an integral part in launching service in west coast markets - assisting in managing operations, and focusing on national quality control.

PROFESSIONAL EXPERIENCE

Circuit Transit Inc. *Los Angeles, CA* Oct 2017 - present
Director of Business Development (West)

Pizza Rock Restaurant Group *Long Beach, CA* Jan 2017 - Aug 2018
Real Estate Manager

KZ Companies *Irvine, CA* July 2015 - Sept 2016
Real Estate Associate

Marcus & Millichap *Long Beach, CA* May 2014 - July 2015
Broker

EDUCATION

The University of Arizona Graduated 2014
Bachelor of Arts - Communications *Tucson, AZ*

Harvard Business School Online Completed Nov 2019
Certificate - Sustainable Business Strategy

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CONRAD HOERNKE

conrad.hoernke@ridecircuit.com | (805) 901-9443

SUMMARY

Conrad Hoernke has been the dedicated Market Manager for Circuit's Greater Seattle Area Operations since August 2023, and will be a key point of contact throughout the Redmond program. Currently overseeing ~20 direct reports, he has earned the respect of his team and the community by leveraging his 5+ years of managerial experience in operations. Deeply committed to operational excellence, Conrad has ensured the success of the Bellhop program in Bellevue by regularly analyzing the team's work towards meeting the pre-established KPIs and creating internal pilot programs to boost employee morale and strengthen procedures.

PROFESSIONAL EXPERIENCE

Circuit Transit Inc. *Bellevue, WA* Aug 2023 - present
Bellevue Market Manager

GXO *Des Moines, WA* Oct 2022 - Aug 2023
Supervisor, Supply Chain Operations

Logmet *El Segundo, CA* Sept 2019 - Oct 2022
Quality Assurance Inspector

Charles Meisner, Inc. *Upland, CA* May 2014 - July 2015
Broker

EDUCATION

Temple City High School Graduated 2010

NTMA Training Centers Completed Dec 2019
Mechanical Inspection
Quality Assurance
Measuring Machine Operator's Training

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MARK IANNON

mark.iannon@ridecircuit.com | 518.928.3323

SUMMARY

Mark Iannon is located in San Diego, and works directly with existing clients within the region to ensure Circuit is exceeding the expectations of the service contract through constant communication and data analysis that lead to action and improvement. He has a Master's degree in Organizational Management and 12+ years of Operations Leadership. He has extensive experience delivering creative and innovative solutions that maintain customer loyalty by fostering long-term relationships with clients.

PROFESSIONAL EXPERIENCE

Circuit Transit *San Diego, CA* 2022 - present
Partner Success Manager

Wheels *San Diego, CA* 2020-2022
Senior Operations Manager

Anything Auto *San Diego, CA* 2015-2020
Operations Manager

EDUCATION

Ashford University MA Organizational Management
Chandler, AZ 2010-2012

Johnson & Wales University BS Organizational Management 2002-2006
Providence, RI

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

JAMES MIRRAS

james@ridecircuit.com | (631) 903-4448

SUMMARY

James Mirras is Co-Founder and COO/CFO of Circuit. James received his BS in Finance from University of Florida. Prior to Circuit, James worked for Morgan Stanley (NYSE: MS) in New York City as an intern then associate on the repurchase agreement trading desk. After nearly 3 years at Morgan Stanley, James set off to manage Circuit (then, Hamptons Free Ride) Finance and Operations full time. His attention to detail, people skills and strong work ethic helped create a solid foundation that the company has been able to grow from. James will leverage these skills and experience, including implementing nationwide operations as well as the Circuit NR pilot program, to ensure a smooth transition and expansion of the pilot program into a sustainable longer term service.

With over 14 years of experience in transportation operations, he has led the development of our operational strategy and standardization for scalability, including training programs, handbooks, policies, and our COVID 19 response. This combined with his financial expertise has allowed Circuit to achieve its current scale and plan for future growth.

PROFESSIONAL EXPERIENCE

Circuit Transit Inc. *New York, NY* 2010 - present
COO / CFO / Co-Founder

Morgan Stanley *New York, NY* 2009-2012
Associate

EDUCATION

University of Florida *Gainesville, FL* 2005 - 2009
B.S. Finance

docusign

Certificate Of Completion

Envelope Id: A4D24A0B-2469-4930-A92F-A7C04C3D52B3 Status: Completed
Subject: RFP 10876-25 Redmond On-Demand Microtransit Shuttle, Closing Date: 07/21/2025 at 2:00 PM (PST)
Source Envelope:
Document Pages: 34 Signatures: 1 Envelope Originator:
Certificate Pages: 2 Initials: 0 DocuSign Purchasing
AutoNav: Enabled 15670 Ne 85th St
EnvelopeId Stamping: Enabled Redmond, WA 98052
Time Zone: (UTC-08:00) Pacific Time (US & Canada) docusignpurchasing@redmond.gov
IP Address: 47.147.209.140

Record Tracking

Status: Original Holder: DocuSign Purchasing Location: DocuSign
7/21/2025 12:47:39 PM docusignpurchasing@redmond.gov
Security Appliance Status: Connected Pool: StateLocal
Storage Appliance Status: Connected Pool: City of Redmond, WA Location: Docusign

Signer Events	Signature	Timestamp
Daniel Kramer daniel@ridecircuit.com Director Circuit Transit Inc. Security Level: Email, Account Authentication (None)	DocuSigned by: Daniel Kramer D55F1C5304C84DB... Signature Adoption: Pre-selected Style Using IP Address: 47.147.209.140	Sent: 7/21/2025 12:47:40 PM Viewed: 7/21/2025 12:48:19 PM Signed: 7/21/2025 12:49:24 PM
Electronic Record and Signature Disclosure: Not Offered via Docusign		
Secure Bids SecureBids@Redmond.gov Security Level: Email, Account Authentication (None)	**Completed** Using IP Address: 204.152.61.20	Sent: 7/21/2025 12:49:28 PM Viewed: 7/21/2025 2:04:43 PM Signed: 7/21/2025 2:04:53 PM
Electronic Record and Signature Disclosure: Not Offered via Docusign		

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	7/21/2025 12:47:40 PM
Certified Delivered	Security Checked	7/21/2025 2:04:43 PM
Signing Complete	Security Checked	7/21/2025 2:04:53 PM

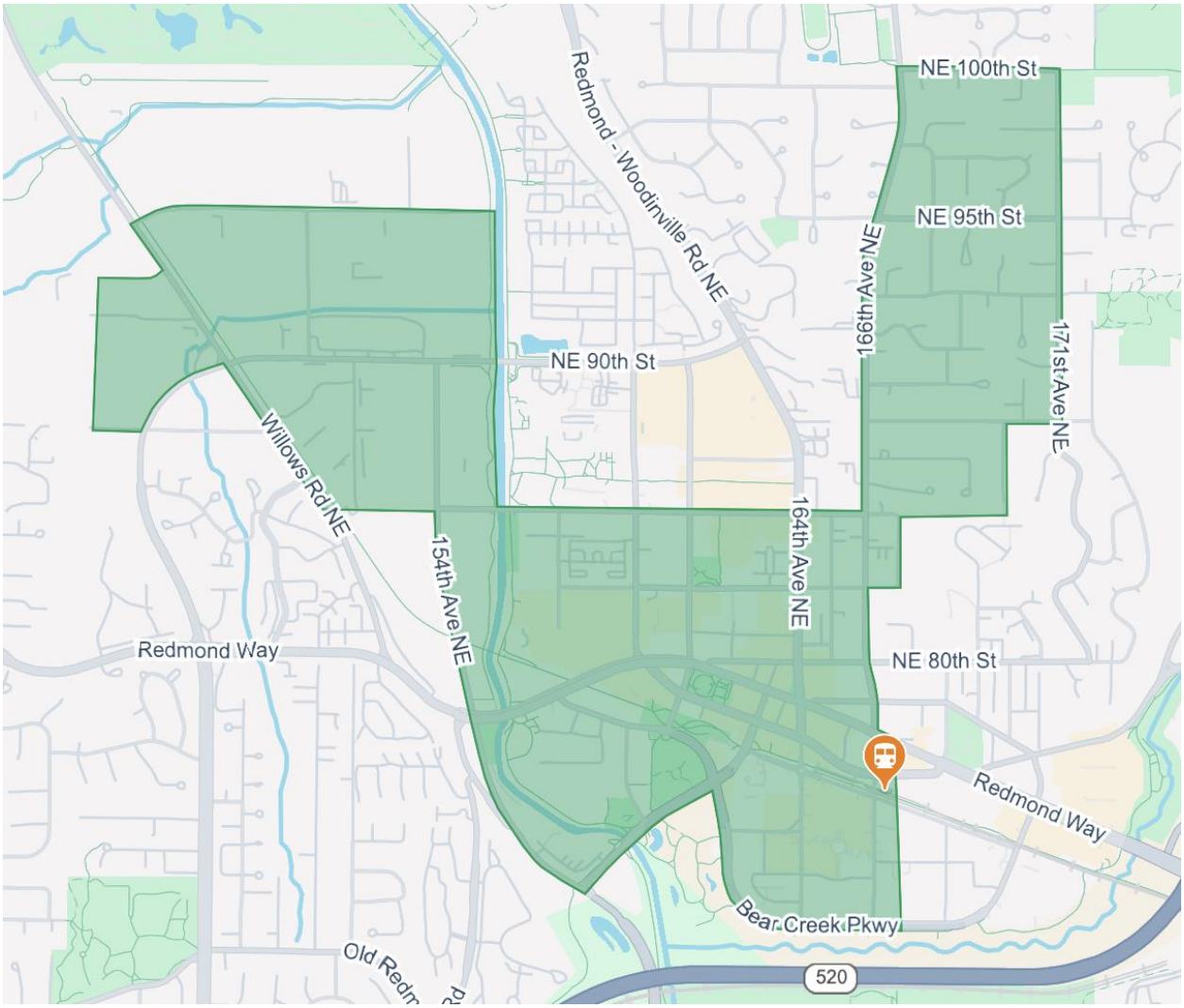
Envelope Summary Events	Status	Timestamps
Completed	Security Checked	7/21/2025 2:04:53 PM

Payment Events	Status	Timestamps

Docusign Envelope ID: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18

EXHIBIT D – MAP

The coverage area and details of the service are subject to change based on utilization and decisions made by Circuit Transit Inc. and the City.



Certificate Of Completion

Envelope Id: 2802E8B9-B28A-4CE4-92E8-D4E7D27C3D18
Status: Completed
Subject: Signature Required: City of Redmond Service Agreement for RFP 10876-25
Source Envelope:
Document Pages: 56
Signatures: 1
Certificate Pages: 2
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Envelope Originator:
Jodi Daub
15670 Ne 85th St
Redmond, WA 98052
jldaub@redmond.gov
IP Address: 204.152.61.20

Record Tracking

Status: Original
9/29/2025 2:40:01 PM
Holder: Jodi Daub
jldaub@redmond.gov
Location: DocuSign

Security Appliance Status: Connected
Pool: StateLocal

Storage Appliance Status: Connected
Pool: City of Redmond, WA
Location: Docusign

Signer Events	Signature	Timestamp
James Mirras james@ridecircuit.com COO & Co-Founder Security Level: Email, Account Authentication (None)	DocuSigned by: 75FDF23C0BE64BF... Signature Adoption: Pre-selected Style Using IP Address: 2600:4808:7173:8500:116b:cbd:280b:80c6	Sent: 9/29/2025 2:46:22 PM Viewed: 9/29/2025 6:40:28 PM Signed: 9/30/2025 8:03:58 AM

Electronic Record and Signature Disclosure:
Not Offered via Docusign

In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp
Daniel Kramer daniel@ridecircuit.com Director Circuit Transit Inc. Security Level: Email, Account Authentication (None)	COPIED	Sent: 9/30/2025 8:04:03 AM
Francesca Liburdy fliburdy@redmond.gov Security Level: Email, Account Authentication (None)	COPIED	Sent: 9/30/2025 8:04:04 AM Viewed: 9/30/2025 9:29:20 AM

Electronic Record and Signature Disclosure:
Not Offered via Docusign

Electronic Record and Signature Disclosure:
Not Offered via Docusign

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	9/29/2025 2:46:22 PM
Certified Delivered	Security Checked	9/29/2025 6:40:28 PM
Signing Complete	Security Checked	9/30/2025 8:03:58 AM
Completed	Security Checked	9/30/2025 8:04:04 AM

Payment Events	Status	Timestamps

Docusign Envelope ID: EBC739A0-F7A0-40F7-B8DE-C3D24F3D6BC4

City of Redmond
Payroll Check Approval Register
Pay period: 9/16 - 9/30/2025
Check Date: 10/10/2025

Check Total:	$	30,725.02
Direct Deposit Total:	$	2,854,451.11
Wires & Electronic Funds Transfers:	$	1,662,143.83
Grand Total:	$	4,547,319.96

We, the undersigned Council members, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Redmond, and that we are authorized to authenticate and certify to said claim.

All Checks numbered **188806** through **188814** ,
Direct deposits numbered **192959** through **193735** , and
Electronic Fund transfers **1895** through **1899**
are approved for payment in the amount of **$4,547,319.96**
on this **10th day of October 2025.**

Note:

City of Redmond
Payroll Final Check List
Pay period: 9/16 - 9/30/2025
Check Date: 10/10/2025

Total Checks and Direct deposit:	$	4,064,584.70
Wire Wilmington Trust RICS (MEBT):	$	482,735.26
Grand Total:	$	4,547,319.96

I, the Human Resources Director, do hereby certify to the City Council, that the checks and direct deposits presented are true and correct to the best of my knowledge.

Signed by:
Cathryn Laird
7C0092BCC9C549B...

Human Resources Director, City of Redmond
Redmond, Washington