

City of Redmond



Agenda

Tuesday, October 3, 2023

7:00 PM

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

City Council

Mayor

Angela Birney

Councilmembers

Jessica Forsythe, President

Vanessa Kritzer, Vice President

Jeralene Anderson

David Carson

Steve Fields

Varisha Khan

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.

AGENDA

ROLL CALL

I. SPECIAL ORDERS OF THE DAY

- A. PROCLAMATION: Arts and Humanities Month

[Proclamation](#)

II. ITEMS FROM THE AUDIENCE

Members of the public may address the City Council, on any topic, 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 provided 30 minutes prior to the meeting, up to the start 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 for the remote comment registration form.

Written comment may be emailed to cityclerk@redmond.gov by 2 pm on the day of the meeting (400 word limit - please label your comment as "Items from the Audience"). Comments will be distributed to the City Council and entered into the record. Comments will not be read during the meeting.

III. CONSENT AGENDA

A. Consent Agenda

1. Approval of the Minutes: September 19, 2023, Regular Meeting (recordings are available at Redmond.gov/rctv)

[Regular Meeting Minutes for September 19, 2023](#)

2. Approval of Payroll/Direct Deposit and Claims Checks

[Council Payroll Check Approval Register, September 29, 2023](#)

[Payroll Check Approval Register, September 25, 2023](#)

[Check Approval Register, October 3, 2023](#)

3. [AM No. 23-131](#) Safer Streets for All (SS4A) Consultant Agreement

Department: Planning and Community Development

[Attachment A: SS4A Planning Process Graphic](#)

[Attachment B: Selected Consultant Proposal](#)

[Attachment C: Draft Consultant Agreement - SS4A Action Plan](#)

Legislative History

9/19/23	Committee of the Whole - Public Safety and Human Services	referred to the City Council
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4. [AM No. 23-132](#) Proposed King County Community Development Block Grant (CDBG) 2024 Funding Allocation Plan

Department: Planning and Community Development

[Attachment A: Proposed 2024 Redmond CDBG Allocation Plan](#)

Legislative History

9/19/23	Committee of the Whole - Public Safety and Human Services	referred to the City Council
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5. [AM No. 23-133](#) Approval of Final Contract with CDK Construction Services in the Amount of \$728,998 and Accept Construction for the MOC Plumbing & ADA Improvements Project

Department: Public Works

[Attachment A: MOC Plumbing & ADA Project Information Sheet](#)

[Attachment B: Additional Project Information](#)

6. [AM No. 23-134](#) Approval of 2023 Adopted Costs for King County Sheriff Marine Policing Services.

Department: Police

[Attachment A: King County Marine Patrol Services ILA](#)

[Attachment B: Redmond Marine Patrol 2023 Invoice](#)

[Attachment C: 2023A Adopted Marine Exhibit Summary](#)

[Attachment D: 2023A Adopted Costs for Marine Patrol Services](#)

[Attachment E: Redmond Marine Patrol 2022 Invoice](#)

Legislative History

9/19/23 Committee of the Whole - referred to the City Council
Public Safety and Human
Services

7. [AM No. 23-135](#) Approval of the 2023-2024 Budget Adjustment #1

a. Ordinance No. 3129: An Ordinance of the City Council of the City of Redmond, Washington, Amending Ordinance No. 3110 by Making Adjustments to the City's 2023-2024 Biennial Budget, in Exhibit 1

Department: Finance

[Attachment A: Ordinance 2023-2024 Budget Adjustment #1](#)

[Exhibit 1: 2023-2024 Budget Adjustment #1](#)

Legislative History

9/12/23 Committee of the Whole - referred to the City Council
Finance, Administration,
and Communications

8. [AM No. 23-136](#) Approval of the 2023-2024 Budget Adjustment #2
- a. Ordinance No. 3130: An Ordinance of the City Council of the City of Redmond, Washington, Amending Ordinance No. 3110 by Making Adjustments to the City's 2023-2024 Biennial Budget, in Exhibit 1

Department: Finance

[Attachment A: Ordinance 2023-2024 Budget Adjustment #2](#)

[Exhibit 1: 2023-2024 Budget Adjustments #1-2](#)

Legislative History

9/12/23	Committee of the Whole - Finance, Administration, and Communications	referred to the City Council
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9. [AM No. 23-137](#) Approval of Recommended RedMed Plan Changes for 2024
- a. Resolution No. 1575: A Resolution of the City Council of the City of Redmond, Washington, Adopting a Revised Summary Plan Description for the City of Redmond Self-Insured Medical Plan

Department: Human Resources

[Attachment A: Resolution](#)

[Exhibit 1: 2024 Plan Changes](#)

Legislative History

9/12/23	Committee of the Whole - Finance, Administration, and Communications	referred to the City Council
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10. [AM No. 23-138](#) Approval of Consultant Agreement with Meng Analysis, in the Amount of \$330,369, for the Facilities Condition Assessment

Department: Parks and Recreation

[Attachment A: Consultant Agreement with Meng Analysis](#)

Legislative History

9/26/23	Committee of the Whole - Parks and Environmental Sustainability	referred to the City Council
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B. Items Removed from the Consent Agenda**IV. HEARINGS AND REPORTS****A. Public Hearings****B. Reports****1. Staff Reports**

- a. [AM No. 23-139](#) Redmond 2050: Phase 2 Policies

Department: Planning and Community Development

[Attachment A: Redmond 2050 Overview](#)

[Attachment B: Comprehensive Plan Element Drafts](#)

[Attachment C: Presentation Slides](#)

2. Ombudsperson Report

September: Councilmember Carson

October: Councilmember Khan

3. Committee Reports**V. UNFINISHED BUSINESS****VI. NEW BUSINESS****VII. EXECUTIVE SESSION****VIII. ADJOURNMENT**



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/3/2023
Meeting of: City Council
Day

File No. SPC 23-067
Type: Special Orders of the

PROCLAMATION: Arts and Humanities Month



PROCLAMATION

- WHEREAS,** October is National Arts and Humanities Month; and
- WHEREAS,** promoting and prioritizing the arts and humanities is central to remembering our history and inspiring creativity for today and tomorrow; and
- WHEREAS,** arts and humanities are a bridge across our diverse populations that help create dialogue, understanding and draw out commonalities between people and cultures; and
- WHEREAS,** the City of Redmond's Arts and Culture Commission and Cultural Arts program strive to make arts accessible to everyone in our community by providing unique art and cultural experiences that continue to build a high quality of life in Redmond through the Redmond Poet Laureate, cultural and artistic performances at signature events, and both temporary and permanent public art; and
- WHEREAS,** Parks and Recreation art camps and classes encourage accessible and inclusive learning environments at all levels and ages throughout the city to actively fill gaps in public art education; and
- WHEREAS,** Redmond invests in artists by creating a career pipeline for local artists through training in the Public Art Intensive Eastside workshops, ongoing support through the drop-in Office Hours program, and low-barrier opportunities such as asphalt art and temporary public art calls in order to help artists build to larger-scale public art commissions and projects; and
- WHEREAS,** Redmond is developing a dynamic city where art is intrinsic to its vibrancy and character, where public and private sectors work together to create art, cultural spaces, and visual public artworks; and
- WHEREAS,** Redmond invests in arts organizations through grants, training, and partnerships with the larger business community, as showcased through this year's inaugural Downtown Redmond Art Walk in an effort to strengthen Redmond's cultural, creative, and economic vibrancy. We are proud to see cultural arts organizations grow in Redmond and for all businesses to flourish through the arts.

NOW, THEREFORE, I, ANGELA BIRNEY, Mayor of the City of Redmond, Washington, do hereby proclaim October 2023, as

ARTS AND HUMANITIES MONTH

and encourage residents to participate in City, non-profit organizations, and private venue cultural arts programs found on [ExperienceRedmond.com](https://www.experienceredmond.com).


Angela Birney, Mayor

October 3, 2023
Date



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. SPC 23-065
Type: Minutes

Approval of the Minutes: September 19, 2023, Regular 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 7:00 p.m. The meeting was held in the Redmond City Hall Council Chambers.

ROLL CALL AND ESTABLISHMENT OF A QUORUM

Present: Councilmembers Anderson, Carson, Fields, Forsythe, Kritzer and Stuart

Absent: Councilmember Khan

MOTION: Councilmember Forsythe moved to excuse Councilmember Khan from attendance at the meeting. The motion was seconded by Councilmember Fields.

VOTE: The motion passed without objection. (6 - 0)

SPECIAL ORDERS OF THE DAY: NONE

ITEMS FROM THE AUDIENCE

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

- Brian Robertson - requesting that negotiations are paused with Fire District 45;
- Aparna Varadharajan - need for a water plan due to changing weather patterns and preserving water supply and access;
- Michelle Drovdaahl and Mary Comstock - the Redmond Library is now open seven days a week, returning programs, five years of community court;
- David Morton - the pros and cons of changing public comment speaking time;
- Jonathan Manitusan - apartment complexes using software where all rents are the same prices, need for affordable rent and higher wages, and expanding the ARCH program;
- Matthew Gleason - renters crisis, hearing from the immigrant community, and renter protections; and
- Alex Tsimerman - politics.

CONSENT AGENDA

MOTION: Councilmember Forsythe moved to approve the Consent Agenda. The motion was seconded by Councilmember Stuart.

VOTE: The motion to approve the Consent Agenda passed without objection. (6 - 0)

1. Approval of the Minutes: September 5, 2023, Regular Meeting and September 12, 2023, Special Meeting
2. Approval of Payroll/Direct Deposit and Claims Checks

PAYROLL/DIRECT DEPOSITS AND WIRE TRANSFERS:

#153960 through #153967
#1619 through #1619

\$8,911.50

#187915 through #187292
#153968 through #154744
#1617 through #1622

\$4,258,947.79

3. AM No. 23-123: Approval of a Consultant Agreement in the Amount of \$256,685 for the Design of West Lake Sammamish Parkway Pavement Preservation Project, and Approval of Revenue from the Puget Sound Regional Council in the Amount of \$1,436,000
4. AM No. 23-124: Approval of the Redmond Community Van Agreement
5. AM No. 23-125: Approval of the National League of Cities Advancing Economic Mobility Grant in the Amount of \$15,000
6. AM No. 23-126: Acceptance of Safer Streets for All (SS4A) Action Plan Grant and Approval of PSRC Subaward Agreement
7. AM No. 23-127: Approval of Second Amendment to the Joint Interlocal Agreement Regarding the Community Development Block Grant
8. AM No. 23-128: Approval of ARPA Small Business Resiliency Grant Subrecipient Contract

9. AM No. 23-129: Approval of an Amendment to the Council Rules of Procedure Adjusting the Public Comment Time¹
10. AM No. 23-130: Confirmation of Appointments of New Board and Commission Members

ITEMS REMOVED FROM THE CONSENT AGENDA:

9. AM No. 23-129: Approval of an Amendment to the Council Rules of Procedure Adjusting the Public Comment Time

MOTION: Councilmember Stuart moved to approve the Consent Agenda. The motion was seconded by Councilmember Forsythe.

Following Councilmember discussion;

VOTE: The motion to approve AM No. 23-129 passed with Councilmembers Fields, Forsythe, Kritzer, and Stuart in support and Councilmembers Anderson and Carson in objection. (4 - 2)

HEARINGS AND REPORTS

Public Hearing: None

Staff Reports: None

Ombudsperson Reports:

Councilmember Carson reported receiving resident contacts regarding: city hall generator; noise complaint; 2050 housing element; and SR202 paving.

Councilmember Forsythe reported receiving resident contacts regarding: SR202 paving; Redmond Police Department speeding; code enforcement; and 2050.

Councilmember Stuart reported receiving resident contacts regarding: 148th eastbound onramp for 520 has been paved; Overlake urban centers; community health program; office hours; housing issues; Redmond 2050; Southeast Redmond park neighborhood meeting; emergency preparedness; and Together Center grand opening.

¹ This item was removed from the Consent Agenda and discussed separately.

Councilmember Kritzer reported receiving resident contacts regarding: engagement with watershed health; pop up dog park; Welcoming Week event at the Together Center; and creating a sustainable and equitable city.

Councilmember Fields reported receiving resident contact regarding: number of jobs in Downtown Redmond in Redmond 2050 planning.

Committee Reports:

Councilmember Forsythe provided a committee report:

- Easttrail; and
- Welcoming Week celebration in Kirkland.

Councilmember Stuart provided a committee report:

- Eastside Transportation Partnership; and
- Growth Management Planning Board.

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 7:59 p.m.

ANGELA BIRNEY, MAYOR

CITY CLERK

Minutes Approved: October 3, 2023



City of Redmond

15670 NE 85th Street
Redmond, WA

Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. SPC 23-066
Type: Check Register

Approval of Payroll/Direct Deposit and Claims Checks

City of Redmond
Payroll Check Approval Register
Pay period: 9/1 - 9/30/2023
Check Date: 9/29/2023

Check Total:	\$	-
Direct Deposit Total:	\$	6,698.15
Wires & Electronic Funds Transfers:	\$	2,213.35
Grand Total:	\$	8,911.50

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 through ,
Direct deposits numbered 155513 through 155520 , and
Electronic Fund transfers 1628 through 1628
are approved for payment in the amount of \$8,911.50
on this 17 day of October 2023.

Note:

City of Redmond
Payroll Final Check List
Pay period: 9/1 - 9/30/2023
Check Date: 9/29/2023

Total Checks and Direct deposit:	\$	7,704.69
Wire Wilmington Trust RICS (MEBT):	\$	1,206.81
Grand Total:	\$	8,911.50

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.

DocuSigned by:
Cathryn Laird
7C0092BCC9C549B...

Human Resources Director, City of Redmond
Redmond, Washington

City of Redmond
Payroll Check Approval Register
Pay period: 9/1 - 9/15/2023
Check Date: 9/25/2023

Check Total:	\$ 34,132.02
Direct Deposit Total:	\$ 2,493,628.53
Wires & Electronic Funds Transfers:	\$ 1,520,213.01
Grand Total:	<u>\$ 4,047,973.56</u>

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 **187931** through **187948** ,
Direct deposits numbered **154745** through **155512** , and
Electronic Fund transfers **1623** through **1627**
are approved for payment in the amount of **\$4,047,973.56**
on this **3 day of October 2023**.

Note:

Check # 187930 - check reprint Marika Cartier

City of Redmond
Payroll Final Check List
Pay period: 9/1 - 9/15/2023
Check Date: 9/25/2023

Total Checks and Direct deposit:	\$ 3,617,881.52
Wire Wilmington Trust RICS (MEBT):	\$ 430,092.04
Grand Total:	<u>\$ 4,047,973.56</u>

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.

DocuSigned by:
Cathryn Laird
7C0092BCC9C549B...

Human Resources Director, City of Redmond
Redmond, Washington

I, Finance Director, do hereby certify to the City Council, that the checks for the months of August and September 2023 are true and correct to the best of my knowledge.

DocuSigned by:

Kelley Cochran

63E106A5C3D744A...

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 725 through 1303, and Wire Transfers are approved for payment in the amount of \$16,672,778.50. This 3rd day of October 2023.



Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-131
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
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DEPARTMENT STAFF:

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

TITLE:
Safer Streets for All (SS4A) Consultant Agreement

OVERVIEW STATEMENT:

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

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

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

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

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

OUTCOMES:

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

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

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

BUDGET IMPACT:

Total Cost:

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

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

Budget Offer Number:

0000034 - Mobility of People & Goods

Budget Priority:

Vibrant and Connected

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

If yes, explain:

N/A

Funding source(s):

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

Budget/Funding Constraints:

N/A

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

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

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
Click and select a date, or click and press delete if none.	None proposed at this time	N/A

Time Constraints:

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

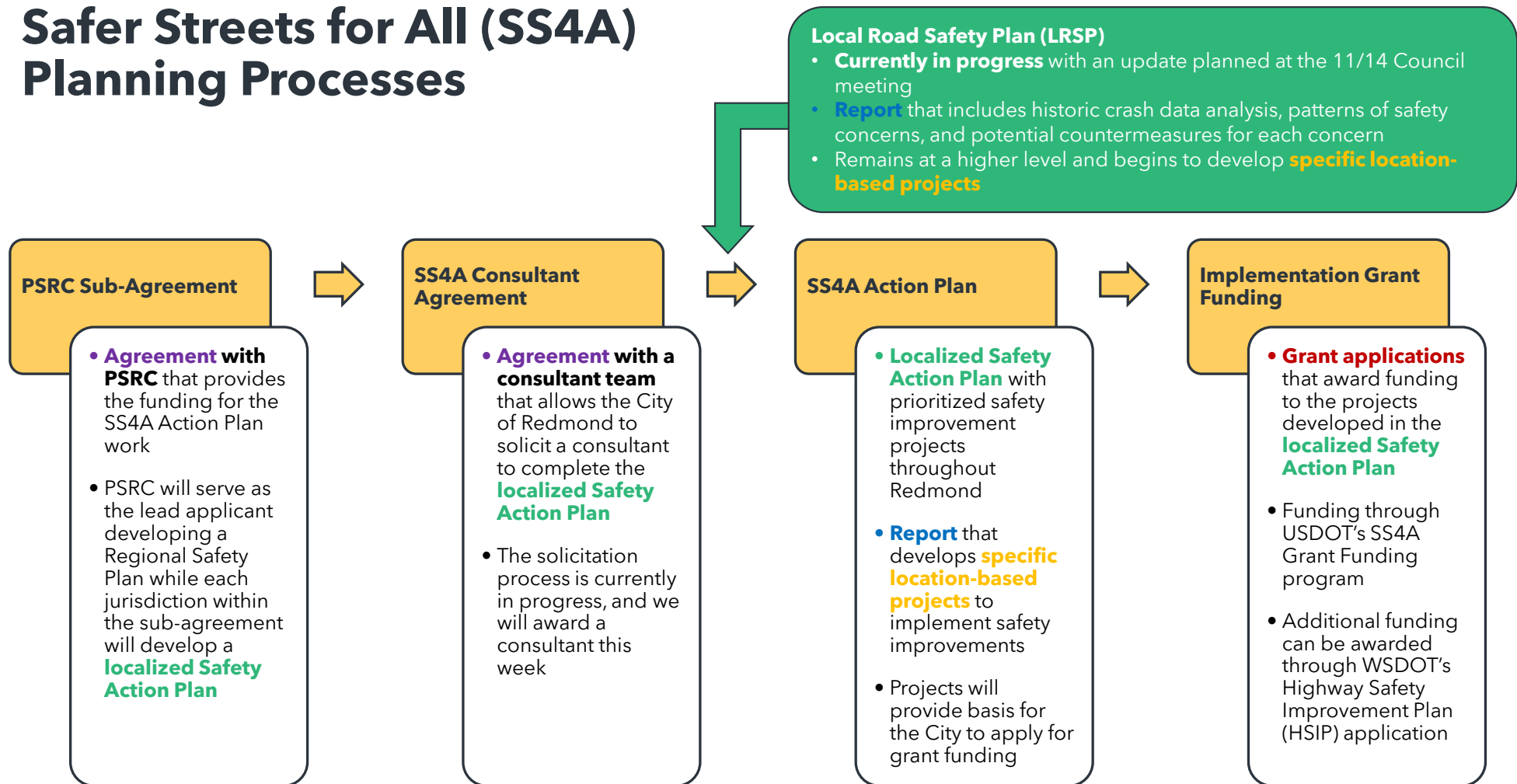
ANTICIPATED RESULT IF NOT APPROVED:

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

ATTACHMENTS:

Attachment A - SS4A Planning Process Graphic
Attachment B - Transpo Group Proposal
Attachment C - Consultant Agreement: Draft

Safer Streets for All (SS4A) Planning Processes





BID RESPONSE

Responding To:

Bid/Project Number: RFQ 10794-23

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

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

Submitted By:

Name of Company Submitting Response:

Transpo Group

Printed Name of Person Submitting Response:

Bob Bailey

Email:

bob.bailey@transpogroup.com

Signature of Person Submitting Response:

DocuSigned by:
Bob Bailey
30EA6B6E9FF6415...

Date:

8/18/2023

Attach Your Bid/Proposal:

Remember to sign your bid/proposal



Attach all pages of your response here

City of Redmond

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



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

August 18, 2023

LETTER OF TRANSMITTAL



TRANPO GROUP

is a transportation engineering and planning services firm

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

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

Business License

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

Valid Time Period

This submittal is valid for 90 calendar days.

Business Name

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

August 18, 2023

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

Dear Selection Committee,

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

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

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

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

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

Sincerely,

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

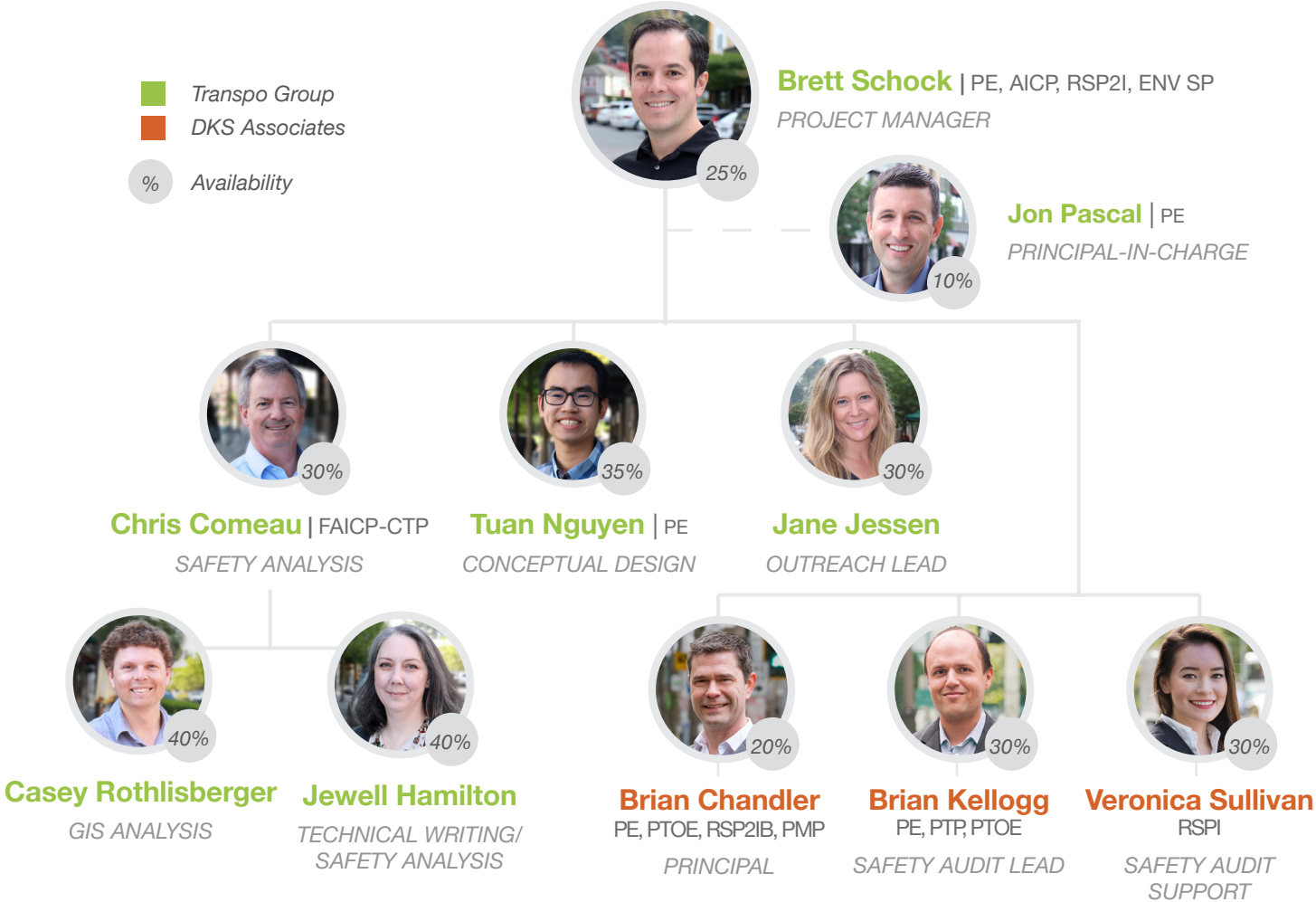
PROPOSED TEAM

TEAM ORGANIZATION

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

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

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



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



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

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

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



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

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

SAFE SYSTEM APPROACH

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



PROJECT UNDERSTANDING AND APPROACH

PROJECT UNDERSTANDING

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

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

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

SS4A GRANT ELIGIBILITY CRITERIA

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

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

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

SS4A Self-Certification Checklist

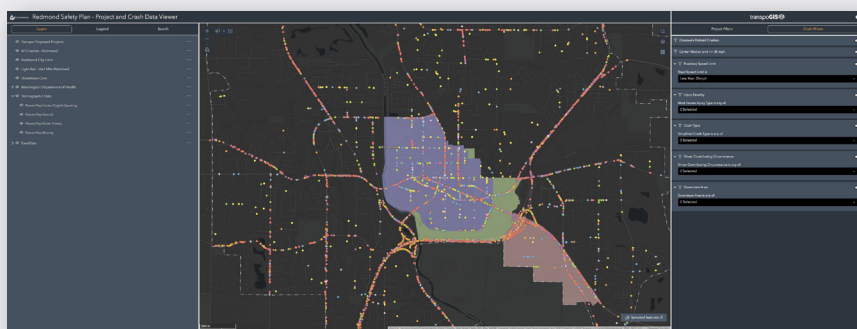
the SS4A program. Transpo has used data from the 2022 call for projects from WSDOT's HSIP program to prepare a draft LRSP for the City of Redmond. We have completed the statistical identification of risk factors and begun the spatial analysis of contributing factors, roadway geometry and crash locations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

We have developed an in-depth understanding of the City of Redmond's transportation system, the crashes that have occurred, and the proactive measures that can be undertaken to prevent both the most severe crashes, especially those affecting the most vulnerable active mode users, but all crashes to improve multimodal safety across the City. We have developed a good working relationship with the City staff and City Council and demonstrated our understanding of the City's needs, the concerns of staff and Council, and our skills in identifying solutions at both the engineering/project level and the planning/policy level. ***Transpo has also worked with DKS through our planning work with Redmond*** to coordinate Citywide efforts identifying safety concerns for active mode users

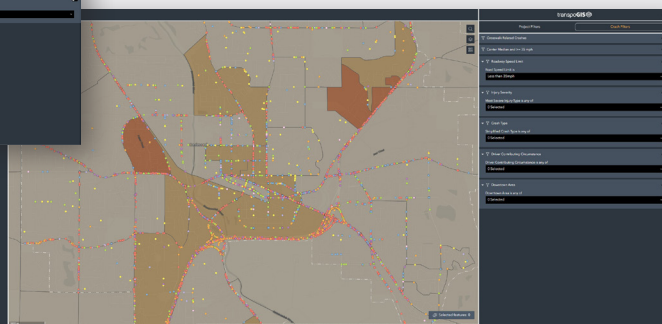
and aligning the goals and policies of existing and future planning documents, such as the Redmond Active Mode Master Plan. The LRSP that Transpo is developing will allow the City to apply for funding from WSDOT's HSIP program in 2024, and would be the basis of an SS4A Safety Action Plan used to apply for infrastructure grant funding from SS4A in July of 2024 and beyond.

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

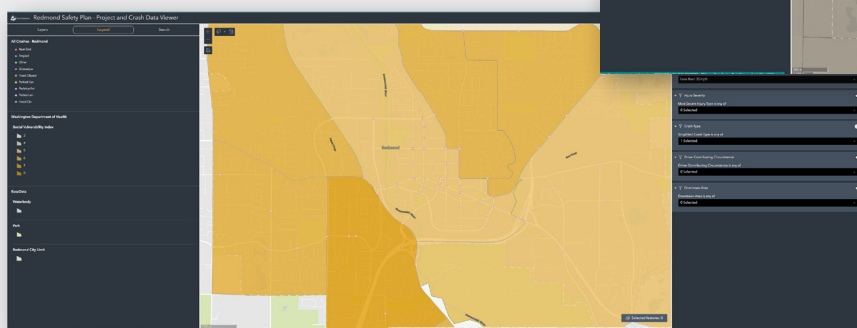
1



2



3



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

PROJECT APPROACH

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

COMMUNITY ENGAGEMENT

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

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

OUTREACH GRAPHICS

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

The City of Walla Walla has:

- 187 miles of sidewalks
- 200 miles of bike lanes
- 16% of streets are ADA compliant
- 2,200 ramps
- 1,800 ADA compliant intersections
- 21% of streets are ADA compliant

We need your help prioritizing sidewalk accessibility projects!

visit our project page to give your input!

YOU can help!

The City of Walla Walla is developing a plan to address accessibility issues around the city. Your input is critical in helping City staff make important decisions about which barriers need fixing first and ensures that money is spent on the right projects to help the most people.

CITY PROJECT PAGE

ONLINE OPEN HOUSE

SURVEY

[wallawalla.gov/transportation/ss4a](#)

[wallawallacounty.com](#)

[www.surveyanytime.com/1704846/SS4A](#)



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

Survey

Question	Yes	No	Other
Do you use any of the following modes of transportation?			
Walking			
Biking			
Public Transit			
Driving			
Freight & Delivery			

Lincoln-Lakeway Multimodal Transportation Survey

About this Project

Get involved! Have your say!

The City of Bellingham is working with Washington Transportation Authority (WTA), the Washington State Department of Transportation (WSDOT), and the Whatcom Council of Governments (WCOG) to study the transportation system surrounding the Sound Transit light rail stations that will be located in the Lincoln-Lakeway area. This is a public opportunity to provide input and help shape the study. We are conducting a survey of your mode of travel, your needs, and your preferences to help shape the study. We are also conducting a survey of your mode of travel, your needs, and your preferences to help shape the study.

This is your first opportunity to provide input!

We hope to offer other opportunities for public input - including:

- In-Person Meetings
- Presentations
- Public Open House

Take the Survey!

Lincoln-Lakeway Multimodal Transportation Survey

ABOUT THIS PROJECT

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

public, community transportation advocacy groups, Public Works, City maintenance and the business community.

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

ROADWAY SAFETY AUDIT

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

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

- ***City of Bellevue, WA:*** DKS led bicycle and pedestrian-focused Road Safety Assessments near multiple school zones in Bellevue. The RSAs included day-long workshops with community members, City of Bellevue staff, and stakeholders representing the school district, law enforcement, and including WSDOT. The workshops allowed the team to observe conditions during different times of day, including an evening review to assess conditions after dark, and gather insights from those who regularly walk and bike in the area. For each workshop, our team was able to put together an overview of the main safety concerns around each school zone and link those to potential countermeasures.

- ***Seattle Dept. of Transportation:*** DKS conducted a bicycle safety assessment of the First Hill and South Lake Union streetcar lines to investigate safety-related issues and develop multimodal improvements. Our team co-led two walking audits with a team of multidisciplinary stakeholders. DKS recommended several safety improvements with a range of implementation schedules, and several rapid-build recommended treatments were installed shortly after the study completion.

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

POLICY & REGULATORY AUDIT

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

ACTION PLAN & RECOMMENDATIONS

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

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

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

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




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

GRANT FUNDING SUCCESS

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

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

Transpo’s grant funding assistance to our client agencies has been very successful across a wide range of grant funding programs. In addition to WSDOTadministered HSIP funds, several projects identified



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

in Transpo team LRSPs have also received grant awards from TIB Urban Arterial, Sidewalk, and Complete Streets Programs; Tribal Safety programs; WSDOT’s Pedestrian-Bicycle Safety and Safe Route to School Programs; and federal Surface Transportation Block Grants administered through Metropolitan Planning Organizations.

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

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

WORK PLAN

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

TASK 0 – PROJECT MANAGEMENT (60 HOURS)

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

DELIVERABLES:

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

TASK 1 – COMMUNITY ENGAGEMENT (110 HOURS)

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

DELIVERABLES:

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

TASK 2 – ROADWAY AUDIT (140 HOURS)

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

DELIVERABLES:

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

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

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

DELIVERABLES:

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

TASK 4 – ACTION PLAN (425 HOURS)

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

DELIVERABLES:

- ▶ *Draft and Final Safety Action Plan*

OPTIONAL TASK 5 – DEMONSTRATION PROJECTS (150 HOURS)

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

DELIVERABLES:

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

SCHEDULE

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

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

PROJECT MANAGEMENT APPROACH

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

Quality Assurance/ Quality Control

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

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

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

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



Systems for Budget, Scope Tracking, and Reporting

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

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

Scheduling Programs and Processes

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

Internal Team Communication

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

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

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

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

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

Client Communication

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

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

Stakeholder Communication

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

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

Plan for Reducing Risks

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



Risk Management Strategies

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

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

PROJECT EXPERIENCE

CITY OF PORT ANGELES LOCAL ROAD SAFETY PLAN

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

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

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

FUNDED PROJECT(S):

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


SIMILARITIES TO PROJECT:

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

Relevant Example of Work

City of Port Angeles
Local Road Safety Plan

Link below



[City of Port Angeles
Local Road Safety Plan](#)

CITY OF RENTON LOCAL ROAD SAFETY PLAN

Client: City of Renton / 2021-2022

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

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

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

SIMILARITIES TO PROJECT:

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

CITY OF BELLINGHAM
PED/BIKE MASTER PLAN

Client: City of Bellingham / 2014, 2022-2023

As part of the 2014 City of Bellingham’s Bicycle Master Plan, Chris Comeau and Transpo staff evaluated 225 individual bikeway links on the citywide Bellingham bicycle network using bicycle level of traffic stress and ViaCity parcel-based route directness index (RDI). Increased traffic volume, speed, noise, and turn conflicts increases feelings of stress for a person riding a bicycle on city streets. The RDI value measures the directness of travel time and connectivity. This allowed planners to consider the user perspective on safety and comfort to develop recommendations combined with travel time and route choice to prioritize, program, fund, and construct over 100 individual bicycle improvements on the citywide network over 10 years. Transpo was a key team member assisting the City of Bellingham with the development of a Citywide pedestrian and bicycle master plan in 2014, and is currently providing an update for the master plan. Transpo’s role in the plan included identification of potential projects by analyzing citywide GIS data for missing critical links in connectivity, identifying safety concerns, and working with the public to incorporate feedback into a list of candidate projects. Transpo provided conceptual design descriptions for projects and planning-level cost estimates to guide long-term planning, grant funding applications and packaging of smaller projects in the City’s capital improvement program.

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

SIMILARITIES TO PROJECT:

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



TRANSPO
REFERENCES

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

City of Port Angeles

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

City of Renton

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

City of Bellingham

Riley Grant, Communications Manager
(360) 778-8100, rgrant@cob.org



Brett’s team were creative in the integration of active mode facilities in the right of way and focused on safety and mobility for all users throughout the design process.

Freeman Anthony—Project Manager, City of Bellingham

Brett Schock

PE, AICP, RSP2i, ENV SP

PROJECT MANAGER



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

PROJECT SAMPLES

► Local Road Safety Plans

Kenmore, Covington, Port Angeles, San Juan County, Maple Valley, Edgewood, Sumner, Lake Stevens, Renton, Redmond, Swinomish Indian Tribal Community

Brett has developed Local Road Safety Plans for several agencies, both as a City traffic engineer and with Transpo Group. Brett leads a team in the analysis of crash data and identification of trends and risk factors, including development of mapping to analyze spatial trends and investigate individual crash details where needed. He works with engineering staff to develop conceptual project designs and cost estimates for proposed countermeasures. Brett collaborates closely with agency staff to develop a Safety Plan that meets each City's vision for addressing safety, comfort with federally funded projects and capacity to deliver projects in future years.

► Target Zero Program

City of Kenmore

Brett led the engineering portion of the program assessing city-wide active transportation mode safety, identifying and prioritizing projects to address active mode safety concerns. The Target Zero program included public outreach to educate and encourage the public in the use of active transportation modes, development of a Neighborhood Transportation Plan Program, and an extensive series of 40 public meetings to develop proactive safety treatments for traffic calming and active transportation safety. Yearly Target Zero updates were provided by Brett to the City Council, with extensive documentation of the efforts completed in the previous year to advance the goals of the program.

► Renton Safe Routes to Transit

City of Renton

Brett managed the design of bike lane additions and pedestrian crossing improvements at six sites across Renton. Projects included a mix of "low cost/high impact" projects and standard hardscape improvements.

EXPERTISE

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

EDUCATION

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

LICENSURE

- PE, Washington, Texas

CERTIFICATION

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

MEMBERSHIPS

- American Planning Association (APA)

VALUE TO THE TEAM

- Concurrent LRSP development experience
- LRSP and SS4A Training
- Safety Certification and Expertise



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Jon Pascal PE

PRINCIPAL-IN-CHARGE



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

PROJECT SAMPLES

► Local Road Safety Plan

City of Maple Valley, Edgewood, Sumner, Renton, San Juan County

Jon provided oversight of the analysis of crash data and identification of trends and risk factors for roadways. He assisted in developing conceptual project designs and cost estimates of proposed countermeasures for problem locations.

► Hansville Comprehensive Safety Study

Kitsap County

Jon led a study of County rural roadways to identify signage, illumination, shoulder, and traffic control improvements, as well as a review of the County's criteria for installing traffic calming measures and modifying speed limits.

► Islandwide Speed Limit Study

City of Bainbridge Island

Jon led a study to evaluate speed limits on all 150 miles of public streets across the City. The need arose due to inconsistent speed limits, continued public requests for speed reductions, safety concerns, and a desire to develop objective criteria in setting of speed limits. The results of the study led the City to reduce speed limits on nearly 50 miles of roadway.

► Samish-Maple-Ellis Multimodal Safety Improvements

City of Bellingham

Jon led a study and design effort to examine alternatives to reduce collisions, construct bikeway facilities, improve pedestrian safety, and improve the streetscape environment along the Samish-Maple-Ellis corridor in Bellingham. The study resulted in a set of recommendations including buffered bicycle lanes, improved crossings, and intersection reconfigurations.

► Clearwater Avenue Corridor Safety Study

City of Kennewick

Jon led a consultant team to prepare a detailed evaluation of the Clearwater Avenue corridor and develop alternatives to address the identified safety, access, and circulation issues. The study included a robust public outreach component to assist in identifying feasible solutions along the corridor.

EXPERTISE

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

EDUCATION

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

LICENSURE

- PE, Washington, Idaho

MEMBERSHIPS

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

VALUE TO THE TEAM

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



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transpogroup

Chris Comeau FAICP-CTP

SAFETY ANALYSIS



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

PROJECT SAMPLES

► Prioritized Pedestrian and Bicycle Master Plans

City of Bellingham

From 2011 thru 2014, Chris helped Bellingham create its first Pedestrian and Bicycle Master Plans with defined walkway and bikeway networks and project lists prioritized according to community values and connectivity benefit. From 2012 through 2022, Chris implemented 218 sidewalk, bikeway, and crossing improvement projects from these plans, which equated to 23% of the pedestrian plan and 52% of the bicycle plan.

► Local Road Safety Plans

City of Bellingham

Chris independently produced Bellingham's 2020 and 2022 Local Road Safety Plans, which incorporated social equity considerations, mixed-use and transit-oriented development, and focused on eliminating fatalities and injuries involving pedestrians and bicyclists. Bellingham's 2020 LRSP secured \$900,000 in HSIP grant funds for roundabout improvements, as well as \$4 million in WSDOT SRTS, PBS, and TIB grants for sidewalks, bikeways, flashing crosswalks, and a roundabout. Bellingham's 2022 LRSP secured a \$400,000 TIB grant for a traffic signal and sidewalk at a park-n-ride and a \$400,000 TIB grant for a traffic signal, sidewalk, and flashing crosswalks in an Urban Village.

► Transportation Grant Funding Success

City of Bellingham

Over the past 16 years, Chris secured over \$70 million in regional, state, and federal grant funding for transportation improvements in Bellingham. Key to this success was Chris' ability to lead feasibility studies, develop innovative solutions to complex transportation problems, forge partnerships with local agencies and organizations, and effectively illustrate the transportation benefits to be gained in grant applications.

AREAS OF EXPERTISE

- Safety Analysis
- Multimodal Planning
- Grant Writing

EDUCATION

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

CERTIFICATIONS

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

AICP advanced credential for Certified Transportation Planner (CTP)

American Institute of Certified Planners (AICP) #019503

MEMBERSHIPS

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

VALUE STATEMENTS

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

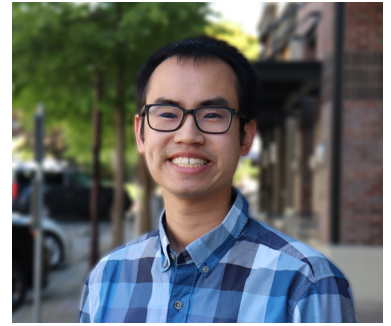


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Tuan Nguyen

CONCEPTUAL DESIGN



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

PROJECT SAMPLES

► 2019 Transportation Benefit District Projects

Bellingham, WA

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

► Lakefront Pedestrian & Bicycle Safety Project

Kirkland, WA

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

► Washington State Convention Center Addition

Seattle, WA

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

EXPERTISE

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

EDUCATION

- BS, Civil & Environmental Engineering
University of Washington

LICENSURE

- PE, Washington

MEMBERSHIPS

- Institute of Transportation Engineers (ITE)



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Casey Rothlisberger

GIS ANALYSIS



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

PROJECT SAMPLES

► Redmond Local Road Safety Plan

City of Redmond | Redmond, WA

Casey has provided GIS mapping of crash data and tools for analysis of contributing factors to crashes for the City's Local Road Safety Plan. Casey has applied GIS tools to develop public and internal facing maps that have been key in identifying trends, risk factors and countermeasure projects. He has provided analysis and insight from the spatial data that has informed project types and locations during the LRSP development.

► Whatcom Transit Authority Planning On-Call

Whatcom Transit Authority | Bellingham, WA

Casey assisted in inventory and update Whatcom Transit Authority bus stops using aerial imagery and data collection in the field. Casey also analyzed the walkability range for pedestrians accessing bus stops within Whatcom Transit Authority's main three bus lines in Bellingham, Washington by using service layer analysis in GIS.

► Duvall On-Call GIS Support & Asset Utility Mapping

City of Duvall | Duvall, WA

Casey helped clean asset data for Duvall's wastewater treatment plant so assets could be easily organized, located, and updated. He also uploaded the data online and created a web map and a web application that the client can use to manage thousands of asset points within the wastewater treatment plant.

► Meridian Ave Corridor Study

City of Edgewood | Edgewood, WA

Casey helped to import 10 years of collision data for Meridian Ave in the city of Edgewood. Collision data had to be cleaned and managed for GIS compatibility. Once the data was uploaded into GIS software, collisions were mapped and differentiated by collision type. The data was then uploaded online, and Casey produced an interactive web application that technical managers and clients could use to help visualize the collision data.

EXPERTISE

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

EDUCATION

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

VALUE TO THE TEAM

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



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Jewell Hamilton

TECHNICAL WRITING & SAFETY ANALYSIS

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

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

PROJECT SAMPLES

► Local Road Safety Plan

City of Redmond | Redmond, WA

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

► Roadway Safety Audits

Swinomish Indian Tribal Community (SITC) | Swinomish, WA

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



EXPERTISE

- Traffic Operations
- Transportation Planning
- ADA Transition Planning

EDUCATION

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



Jane Jessen

OUTREACH LEAD



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

PROJECT SAMPLES

► Lincoln-Lakeway Multimodal Transportation Study

City of Bellingham

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

► HOCTS Long Range Transportation Plan (LRTP) Update

Herkimer-Oneida County Transportation Study (HOCTS)

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

► ADA Transition Plans

Multiple Agencies | Washington State

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

EXPERTISE

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

EDUCATION

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

VALUE TO THE TEAM

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



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Brian Chandler

PE, PTOE, RSP₂IB, PMP

PRINCIPAL, NATIONAL DIRECTOR FOR TRANSPORTATION SAFETY

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

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

PROJECT SAMPLES

► Comprehensive Safety Action Plan (CSAP)

Richland, WA

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

► Local Road Safety Plan

Bremerton, WA

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

► Local Road Safety Plan and Grant Applications

Walla Walla, WA

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

► Pasco, WA Local Road Safety Plan.

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

► Southwest Washington RTC City Safety Plans.

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



EDUCATION

- BS, Civil Engineering, University of Missouri-Columbia

CERTIFICATIONS

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



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Brian Kellogg PE, PTP, PTOE

TRANSPORTATION ENGINEER/PLANNER



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

PROJECT SAMPLES

► Puyallup-Tacoma Regional Trail

Pierce County, WA.

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

► Pierce Transit BRT - Pacific Ave

Tacoma, WA.

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

► SDOT Westlake & Denny Station Relocation

Seattle, WA

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

EDUCATION

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

CERTIFICATIONS

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



brian.kellogg@dksassociates.com

Veronica Sullivan RSP1

TRANSPORTATION ENGINEER/PLANNER



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

PROJECT SAMPLES

► Countywide Speed Limit Evaluation

Island County, WA

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

► City Safety Plan

City of Pasco WA

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

► Strategic Road Safety Plan

City of Bremerton, WA

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

EDUCATION

- MAsC, Civil Engineering, University of Waterloo
- BESC, Urban Planning, University of Waterloo

CERTIFICATIONS

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



veronica.sullivan@dksassociates.com

Certificate Of Completion

Envelope Id: 675B24F88069486C902E1D4570DA00E6

Status: Completed

Subject: RFQ 10794-23, Safer Streets for All (SS4A) Action Plan, Closing Date: 08/18/2023, 12:00 pm PST

Source Envelope:

Document Pages: 27

Signatures: 1

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Pool: City of Redmond, WA

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Signer Events**Signature****Timestamp**

Bob Bailey

bob.bailey@transpogroup.com

Transpo Group

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

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City of Redmond, standard form**

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

WITNESSETH THAT:

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

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

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

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

**I
GENERAL DESCRIPTION OF WORK**

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

**II
SCOPE OF WORK**

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

**III
GENERAL REQUIREMENTS**

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

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City of Redmond, standard form**

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

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

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

**IV
TIME FOR BEGINNING AND COMPLETION**

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

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

**V
PAYMENT PROVISIONS**

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

**VI
SUBCONTRACTING**

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

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

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City of Redmond, standard form**

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

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

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

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

**VII
EMPLOYMENT**

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

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

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

VIII NONDISCRIMINATION

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

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

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

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

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

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

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

49 CFR Part 21

23 CFR Part 200

RCW 49.60.180

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

IX TERMINATION OF AGREEMENT

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

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

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City of Redmond, standard form**

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

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

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

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

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

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

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

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

**X
CHANGES OF WORK**

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

**XI
DISPUTES**

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

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

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

**XIII
LEGAL RELATIONS**

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

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

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City of Redmond, standard form**

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

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

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

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

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

Insurance Coverage

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

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

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

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

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

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

**XIV
EXTRA WORK**

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

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

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

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

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

XV
ENDORSEMENT OF PLANS

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

XVI
COMPLETE AGREEMENT

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

XVI
EXECUTION AND ACCEPTANCE

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

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

CONSULTANT

CITY OF REDMOND

By: _____

By: _____

Angela Birney, Mayor

Title: _____

ATTEST: _____

City Clerk

APPROVED AS TO FORM:

City Attorney

EXHIBIT A
SCOPE OF WORK

Exhibit A—Scope of Services

Client Name:	City of Redmond	
Project Name:	Safety Action Plan	
Exhibit Dated:	September 28, 2023	TG: 1.23261.00

Transpo Group USA, Inc. (Transpo) and our subconsultant, DKS Associates (DKS), collectively referred to as the Consultant, will provide transportation planning and conceptual engineering services to the City of Redmond for the development of a Safety Action Plan. This Action Plan will help the City to take a proactive approach to safety improvements and will make the City eligible for grant funding under the Safe Streets and Roads for All (SS4A) federal program, the WSDOT Highway Safety Improvement Plan (HSIP) program and other grant funding opportunities in the coming years.

Added services to the Scope of services described herein may require a negotiated fee and schedule modification between the Consultant and the City of Redmond. The Consultant will notify the City of Redmond as soon as possible of the anticipated impact of changes to project elements on fee and schedule.

Task 0 – Project Management

The Consultant will work closely with the City project manager, to provide the management, coordination, and direction to the Project Team that includes the Consultant team and Agency staff throughout the duration of the Project.

We will host a kickoff meeting with the internal and external project team to establish familiarity and confirm the Transpo team’s understanding of the project scope and needs.

A series of ongoing check in meetings with the City and the Consultant team at a regular bi-weekly interval will be established early in the project and continue to serve as opportunities for coordination and updates on progress. Regular check-in meetings will be conducted virtually via Microsoft Teams and led by the Consultant. Agendas will be prepared ahead of meetings, but meeting minutes will not be distributed. Action items may be summarized and distributed via email following check-in meetings.

Up to two field meetings may be held throughout the duration of the project to allow the Consultant and City staff to observe safety concerns in-person and identify candidate countermeasures and improvement projects. Additional internal coordination meetings between Transpo and DKS will occur at a similar interval throughout the project.

The Consultant will monitor the scope, schedule and budget during the project and prepare monthly progress reports and invoices that will be submitted to the City. The Consultant will notify the City at the earliest opportunity of any foreseen challenges to maintaining the scoped schedule of deliverables or budget.

City Responsibilities:

- City project manager participation on regular check-in calls

Consultant Deliverables:

- Monthly invoices and progress reports
- Regular check in calls (bi-weekly) with the City project manager (24)
- Up to two (2) on-site meetings during the project

Task 01—Community Engagement

Working in partnership with City staff, the Consultant team will develop guidance for membership in a Safety Planning task force, a plan for public and stakeholder engagement, and inclusion of equity considerations in the development and execution of an outreach plan. The Consultant will include City-identified community partners in the task force and outreach plan and use the City's existing knowledge of Redmond to collaboratively design and execute an outreach plan that connects with residents, employees, and others.

Public Engagement Plan

The Consultant team will develop an outreach and engagement plan that complies with SS4A Engagement & Coordination Requirements, including:

- Guidance for the City to establish a committee, task force, implementation group, or similar body charged with the Action Plan's development, implementation, and monitoring
- A plan for engagement with the public and relevant stakeholders, including the private sector and community groups, inter- and intra-governmental cooperation and collaboration and methodologies for how information received from the engagement and collaboration will be incorporated into the plan
- Incorporation of equity considerations using inclusive and representative processes for engagement and collaboration
- Coordination with the City on translation needs and advise on best practices in order for the City to work with the Communications Department.

Online Content

The Consultant shall develop content for a project webpage to be hosted on the City Website and provide project updates based on milestones as needed. The site would include:

- Project Information/ Overview
- Document Library
- Contact Information
- Registration page for participants to sign up for the walking events

Our plan will incorporate City visions for a robust active mode connections and comfort analysis that overlaps with multimodal transportation safety.

City Responsibilities:

- City staff will host and post any web and social media content.
- City will provide available GIS data needed to create project materials like maps or digital engagement.
- City will pay directly for any cost associated with printed or mailed material.
- City staff will participate in meetings and engagement with internal and external stakeholders and interested parties along with the Consultant.

Consultant Deliverables:

- Planning documentation of membership for a task force
- Public engagement plan documentation for execution by City staff (draft and final)
- Collateral materials (outreach materials)
- Online registration link for walking events

Task 02—Road Safety Audits

Transpo's partner, DKS, will conduct two walking road safety audits (one public and for relevant stakeholders) for one location. The safety audit will cover existing roadway operations and projects and integrate with Task 3's audit of policies and procedures. The City will determine the relative area for the

walking audit and will work with the Consultant to ensure that the walking path is safe for all ages and abilities.

Plan Walking Route

The Consultant shall determine the walking route to be used for the road safety audit. The walking audit shall be accessible for all ages and abilities with a maximum of 2-hours to complete the full walking route. The Consultant shall develop a map to be used for online materials. The Consultant shall work with City Staff to determine which stakeholders to involve and send out invitations to the site visit and debrief workshop.

Conduct Walking Audits

The Consultant shall facilitate one public walking audit with public community members. This walking audit will allow local residents to share their insights about the area and communicate their concerns with the project team.

The Consultant shall assist with public outreach to help recruit community members to attend the road safety audits using online resources. Potential expenses include printing (posters, business cards with QR code), and subscription to post on Peachjar (online flyer for schools). This task will also involve coordinating with relevant School Principals and School District members.

The Consultant shall facilitate the walking audit with the relevant stakeholders, without public community members. The project team will share insights from the public walking audit, any existing analysis and potential treatment ideas along the walking tour.

Debrief Workshop

The Consultant will develop a virtual one-day debrief meeting (approximately 6-hours) for all relevant stakeholders. The purpose of the debrief meeting is to share ideas, site visit observations, potential treatments and segment analysis. The debrief meeting will involve:

- Introductions
- Study Area
- Data Overview
- Findings to Date
- Mural Tutorial
- Segment Analysis
- Wrap Up and Next Steps

Outreach Summary Report

The Consultant will summarize the feedback received from the walking audit and debrief meeting to develop the Draft Summary Report. The memo will include a list of potential treatments that the City can include in the SS4A (Task 04). The Consultant will revise the Draft Report based on one set of consolidated comments from the City. The final Summary Report documenting the audit will be incorporated into the final report (Task 04)

City Responsibilities:

- City staff to determine which stakeholders to involve and send out invitations to the site visit and debrief workshop.
- Provide non-conflicting comments to the Consultant within two weeks of receiving the Draft Summary Report.

Consultant Deliverables:

- Draft and Final Walking Route Map
- Walking Audit Photos
- Workshop Mural Board
- Workshop Presentation Materials
- Draft and Final Summary Report

Task 03—Policy & Local Regulations Audit

The Consultant will perform an objective review of City of Redmond policies and local regulations, including instances where the City refers to WSDOT, King County or other outside standards, for opportunities to improve the inclusion of safety in standards, policies and guidance used by the City and required of City design consultants. The review will follow FHWA's Safe System approach, prioritizing the five elements of a FHWA Safe System (Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care) in the recommended modifications.

The recommendations of Task 03 may overlap with Task 01, and there may be opportunities to engage with the Task Force developed in Task 01 to address elements such as Post-Crash Care that require collaboration between stakeholders beyond City staff in order to implement recommendations for improved safety.

City Responsibilities:

- Provide guidance on the extent of existing policies and regulations that are open to review under Task 03

Consultant Deliverables:

- A Policy & Local Regulatory Audit document/chapter that will be incorporated into the Task 04 Safety Action Plan deliverable summarizing opportunities identified for improvement and recommendations for modification of policies and regulations.
 - The deliverable for Task 03 can be provided separately as a draft for review and comment, or incorporated into the draft for Task 04 at the City's option.

Task 04—Safety Action Plan

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

The Action Plan will incorporate results from Task 01 (Community Engagement), Task 02 (Roadway Audit), and Task 03 (Policy and Local Regulatory Audit). The Action Plan will include, either from the work in Tasks 01 through 03, or adopted from the Local Road Safety Plan being developed under a separate contract:

From the Local Road Safety Plan:

- Analysis of existing conditions of the City's transportation system and a minimum of 5 years' historical crash trends. The crash history will include an analysis of contributing factors and locations of crashes. Analysis will help to provide a baseline of the level of all crashes and a focus on those involving fatalities and serious injuries across the City's roadways. Crash analysis will exclude WSDOT-owned limited access facilities, but will include state highways.
- Analysis of the location of crashes of all types, the severity, as well as contributing factors and crash types. Analysis via statistical data and geospatial identification will identify risk factors and higher risk locations of safety needs for physical transportation system features as well as specific road user groups.
- A recommended set of prioritized and scheduled (near, mid and long term) projects and strategies to address the prioritized risk factors identified in the Action Plan, informed by the statistical data, geospatial data, public and stakeholder feedback from Task 02, and the Task Force from Task 02. Recommended projects will include a description of the prioritization process.

From this SS4A Action Plan:

- The identification of underserved communities through data obtained from publicly available information from the US Census Bureau, the Washington Department of Health, and the City, and

the methods by which underserved communities were engaged in Task 01, and how those same communities factored into the analysis of crashes, identification and prioritization of projects in the Local Road Safety Plan.

- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics
- A recommendation for annual progress reporting, relating data to the baseline to provide measurement over time.
- Documentation of the establishment of a Task Force, the public outreach strategy and results, and feedback from the Task Force developed in Task 01
- The Outreach Summary Report from Task 02
- Incorporation of the recommendations from Task 03

Consultant Deliverables:

- Deliverables for this task include a Draft Action Plan with one round of comment from City staff, and a Final Action Plan incorporating any comments.

(Optional) Task 05 – Demonstration Projects

Opportunities for pilot or demonstration projects that meet the limitations of the City of Redmond's funding through SS4A could be identified and conceptually designed via an optional task. The limited funding available for design and implementation would require a simplified design process, focused on the safety goal of the project and using low cost, easily implementable materials such as striping, signage and off-the-shelf curbing and roadway products. The design of demonstration projects would be via exhibit-style plans that describe the basic materials, dimensions and installation guidelines for materials. Plans would be developed on publicly available orthophotography background and would not include any survey. Existing conditions would be assumed based on aerial photography or on-site observations by the Consultant or City staff. Dimensions presented on exhibits would be relative to known existing surface features and may need to be adjusted in the field to meet existing conditions while still providing the safety benefit.

The assumption for the development of the exhibit plans is local City of Redmond or small works roster maintenance crews would be procuring materials for and installing any demonstration projects. Development of plans, specifications and estimates appropriate for public bidding of the recommended improvements is not included in the scope.

If this optional task is not elected, additional depth could be added to other tasks, or the budget held as a management reserve at the City's preference.

Consultant Deliverables:

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

Schedule

A broad schedule for completion of the work is as follows:

- Planned Draft Action Plan Completion Date end of June 2024
- Planned Action Plan Completion Date August 2024
- Planned Action Plan Adoption Date September 2024
- Planned SS4A Final Report Date June 2025

Budget Estimate

See Exhibit B.

EXHIBIT B
PAYMENT
(NEGOTIATED HOURLY RATE)

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

1. Hourly Rates

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

2. Direct Non-Salary Costs

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

3. Contingencies

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

4. Maximum Amount Payable

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

5. Monthly Progress Payments

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

6. Final Payment

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

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

7. Inspection of Cost Records

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

EXHIBIT C
CONSULTANT FEE DETERMINATION

PROJECT: _____

NEGOTIATED HOURLY RATES:

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

TOTAL = \$ _____

REIMBURSABLES:

"Itemized" = \$ _____

SUBCONSULTANT COSTS (See Exhibit D): = \$ _____

TOTAL = \$ _____

CONTINGENCIES: = \$ _____

GRAND TOTAL: = \$ _____

Cost Estimate Worksheet

Number / Project Name

23261 Redmond SS4A Action Plan

Pay rates are effective from May 1, 2023 through April 26, 2024, within the ranges shown in the attachment.
Only key staff are shown and other staff may work on and charge to the project as needed by the project manager.

	Project Manager	Quality Control	Project Engineer	Project Engineer	GIS Graphics	Analyst	Project Engineer	Graphics	Project Admin
initials	BAS	JCP	CJC	TN	CAR	JH2	JK	JJ1	AMC
labor category	Eng L6	Prin L7	Plnr L6	Eng L4	Tech L1	Anyl L1	Anyl L2	Dir L6	PA L5
cost rate	\$245.00	\$295.00	\$230.00	\$185.00	\$120.00	\$135.00	\$140.00	\$255.00	\$190.00

Labor:

	Work Task									Hours	Cost
1										0	\$0
2	Task 0 - Project Management	40	2	12					8	62	\$14,670
3	Task 1 - Community Engagement Support	16	4	40			20	20		100	\$22,200
4	Task 2 - Roadway Audit	4	2	4						10	\$2,490
5	Task 3 - Policy & Local Regulations Audit	8	8	24	16	40				96	\$18,200
6	Task 4 - Safety Action Plan	40	8	16	40	80	100	80	40	404	\$67,740
7										0	\$0
8	Task 5 - Demonstration Projects (Opt)	24			40		80			144	\$24,480
9										0	\$0
10										0	\$0
11										0	\$0
12										0	\$0
13										0	\$0
14										0	\$0
15										0	\$0
16										0	\$0
17										0	\$0
18										0	\$0
19										0	\$0
20										0	\$0
Total Hours		132	24	96	96	80	140	180	60	8	816
Labor Costs		\$32,340	\$7,080	\$22,080	\$17,760	\$9,600	\$18,900	\$25,200	\$15,300	\$1,520	\$149,780

Reimbursable Expenses:

	Item	Reimb. Cost
1	Application	
2	Business Meals	
3	Mileage	
4	Miscellaneous	
5	Models/Renderings/Photos	
6	Parking	
7	Records Filing	
8	Registrations	
9	Reproductions	
10	Shipping/Courier	
11	Specialty Software	
12	Supplies	
13	Traffic Accident Data	
14	Traffic Count Vendors	
15	Travel, Hotel, Taxi, & Air Fare	
Sub Total		\$0
Total (Cost + 15 percent)		\$0

Subconsultants:

	Firm	Subs. Cost
1	DKS	\$50,000
2		
3		
4		
5		
Sub Total		\$50,000
Total (Cost)		\$50,000

TOTAL ESTIMATE \$199,800

EXHIBIT D

SUBCONTRACTED WORK

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

SUBCONSULTANT

WORK DESCRIPTION

AMOUNT

TOTAL = \$ _____

EXHIBIT D-1

SUBCONSULTANT FEE DETERMINATION

PROJECT: _____

COMPANY NAME: _____

NEGOTIATED HOURLY RATES:

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

TOTAL = \$ _____

REIMBURSABLES:

"Itemized" = \$ _____

GRAND TOTAL: = \$ _____

EXHIBIT E

TITLE VI ASSURANCES

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

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



Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-132
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
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DEPARTMENT STAFF:

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

TITLE:

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

OVERVIEW STATEMENT:

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

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

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

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

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

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

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

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

OUTCOMES:

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

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

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

BUDGET IMPACT:

Total Cost:

Approximately \$242,362. The exact amount will not be known until the budget is passed by Congress in 2024 (typically

by early summer).

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

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

Budget Offer Number:
0000037 - Housing and Human Services

Budget Priority:
Vibrant and Connected

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

If yes, explain:

N/A

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

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

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
9/19/2023	Committee of the Whole - Public Safety and Human Services	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
Click and select a date, or click and press delete if none.	None proposed at this time	N/A

Time Constraints:

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

ANTICIPATED RESULT IF NOT APPROVED:

Should Council decline to approve the funding allocation plan, the City would need to propose a new set of uses and begin the process again starting with the 15-day public notice, public comment period, internal committee review, presentation to the Public Safety and Human Services Committee of the Whole, and approval by City Council. Alternatively, the City could return the funds to the County for use by the entire CDBG Consortium.

ATTACHMENTS:

Attachment A - Proposed 2024 Redmond CDBG Allocation Plan



ATTACHMENT A

Proposed 2024 Redmond CDBG Allocation Plan

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

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

City Hall

15670 NE 85th Street
PO Box 97010
Redmond, WA
98073-9710



Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-133
Type: Consent Item

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

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

Public Works	John Mork	Senior Project Manager
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TITLE:

Approval of Final Contract with CDK Construction Services in the Amount of \$728,998 and Accept Construction for the MOC Plumbing & ADA Improvements Project

OVERVIEW STATEMENT:

Staff is requesting that Council approve the final contract and accept construction for the MOC Plumbing & ADA Improvements Project (No. 2107-319-03). This contract with CDK Construction Services had a base bid amount of \$720,195, plus, or minus change orders and bid items increases or decreases, resulting in a final contract amount of \$728,998.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
N/A
- **Required:**
Council approval is required to accept a Public Works contract that exceeds \$300,000 (2018 City Resolution 1503)
- **Council Request:**
N/A
- **Other Key Facts:**
N/A

OUTCOMES:

The Redmond Maintenance and Operation Center (MOC) Building 1 restrooms and locker rooms have been upgraded to address plumbing, ADA, and functional issues.

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:
\$728,998

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

Budget Offer Number:
CIP

Budget Priority:
Vibrant and Connected

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

If yes, explain:
N/A

Funding source(s):
General Fund, Real Estate Excise Tax, Stormwater CIP, Water CIP, Wastewater CIP

Budget/Funding Constraints:
N/A

☒ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
7/19/2022	Business Meeting	Approve

Proposed Upcoming Contact(s)

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

Time Constraints:

Following project acceptance, in accordance with RCW 60.28, the contract retainage will be released upon receipt of clearances from the Washington State Departments of Revenue and Labor and Industries, and a mandatory 45-day waiting period for filing claims and liens.

ANTICIPATED RESULT IF NOT APPROVED:

The warranty period begins upon Council acceptance. Not accepting construction will result in delay of warranty start, increasing the project close-out cost.

ATTACHMENTS:

Attachment A: MOC Plumbing & ADA Project Information Sheet

Attachment B: Additional Project Information



CIP Project Information Sheet

Project Name: Maintenance and Operations Center (MOC) - Plumbing and ADA Improvements

Project Status: Existing - Revised

Functional Area(s): Facilities, Stormwater, Wastewater, Water

Relevant Plan(s): Facilities Plan

Neighborhood: Southeast Redmond

Time Frame: 2020-2023

Budget Priority: Vibrant and Connected

Citywide Rank: 152

Functional Area Priority: High

Location: 18080 NE 76th Street

Description:

Renovate Public Works MOC Building 1 restrooms and locker rooms to address plumbing, ADA, and functional issues, including addition of laundry and drying facilities.

Anticipated Outcomes: **Primary:** Rehabilitation **Secondary:**
Building functional issues are resolved and enhanced and ADA compliancy is increased.

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

Project budget increase due to inflation, volatile construction costs, and bidding climate. Close out costs in 2023.

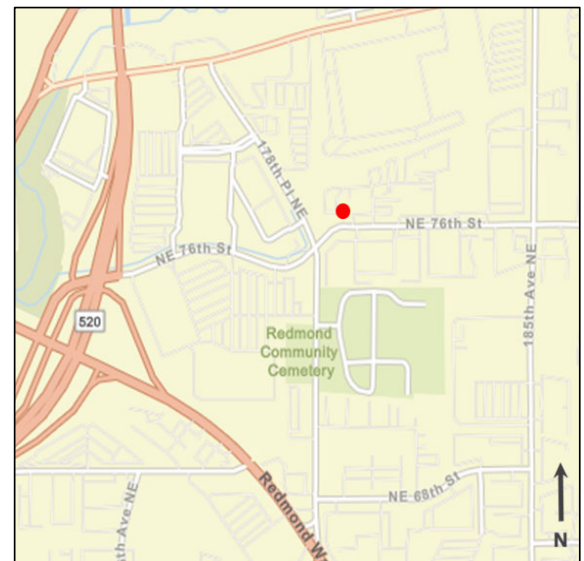
Budget:	Prior	2023	2024	2025	2026	2027	2028	Future	Total
Original Budget	\$550,000								\$550,000
Approved Changes									
Current Approved Budget	\$550,000								\$550,000
Proposed New Budget	\$837,443	\$295,187							\$1,132,630
Proposed changes due to	Scope Change	X Schedule Change	X Budget Change						

Project Phasing:	Prior	2023	2024	2025	2026	2027	2028	Future	Total
Preliminary Design (0-30%)									
Right of Way									
Design (31-100%)	\$105,000								\$105,000
Construction	\$732,443	\$188,928							\$921,371
Contingency		\$106,259							\$106,259
Total	\$837,443	\$295,187							\$1,132,630

Estimated M&O Impacts:	Prior	2023	2024	2025	2026	2027	2028	Future	Total
Cost									

Explanation: No M&O costs expected.

Proposed Funding Source:	Prior	2023-2028	Future	Total
General Fund	\$292,428			\$292,428
Real Estate Excise Tax	\$245,643	\$182,923		\$428,566
Stormwater CIP	\$100,290	\$37,608		\$137,898
Water CIP	\$99,541	\$37,328		\$136,869
Wastewater CIP	\$99,541	\$37,328		\$136,869
Total	\$837,443	\$295,187		\$1,132,630



Attachment B – Additional Project Information

MOC Plumbing & ADA Improvements

Fiscal Information

Current Project Budget

General Fund	\$292,428
Real Estate Excise Tax	\$428,566
Stormwater CIP	\$137,898
Water CIP	\$136,869
Wastewater CIP	\$136,869
Total Funding	\$1,132,630

Estimated Project Costs

Design	\$118,667
Construction	\$961,437
Total Estimated Project Cost	\$1,080,104

Budget Difference **\$52,526**

Project Photos









Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-134
Type: Consent Item

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

Police	Chief Darrell Lowe	425-556-2521
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DEPARTMENT STAFF:

Police	Brian Coats	Captain
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TITLE:

Approval of 2023 Adopted Costs for King County Sheriff Marine Policing Services

OVERVIEW STATEMENT:

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

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

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

REQUESTED ACTION:

☐ Receive Information ☐ Provide Direction ☒ Approve

REQUEST RATIONALE:

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

OUTCOMES:

The King County Sheriff's Office (KCSO) Marine Unit provides routine seasonal proactive and responsive patrol services in

Lake Sammamish. The marine unit is responsible for enforcing applicable laws and ordinances, promoting boating safety, preventing law and safety violations, and responding to calls for service during the boating season.

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

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

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

BUDGET IMPACT:

Total Cost:
\$20,661.00

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

Budget Offer Number:
228 Criminal Justice

Budget Priority:
Safe and Resilient

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

Funding source(s):
General Fund

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
------	---------	------------------

9/19/2023	Committee of the Whole - Public Safety and Human Services	Provide Direction
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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:

King County Sheriff's Marine Patrol Unit will cease providing services on Lake Sammamish and the City will need to explore options.

ATTACHMENTS:

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

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

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

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

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

NOW THEREFORE, the County and City hereby agree:

1. KCSO Obligations

- 1.1. Routine Seasonal Patrol Services. The KCSO Marine Unit will provide routine seasonal proactive and responsive patrol services in selected waters under City jurisdiction in Lake Sammamish and/or Lake Washington for the purposes of enforcing applicable laws and ordinances, promoting boating safety, preventing law or safety violations, and responding to emergency calls for service. Routine patrol services will span the period of highest recreational boater activity for four consecutive months, beginning around the opening day of boating season (approximately from May 15 to September 15). Patrol shifts will emphasize afternoon and early evening hours of the boating season, although may be subject to interruption for boat repair and maintenance.
- 1.2. Non-Routine, Off-Season Response. The KCSO Marine Unit will provide non-routine, off-season responsive patrol services at the specific request of the City outside the boating season.
- 1.3. Buoy Maintenance. The KCSO Marine Unit will maintain, repair, and replace specified buoys in selected waters under City jurisdiction as needed throughout the year.
- 1.4. Service Statistics & Reports. The KCSO Marine Unit will provide the City with monthly, quarterly, or annual reports (according to the City's preference) of the marine patrol services provided and incidents occurring within City waters.

2. City Obligations

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

- 2.2. The City will, to the extent reasonable, bring local ordinances into conformity with applicable County boating ordinances to provide uniformity of regulation and enforcement on all waters.
3. Supervision and Personnel. The County is acting hereunder as an independent contractor so that:
- 3.1. Control of Personnel. Control of personnel, standards of performance, discipline and all other aspects of performance will be governed entirely by the County.
- 3.2. Status of Employees. All persons rendering services under this Agreement will be for all purposes employees of the County.
- 3.3. Liabilities. All liabilities to employees of the County for salaries, wages, any other compensation, injury, or sickness arising from performance of the law enforcement services by the County hereunder will be that of the County.
4. Compensation
- 4.1. Cost Development. The City will pay the County its share of the cost of marine patrol services, as indicated in the Cost Exhibit. Cost will include direct costs, Sheriff's Office and County general overhead, less revenue received by the County for the City's share of the Vessel Registration Fee. Cost will be based on the County's budget for marine patrol services and estimated boat tax revenue for the succeeding year.
- 4.2. Cost Exhibit Production. KCSO will develop and explain the city's cost share by updating the Cost Exhibit twice each year. Estimated costs will be sent to the city in the form of a "proposed" Cost Exhibit no later than October 15th each year for the subsequent year's cost. Actual costs will be sent to the city in the form of an "adopted" Cost Exhibit no later than April 15th each year. The two exhibits will be compared; the city will be billed the lesser of the two costs.
- 4.3. City Share Cost Model Calculation. The City's cost share will be determined as indicated in the Cost Exhibit. The City's workload share will be averaged with the City's freshwater shoreline footage share. The City's workload share will represent a 3-year rolling average of incidents. Incidents will include dispatched calls for service (DCFS) and on-views captured during the boating season months. Incidents will also include non-routine/off-season response and buoy maintenance incidents detailed in Section 4.4.
- 4.4. Non-Routine/Off-Season Response & Buoy Maintenance. Non-routine DCFS response generated by the City and the number of buoys on which maintenance is performed may be added to the City's workload share factored into the City share cost model calculation per Section 4.3.
- 4.5. Billing. The estimated contract amount will be billed annually by July 1. Payments will be made within 30 days after invoicing by the county.
5. Indemnification
- 5.1. In executing this agreement, the County does not assume liability or responsibility for or in any way release the City from any liability or responsibility which arises in whole or in part from the existence, validity or effect of city ordinances, rules or regulations. If any such

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

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

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

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

6. Duration

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

7. Termination

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


8. General Provisions

- 8.1. This Agreement supersedes any prior contract between the County and the City relating to marine patrol services. It is intended to express the entire agreement between the parties.
- 8.2. This Agreement may be amended by mutual written agreement of the parties. However, any amendment to update specifically the annual budget amount or the specific water area selected by the City to be served by KCSO per Section 1.1 may be agreed to in writing by the City and the King County Sheriff.
- 8.3. No waiver by any party of any term or condition of this Agreement will be deemed or construed as a waiver of any other term or condition, nor will a waiver of any breach be deemed to constitute a waiver of any subsequent breach whether of the same or a different provision of this Agreement.
- 8.4. This Agreement will be administered by the King County Sheriff or his/her designee and by designee of the City.

IN WITNESS WHEREOF the parties have executed this Agreement.

KING COUNTY


King County Executive Date


King County Sheriff Date

CITY OF REDMOND


City Signature Date

City Agreement Routing Form

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

Project Title: MARINE PATROL SERVICES - INTERLOCAL AGREEMENT
 Type of Service: marine patrol

Supplier/Contractor Name: KING COUNTY SHERIFFS OFFICE
 Contract/Agreement Amount, Original: dependent on requests/calls for service Amended Amount: _____

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

Project Administrator: CHAR. SHARI SHOVLIN MailStop: PSPPA Phone: 425 564 2564

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

Does this contract contain the purchase of technology related items/services?

☐ YES

☒ NO

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

I.S. Signature: _____ Date: _____

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

Comments:

Account Numbers/
 Distribution 1039.549000.912200

ROUTING PROCESS: (2 copies)

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

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

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

(Note: If contract exceeds Mayor's authorized signing limits, route to City Clerk (3NFN) for council approval) 7/14/10

Mayor _____ (Signature or initials) [Signature] Date 7/15/10

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

NOTE:

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

Finance use ONLY

Vendor Id

Date Received

Agreement #

SHERIFF

KING COUNTY SHERIFF'S OFFICE

516 Third Ave W-116

Seattle, WA 98104

Patti Cole-Tindall

Sheriff

July 19, 2023

INVOICE NO. 23-0249

Chief Darrell Lowe

Chief of Police

Redmond Police Department

8701 – 160th Ave NE

Redmond, WA 98052

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

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

Please send remittance to the following address:

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

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

Sincerely,



Kathy Nieto, Business Finance Officer III

Financial Management Section

Redmond-Marine Patrol 2023

1039499-200327-43301

Email: dlowe@redmond.gov

2023 Adopted Exhibit for Marine Patrol Services

Step 1: Cost Allocation

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

Step 2: Workload Allocation

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

Step 3: Customer Costs

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

Notes:

- "3-Yr Incidents" represents a 3-year rolling average of workload (DCFS + on-views) using 2019-2021 workload. Starting in 2020, buoy work will be billed separately since new requirements require that this work be out-sourced.

- Per the contract, you will be charged the lesser of two amounts between Proposed and Adopted.

- Lake Forest Park started marine policing services on 4/1/2018.
- Yarrow Point ended marine policing services on 9/27/2022.



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

June 28, 2023

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

RE: 2023 ADOPTED COSTS FOR MARINE POLICING SERVICES

Dear Chief Lowe,

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Jason S. King". The signature is written in a cursive, flowing style.

Jason S. King
KCSO Chief Financial Officer

Enclosure

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

SHERIFF

KING COUNTY SHERIFF'S OFFICE

516 Third Ave W-116

Seattle, WA 98104

Patti Cole-Tindall

Sheriff

June 16, 2022

INVOICE NO. 22-0297

Chief Darrell Lowe

Chief of Police

Redmond Police Department

8701 – 160th Ave NE

Redmond, WA 98052

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

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

Please send remittance to the following address:

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

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

Sincerely,



Kathy Nieto, Business Finance Officer III

Financial Management Section

Redmond-Marine Patrol 2022

1039499-200327-43301



Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-135
Type: Consent Item

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

Finance	Kelley Cochran	425-556-2748
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DEPARTMENT STAFF:

Finance	Haritha Narra	Financial Planning Manager
Finance	Marissa Flynn	Senior Financial Analyst

TITLE:

Approval of the 2023-2024 Budget Adjustment #1

- a. Ordinance No. 3129: An Ordinance of the City Council of the City of Redmond, Washington, Amending Ordinance No. 3110 by Making Adjustments to the City's 2023-2024 Biennial Budget, in Exhibit 1

OVERVIEW STATEMENT:

Adoption of an Ordinance amending Ordinance No. 3110 by adjusting the City's 2023-2024 Biennial Budget to true-up beginning fund balances. In the first year of each biennium, budgeted beginning fund balances are reconciled with the actual beginning fund balances for each fund. A budget adjustment is required to formally recognize the difference in each fund. The budget adjustment included in this ordinance formally recognizes these differences in the Capital Investment, Utility, Special Revenue, Internal Service and Debt Service Funds and the sub-funds of the General Fund.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Fiscal Policies
- **Required:**
RCW 35A.33.120 Funds-Limitations on expenditures-Transfers and adjustments.
- **Council Request:**
N/A

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

OUTCOMES:

This budget adjustment is necessary sync anticipated funding sources with actual results.

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:
\$64,763,244

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
9/12/2023	Committee of the Whole - Finance, Administration, and Communications	Provide Direction

Proposed Upcoming Contact(s)

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

Time Constraints:

All budget adjustments for the 2023-2024 biennium must be approved no later than December 31, 2024.

ANTICIPATED RESULT IF NOT APPROVED:

The City's financial records would not be aligned with actual results.

ATTACHMENTS:

Attachment A: Ordinance: 2023-2024 Budget Adjustment #1

Exhibit 1: Summary of 2023-2024 Budget Adjustment #1

NON-CODE ORDINANCE

ATTACHMENT A

**CITY OF REDMOND
ORDINANCE NO. _____**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF REDMOND, WASHINGTON, AMENDING ORDINANCE NO.
3110 BY MAKING ADJUSTMENTS TO
THE CITY'S 2023-2024 BIENNIAL BUDGET, IN
EXHIBIT 1.

WHEREAS, the Finance Director has identified the need to make certain revisions to the 2023-2024 biennial City budget; and

WHEREAS, the City Council has reviewed the proposed adjustments to the budget and has determined that they should be made.

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

Section 1. Ordinance No. 3110 adopting the 2023-2024 biennial budget, passed by the City Council on December 6, 2022, is hereby amended to recognize the appropriation of the difference between actual and budgeted beginning fund balances.

Section 2. 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 of any other section, sentence, clause, or phrase of this ordinance.

Section 3. Effective date. This ordinance shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

ADOPTED by the Redmond City Council this 3rd day of October, 2023.

CITY OF REDMOND

ANGELA BIRNEY, MAYOR

ATTEST:

CHERYL D. XANTHOS, CMC, CITY CLERK (SEAL)

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: _____

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

EXHIBIT 1

Summary of 2023-2024 Budget Adjustments

Fund Number	Fund Name	2023-2024 Adopted Budget (Ord 3110)	#1 Beginning Fund Balances Adjustment	Revised 2023-2024 Budget
100	General Fund	281,104,253	\$ -	\$ 281,104,253
011	Arts Activity	750,907	167,399	918,306
012	Parks Maintenance & Operations	4,448,771	108,377	4,557,148
013	Community Events	1,243,403	82,869	1,326,272
019	Human Services Grant Fund	5,253,344	898,757	6,152,101
020	Fire Equipment Reserve	5,970,809	2,200,627	8,171,436
021	Operating Reserve	7,846,892	(36,629)	7,810,263
025	COVID Recovery Fund	9,564,843	-	9,564,843
027	Capital Replacement Reserve	7,142,453	175,610	7,318,063
030	Business Tax	13,876,976	2,971,216	16,848,192
031	Real Property Fund	3,249,341	(45,582)	3,203,759
035	Public Safety Levy Fund	14,739,784	347,287	15,087,071
037	Parks Levy Fund	860,173	215,392	1,075,565
095	Parks Maintenance Projects	4,750,277	161,588	4,911,865
096	Transportation Maintenance Project	22,275,672	4,832,177	27,107,849
099	General Governmental Maint	18,759,606	3,391,818	22,151,424
110	Recreation Activity	6,217,816	193,920	6,411,736
115	Development Review	13,897,625	(240,066)	13,657,559
117	Cable Access Fund	110,817	(25,183)	85,634
118	Operating Grants	2,193,435	91,280	2,284,715
122	Advanced Life Support	24,151,007	(2,174,992)	21,976,015
124	Fire Donations Fund	606,171	79,274	685,445
125	Real Estate Excise Tax	38,173,102	928,700	39,101,802
126	Drug Enforcement	32,704	1,640	34,344
131	Tourism (Hotel/Motel Tax)	1,769,325	27,452	1,796,777
140	Solid Waste Recycling	3,802,288	97,052	3,899,340
233	Non-Voted GO Bonds - Parks	12,124,311	27,314	12,151,625
315	Parks Capital Projects	50,804,051	6,880,139	57,684,190
316	Transportation Capital Project	57,869,857	20,029,027	77,898,884
319	General Governmental Capital	22,634,673	(1,432,374)	21,202,299
361	CFD 2014-1	6,830,878	-	6,830,878
362	CFD 2016-1	9,295,888	-	9,295,888
401	Water/Wastewater	111,634,126	1,597,113	113,231,239
402	UPD - Water/Wastewater	25,927,473	(55,091)	25,872,382
403	Water/Wastewater Capital Proj	28,870,554	5,982,759	34,853,314
404	Wastewater Capital Project	9,924,698	2,636,299	12,560,997
405	Stormwater Management	38,426,702	2,881,803	41,308,505
406	Stormwater Management Capital	49,041,912	7,350,524	56,392,436
407	UPD - Capital Projects	15,210,439	854,619	16,065,058
408	UPD Wastewater Capital Project	16,805,410	169,459	16,974,869
501	Fleet Maintenance	12,966,840	(393,250)	12,573,590
510	Insurance Claims & Reserves	6,993,307	648,044	7,641,351
511	Medical Self Insurance	37,823,262	759,163	38,582,425
512	Worker's Compensation	6,518,965	880,056	7,399,021
520	Information Technology	27,317,539	1,497,655	28,815,194
		\$ 1,039,812,678	\$ 64,763,244	\$ 1,104,575,922

Notes:

Ordinance #3110 establishing the 2023-2024 budget was approved by Council on December 6, 2022.



Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-136
Type: Consent Item

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

Finance	Kelley Cochran	425-556-2748
---------	----------------	--------------

DEPARTMENT STAFF:

Finance	Haritha Narra	Finance Manager
Finance	Marissa Flynn	Senior Financial Analyst

TITLE:

Approval of the 2023-2024 Budget Adjustment #2

- a. Ordinance No. 3130: An Ordinance of the City Council of the City of Redmond, Washington, Amending Ordinance No. 3110 by Making Adjustments to the City's 2023-2024 Biennial Budget, in Exhibit 1

OVERVIEW STATEMENT:

Adoption of an Ordinance amending Ordinance No. 3110 and XXXX by making adjustments to the City's 2023-2024 Biennial Budget to recognize new and increased revenue sources, appropriate funds for projects and programs previously approved by the Council, and make minor corrections identified throughout the biennium.

General Fund (100): \$966,750

(a) Port of Seattle Economic Development Grant - \$120,000

On May 17, 2022, Council accepted a grant from the Port of Seattle to support 100 + small businesses impacted by COVID-19. The program initiated in Spring of 2020, was to learn about small business challenges, concerns, and solutions around impacts due to redevelopment and potential displacement. The grant was not expended in 2022 and must be carried forward into 2023.

(b) Bureau of Justice Assistance (BJA) Body-worn Camera Grant - \$170,000

On April 5, 2022, Council accepted the (BJA) grant to aid in the purchase and implementation of the body-worn camera program. The grant includes a 1:1 match which is already budgeted in the Police Department's Professional Standards division. This grant was not expended in 2022 and must be carried forward to 2023.

(c) Sound Transit Fire Training - \$580,000

On February 27, 2023, the Mayor signed a joint agreement with Bellevue, Mercer Island, and Sound Transit for Sound Transit to provide funding to the cities for training and equipment related to Sound Transit operations.

The intent of this agreement is to fund 5-7 years of training and equipment purchases.

(d) EMT Class Instructors - \$30,650

Redmond Fire Department staff instructed EMT Classes for the Bellevue Fire Department which is fully reimbursed by the City of Bellevue. The revenue needs to be recognized to support the training expenditures.

(e) Monticello Street Sweeping - \$65,000

Targeted street sweeping was budgeted in the Stormwater Management Fund (405) to improve water quality in the Monticello Basin. It has been determined that the best approach to complete the work is through utilization of the City's Streets division which is budgeted in the General Fund (100). This change requires the street sweeping budget to be moved from Fund 405 to Fund 100 as well as a transfer from Fund 405 to Fund 100 to provide the funding.

(f) Transfer and Interfund Overhead Clean-Up - \$1,100

Each biennium the City budgets inter-fund overhead charges to ensure that departments and funds pay for the appropriate overhead expenditures. This item is a housekeeping adjustment to ensure that budgeted overhead revenue match budgeted overhead expenditures and impacts the General Fund (\$1,100 increase), General Government Maintenance Fund (\$19,590 increase), Fleet Fund (\$12,552 increase), and Insurance Claims & Reserves Fund (\$1,100 decrease). The net impact of this adjustment is an increase to the City's revenue budget of \$32,242.

Transportation Major Maintenance Fund (096): \$(2,500,000)

(g) NE 70th Street Improvements (Redmond Way to 180th Ave NE) Project - \$(2,500,000)

The NE 70th at 180th project and an associated grant were budgeted in the Transportation Maintenance Project Fund (096) and need to be moved to the Transportation Capital Investment Program Fund (316). The budget impact is at the fund level and there is no net increase to the Citywide or project budget.

General Government Major Maintenance Fund (099): \$569,590

(f) Transfer and Interfund Overhead Clean-Up - \$19,590

Each biennium the City budgets inter-fund overhead charges to ensure that departments and funds pay for the appropriate overhead expenditures. This item is a housekeeping adjustment to ensure that budgeted overhead revenue match budgeted overhead expenditures. See item (f) in the General Fund (100) for more information.

(h) High Performing Buildings Project - \$550,000

The High Performing Buildings project was budgeted in the General Government Capital Investment Program Fund (319). However, it was discovered that this work cannot be capitalized and must be moved to the General Government Major Maintenance Fund (099). The budget impact is at the fund level and there is no net increase to the Citywide budget.

Parks Capital Improvement Program Fund (315): \$39,401

(i) King County Easement for Lake Hills - \$39,401

The King County Wastewater Treatment Division plans to construct the Lake Hills Trunk (LHT) Sewer Upgrade Project to replace the existing regional sewer line serving Redmond and Bellevue for over 50 years. King County needs to locate a portion of the line on City property on the east side of the Sammamish River within the

Sammamish River Trail between Redmond Way and the Redmond Central Connector and has offered to pay the City \$39,401 for a 2,734 sq. ft. utility easement. Council authorized sale of the easement on June 20, 2023.

Transportation Capital Investment Program Fund (316): \$4,270,000

(g) NE 70th Street Improvements (Redmond Way to 180th Ave NE) Project - \$2,500,000

Project expenditures and grant revenue currently budgeted in the Transportation Major Maintenance Fund (096) will be moved to the Transportation Capital Investment Program Fund (316). See item (h) in the Transportation Capital Investment Program Fund for more information.

(j) Transportation Improvement Board (TIB) Bel-Red Road Buffered Bike Lanes Grant - \$650,000

On June 20, 2023, Council accepted the TIB grant to supplant local funds allocated in the current budget with the goal of creating a safer bicycle facility on Bel-Red Road that connects to West Lake Sammamish Parkway and is a key route to a city center and light rail. The local match required is 22% and is already budgeted in the CIP.

(k) 132nd Signal Improvement Project - \$1,120,000

In 2021 Microsoft contributed to the 132nd Signal Improvement project which the City receipted into the Transportation Major Maintenance Fund (096). In 2023-2024 the project expenditures were appropriately budgeted in the Transportation Capital Investment Program Fund (316) so Microsoft's contribution must be moved to Fund 316 as well. The budget impact is at the fund level and there is no net increase to the Citywide budget.

General Government Capital Investment Program Fund (319): \$(550,000)

(h) High Performing Buildings Project - \$(550,000)

The High Performing Buildings project was budgeted in the General Government Capital Investment Program Fund (319). However, it was discovered that this work cannot be capitalized and must be moved to the General Government Major Maintenance Fund (099). The budget impact is at the fund level and there is no net increase to the Citywide budget.

Stormwater Management Fund (405): \$181,000

(l) Stormwater Capacity Grant- \$25,000

On March 15, 2022, Council accepted a grant from the Washington State Department of Ecology in the amount of \$50,000 to support the Municipal Stormwater Permit implementation. The Department of Ecology has offered an amendment to the earlier grant award in the amount of \$25,000. No match is required by the City.

(m) NE 40th Street Trunk Project Monitoring - \$156,000

The NE 40th Street Trunk Monitoring project requires post-completion monitoring, which is funded by the Community Facility District (2016-1), costing \$78,000 per year. The addition requires a budgeted transfer from the Community Facilities District (2016-1) Fund (362) to the Stormwater Management Fund (405).

Fleet Maintenance Fund (501): \$12,552

(f) Transfer and Interfund Overhead Clean-Up - \$12,552

Each biennium the City budgets inter-fund overhead charges to ensure that departments and funds pay for the appropriate overhead expenditures. This item is a housekeeping adjustment to ensure that budgeted overhead revenue match budgeted overhead expenditures. See item (f) in the General Fund (100) section for more

information.

Insurance Claims and Reserves Fund (510): \$(1,000)

(f) Transfer and Interfund Overhead Clean-Up - \$(1,000)

Each biennium the City budgets inter-fund overhead charges to ensure that departments and funds pay for the appropriate overhead expenditures. This item is a housekeeping adjustment to ensure that budgeted overhead revenue match budgeted overhead expenditures. See item (f) in the General Fund (100) section for more information.

Information Technology Fund (520): \$150,000

(n) Tyler Cashiering Software Subscription - \$90,000

Tyler cashiering is the receipting platform used for all payments the City receives aside from payments for Parks programs and rentals, and development-related permits. Subscription for this was originally terminated because the project team believed it would be replaced by another solution. The City was unable to identify and implement another suitable solution and will need to continue using Tyler Cashiering for the time being. The subscription will be funded from the non-departmental budget.

(o) Electronic Business Machines - \$60,000

To implement business process changes made during the D365 system implementation monthly payments for copier leases have been centralized within the Technology and Information Services (TIS) Department. The change requires a budgeted transfer from Fund 100 to Fund 520. The budget impact is at the fund level and there is no net increase to the Citywide budget.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Fiscal Policies
- **Required:**
RCW 35A.33.120 Funds-Limitations on expenditures-Transfers and adjustments.
- **Council Request:**
N/A
- **Other Key Facts:**
N/A

OUTCOMES:

This budget adjustment is necessary to align City financial records to account for Council decisions and corrections to the existing budget.

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:
\$3,138,293

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
9/12/2023	Committee of the Whole - Finance, Administration, and Communications	Provide Direction

Proposed Upcoming Contact(s)

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

Time Constraints:
All budget adjustments for the 2023-2024 biennium must be approved no later than December 31, 2024.

ANTICIPATED RESULT IF NOT APPROVED:

The adopted budget would not align City financial records with decisions made and corrections between budgeted funds.

ATTACHMENTS:

Attachment A: Ordinance: 2023-2024 Budget Adjustment #2

Exhibit 1: Summary of 2023-2024 Budget Adjustments #1-2

NON-CODE ORDINANCE

ATTACHMENT A

**CITY OF REDMOND
ORDINANCE NO. _____**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF REDMOND, WASHINGTON, AMENDING ORDINANCE NO.
3110 BY MAKING ADJUSTMENTS TO
THE CITY'S 2023-2024 BIENNIAL BUDGET, IN
EXHIBIT 1.

WHEREAS, the Finance Director has identified the need to make certain revisions to the 2023-2024 biennial City budget; and

WHEREAS, the City Council has reviewed the proposed adjustments to the budget and has determined that they should be made.

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

Section 1. Ordinance No. 3110 adopting the 2023-2024 biennial budget, passed by the City Council on December 6, 2022, and Ordinance No. XXXX amending the 2023-2024 biennial budget, is hereby amended to recognize new and increased revenue sources, appropriate funds for projects and programs previously approved by Council, and make minor corrections identified throughout the biennium.

Section 2. 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 of any other section, sentence, clause, or phrase of this ordinance.

Section 3. Effective date. This ordinance shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

ADOPTED by the Redmond City Council this 3rd day of October,
2023.

CITY OF REDMOND

ANGELA BIRNEY, MAYOR

ATTEST:

CHERYL D. XANTHOS, CMC, CITY CLERK (SEAL)

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: _____

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

EXHIBIT 1

Summary of 2023-2024 Budget Adjustments

Fund Number	Fund Name	2023-2024 Adopted Budget (Ord 3110)	#1 Beginning Fund Balances Adjustment	#2(a) Port of Seattle Economic Development Grant	#2(b) Bureau of Justice		#2(c) Sound Transit Fire Training	#2(d) EMT Class Instructors	#2(e) Monticello Street Sweeping
					Assistance Body Worn Camera Grant				
100	General Fund	\$ 281,104,253	\$ -	\$ 120,000	\$ 170,000		\$ 580,000	\$ 30,650	\$ 65,000
011	Arts Activity	750,907	167,399	-	-		-	-	-
012	Parks Maintenance & Operations	4,448,771	108,377	-	-		-	-	-
013	Community Events	1,243,403	82,869	-	-		-	-	-
019	Human Services Grant Fund	5,253,344	898,757	-	-		-	-	-
020	Fire Equipment Reserve	5,970,809	2,200,627	-	-		-	-	-
021	Operating Reserve	7,846,892	(36,629)	-	-		-	-	-
025	COVID Recovery Fund	9,564,843	-	-	-		-	-	-
027	Capital Replacement Reserve	7,142,453	175,610	-	-		-	-	-
030	Business Tax	13,876,976	2,971,216	-	-		-	-	-
031	Real Property Fund	3,249,341	(45,582)	-	-		-	-	-
035	Public Safety Levy Fund	14,739,784	347,287	-	-		-	-	-
037	Parks Levy Fund	860,173	215,392	-	-		-	-	-
095	Parks Maintenance Projects	4,750,277	161,588	-	-		-	-	-
096	Transportation Maintenance Project	22,275,672	4,832,177	-	-		-	-	-
099	General Governmental Maint	18,759,606	3,391,818	-	-		-	-	-
110	Recreation Activity	6,217,816	193,920	-	-		-	-	-
115	Development Review	13,897,625	(240,066)	-	-		-	-	-
117	Cable Access Fund	110,817	(25,183)	-	-		-	-	-
118	Operating Grants	2,193,435	91,280	-	-		-	-	-
122	Advanced Life Support	24,151,007	(2,174,992)	-	-		-	-	-
124	Fire Donations Fund	606,171	79,274	-	-		-	-	-
125	Real Estate Excise Tax	38,173,102	928,700	-	-		-	-	-
126	Drug Enforcement	32,704	1,640	-	-		-	-	-
131	Tourism (Hotel/Motel Tax)	1,769,325	27,452	-	-		-	-	-
140	Solid Waste Recycling	3,802,288	97,052	-	-		-	-	-
233	Non-Voted GO Bonds - Parks	12,124,311	27,314	-	-		-	-	-
315	Parks Capital Projects	50,804,051	6,880,139	-	-		-	-	-
316	Transportation Capital Project	57,869,857	20,029,027	-	-		-	-	-
319	General Governmental Capital	22,634,673	(1,432,374)	-	-		-	-	-
361	CFD 2014-1	6,830,878	-	-	-		-	-	-
362	CFD 2016-1	9,295,888	-	-	-		-	-	-
401	Water/Wastewater	111,634,126	1,597,113	-	-		-	-	-
402	UPD - Water/Wastewater	25,927,473	(55,091)	-	-		-	-	-
403	Water/Wastewater Capital Proj	28,870,554	5,982,759	-	-		-	-	-
404	Wastewater Capital Project	9,924,698	2,636,299	-	-		-	-	-
405	Stormwater Management	38,426,702	2,881,803	-	-		-	-	-
406	Stormwater Management Capital	49,041,912	7,350,524	-	-		-	-	-
407	UPD - Capital Projects	15,210,439	854,619	-	-		-	-	-
408	UPD Wastewater Capital Project	16,805,410	169,459	-	-		-	-	-
501	Fleet Maintenance	12,966,840	(393,250)	-	-		-	-	-
510	Insurance Claims & Reserves	6,993,307	648,044	-	-		-	-	-
511	Medical Self Insurance	37,823,262	759,163	-	-		-	-	-
512	Worker's Compensation	6,518,965	880,056	-	-		-	-	-
520	Information Technology	27,317,539	1,497,655	-	-		-	-	-
		\$ 1,039,812,678	\$ 64,763,244	\$ 120,000	\$ 170,000		\$ 580,000	\$ 30,650	\$ 65,000

Notes:

Ordinance #3110 establishing the 2023-2024 budget was approved by Council on December 6, 2022.

EXHIBIT 1

Summary of 2023-2024 Budget Adjustments

		#2(g) NE 70th Street								
Fund Number	Fund Name	#2(f) Transfer & Interfund Overhead Up	Clean-	Improvements (Redmond Way to 180th Ave NE)	#2(h) High Performing Buildings	#2(i) King County Easement for Lakehills	#2(j) Bel-Red Cycle Grant	#2(k) 132nd Signal	#2(l) Stormwater Capacity Grant	
100	General Fund	\$	1,100	\$	-	\$	-	\$	-	
011	Arts Activity		-		-		-		-	
012	Parks Maintenance & Operations		-		-		-		-	
013	Community Events		-		-		-		-	
019	Human Services Grant Fund		-		-		-		-	
020	Fire Equipment Reserve		-		-		-		-	
021	Operating Reserve		-		-		-		-	
025	COVID Recovery Fund		-		-		-		-	
027	Capital Replacement Reserve		-		-		-		-	
030	Business Tax		-		-		-		-	
031	Real Property Fund		-		-		-		-	
035	Public Safety Levy Fund		-		-		-		-	
037	Parks Levy Fund		-		-		-		-	
095	Parks Maintenance Projects		-		-		-		-	
096	Transportation Maintenance Project		-	(2,500,000)		-	-		-	
099	General Governmental Maint		19,590		550,000		-		-	
110	Recreation Activity		-		-		-		-	
115	Development Review		-		-		-		-	
117	Cable Access Fund		-		-		-		-	
118	Operating Grants		-		-		-		-	
122	Advanced Life Support		-		-		-		-	
124	Fire Donations Fund		-		-		-		-	
125	Real Estate Excise Tax		-		-		-		-	
126	Drug Enforcement		-		-		-		-	
131	Tourism (Hotel/Motel Tax)		-		-		-		-	
140	Solid Waste Recycling		-		-		-		-	
233	Non-Voted GO Bonds - Parks		-		-		-		-	
315	Parks Capital Projects		-			39,401			-	
316	Transportation Capital Project		-	2,500,000			650,000	1,120,000	-	
319	General Governmental Capital		-		(550,000)		-		-	
361	CFD 2014-1		-		-		-		-	
362	CFD 2016-1		-		-		-		-	
401	Water/Wastewater		-		-		-		-	
402	UPD - Water/Wastewater		-		-		-		-	
403	Water/Wastewater Capital Proj		-		-		-		-	
404	Wastewater Capital Project		-		-		-		-	
405	Stormwater Management		-		-		-		25,000	
406	Stormwater Management Capital		-		-		-		-	
407	UPD - Capital Projects		-		-		-		-	
408	UPD Wastewater Capital Project		-		-		-		-	
501	Fleet Maintenance		12,552		-		-		-	
510	Insurance Claims & Reserves		(1,000)		-		-		-	
511	Medical Self Insurance		-		-		-		-	
512	Worker's Compensation		-		-		-		-	
520	Information Technology		-		-		-		-	
		\$	32,242	\$	-	\$	39,401	\$	650,000	
					-			\$	1,120,000	
					-			\$	25,000	

Notes:

Ordinance #3110 establishing the 2023-2024 budget was approved by Council on December 6, 2022.

EXHIBIT 1

Summary of 2023-2024 Budget Adjustments

Fund Number	Fund Name	#2(m) NE 40th St Trunk	#2(n) Tyler Cashiering	#2(o) Electronic Business Machines	Revised 2023-2024 Budget
100	General Fund	\$ -	\$ -	\$ -	\$ 282,071,003
011	Arts Activity	-	-	-	918,306
012	Parks Maintenance & Operations	-	-	-	4,557,148
013	Community Events	-	-	-	1,326,272
019	Human Services Grant Fund	-	-	-	6,152,101
020	Fire Equipment Reserve	-	-	-	8,171,436
021	Operating Reserve	-	-	-	7,810,263
025	COVID Recovery Fund	-	-	-	9,564,843
027	Capital Replacement Reserve	-	-	-	7,318,063
030	Business Tax	-	-	-	16,848,192
031	Real Property Fund	-	-	-	3,203,759
035	Public Safety Levy Fund	-	-	-	15,087,071
037	Parks Levy Fund	-	-	-	1,075,565
095	Parks Maintenance Projects	-	-	-	4,911,865
096	Transportation Maintenance Project	-	-	-	24,607,849
099	General Governmental Maint	-	-	-	22,721,014
110	Recreation Activity	-	-	-	6,411,736
115	Development Review	-	-	-	13,657,559
117	Cable Access Fund	-	-	-	85,634
118	Operating Grants	-	-	-	2,284,715
122	Advanced Life Support	-	-	-	21,976,015
124	Fire Donations Fund	-	-	-	685,445
125	Real Estate Excise Tax	-	-	-	39,101,802
126	Drug Enforcement	-	-	-	34,344
131	Tourism (Hotel/Motel Tax)	-	-	-	1,796,777
140	Solid Waste Recycling	-	-	-	3,899,340
233	Non-Voted GO Bonds - Parks	-	-	-	12,151,625
315	Parks Capital Projects	-	-	-	57,723,591
316	Transportation Capital Project	-	-	-	82,168,884
319	General Governmental Capital	-	-	-	20,652,299
361	CFD 2014-1	-	-	-	6,830,878
362	CFD 2016-1	-	-	-	9,295,888
401	Water/Wastewater	-	-	-	113,231,239
402	UPD - Water/Wastewater	-	-	-	25,872,382
403	Water/Wastewater Capital Proj	-	-	-	34,853,314
404	Wastewater Capital Project	-	-	-	12,560,997
405	Stormwater Management	156,000	-	-	41,489,505
406	Stormwater Management Capital	-	-	-	56,392,436
407	UPD - Capital Projects	-	-	-	16,065,058
408	UPD Wastewater Capital Project	-	-	-	16,974,869
501	Fleet Maintenance	-	-	-	12,586,142
510	Insurance Claims & Reserves	-	-	-	7,640,351
511	Medical Self Insurance	-	-	-	38,582,425
512	Worker's Compensation	-	-	-	7,399,021
520	Information Technology	-	90,000	60,000	28,965,194
		\$ 156,000	\$ 90,000	\$ 60,000	\$ 1,107,714,215

Notes:

Ordinance #3110 establishing the 2023-2024 budget was approved by Council on December 6, 2022.



Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-137
Type: Consent Item

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

Human Resources	Cathryn Laird	425-556-2125
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DEPARTMENT STAFF:

Human Resources	Nicole Bruce	Benefits Program Manager
-----------------	--------------	--------------------------

TITLE:

Approval of Recommended RedMed Plan Changes for 2024

- a. Resolution No. 1575: A Resolution of the City Council of the City of Redmond, Washington, Adopting a Revised Summary Plan Description for the City of Redmond Self-Insured Medical Plan

OVERVIEW STATEMENT:

The Red-Med Plan is the self-insured medical plan that is provided by the City for employees, spouses, state registered domestic partners, and eligible dependents. Periodically, the City's third-party administrator and broker recommend plan changes. In addition to ensuring that the Plan is legally compliant, these recommendations address evolving treatment options and protocols, as well as other issues and benefit clarifications that these parties deem necessary. Proposed changes in benefits are reviewed and discussed with the Employee Benefits Advisory Committee (EBAC) and any recommendations will be brought forward to Council for their approval.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Any changes to Red-Med benefits are incorporated into a Summary Plan Description, which is the definitive description of the benefits that are covered by Red-Med. The Summary Plan Description for the Self-Insured Employee Health Benefits Plan, was adopted by Resolution No. 913 and last amended by Resolution No. 1537.
- **Required:**
The City of Redmond Personnel Manual, Section 1.40, requires Council approval of changes in the plan that increase benefits to employees.

- **Council Request:**
N/A
- **Other Key Facts:**
These changes are negotiated with bargaining units before they are incorporated into the Summary Plan Description as plan amendments.

OUTCOMES:

Three Red-Med changes for 2024 are to align the Plan with recent changes in the law. Two are to keep our plan limits in line with the market, member utilization, and member preference.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
EBAC meetings are held monthly and discussions regarding 2024 plan changes were/are to be discussed at the following meetings:
 - July 26, 2023
 - August 23, 2023
 - September 27, 2023 (Vote)
- **Outreach Methods and Results:**
EBAC meetings are held on a monthly basis and discussion around plan changes occur annually with a vote regarding recommendations to Council occurring at the September meeting.
- **Feedback Summary:**
Feedback from this outreach will occur through a vote on recommendations. This vote will occur at the September 27, 2023 EBAC meeting and will be included on Exhibit 1.

BUDGET IMPACT:

Total Cost:
N/A

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

Budget Offer Number:
N/A

Budget Priority:
Responsible Government

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

If yes, explain:

If all items are approved the plan changes are anticipated to have an increase in plan costs of \$13.83 PEPM (per employee per month) which is approximately \$102,800 per year. These costs are paid for out of the City's medical self-insurance fund and will stay within the costs of the plan that were approved in the budget. The overall increase in costs is less than 1% of the health plan budget. These impacts are individually outlined in Exhibit 1. We will continue to monitor the costs related to the changes and reassess as necessary.

Funding source(s):

Medical Self-Insurance Fund (511)

Budget/Funding Constraints:

N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
9/12/2023	Committee of the Whole - Finance, Administration, and Communications	Provide Direction

Proposed Upcoming Contact(s)

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

Time Constraints:

In order for Plan Changes to take effect at the beginning of a new plan year (January 1, 2024), the recommendations will need to be approved at the October 3, 2023, meeting to allow for appropriate lead time for the Benefits Plan Administrator to make adjustments for an effective date of January 1, 2024.

ANTICIPATED RESULT IF NOT APPROVED:

Our plan could be out of compliance with the latest law changes, and valuable programs offered by Premera would not be able to be utilized by members of the Red-Med Plan.

ATTACHMENTS:

Attachment A: Draft Resolution Amending the Red-Med Plan
Exhibit 1: 2024 Plan Change Summary

**CITY OF REDMOND
RESOLUTION NO. XXXX**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF REDMOND, WASHINGTON, ADOPTING A REVISED
SUMMARY PLAN DESCRIPTION FOR THE CITY OF
REDMOND SELF-INSURED MEDICAL PLAN

WHEREAS, the City Council desires that the City of Redmond maintain a self-insured employee healthcare program that is fiscally sound and legally compliant; and

WHEREAS, since adoption of the City's self-insured employee healthcare program, the City has approved and adopted amendments that are reflected in the Summary Plan Description for the healthcare program; and

WHEREAS, the City Council desires to update the Summary Plan Description to incorporate changes deemed necessary by the third-party administrator, Premera, to clarify benefits and to address evolving treatment options, protocols and other issues; and

WHEREAS, City of Redmond Personnel Manual, Section 1.40, requires Council approval of changes in the medical plan that add or delete benefits to employees.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, DO RESOLVE AS FOLLOWS.

Section 1. Adoption of Changes. The Summary Plan Description for the Self-Insured Employee Health Benefits Plan,

adopted by Resolution No. 913 and amended by Resolution No. 1537 and referenced in Section 8.30 of the City of Redmond Personnel Manual, is hereby amended to include those benefit changes set forth in Exhibit 1 to this Resolution and incorporated herein by this reference as if set forth in full.

Section 2. Implementation. The Mayor is authorized and directed to implement the changes adopted in Section 1 and execute any contracts and/or agreements to do so.

Section 3. Effective Date of Benefit Changes. The effective date of the benefits adopted by this resolution shall be January 1, 2024.

Section 4. Conflicts -- Severability. If any provision of this resolution conflicts with any provision of the City of Redmond Personnel Manual or any other resolution or policy of the City of Redmond, the provisions of this resolution shall govern. If any section, sentence, clause or phrase of this resolution 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 resolution.

Section 5. Effective Date. This resolution shall take effect upon adoption of the Redmond City Council.

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

CITY OF REDMOND

Angela Birney, MAYOR

ATTEST/AUTHENTICATED:

CITY CLERK, CHERYL XANTHOS

(SEAL)

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO. _____

**Summary of 2024 Benefit Recommendations/Modifications
Proposed for Redmond Medical Plan**

Source	Type of Change	Effective Date	Description	Purpose	Cost Impact	EBAC Recommendation
Legal Change	Benefit Enhancement - Medical Plan	January 1, 2024	Increase Hearing Aid Benefit to \$3000 per ear every 36 months	Hearing Aids are currently covered up to a total of \$1800 every 4 years after deductible and co-insurance. WA House Bill 1222 required the proposed coverage beginning January 1, 2024. Although we are a self-insured plan and are not required to adopt this law change, our plan has historically adopted state and federal mandates.	Increasing the hearing aid benefit will increase the medical plan costs by \$2.88 PEPM (per employee per month). The annual increase would be approximately \$2,200 from employee contributions and \$17,300 from City contributions for a total of \$19,500 per year to the cost of the plan.	YES
Legal Change	Benefit Enhancement - Medical Plan	January 1, 2024	Cover MRI Cancer Screenings in full for Supplemental and Diagnostic breast examinations	MRI Cancer Screenings are covered under the plan, but claims apply to deductibles and cost shares. WA Senate Bill 5396 requires this procedure to be covered in full beginning January 1, 2024. Although we are a self-insured plan and are not required to adopt this law change, our plan has historically adopted state and federal mandates.	Covering this procedure in full will increase the medical plan costs by \$1.82 PEPM (per employee per month). The annual increase would be approximately \$1,400 from employee contributions and \$10,600 from City contributions for a total of \$12,000 per year to the cost of the plan.	YES
Legal Change	Benefit Enhancement - Medical Plan	January 1, 2024	Cover termination of pregnancy in full	Termination of pregnancy is covered under the plan, but claims apply to deductibles and cost shares. WA Senate Bill 5242 requires this procedure to be covered in full beginning January 1, 2024. Although we are a self-insured plan and are not required to adopt this law change, our plan has historically adopted state and federal mandates.	Covering this procedure in full will increase the medical plan costs by \$.25 PEPM (per employee per month). The annual increase would be approximately \$200 from employee contributions and \$1,400 from City contributions for a total of \$1,600 per year to the cost of the plan.	YES
Union Request	Benefit Enhancement - Dental Plan	January 1, 2024	Increase Dental annual maximum to \$3,000	The annual dental maximum would increase from \$2,500 to \$3000. The median for this benefit among benchmark plans is \$1,500 and none of Gallagher's book of business for medium sized employers in Washington have a dental maximum currently above \$2,500 and only 7% of their book of business is at that amount. Of our dental plan members who utilize the benefit, 9.34% reach the annual maximum.	Increasing the maximum to \$3,000 would increase the dental plan costs by \$6.26 PEPM (per employee per month). The annual increase would be approximately \$5,600 from employee contributions and \$43,500 from City contributions for a total of \$49,100 per year to the cost of the plan. The last year the annual maximum was increased was in 2018.	YES
Union Request	Benefit Enhancement - Vision Plan	January 1, 2024	Increase Vision Hardware maximum to \$400	The annual vision hardware maximum would increase from \$300 to \$400. The median for this benefit among benchmark plans is \$150 and of Gallagher's book of business for medium sized employers in Washington only 3% of their book has an amount over \$250 per year. Of our vision plan members who utilize the hardware benefit, 70.9% reach the maximum.	Increasing the maximum to \$400 would increase the vision plan costs by \$2.26 PEPM (per employee per month). The annual increase would be approximately \$2,300 from employee contributions and \$18,300 from City contributions for a total of \$20,600 per year to the cost of the plan. The last year the annual maximum was increased was in 2018.	YES

HR Recommendation
YES
YES
YES
YES
YES



Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-138
Type: Consent Item

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

Parks	Loreen Hamilton	425-556-2336
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DEPARTMENT STAFF:

Parks	Dave Tucheck	Deputy Director
Parks	Quinn Kuhnhausen	Facilities Manager
Executive	Jenny Lybeck	Environmental Sustainability Program Manager

TITLE:

Approval of Consultant Agreement with Meng Analysis, in the Amount of \$330,369, for the Facilities Condition Assessment

OVERVIEW STATEMENT:

As part of the approved 2023-24 budget, staff is requesting council authorization of \$330,369 for Meng Analysis Consultants to lead the Facilities Condition Assessment. Meng Analysis was selected after a competitive process.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Facilities Strategic Management Plan, ESAP, City Operations Zero Carbon Strategy, and Climate Emergency Declaration.
- **Required:**
Council approval is required for contracts exceeding \$50,000.
- **Council Request:**
N/A
- **Other Key Facts:**
N/A

OUTCOMES:

A Facilities Condition Assessment (10-year update) is needed to establish a baseline for the City's current portfolio and to identify the current condition of all in City owned buildings. The Facilities Condition Assessment will inform energy efficiency opportunities, electric vehicle charging infrastructure planning, renewable energy site assessments, and other key efforts to strategically advance progress towards the goals of the ESAP, City Operations Zero Carbon Strategy, and Climate Emergency Declaration. This condition assessment will be used to prioritize future projects and update the Facilities Strategic Management Plan.

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:

\$330,369

- \$200,000 from 0000138
- \$100,000 from 0000146
- *\$30,369 from 0000007

*The additional \$30,369 will support increased scope in support of the City's compliance with the Clean Building Performance Standard.

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

Budget Offer Number:

0000138, 0000146

Budget Priority:

Vibrant and Connected, Healthy and Sustainable.

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

If yes, explain:

N/A

Funding source(s):

General Fund

Budget/Funding Constraints:

N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

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

Proposed Upcoming Contact(s)

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

Time Constraints:

Approval of the consultant agreement will allow the consultant to begin work in October 2023 and the final Facilities Condition Assessment is to be completed by February 2024. Following the completion of the plan, findings will be used to inform future CIP and Operations budgets.

ANTICIPATED RESULT IF NOT APPROVED:

If the City Council chooses not to approve this consultant agreement, an updated Facilities Condition Assessment will not be completed, impacting awareness of required maintenance on equipment and facilities, and identifying opportunities for energy efficient repairs or replacements.

ATTACHMENTS:

Attachment A: Consultant Agreement with Meng Analysis

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

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

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

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

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

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

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

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

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

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

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

5. Extra Work.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**page 8 – Consulting Services Agreement, Non-Public Work
City of Redmond, standard form**

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

CONSULTANT:

CITY OF REDMOND:

By: _____
Title: _____

Angela Birney, Mayor
DATED: _____

ATTEST/AUTHENTICATED:

City Clerk, City of Redmond

APPROVED AS TO FORM:

Office of the City Attorney



Quinn Kuhnhausen
Facilities Manager - City of Redmond
15670 NE 85th St
Redmond, WA 98073

September 15, 2023

Subject: City of Redmond Facility Condition Assessment

Dear Mr. Kuhnhausen,
The MENG Analysis team is excited about the opportunity to work with the City of Redmond in support of your Facility Condition Assessment (FCA) and Sustainability Assessment. This document provides our detailed scope proposal for the project.

Facility List

The facilities included in this scope are as follows:

Facility	Address	Bldg Area (sf)	Year Built
City Hall	15670 NE 85th	113,068	2006
City Hall Parking Garage	8711 160th Ave NE	90,000	2006
Public Safety Building	8701 160th Ave NE	90,000	1991
Teen Center	16510 NE 79th St	8,000	1952
Fire Station 18	22710 NE Alder Crest Dr	6,900	2005
Community Center/RCCMV	6505 176th Ave NE	46,000	
Redmond Pool	17535 NE 104th St	19,700	1970
Fire Station 11	8450 161st Ave NE	23,800	1981
Fire Station 11 Annex	8440 161st Ave NE	1,000	
Fire Station 12	4211 148th Ave NE	7,050	1980
Fire Station 13	8701 208th Ave NE	6,500	1972
Fire Station 14	5021 264th Ave NE	9,500	1991
Fire Station 16 and Shop	6502 185th Ave NE	15,500	1996
Fire Station 17	16917 NE 116th St	16,799	2012



FCA Level of Effort

Our team will perform a comprehensive review of each facility which includes reviewing the available maintenance history and drawings, interviewing maintenance staff and building occupants (if desired), and performing an on-site assessment. We will document our findings with Uniformat Level III (subsystem) descriptions and scores (see Figure 1 as example).

Exclusions: A complete maintenance history audit is not included in this scope. No destructive or invasive testing is included in this scope of work.

Facility Access

During the onsite assessments, we require access to the roof, attic spaces, basements, mechanical/electrical rooms, elevator machine rooms, and data/comm rooms. We prefer to be escorted through each space by a knowledgeable maintenance person, but if this is not possible, we can do the assessment without an escort, so long as we have access keys.

Figure 1. Example Uniformat Level III Subsystems

Figure 1 - ASTM UNIFORMAT II Classification of Building Elements (E1557-97)		
Level 1 Major Group Elements	Level 2 Group Elements	Level 3 Individual Elements
A. SUBSTRUCTURE	A10 Foundations	A1010 Standard Foundations A1020 Special Foundations A1030 Slab on Grade
	A20 Basement Construction	A2010 Basement Excavation A2020 Basement Walls
B. SHELL	B10 Superstructure	B1010 Floor Construction B1020 Roof Construction
	B20 Exterior Closure	B2010 Exterior Walls B2020 Exterior Windows Exterior Doors
	B30 Roofing	B3010 Roof Coverings B3020 Roof Openings

Mechanical Equipment Inventory

While on site, our team will document the available details such as equipment type, location, installation date, make, model, and serial number of the accessible pieces of major maintainable equipment. See table on page 4 for included equipment. Each piece of equipment will be given a score based on the observed condition and reported performance. Testing of equipment is not included in this scope of work. A photo log is included in this scope of work. We will provide one photo for each piece of equipment. This equipment inventory will be provided to the City as a Microsoft Excel spreadsheet.

Major maintainable MEP equipment typically includes the following.

Uniformat Subsystem	Equipment	Comments
D1010 – Elevators	Elevators, Lifts	
D2020 – Domestic Water Distribution	Booster Pumps, Water Treatment, Water Heaters	
D2030 – Sanitary Waste	Ejector (lift) Stations, Grease Interceptors	Not including specialty WWTP process equipment or similar
D2040 – Rainwater Drainage	Sump pumps; Rainwater harvesting (RWH)	
D2090 – Other Plumbing Systems	Air compressors & dryers, Acid waste	Plus other substantial, if any
D3010 – Energy Supply	Campus energy systems	



Uniformat Subsystem	Equipment	Comments
D3020 – Heat Generating	Boilers, hot water pumps, furnaces	
D3030 – Cooling Generating	Chillers, cooling towers, condensing units	May include large ceiling fans, but not small
D3040 – HVAC Distribution	Air handing units, Heat recovery units DOAS units, large exhaust fans, etc.	And most other “large” mechanical equipment (varies widely)
D3050 – Terminal and Packaged Units	Rooftop units, larger unit heaters, through-wall “PTAC” units, etc.	Excludes most “terminal units” (VAV boxes, duct heaters, baseboard heater, etc.)
D3060 – Controls	BAS/DDC System	As a whole (typically just one line item for the entire system)
D3090 – Other HVAC	Kitchen Hoods and associated exhaust fans and make-up air units; Shop hoods and associated exhaust and make-up units	Plus other substantial “industrial ventilation” equipment (varies widely)
D4010 – Fire Protection Sprinkler System	Fire pumps; Risers	
D4090 – Other Fire Protection	Gaseous fire suppression	
D5010 – Electrical Service	Main switchboard or main distribution panel (MDP); renewable energy systems (e.g., PV)	Excludes distribution panels
D5020 – Lighting and Branch Wiring		Typically none
D5030 – Low Voltage Systems	FACP	
D5090 – Other Electrical	Generators, Automatic transfer switches, Lighting inverters, UPS, etc.	Larger building equipment (not individual data rack UPS's)
E1010 – Commercial Equipment		Typically not included
E1020 – Institutional Equipment	Major maintainable equipment	When built-in to the facility



Scope

This section aligns with and describes each of the tasks presented in Attachment A fee proposal spreadsheet dated 9/6/2023.

Task 1. Facility Assessment Planning

1.1 FCA Kickoff Meeting

At the kickoff meeting, we will define the parameters of the FCA, determine customized categories/departments/prioritization for your facilities, agree on the overall project timeline, confirm the facility for the pilot assessment, and identify next steps to solidify a project plan and schedule.

1.2 Review Facility Materials

We will send a list of requested background data for each facility. We use this data to set up the database and gain a baseline understanding of each facility and site. This includes floor plans, site plans, etc. We will upload facility information from the last FCA into our new database as a starting point. We also request access to the City's EnergyStar Portfolio Manager so we can review historic energy performance.

1.3 Prepare & Distribute Occupant & Facility Staff Questionnaires

We will prepare a questionnaire for facility staff (and building occupants if desired) to note known issues, concerns, or upcoming work on the facilities.

1.4 Review and Compile Questionnaire Data & EUI

We will compile the questionnaire response data and look for trends or inconsistencies. Our surveyors will review these questionnaires prior to beginning the onsite assessment. We will also review the energy use intensity (EUI) for each facility as provided by the City of Redmond. The EUI helps surveyors identify possible concealed issues that can be reviewed in more detail while on-site.

1.5 Energy Data and Carbon Assessment

Our team will conduct an energy data assessment that supports Redmond's efforts to 1) reduce municipal building energy demand and 2) prioritize building fuel switching. We will review Redmond's energy and carbon data via Energy Star Portfolio Manager (ESPM), GHG inventories, and/or three years of energy use data to determine each facility's Energy Use Intensity (EUI) and greenhouse gas Intensity (GHGI).

1.6 Customize Database

We will calibrate our database to be used for this project. We will establish the deficiency categories and priorities as directed by the City at the Kickoff Meeting.

1.7 Schedule, Access, Logistics, Memo

We will provide the City with a recommended assessment schedule for review and confirmation. Once confirmed, we will confirm site access and logistics, and summarize the project information that can be shared with your internal stakeholders and building occupants.

1.8 Stakeholder Interviews

We will meet with department stakeholders to discuss facility use, needs, and upcoming projects. This will help augment the data already collected in the questionnaires.



1.9 Pilot Assessment

The purpose of the pilot assessment is for your team to see firsthand how the assessments are conducted in order to be fully prepared for the onsite work. We will prepare a single-building report for your review. Your early feedback on the pilot report allows us to calibrate our reporting to ensure we are meeting your needs.

Task 1 Deliverables

- Facility Questionnaires
- Assessment Schedule
- Project Memo
- Written summaries of stakeholder meetings

Task 2. Onsite Facility Condition Assessment

2.1 Weekly Meeting with Facility Staff

At the beginning of each week of field surveys, MENG Analysis surveyors will discuss the information from the questionnaires and ask other pertinent questions to facility. Facility staff may disclose other information if not included on the questionnaire responses.

2.2 Onsite Facility Examination and Writeups

MENG Analysis staff will perform a detailed onsite assessment of the facilities listed beginning on page one of this proposal. Building subsystem types, age, and condition will be estimated and recorded. Roof access will be required, as well as access to locked spaces such as mechanical and electrical rooms. Facility staff to provide ladders if roof access is not built into the building.

2.3 Energy Audit

The City of Redmond has elected to pursue CBPS compliance via the Investment Criteria pathway for the Public Safety building. This pathway requires an ASHRAE Level 2 audit, which will evaluate the design, condition, and operation of the HVAC, domestic hot water (DHW), envelope, and lighting systems. From this audit, we will develop energy efficiency and decarbonization measure packages with savings calculations and life cycle cost assessments (LCCAs) per CBPS rules. Redmond is required to implement all cost-effective energy efficiency measures for CBPS compliance

Task 2 Deliverables

- Energy Audit

Task 3. Analysis of FCA Information

3.1 QC Assessment Data

After the completion of the onsite assessment, surveyors will finalize their detailed writeups. The project technician and project manager will review the data for quality, consistency, and completeness.

3.2 Cost Estimating



The cost estimator will prepare costs for each deficiency and also a building-specific cost model to forecast future costs for repairs and replacements.

3.3 Equipment Cost Benefit Analysis & Project Bundling

At a rough order of magnitude, our team will utilize the FCA cost estimates to establish lifecycle cost analyses that will inform project phasing and bundling recommendations. These recommendations will improve Redmond's approach to CBPS compliance and capital planning.

3.4 Clean Building Performance Standard Analysis

We will provide an assessment the CBPS compliance readiness of Redmond's buildings based on the results of Task 3.3 and an assessment of Energy Star Portfolio Manager data, including building activity descriptions, gross square footage data, meter information, and energy consumption. At this stage we will also establish the energy use intensity targets (EUIs) for each building subject to CBPS regulatory targets.

3.5 Calculations & Prioritizations

The team will evaluate and prioritize current facility conditions and upgrade opportunities using a broad multi-criteria analysis with an initial raking by energy EUI, GHGI, and total energy use to identify poor and exemplary performers, then professionally estimate regulatory compliance, deployment and operating costs, and facility and equipment life cycle.

Task 3 Deliverables

- None

Task 4. FCA Reporting

4.1 Building Condition Reports

A condition report for each building will be provided. This includes subsystem descriptions and scores, individual deficiency write-ups with cost estimates, facility FCI, total 10-year needs, and total deficiency needs.

4.2 Draft Summary & 10-year Expenditure Plan

This plan will document the City-wide predicted costs over a 10-year period and present a prioritization strategy to help the City determine which renewals should occur when, based on available funding.

4.3 Post-Report Workshop

After transmission of the Draft Summary & 10-year Expenditure Plan, MENG Analysis will meet with City staff to discuss findings and review comments or edits from the City.

4.4 Finalize Draft Summary & 10-year Expenditure Plan

Any edits resulting from the post-report meeting will be incorporated into the final Summary & 10-year Expenditure Plan

4.5 Presentation

One formal presentation of report findings by the project manager, and supporting assessment staff if needed to PM group at the City. This presentation will help inform the City Council presentation.



4.6 Energy Efficiency Policy Development

We will work with the City of Redmond's Environmental Sustainability Program Manager to

- a. Review and advise City staff on establishing city policies and/or procedures for ensuring the efficient and carbon-free design and maintenance of municipal buildings.
- b. Research and recommend high-level building design standards for the city
- c. Inform and support the implementation of municipal green building and electrification policies and/or procedures and strategic planning efforts.

Task 4 Deliverables

- Building Condition Reports
- Draft Summary & 10-year Expenditure Plan
- Final Summary & 10-year Expenditure Plan

Task 5. Preparation & Presentation of Assessment Deliverables

5.1 Council Presentation

One formal presentation of report findings to City Council or similar

5.2 Data Management & Dashboard

We will create a custom data visualization tool showing conditions and costs across the City's portfolio and perform user training.

Note: The Power BI dashboard is intended to be used as a visualization tool for snapshot-in-time data, not as a standalone CMMS system. If the City would like to investigate options for or implement a CMMS system, this would not be included under the current scope of work.

Task 5 Deliverables

- Formal, in-person presentation of findings
- Microsoft Power BI Dashboard & 1-hr Training



Fee

Our proposed lump sum fee for the FCA scope totals \$330,369. The detailed cost breakdown is shown in **Attachment 2 – Fee Proposal**.

Schedule

We anticipate 1 day in the field for the pilot assessment, plus an additional 8 days to review the remainder of the facilities. A draft assessment schedule is attached as **Attachment 3 – Assessment Schedule**. The target milestone dates for the project are as follows:

- Facility Assessment Planning & Preparation; mid-October – November 2023
- On-site Condition Assessments; November – December 2023
- Cost Estimating and Analysis of Condition Assessment Information; January 2024
- Reporting, Presentations, and Data Dashboard; February- March 2024

Based on this rough schedule, our estimate billing schedule is as follows:

Month	Estimate % Complete (month & cumulative)	Invoice Amount
October	10%; 10%	\$33,037
November	15%; 25%	\$49,555
December	25%; 50%	\$82,592
January	20%; 70%	\$66,074
February	20%; 90%	\$66,074
March	10%; 100%	\$33,037

Our actual invoices will be based on the percent complete of the project work at the end of each month.

After reviewing this proposal, please contact me with any questions. We look forward to exceeding your expectations!

Thank you,

Sarah Partap
Principal
MENG Analysis
Mobile: 206-451-3462 (preferred)
Office: 206-838-9797

Assessment Schedule

9/6/2023

Assessment Date	Facility	Address	Bldg Area (sf)
21-Nov	Fire Station 17 Pilot Assessment	16917 NE 116th St	16,799
4-Dec	Teen Center	16510 NE 79th St	8,000
4-Dec	Fire Station 18	22710 NE Alder Crest Dr	6,900
5-Dec	Fire Station 13	8701 208th Ave NE	6,500
5-Dec	Fire Station 14	5021 264th Ave NE	9,500
6-Dec	City Hall	15670 NE 85th	113,068
6-Dec	City Hall Parking Garage	8711 160th Ave NE	90,000
7-Dec	Public Safety Building	8701 160th Ave NE	90,000
18-Dec	Redmond Pool	17535 NE 104th St	19,700
19-Dec	Fire Station 16 and Shop	6502 185th Ave NE	15,500
19-Dec	Fire Station 12	4211 148th Ave NE	7,050
20-Dec	Fire Station 11	8450 161st Ave NE	23,800
21-Dec	Fire Station 11 Annex	8440 161st Ave NE	1,000
21-Dec	Community Center/RCCMV	6505 176th Ave NE	46,000

Attachment 1 - Fee Proposal 9/15/2023		MENG Analysis					Ecoptope				RC Cost Group	Cost per Task
		Project Manager	Surveyor - Civil, Structural, Architectural	Surveyor - Mechanical, Electrical, Plumbing	Commissioning Agent/ Equipment Inventory	Data Manager	Decarbonization Manager	Pricipal Advisor	Mechanical Engineer	Technical Analys	Cost Estimating	
		Sarah Partap	Timothy Buckley	Doug Smith	Jeff Mitchell	Cam Iseri	Seth McKinney	Mark Frankel	Morgan Heater	Gia Mugford	Andy Cluness	
Phase 0	Project Management & Admin	64	4	4	4	28	32	4	0	0	12	\$31,100
0.1	General Project Management & Admin	40	0	0	0	20	20	0	0	0	0	
0.2	Progress Rerporting & Update Meetings	24	4	4	4	8	12	4	0	0	12	
Phase 1	Facility Assessment Planning	23	30	30	12	36	28	3	14	34	4	\$44,930
1.1	Kickoff Meeting	4	2	2	2	2	4	2	0	0	0	
1.2	Review Facility Materials	2	4	4	0	12	2	0	6	6	0	
1.3	Facility Questionnaires	0	0	0	0	2	1	1	0	0	0	
1.4	Review & Consolidate Questionnaire Data	0	2	2	0	2	3	0	0	2	0	
1.5	Energy Data and Carbon Assessment	0	0	0	0	2	12	0	0	12	0	
1.6	Customize Database	0	0	0	0	10	0	0	0	0	0	
1.7	Schedule, Access, Logistics	1	0	0	0	2	0	0	0	2	0	
1.8	Stakeholder Interviews	12	12	12	0	0	6	0	0	4	0	
1.9	Pilot Assessment	4	10	10	10	4	0	0	8	8	4	
Phase 2	On-site Facility Condition Assessment	0	88	88	56	0	10	0	60	66	0	\$81,310
2.1	Weekly Meeting with Facility Staff	0	6	6	6	0	0	0	0	6	0	
2.2	Onsite Facility Examination & Write Ups & Drive Time	0	82	82	50	0	0	0	0	0	0	
2.3	Energy Audit	0	0	0	0	0	10	0	60	60		
Phase 3	Analysis of FCA Information	24	12	24	0	96	58	32	15	9	65	\$70,615
3.1	QC Assessment Data	16	12	12	0	32	2	0	5	5	0	
3.2	Cost Estimating	0	0	0	0	4	2	0	2		65	
3.3	Equipment Cost Benefit Analysis & Project Bundling	0	0	12	0	40	2	0	8	4	0	
3.4	Clean Building Perfomance Standard Analysis	0	0	0	0	0	12	0	0	0	0	
3.6	Calculations & Prioritization	8	0	0	0	20	40	32	0	0	0	
Phase 4	FCA Report Preparation	66	22	26	0	40	89	33	12	10	8	\$66,970
4.1	Building Condition Reports	6	0	0	0	12	2	0	8	8	0	
4.2	Draft Summary & 10-year Expenditure Plan	40	16	16	0	16	6	6	2	0	0	
4.3	Post Report Workshop	4	2	2	0	2	2	2	2	2	8	
4.4	Final Summary & 10-year Expenditure Plan	2	0	0	0	2	1	1	0	0	0	
4.5	Presentation to City Council (or similar)	12	4	4	0	4	8	4	0	0	0	
4.6	Energy Efficiency Policy Development	2	0	4	0	4	70	20	0	0	0	
Phase 5	Preparation & Presentaion of Assessment Deliverables	10	2	2	40	0	12	4	8	0	16	\$19,640
5.1	Presentation to City Council (or similar)	8	2	2	0	0	8	4	4	0	0	
5.2	Dashboard Setup & Training	2	0	0	40	0	4	0	4	0	16	
Total Hours		187	158	174	112	200	229	76	109	119	105	
Hourly Rates		\$200	\$240	\$240	\$195	\$180	\$220	\$280	\$240	\$175	\$200	
subtotal		\$314,565					\$50,380	\$21,280	\$26,160	\$20,825	\$21,000	
Estimated Direct Costs (+10%)		\$1,839										
Subconsultant Cost Markup 10%		\$13,965										
Estimated Grand Total		\$330,369										

MENG Analysis

	Sarah	Timothy	Doug	Jeff
RT miles	20	30	20	60
# of trips	3	12	12	12
subtotal miles	60	360	240	720

grand total miles 1380

mileage rate 0.655

ferry RT (10) 768

total cost \$ 1,672

marked up \$ 1,839



Memorandum

Date: 10/3/2023
Meeting of: City Council

File No. AM No. 23-139
Type: Staff Report

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

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

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Planning and Community Development	Beckye Frey	Principal Planner
Planning and Community Development	Lauren Alpert	Senior Planner
Planning and Community Development	Glenn B. Coil	Senior Planner
Planning and Community Development	Ian Lefcourte	Senior Planner
Planning and Community Development	Odra Cárdenas	Planner

TITLE:

Redmond 2050: Phase 2 Policies

OVERVIEW STATEMENT:

Staff recommends that the City Council identify issues for discussion at the Council's October 10, 2023, study sessions concerning the early drafts of updates to the following Comprehensive Plan elements: Annexation and Regional Planning; Human Services; Capital Facilities; Utilities; Natural Environment; Participation, Implementation, and Evaluation; Climate Resilience and Sustainability; Land Use; and Community Design. Community Design includes policies for Downtown, Marymoor Village, Southeast Redmond, corridors, design, and historic preservation. Collectively these are the "Phase 2" elements.

Councilmembers were sent links to these elements by email in September. They are also provided in Attachment B. Unlike the elements brought forward for review in September, these elements are early in their review cycle, with months of community engagement and revisions ahead.

At the October 3 business meeting, staff will provide an overview of these elements in preparation for the October 10 study session. Input that the Council provides at the October 10 study session will help inform future drafts of these elements.

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

REQUESTED ACTION:

☒ Receive Information

☐ Provide Direction

☐ Approve

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Policy PI-15 calls for periodic Comprehensive Plan reviews.
- **Required:**
The Growth Management Act requires that Washington cities and counties review and, if needed, revise their comprehensive plans and development regulations every ten years. For King County cities the periodic review must be completed by December 31, 2024
- **Council Request:**
The City Council requested quarterly reports on project milestones, staff progress, and public involvement.
- **Other Key Facts:**
N/A

OUTCOMES:

Updating the Redmond Comprehensive Plan will ensure that the Plan is consistent with state law and regional policy direction; advances equity and inclusion, sustainability, and resiliency; and that Redmond is prepared for growth expected through the year 2050.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
Outreach for Phase 2 policies began in summer 2022 and has continued through Q3 2023.
- **Outreach Methods and Results:**
Redmond 2050 outreach methods have included:
 - Redmond 2050 Website
 - Let's Connect questionnaires
 - Press releases
 - Social media
 - Short videos
 - Yard signs
 - Posters
 - Utility Bill inserts
 - Email newsletters to multiple City lists
 - Emails to partner organizations
 - Stakeholder input
 - Focus group meetings
 - Boards & Commissions meetings
 - Hybrid and remote workshops and interviews
 - Tabling at community events
 - Pop-up events in community spaces and workplaces

- Translation of selected materials
- Community Advisory Committee input
- Technical Advisory Committee input
- Planning Commission public hearings
- Mailed property owner notifications
- **Feedback Summary:**
 - Annexation and Regional Planning*
 - Interest in orphaned roads and where they are in Redmond.
 - Interest in Potential Annexation Areas like English Hill and how they could help meet growth targets.
 - Human Services*
 - Support for this element and associated City operations.
 - Appreciation for focus on equity, regional collaboration, and inclusivity.
 - Capital Facilities*
 - Questions/clarifications on technical terms and how these policies support and/or incorporate Redmond 2050 themes.
 - Utilities*
 - Comments on how utility policies could better support equity in service provision.
 - Participation, Implementation, Evaluation*
 - Comments on catch-all terms for historically excluded groups.
 - Comment to incorporate tribal consultation.
 - Add language about impact review tools for environment, climate and economic development.
 - Climate Resilience and Sustainability*
 - Support for developing this element and appreciation for focus on equity and on vulnerable populations.
 - Natural Environment*
 - Community supportive of updates.
 - Land Use*
 - Support for allowing non-residential uses (goods, services) in residential areas.
 - Favorites include food trucks, cafes, corner stores, small healthcare, and community spaces.
 - Support for this concept especially around parks.
 - Concerns about this concept: noise and increased car traffic.
 - Community Design*
 - Community outreach begins September/October 2023.

BUDGET IMPACT:

Total Cost:

\$4,616,401 is the total value of the Community and Economic Development budget offer. This budget offer includes staff and consultant resources necessary to complete Redmond 2050.

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

Budget Offer Number:

0000040 - 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):

General Fund, Washington State Department of Commerce grants

Budget/Funding Constraints:

Two Commerce grants supported updates to the Housing Element

☐ Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
10/6/2020	Business Meeting	Approve
11/17/2020	Business Meeting	Receive Information
3/16/2021	Business Meeting	Receive Information
3/23/2021	Study Session	Provide Direction
6/15/2021	Business Meeting	Receive Information
6/22/2021	Study Session	Provide Direction
9/21/2021	Business Meeting	Receive Information
9/28/2021	Study Session	Provide Direction
11/16/2021	Business Meeting	Receive Information
11/23/2021	Study Session	Provide Direction
2/15/2022	Business Meeting	Receive Information
5/3/2022	Business Meeting	Receive Information
5/10/2022	Study Session	Provide Direction
6/7/2022	Committee of the Whole - Planning and Public Works	Receive Information
7/19/2022	Business Meeting	Receive Information
7/26/2022	Study Session	Provide Direction
8/9/2022	Study Session	Provide Direction
10/4/2022	Business Meeting	Receive Information
10/11/2022	Study Session	Provide Direction
1/17/2023	Business Meeting	Receive Information
1/24/2023	Study Session	Provide Direction
3/7/2023	Business Meeting	Receive Information

3/14/2023	Study Session	Provide Direction
7/18/2023	Business Meeting	Receive Information
9/5/2023	Business Meeting	Receive Information
9/12/2023	Study Session	Provide Direction
9/26/2023	Study Session	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
10/10/2023	Study Session	Provide Direction
11/6/2023	Business Meeting	Approve

Time Constraints:

All Comprehensive Plan elements must be adopted by the end of 2024.

ANTICIPATED RESULT IF NOT APPROVED:

Staff is not requesting action at this time.

ATTACHMENTS:

Attachment A: Redmond 2050 Overview

Attachment B: Comprehensive Plan Element Drafts (first draft unless otherwise noted)

- Annexation and Regional Planning (*draft 2*)
- Human Services (*draft 2*)
- Capital Facilities
- Utilities
- Natural Environment
- Participation, Implementation, and Evaluation
- Climate Resilience and Sustainability
- Land Use
- Community Design

Attachment C: Presentation Slides

Upcoming Council Review Topics



Oct.

- **Phase 2 policies: first draft**

Nov.

- Final action on PARCC Element and PARCC Plan

Jan.

- Phase 2 policies: second draft
- Housing and Overlake regulations

Mar.

- Transportation Element: final draft
- Transportation-related regulations

Comprehensive Plan - Adopts Vision for the City



PHASE ONE

PHASE TWO

Continual
Support:



Community
Involvement



Environmental
Review

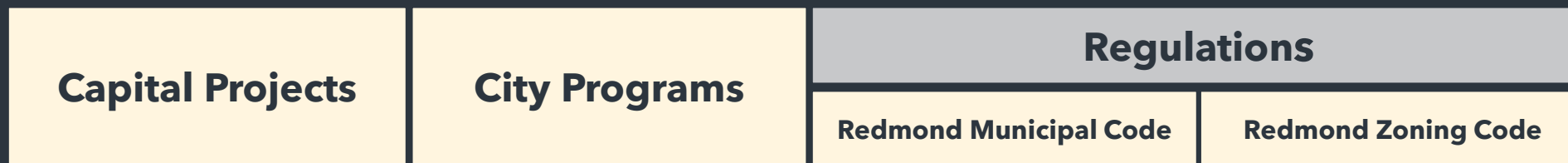
Functional & Strategic Plans - Defines How Vision will be Implemented



PHASE ONE

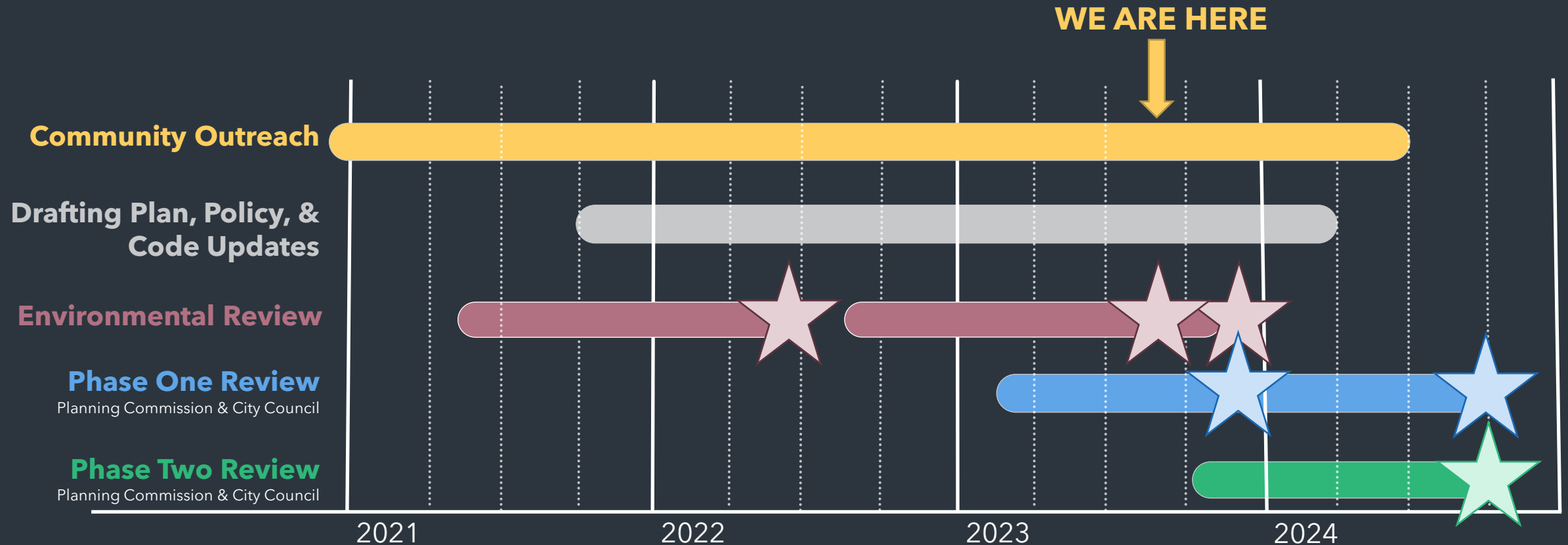
PHASE TWO

Financing & Implementation



BOTH PHASES

Redmond 2050 Timeline



PARCC Element and PARCC Plan must be adopted by the end of 2023
All other elements must be adopted by the end of 2024

★ = major milestone

Recent and Upcoming Activities



Q3 2023

- Publication of draft supplemental environmental impact statement (EIS)
- Planning Commission recommendations on PARCC Element, PARCC Plan, Economic Vitality Element
- Planning Commission review and public hearings for Housing Element, housing regulations, Centers policies for Overlake, and Overlake regulations
- Continued outreach for Southeast Redmond, Marymoor Village, Downtown, and complete neighborhoods
- Outreach kick-off for community design
- Publication of first drafts of Marymoor Village and Southeast Redmond policies; Climate Resilience and Sustainability policies; Community Design policies; and Downtown policies
- Publication of second drafts of Annexation and Regional Planning and Human Services Elements
- Monthly Community Advisory Committee and Technical Advisory Committee meetings
- Twice-monthly Planning Commission meetings

Q4 2023

- Publication of final EIS
- Planning Commission recommendations on Housing Element, housing regulations, Centers policies for Overlake, and Overlake regulations
- Continued outreach, with focus on Marymoor Village, Southeast Redmond, Downtown, and Community Design
- Publication of second drafts of Participation, Implementation, and Evaluation; Capital Facilities; Utilities; Natural Environment; and Land Use Elements
- Monthly Community Advisory Committee and Technical Advisory Committee meetings
- Twice-monthly Planning Commission meetings

Annexation and Regional Planning – Draft 2.0

Vision Statement (Goals)

In 2050, Redmond has reached its ultimate land area of 18.117 square miles, having annexed all remaining territory in its Potential Annexation Areas so that residents may receive a full range of urban services. Accommodating growth within King County’s designated urban growth area has protected rural and agricultural areas outside of Redmond and urban King County. New neighborhoods have been seamlessly interwoven with existing neighborhoods. Annexation has allowed residents to enjoy high-quality facilities and services.

In 2050, Redmond is an integral member of the regional planning community. The city continues to work cooperatively in regional planning with neighboring jurisdictions, King County, neighboring counties, state agencies and others. Redmond is an active member of regional planning organizations where it simultaneously advances the interests of the Redmond community and works toward regional goals.

Framework Policies for Element (Objectives)

FW-AR-1 Develop and support regional policies, strategies, and investments that reflect the vision and policies of the Redmond Comprehensive Plan. Achieve local goals and values by promoting the implementation of the Growth Management Act, VISION 2050, and the King County Countywide Planning Policies.

FW-AR-2 Collaborate with jurisdictions, agencies, and organizations to develop and implement a coordinated, regional approach for meeting the needs of Eastside communities.

FW-AR-3 Work cooperatively with residents and property owners to annex land within Redmond’s Potential Annexation Area.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity, resiliency, and sustainability.

Equity	Resiliency	Sustainability
		<ul style="list-style-type: none"> • AR-1 thru AR-15

Existing Conditions

Background

In 1990 Washington State enacted the Growth Management Act (GMA) in response to rapid population growth and concerns with suburban sprawl, environmental protection, quality of life and related issues. The GMA requires the establishment and maintenance of urban growth areas (UGAs). Land within UGAs is designated for urban uses while land outside UGAs is set aside for rural or resource uses. This division makes the provision of public facilities and services more efficient by providing for contiguous and compact urban lands, while protecting rural resources, such as agricultural and forest lands and fish and wildlife habitats.

Redmond expects to annex areas adjacent to the city that are within the UGA yet remain in unincorporated King County. This element identifies those areas, also known as potential annexation areas (PAA). This element guides their annexation to the city, resulting in neighborhoods that receive a full range of urban services and that enjoy a high quality of life.

Together with the Utilities Element, this element addresses facilities and service provision, including how to handle facility and service issues within the PAA, as called for in the King County Countywide Planning Policies (CPPs).

To annex to a city, state law generally requires that the property within the proposed annexation be contiguous to the city and in a PAA. In addition, cooperation between cities is important to provide for efficient service delivery and to prevent duplication of services and public facilities.

Current Conditions & Future Projections

More than 60 percent of all the city's land was annexed between 1950 and 1970, with annexation activity slowing after that. Recent annexations have been in the Willows/Rose Hill and North Redmond neighborhoods. The City of Redmond occupies 17.25 square miles (around 11,000 acres). There is relatively little unincorporated land contiguous to the city available to annex. There are four remaining Potential Annexation Areas (See Figure X-X Map of Potential Annexation Areas):

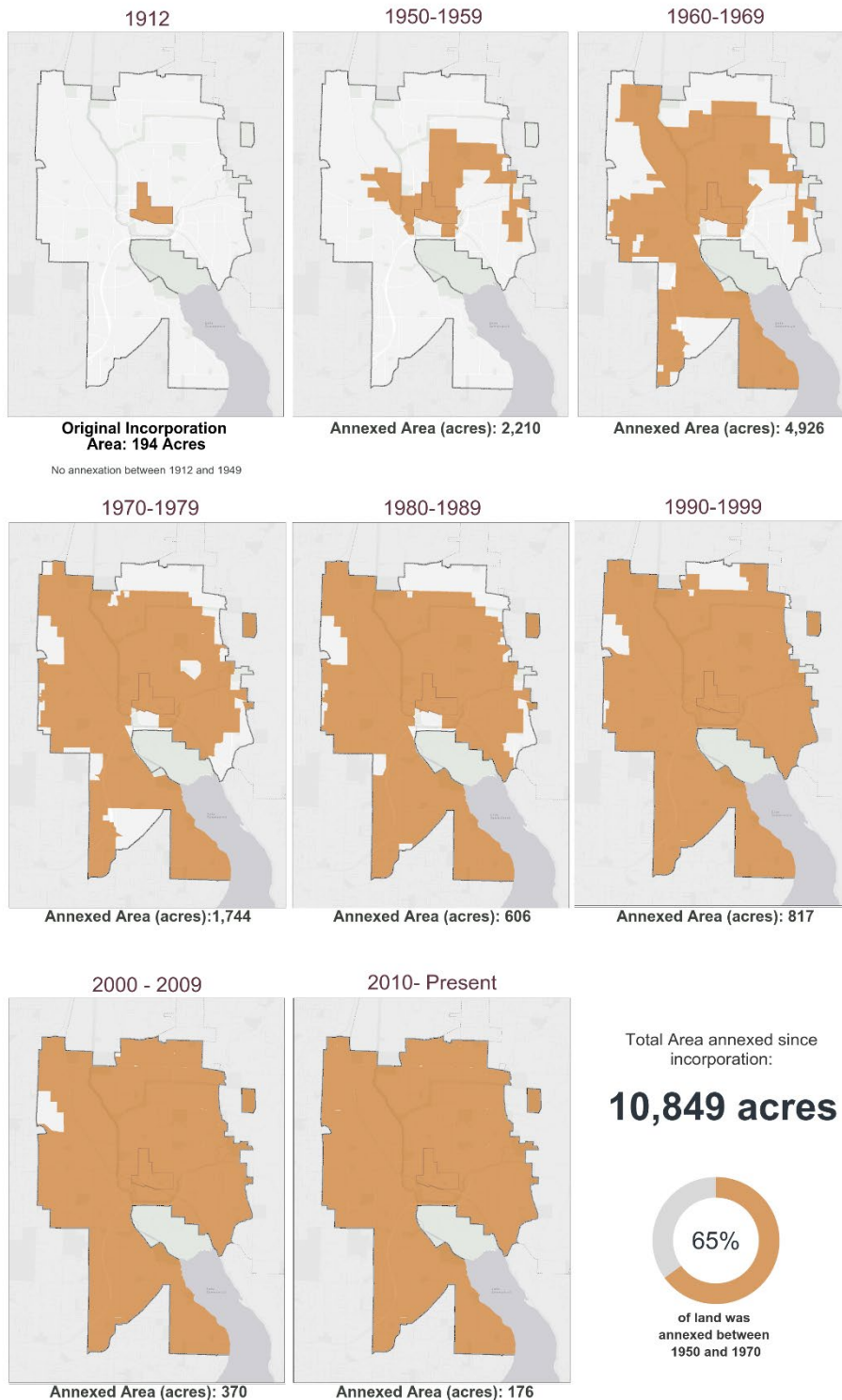
1. NE 97th Street (Rose Hill), 14 acres
2. Union Hill Road, 3 acres
3. Avondale, 8 acres
4. English Hill, 530 acres

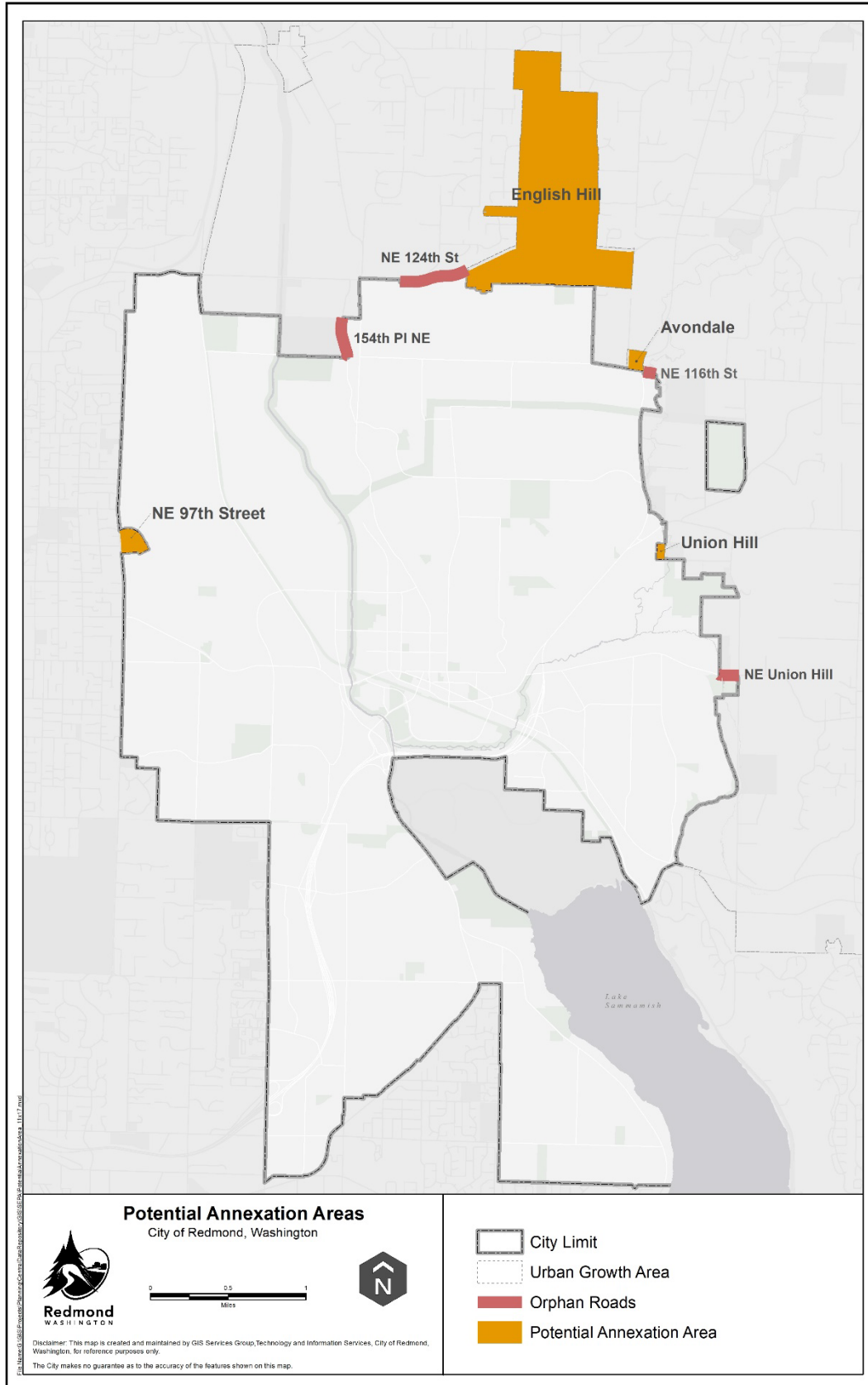
In 2018, these PAAs were home to approximately 2,856 residents, and about 510 jobs. There are approximately 1,000 housing units in these areas in a total area of 555 acres. Most of the available areas are small islands except for English Hill. English Hill is 100% residential and largely developed with single-family homes. It has around 2,700 residents, 950 housing units and approximately 500 jobs. While there has been some annexation interest from residents in portions of English Hill, there has not been sufficient support for annexation. For the rest of the PAAs there have been sporadic inquiries for many years, but the only area for which a formal annexation process has begun is the NE 97th Street in Rose Hill.

There are also four “orphaned roads” and rights-of-way that the City could annex. Orphaned roads are King County roads rights-of-way that include half-streets, parts or entire roads surrounded by cities, and small segments of road located on or within the UGA, but that have not been transferred from county responsibility to a city as part of past annexation or incorporation. The four orphaned roads that could be annexed by the City of Redmond are:

- Union Hill road
- 154th Place NE
- NE 124th Street, and
- NE 116th Street

City of Redmond annexation history





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Policies (Policy)

The policies in this element support Redmond's vision of a community that is equitable, resilient, and sustainable: offering a wide range of services, opportunities, and amenities without compromising the ability of future Redmond residents and businesses to enjoy the same. They also identify ways to coordinate planning with neighboring jurisdictions and regional bodies, guide annexations, and preserve the UGA boundary near Redmond.

Regional Planning

The City of Redmond works with other jurisdictions to plan for land uses and infrastructure in areas surrounding the city. Conversely, King County and adjacent cities' plans, regulations, and development affect Redmond. Redmond has directly participated in regional plans and the regional planning processes, such as VISION 2050. Maintaining a view of this larger context enables Redmond to relate plans within city limits to broader regional policies and issues.

Projects outside of Redmond's PAAs also have the potential to affect Redmond. This area is defined by the issue and its scope rather than a particular geographic boundary. Areas most likely to fall under this sphere include nearby areas of Kirkland, Bellevue, Woodinville, Sammamish, the unincorporated Sammamish Valley, and the watersheds of the Sammamish River, Bear Creek, and Lake Sammamish.

FW-AR-1 Develop and support regional policies, strategies, and investments that reflect the vision and policies of the Redmond Comprehensive Plan. Achieve local goals and values by promoting the implementation of the Growth Management Act, VISION 2050, and the King County Countywide Planning Policies.

- A-1 Work cooperatively in the region to carry out the Redmond Comprehensive Plan. Support the Puget Sound Regional Council, the Growth Management Planning Council, and other regional bodies to ensure that Redmond's interests in long-term regional planning are represented.**

FW-AR-2 Collaborate with jurisdictions, agencies, and organizations to develop and implement a coordinated, regional approach for meeting the needs of Eastside communities.

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- A-2** Develop interlocal agreements where development within a Potential Annexation Area will require Redmond public facilities or services.
- A-3** Pursue with King County, through interlocal agreements or other means, upgrades to deficient roads and bridges that will become the City's responsibility upon annexation. Establish timeframes for annexation of roadways and shared streets that are still under King County's jurisdiction.
- A-4** Establish with King County pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.
- A-5** Monitor proposed development that will result in impacts to the City of Redmond and collaborate with other jurisdictions to develop conditions for approval.
- A-6** Coordinate with nearby jurisdictions in developing consistent comprehensive plans as well as capital improvement programs and studies addressing multi-jurisdictional issues.
- A-7** Participate in the review of major plans and projects of nearby jurisdictions or agencies that have potential to affect Redmond. Provide others the same opportunities to participate in the review of Redmond plans or programs.

Annexation

There is relatively little unincorporated land contiguous to the City of Redmond remaining. The intent of the city is to annex these lands expeditiously. Some areas of the PAA are already served by another utility district, reducing the likelihood of and the need for immediate annexation. As residents seek greater local control of land use and capital improvements or as the needs for public facilities arise, Redmond should encourage annexation. Additionally, as annexation occurs, the city is required by the Growth Management Act to ensure that zoning is consistent with the Comprehensive Plan. All the Potential Annexation Areas have adopted a pre-annexation zoning to expedite annexations and to ensure consistency.

Requests for public facility extensions often immediately follow annexation and can be the main reason property owners annex. Annexations should be designed and timed to result in efficient and cost-effective provision of City services.

State law allows cities to decide whether new residents should help pay for bonds currently being paid for by existing residents. Often such bonds fund facilities that already are being used by people outside the city; in other cases, annexation may increase use of these facilities. Requiring the assumption of the City's bonded indebtedness is a method of ensuring fairness.

FW-AR-3 Work cooperatively with residents and property owners to annex land within Redmond's Potential Annexation Area.

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- A-8** Pursue the annexation of all land within the Potential Annexation Area (PAA) by providing property owners and residents with all necessary support. Concurrently adjust growth targets between the City and King County.
- A-9** Require annexation prior to extending utility service to unincorporated areas except for the following cases:
 - Where Redmond is required to serve due to preexisting service agreements; or
 - Where an individual well or septic failure occurs, immediate annexation is not possible or expedient, and the property owner is willing to sign an agreement to annex the property in a timely manner.
- A-10** Require that individual annexation proposals have logical boundaries, strive to maintain neighborhood integrity, and avoid creating islands of unincorporated land.
- A-11** Review right-of-way issues prior to defining boundaries of individual annexations to determine logical inclusions or exclusions, including review of the following issues:
 - Whether the right-of-way will be needed for eventual provision of utilities or transportation links.
 - Whether there are preexisting utilities from a particular district or jurisdiction already in a right-of-way.
 - Whether streets or bridges are in a safe condition.
 - Whether assumption of a section of a regional arterial will produce an unfair burden for maintenance and expansion on the city.
- A-12** For newly annexed areas, require developers to construct or fund public facilities to serve the development and require owners to construct or pay for health and safety improvements related to their property to the extent permitted by state law.
- A-13** Ensure that newly annexed territory accepts its equitable share of the City's bonded indebtedness.

Urban Growth Area

Urban Growth Areas are intended to achieve several important objectives. Designation of UGAs identifies lands that will be developed for urban uses, allowing landowners and government agencies to plan and invest in urban uses. Most land within the UGA will be developed for urban uses except for limited constrained or resource land, making the provision of public facilities and services more efficient by providing for contiguous and compact urban lands.

Designation of UGAs also protects rural areas, resource lands such as farms and forests, and large areas of fish and wildlife habitats. These areas are generally excluded from the UGA. Property owners know they can continue rural and natural resource uses without worrying about nearby urban uses.

- A-14** Support preservation of the existing Urban Growth Area (UGA) near Redmond except for changes supporting the annexation of municipally owned facilities such as parks. Participate and collaborate with King County and the other cities on UGA issues.
- A-15** Support permanent protection of designated rural and resource lands outside of the Urban Growth Area.

Human Services

Vision Statement (Goals)

In 2050, Redmond's human services network continues to foster equity, inclusivity, and intercultural respect. Redmond is flexible, sensitive, and responsive to the needs of diverse identities, abilities, and lived experiences. Redmond is regionally and nationally renowned as a community committed to social justice, where systemic inequities are eradicated, and all individuals have fair access to opportunities and resources.

In 2050, community engagement is the cornerstone of the City's work, with strong standards for meaningfully involving communities in decision-making processes and empowering them to shape their own futures. Redmond collaborates with other government agencies, non-profit organizations, libraries, schools, faith-based organizations, minority and women-owned small businesses, and community members to co-create equitable solutions that are responsive to local needs.

In 2050, Redmond's human services network is resilient. Robust process improvements and strengthened partnerships have resulted in strong regional collaboration. The lasting relationships, municipal organizational culture, and active partnership with the community contribute to a human services network which is adaptable and can operate effectively even in tough conditions.

In 2050, Redmond's human services network is socially, economically, and environmentally sustainable. Sound operational approaches to service delivery will be designed with these considerations in mind. The human services network plans for and adapts to expected and unexpected changes, while remaining committed to balancing the needs of people and the planet.

With this vision, Redmond has prioritized four overarching framework policies.

Framework Policies for Element (Objectives)

FW-HS-1 Pursue social justice, equity, and access in human services policies, regulations, and programs.

FW-HS-2 Identify and pursue opportunities that will increase funding and resources.

FW-HS-3 Increase human services capacity and continually improve programs.

FW-HS-4 Strengthen existing, and pursue new, partnerships and collaborations to improve human services related outcomes.

Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, and sustainability.

Equity and Inclusion	Resiliency	Sustainability
<ul style="list-style-type: none"> • HS-1 through HS-11 • HS-16 through HS-21 	<ul style="list-style-type: none"> • HS-1 • HS-2 • HS-4 • HS-6 through HS-15 • HS-18 • HS-21 	<ul style="list-style-type: none"> • HS-13 through HS-15 • HS-18 • HS-21

Existing Conditions

Background

The Human Services element establishes the City's role in planning, funding, coordinating, and improving human services delivery to achieve a more sustainable, resilient, and equitable community. The element also sets policy direction for how the City will allocate its resources to meet community needs.

Redmond's population has grown in number and in diversity since the last comprehensive plan.

Combined with changes to public transportation systems, local economies, and other significant events, there is more need than ever for effective human services.

In 2022, the City released its newest Human Services Strategic Plan, a process that is typically conducted every five years. Led by values of equity and inclusion, resiliency, integrity, and centering relationships, this plan outlines a set of strategies and actions for the next five years. The plan affirmed the City's commitment to ensure that community members can meet their basic needs such as food, shelter, and medical care. The plan also affirmed the City's commitment to ensure that community members have access to opportunities that support them in reaching their full potential. Progress can be made to fulfill these lofty commitments by allocating resources to:

- Plan for and respond to emerging and emergency needs.
- Invest in an array of services and programs that support community needs, prioritizing marginalized communities such as (but not limited to): black, indigenous, and people of color (BIPOC); immigrants; lesbian, gay, bisexual, transgender, queer, and others (LGBTQ+); and people with disabilities.
- Convene and collaborate with partners to identify and implement solutions to complex community challenges across the Eastside.
- Connect community partners toward shared goals and solutions.
- Increase access to services, with a particular focus on addressing language and cultural barriers.
- Support unhoused and unstably housed community members through coordination with City departments, non-profit partners, businesses, and the broader community.

Current Conditions

In 2022, Redmond published a [Human Services Needs Assessment](#), which summarizes results from analysis of quantitative data, including census data and local reports and studies, describing Redmond's demographics and relevant community-level trends. The assessment also included outreach with

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community members and partners to gain a better understanding of existing conditions in Redmond. Combined with other engagement efforts and planning analyses, current conditions indicates that:

- There are barriers to, and inequities in, accessing services.
- Racially disparate impacts occur in many different facets of life such as housing, healthcare, economic conditions, the COVID-19 pandemic, and more.
- The increasingly culturally diverse community highlights need for multilingual communication.
- Proactive community engagement is vital to help inform community members on how to access human services and how to find out if they are eligible for support.
- Barriers to, and inequities in, accessing services exist. BIPOC, low income, and non-English speaking individuals experience more challenges to accessing the services they need.
- While the median income in Redmond (over \$147,000 per year) is significantly higher than the King County average, there are still households struggling to meet their basic needs. In 2021, 6% of Redmond community members (~4,300 individuals) were living below the Federal Poverty Line, including:
 - Nearly 600 children under the age of 18.
 - Roughly 651 seniors over the age of 65.
- Mental health is a challenge for many community members, which is made worse due to the lack of accessible mental health services. Disparate impacts of mental distress are found with:
 - Lesbian, gay, and bisexual community members.
 - BIPOC community members.
 - Redmond youth.
- The non-profit sector across King County is struggling to retain qualified staff due to stagnant wages in a very high cost of living area.
- Opportunities exist to build strong partnerships to support people with intellectual or developmental disabilities, including supportive employment programs.
- Housing insecurity and homelessness are pressing challenges for some community members.

Human Services Systems and Partnerships, Commission, and Non-Profit Sector

Human Service Systems and Partnerships

Human services are coordinated through a network of County and City entities, non-profit organizations, foundations, corporations, public health, and community advocates who work together to create a seamless system for addressing complex social issues. The primary purpose of a human services system is to enhance the well-being and quality of life for individuals and families.

Partnerships may span multiple sectors such as healthcare, education, faith communities, non-profits, and law enforcement. This cross-sector collaboration recognizes that many social issues are interconnected and addressing them requires a comprehensive approach. The Redmond Community Court is an alternative, problem-solving court that differs from traditional courts by seeking to identify and address the underlying challenges of court participants that may have through comprehensive services offered at the co-located Community Resource Center. This is a model partnership between the City of Redmond, King County District Court, and the Redmond Library.

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Human Services Commission

The City of Redmond Human Services Commission is a vital component of the City's service operations. The City's first Human Services Commission was established in 2009 as a seven-member volunteer board whose oversight includes:

- Reviewing funding requests to provide specific funding recommendations every two years as part of the City's budget process.
- Advising the Mayor and Council on general issues related to human services.
- Helping carry out recommendations of the City's [Human Services Strategic Plan](#), including strategies that increase the knowledge of and engage the community in addressing human services needs and issues in Redmond.

Non-Profit Sector

The City of Redmond funds and partners with local human service provider organizations. Non-profit providers are often the primary agency responsible for serving individuals and families who are seeking assistance. Providers have experienced challenges in responding to the increased demand for services, while navigating a patchwork of funding to support their work. Recruiting and retaining qualified staff has been particularly difficult as costs have continued to rise, and wages, which were already low, have failed to keep pace. A 2023 report by the University of Washington School of Social Work's Wage Equity Study Team found that non-profit human services workers are paid 37% less than those in other industries. In Redmond, that disparity is even greater as the median income and cost of living are higher than in other parts of the county.

Policies

FW-HS-1 Pursue social justice, equity, and access in human services policies, regulations, and programs.

- HS-1** Support the community response to human service needs.
 - Collaborate with other City departments.
 - Involve the City in direct delivery of human services when delivery is consistent with a department's mission.
 - Involve the City in direct delivery of human services when the City is one of the most effective providers, or there are no other qualified, available providers.
- HS-2** Partner with service providers to ensure that people of any race, culture, age, ability, language, gender, or income level can easily access the services they need to support a high quality of life.
- HS-3** Support access to the services, resources, and opportunities for people who have experienced past or current inequities so that everyone in our community can enjoy a high quality of life.
- HS-4** In coordination with other city departments, facilitate activities that promote community-building and community well-being where all feel welcome and safe.
- HS-5** Work to promote culturally and linguistically appropriate and equitable services for the community.
- HS-6** Increase awareness of human service needs, resources to meet those needs, and emerging trends through community education and outreach.
- HS-7** Reduce barriers to access by supporting human services that can bring services to the community.

FW-HS-2 Identify and pursue opportunities that ensure and increase access to funding and resources.

- HS-8** Prioritize funding to local non-profit agencies serving the broad range of needs of extremely low-, low-, and moderate-income Redmond community members.
- HS-9** Use available, and work to increase, external funds and resources in support of affordable housing, human services, and other needed community projects.
- HS-10** Invest in subregional infrastructure and capacity to support people experiencing homelessness or at risk of becoming homeless. This includes coordination with entities responsible for oversight of King County's homeless system to ensure that subregional needs are met.

FW-HS-3 Increase human services capacity and continually improve programs.

- HS-11** Support efforts to ensure adequate human services infrastructure and capacity remains in Redmond.

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HS-12 In coordination with other city departments, foster comprehensive, appropriate, and proactive responses for individuals or households experiencing crisis or instability.

HS-13 Regularly monitor trends and changes in local human services needs and priorities, with direct input from those impacted, to guide adjustments to the city's human service programs and strategies.

HS-14 Pursue land use policies, development regulations, and funding, to foster the integration of human service providers into areas with other community services and amenities to increase access to and reduce stigma associated with human services.

FW-HS-4 Strengthen existing, and pursue new, partnerships and collaborations to improve human services related outcomes.

HS-15 Empower the Human Services Commission by encouraging diverse representation and reducing barriers to participation on the commission.

HS-16 Participate and provide leadership in local, regional, state, and national initiatives that may achieve efficiencies and innovation to address systemic challenges.

HS-17 Advocate at the federal, state and county level to support community well-being.

HS-18 Collaborate with, and involve into the decision-making process, the people that would be most impacted by those decisions.

HS-19 Build partnerships with neighboring cities, the County, faith communities, community-based organizations, the school district, businesses, and others to strengthen the delivery of services.

HS-20 Explore opportunities to engage with the youth in Redmond to identify areas of need and potential human services to address those needs.

HS-21 Encourage partnerships and programs that will increase climate resilience for populations who are disproportionately impacted.

Human Services Policies in Other Elements

The list of policies in elements other than the Human Service element are policies which may need updates to meet Human Service goals.

#	Existing Text	Existing, Updated, or New, with existing policy number if applicable	Proposed New Language / Deletion	Purpose / Impacts
Land Use Element Policies				
LU-14	Encourage the provision of needed facilities that serve the general public, such as facilities for education, libraries, parks, culture and recreation, police and fire, transportation and utilities. Ensure that these facilities are located in a manner that is compatible with the City's preferred land use pattern.	Updated	Encourage the provision of needed facilities that serve the general public, such as facilities for education, libraries, parks, culture and recreation, <u>human services</u> , police and fire, transportation and utilities. Ensure that these facilities are located in a manner that is compatible with the City's preferred land use pattern.	Explicitly add human services as a needed facility. Improve equity outcomes.
LU-15	Support equitable delivery of and access to human services by allowing these uses in suitable locations and encouraging their creation through incentives or bonuses and other innovative measures.	Existing	-	-
Urban Center Element Policies				
UC-10	Use public-private partnerships to meet public facilities and service needs, such as utilities, transportation, parks, beautification, civic and other improvements. Encourage public private partnerships to meet human services needs as well.	Existing	-	-

Capital Facilities element – policy update

Capital Facilities Element Policy update

GOAL – streamline/simplify/condense polices as needed to reduce redundancy of concepts and increase readability

RCW requirements

Requirement	Where met
<i>(a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;</i>	CF element, Utilities element, functional plans
<i>(b) a forecast of the future needs for such capital facilities;</i>	Functional plans
<i>(c) the proposed locations and capacities of expanded or new capital facilities;</i>	Functional plans, PARCC element (Parks)
<i>(d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and</i>	Council adopted CIP (part of biennium budget)
<i>(e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.</i>	Capital facilities element – CF -10

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
		FW-31	Plan, finance, build, rehabilitate and maintain capital facilities and services consistent with the following principles: • Provide facilities and services that support the City’s vision and	Updated	Updated planning horizon, added equity concept	Plan, finance, build, rehabilitate and maintain capital facilities and services consistent with the following principles: • Provide facilities and services that support the City’s vision and

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			<p>Land Use Plan as articulated in the Redmond Comprehensive Plan;</p> <ul style="list-style-type: none">• Ensure that capital facilities are sustainable, well designed, attractive and safe;• Provide facilities and services that protect public health and safety;• Ensure adequate provision of needed infrastructure and services;• Allocate infrastructure funding responsibilities fairly;• Optimize strategic actions and investments over near-, mid-, and long-term portions of the Comprehensive Plan’s 2030 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions; and• Provide reasonable certainty that needed facility and service			<p>Land Use Plan as articulated in the Redmond Comprehensive Plan;</p> <ul style="list-style-type: none">• Ensure that capital facilities are sustainable, well designed, attractive and safe;• Provide facilities and services that protect public health and safety;• Ensure equitable and adequate provision of needed infrastructure and services;• Allocate infrastructure funding responsibilities fairly;• Optimize strategic actions and investments over near-, mid-, and long-term portions of the Comprehensive Plan’s 2050 2030 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions; and• Provide reasonable certainty that needed facility and service

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			improvements are completed in a timely manner.			improvements are completed in a timely manner.
		FW-32	Ensure that the cost of capital facility improvements are borne in proportion to the benefit received. Allocate the cost of facilities that are generated by and that benefit growth to those generating that growth.	Updated	Simplified and concept clarified in CF-5	Ensure that the costs of capital facility improvements are borne in proportion to the benefit received. Allocate the cost of facilities that are generated by and that benefit growth to those generating that growth.
B. Capital Facilities Planning	Capital Facilities and Functional Plans	CF-1	Develop and regularly update functional plans that assess capital facility needs and strategies for addressing such needs. Provide opportunities for public involvement appropriate to the nature of the update. Use functional plans to guide the development of capital priorities and investment decisions within each of the following functional areas: <ul style="list-style-type: none">• Fire protection and response, including the city and Fire District #34;• Police protection;• Stormwater and surface water management;• Water and sewer systems;	Updated	Updated terminology	Develop and regularly update functional plans that assess capital facility needs and strategies for addressing such needs. Provide opportunities for public involvement appropriate to the nature of the update. Use functional plans to guide the development of capital priorities and investment decisions within each of the following functional areas: <ul style="list-style-type: none">• Fire protection and response, including the city and other contracted service areas Fire District #34;• Police protection services;• Stormwater and surface water management;

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			<ul style="list-style-type: none"> • Parks, arts, recreation, culture and conservation; • Transportation; • Emergency preparedness and management; • General government facilities; and • Other functional areas as identified. 			<ul style="list-style-type: none"> • Water and sewer wastewater systems; • Parks, arts, recreation, culture and conservation; • Transportation; • Emergency preparedness and management; • General government facilities; and • Other functional areas as identified.
		CF-2	<p>Include in functional plans and supporting documents, at a minimum, the following features necessary for maintaining an accurate account of longterm capital facility needs and associated costs to the City, and consistency with the Comprehensive Plan and the Zoning Code:</p> <ul style="list-style-type: none"> • A description of the current capital facility infrastructure and the scope and cost of its operation and maintenance; • A description of current capital facility deficiencies and appropriate funding strategies to remedy these deficiencies; • An analysis of capital facilities needed through the year 2030, at 	Updated	Updated for clarity, equity and planning horizon. Moved emergency preparedness and climate resiliency to policy from CF2.5	<p>Include in functional plans and supporting documents, at a minimum, the following elements necessary to maintain features necessary for maintaining an accurate account of long-term capital facility needs and associated costs to the City, and consistency with the Comprehensive Plan and applicable provisions of the Zoning Code:</p> <ul style="list-style-type: none"> • A description of the current capital facility infrastructure and the scope and cost of its operation and maintenance; • A description of current capital facility deficiencies and appropriate funding strategies to remedy these deficiencies;

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			<p>a minimum, and preliminary cost estimates to meet those needs;</p> <ul style="list-style-type: none">• An analysis specifying how capital facilities will be financed and maintained;• A description of the functional plan’s public outreach, participation and review process;• Criteria to be used to prioritize projects and inform the Capital Investment Strategic Plan;• A description of how the functional plan and supporting documents respond to Growth Management Act requirements; and• An analysis indicating that the functional plan, including any subsequent revisions to or modifications of the functional plan, is consistent with the Comprehensive Plan policies, Zoning Code regulations, and the Capital Investment Strategic Plan.			<ul style="list-style-type: none">• An analysis of capital facilities needed through the year 2030 2050, at a minimum, and preliminary cost estimates to meet those needs;• An analysis specifying how capital facilities will be financed and maintained;• A description of the functional plan’s public outreach, participation and review process;• Criteria to be used to prioritize projects and inform the Capital Investment Strategic Plan Strategy;• An analysis of how proposed investments impact underserved communities and geographies;• A description of how the plan addresses emergency preparedness and resilience to natural hazards, including climate change impacts;• A description of how the functional plan and supporting documents respond to Growth Management Act requirements; and• An analysis indicating that the functional plan, including any subsequent revisions to or modifications of the functional

Capital Facilities element – policy update



Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
						plan, is consistent with the Comprehensive Plan policies, Zoning Code regulations, and the Capital Investment Strategic Plan Strategy, and applicable state and federal laws.
		CF-2.5	Ensure that functional and strategic plans address emergency preparedness needs as applicable including: <ul style="list-style-type: none"> • Seismic retrofits; • Infrastructure resiliency (“Safe-to-fail”) mechanisms including backup power generation, resilient network infrastructure, and communications; and • Methods and facilities (“Alternative Service Centers”) to provide essential services including shelter, food and water, medical care, cleanup, and restoration. Local alternative Service Centers in areas of the City less susceptible to hazards liquefaction, landslides, and floods. 	Deleted	Combined with CF-2	<i>Strike</i> Ensure that functional and strategic plans address emergency preparedness needs as applicable including: • Seismic retrofits; • Infrastructure resiliency (“Safe-to-fail”) mechanisms including backup power generation, resilient network infrastructure, and communications; and • Methods and facilities (“Alternative Service Centers”) to provide essential services including shelter, food and water, medical care, cleanup, and restoration. Local alternative Service Centers in areas of the City less susceptible to hazards liquefaction, landslides, and floods.
		CF-3	Review proposed functional plans and updates to existing functional plans to ensure that	Deleted	Combined with CF-2	<i>Strike</i> Review proposed functional plans and updates to existing

Capital Facilities element – policy update



Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			<p>the plans:</p> <ul style="list-style-type: none"> • Focus on infrastructure needs in both developed and developing areas of Redmond, • Are consistent with the Comprehensive Plan, and • Comply with state law. 			<p>functional plans to ensure that the plans:</p> <ul style="list-style-type: none"> • Focus on infrastructure needs in both developed and developing areas of Redmond, • Are consistent with the Comprehensive Plan, and • Comply with state law.
		CF-4	<p>Require that new functional plans and updates to existing functional plans adhere to the following review processes:</p> <ul style="list-style-type: none"> • For minor modifications to existing plans, administratively review changes that are consistent with and do not impede the implementation of the Comprehensive Plan. • For major updates and new functional plans, use the Comprehensive Plan amendment review process. A major update is characterized by any of the following: <ul style="list-style-type: none"> » Amendments representing more than clarification of existing language or intent; » Significant changes to anticipated service provision based on new analyses, assumptions or implementation 	Updated	Updated for clarity	<p>Require that new functional plans and updates to existing functional plans that are adopted as part of the Comprehensive Plan adhere to the following review processes:</p> <ul style="list-style-type: none"> • For minor modifications to existing plans, administratively review changes that are consistent with and do not impede the implementation of the Comprehensive Plan. • For major updates and new functional plans, use the Comprehensive Plan amendment review process to ensure consistency with the Comprehensive Plan. A major update is characterized by any of the following: <ul style="list-style-type: none"> » Amendments representing more than clarification of existing language or intent;

Capital Facilities element – policy update



Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			strategies; » Changes proposed by private parties that are inconsistent with or may impede implementation of the Comprehensive Plan.			» Significant changes to anticipated service provision based on new analyses, assumptions or implementation strategies; » Changes proposed by private parties that are inconsistent with or may impede implementation of the Comprehensive Plan.
		CF-5	Require that properties, when they develop or redevelop, construct or contribute to improvements as identified in adopted plans.	Updated	Updated to clarify how growth is paid for and expands upon FW-32	Require that properties, when they develop or redevelop, construct or contribute to improvements as identified in adopted plans. Ensure growth pays for its legal share of growth-related impacts or allocate the legal share of cost incurred to mitigate for growth-related impacts.
		CF-5.5	Engage the community during the capital planning and implementation process to seek input, inform direction and provide updates.	Deleted	Covered in PIE element	Strike Engage the community during the capital planning and implementation process to seek input, inform direction and provide updates.
	Service Standards	CF-6	Establish capital facility service standards that help determine long-term capital facility and funding requirements.	Updated	Clarify concept of service standards. Some LOS updates are pending, such as parks and transportation	Establish capital facility level-of- service standards that help determine long-term capital facility and funding requirements.

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
		CF-6 (water system)	<ul style="list-style-type: none">Water system:<ul style="list-style-type: none">» A flow volume that meets instantaneous demand together with projected fire flows			No change
		CF-6 (sewer system)	<ul style="list-style-type: none">Sewer system: » A level that allows collection of peak wastewater discharge plus infiltration and inflow			<ul style="list-style-type: none">Sewer Wastewater system: » A level that allows collection of peak wastewater discharge plus infiltration and inflow
		CF-6 (transportation facilities)	<ul style="list-style-type: none">Transportation facilities:<ul style="list-style-type: none">» Transportation service standards help identify the need for growth-related transportation services, programs and projects, as well as those that serve people already living and working in Redmond. Redmond has adopted a type of standard based on person mobility, which encompasses all modes of travel including trips by vehicles, walking, biking and transit. Mobility-based standards support transportation concurrency, meaning the transportation system is continually balanced as programs and projects are implemented proportionally with the level of growth and implement the City's			pending

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			land use vision. Refer to the Transportation Master Plan and policies TR 26-28 for further information on mobility. The target threshold for Redmond’s mobility-based transportation service standard strives for a condition where enhancement of the transportation system occurs concurrently, proportionately, in parallel with City growth, and in a manner consistent with the Comprehensive Plan and the State Growth Management Act. In addition, the mobility-based service standard is designed to have the effect of prioritizing future improvements and expanding travel choices to achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking and bicycling environment, and transportation demand management.			

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
		CF-6 (Parks & Rec facilities)	<ul style="list-style-type: none">• Parks and recreational facilities:<ul style="list-style-type: none">» Children’s Play Areas & Outdoor Sports & Fitness Facilities Service Areas: All residents should have convenient access to these facilities, which is calculated as within one mile depending on the quantity and quality of facilities.» Outdoor Sports Fields Usage Rates: Sports fields should be operated at 80% capacity or less. If the facility is used at a higher rate, it triggers the need to plan for additional capacity.» Urban Parks Criteria: Both of Redmond’s urban centers, Downtown and Overlake, should contain sufficient urban park acreage to meet all urban park service criteria:<ul style="list-style-type: none">» Serve the daily recreational needs of neighboring residents, and at the same time, are destination gathering places,» Approximately two acres in size or larger,» Urban parks within an urban center combined or individually can accommodate crowds of up to 10,000 people for community events,			pending

Capital Facilities element – policy update



Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			» Sufficient infrastructure to support community events, and » Designed and constructed with quality amenities and materials. » Trails: The target population has convenient access to public trails from home or office. This is calculated as a quarter mile from trail access points. The target population is 100% of residents and 25% of workers in Redmond. » Recreation: Achieve or exceed projected number of registrations per year by program area (exercise, recreation, special events, and arts).			
		CF-6 (fire protection)	• Fire protection: » Travel time of six minutes or less for 90 percent of emergency fire and medical calls in the city			<i>No change</i>
		CF-6 (police protection)	• Police capital facility needs are associated with police protection, operations, special operations and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services.			Police services: » Police capital facility needs are associated with police services, general operations, special operations and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services and to meet

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
						<p>needs of staff assigned to service delivery.</p> <p>» Ensure emergency response times meet community expectations and call response types.</p> <p>• Police capital facility needs are associated with police protection, operations, special operations and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services.</p>
		CF-6 (Stormwater & surface water facilities)	<ul style="list-style-type: none">Stormwater and surface water facilities:<ul style="list-style-type: none">» A level that permits adequate drainage for the appropriate rainfall duration and intensity to ensure the safety, welfare and convenience of people in the developed areas.» A level of stormwater treatment that adequately protects surface and groundwater quality and aquatic life.» A level of stormwater detention such that the rate of flow from a property shall not exceed pre-			<i>pending</i>

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			development levels. » A stormwater system that is maintained per NPDES permit requirements. » A level that permits fish passage through all Class 2 streams. » A level that adequately protects fish and wildlife habitat.			
		CF-6 (general gov't facilities)	• General government facilities: » Facilities that are safe and meet all applicable building standards, codes, state and federal regulations, and environmental quality aspects. » Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements. » Critical facilities are built or upgraded to standards that increase the likelihood that vital services continue in the event of a disaster.			• General government facilities: » Facilities that are safe and meet all applicable building standards, codes, state and federal regulations, and environmental quality aspects. » Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands, such as population growth, expanded infrastructure, and changes in regulatory requirements. » Critical facilities are built or upgraded to standards that increase the likelihood that vital services continue in the event of a disaster. » Constructed to support the equitable provision and use of facilities for all users.

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
C. Capital Investment Strategy	Plan-Level Financial Balance	CF-7	<p>Develop and maintain a strategic plan for implementing capital projects in support of the City’s land use vision as described by the Comprehensive Plan. The intent of the plan is to:</p> <ul style="list-style-type: none"> • Guide the City’s investment decisions in the near, middle and long through 2030; • Identify high-priority capital projects planned for 2031-2040; • Further strengthen the City’s readiness for grant applications and partnerships; • Help the City to strategically leverage capital investment opportunities working in partnership with others when consistent with City capital investment priorities; • Ensure effective use of public funds; • Develop strategic and innovative infrastructure funding approaches, consistent with the Long-range Financial Strategy, which considers available and potential resources, and best positions Redmond for the upcoming six-year investment period and 	Updated	Updated language and planning horizon	<p>Develop and maintain a capital investment strategy strategic plan for implementing capital projects in support of the City’s land use vision as described by the Comprehensive Plan. The intent of the plan is to:</p> <ul style="list-style-type: none"> • Guide the City’s investment decisions in the near, middle and long term through 2030 2050; • Identify high-priority capital projects planned for 2031-2040; • Further strengthen the City’s readiness for grant applications and partnerships; • Help the City to strategically leverage capital investment opportunities working in partnership with others when consistent with City capital investment priorities; • Ensure effective use of public funds; • Develop strategic and innovative infrastructure funding approaches, that are consistent with adopted City financial policies, consistent with the Long-range Financial Strategy, which considers available and potential resources, and best positions Redmond for the

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			<ul style="list-style-type: none"> Inform the community of the overall improvement plan. 			upcoming six-year investment period and <ul style="list-style-type: none"> Inform the community of the overall strategy improvement plan.
		CF-8	Ensure that the Capital Investment Strategy: <ul style="list-style-type: none"> Is consistent with the Comprehensive Plan; Reflects estimated project costs based on a standard approach; Uses functional plans, strategic plans, and asset management data as the primary sources of planned capital investments, and efforts are aligned to achieve consistency when planning and prioritizing projects; Summarizes the revenue and expense components of the City’s functional plans; Includes financial data for capital spending in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2030 and the 20- year capital investment period; Identifies key strategic actions and investments needed to carry 	Updated	Updated language for clarity and planning horizon	Ensure that the Capital Investment Strategy: <ul style="list-style-type: none"> Is consistent with the Comprehensive Plan; Reflects estimated project costs based on a standard approach; Uses functional plans, strategic plans, and asset management data as the primary sources of planned capital investments, and efforts are aligned to achieve consistency when planning and prioritizing projects; Summarizes the revenue and expense components of the City’s functional plans; Includes financial data for capital spending in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2030 2050 and the 20- year capital investment period; Identifies key strategic actions and investments needed to carry

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Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			<p>out the Comprehensive Plan vision for Downtown, Overlake and established neighborhoods;</p> <ul style="list-style-type: none">• Summarizes planned capital facility improvements, sequencing and costs over a 20-year period;• Prioritizes planned six-year CIP projects;• Takes into account staff resources and funding availability to implement planned CIP projects;• Includes all functional areas: Transportation, Parks, Water, Stormwater, Sewer, Police, Fire and General Government, and other functional areas as identified;• Addresses service deficiencies;• Addresses ongoing operating costs, capital maintenance, preservation and replacement;• Explores options to address the funding gap;• Develops funding strategies;• Identifies follow-up work for future CIS efforts; and• Monitoring and reports on progress.			<p>out the Comprehensive Plan vision for Downtown, Overlake Urban Centers and established neighborhoods;</p> <ul style="list-style-type: none">• Summarizes planned capital facility improvements, sequencing and costs over a 20-year period;• Prioritizes planned six-year CIP projects;• Takes into account staff resources and funding availability to implement planned CIP projects;• Includes all functional areas; Transportation, Parks, Water, Stormwater, Sewer, Police, Fire and General Government, and other functional areas as identified;• Addresses service deficiencies;• Addresses ongoing operating costs, capital maintenance, preservation, and replacement;• Explores options to address the funding gap;• Develops funding strategies;• Identifies follow-up work for future CIS efforts; and• Describes how implementation progress will be monitored and

Capital Facilities element – policy update



Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
						reported Monitoring and reports on progress.
		CF-9	Define “plan-level financial balance” as the financial capability to construct and operate adequate capital facilities at the time that they are required, in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2030 and the 20-year capital investment period.	Updated	Update planning horizon	Define “plan-level financial balance” as the financial capability to construct and operate adequate capital facilities at the time that they are required, in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2030 2050 and the 20-year capital investment period.
		CF-10	Biennially evaluate the City’s ability to achieve “plan-level financial balance.” Take one or more of the following actions if the financial capacity to provide necessary capital facilities for all or part of the city is found to be insufficient: <ul style="list-style-type: none"> • Reassess planned land use and adjust the capacity for growth, • Institute mechanisms for phasing or deferring growth, • Reassess service standards for capital facilities, or • Identify new revenue sources 	Existing	No change - aligns with fiscal policies	<i>No change proposed</i>

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
		CF-11	Adopt the City’s Six-Year Capital Improvement Program (CIP) as the short-term budgetary process for implementing the long-term capital investment strategic plan. Ensure that project priorities, funding allocations, and financing strategies incorporated in the CIP are substantially consistent with the Capital Investment Strategic Plan.	Updated	Update terminology	Adopt the City’s Six-Year Capital Improvement Program (CIP) as the short-term budgetary process for implementing the long-term capital investment strategic plan Strategy . Ensure that project priorities, funding allocations, and financing strategies incorporated in the CIP are substantially consistent with the Capital Investment Strategic Plan Strategy .
	Focus on Redmond's Centers	CF-12	Use capital facilities to attract growth to centers by: <ul style="list-style-type: none"> • Giving priority to funding for public facilities and services within the Downtown and Overlake Urban Centers, • Creating a mechanism to provide ongoing capital funds for Redmond’s Urban Centers, and • Prioritizing projects outside these Urban Centers that will increase mobility to and from the centers. 	Updated	Updated to expand to all designated centers	Use capital facilities to attract growth to centers by: <ul style="list-style-type: none"> • Giving priority to funding for public facilities and services within the Downtown and Overlake Urban Ccenters, • Creating a mechanism to provide ongoing capital funds for Redmond’s Urban Ccenters, and • Prioritizing projects outside these Urban Ccenters that will increase mobility to and from the centers.
D. Redmond's Revenue Sources	Unrestricted Capital Revenue	CF-13	Prepare a long-range revenue forecast to promote consistency and stability in capital planning and programming, as well as to inform the Budgeting by Priorities	Updated	Updated terminology	Prepare a long-range revenue forecast to promote consistency and stability in capital planning and programming, as well as to inform the B udgeting by

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			process and Capital Investment Strategic Plan. Determine through the biennial review of fiscal policies the percentage allocation of unrestricted capital revenues to functional areas.			Priorities process and Capital Investment Strategic Plan Strategy . Determine through the biennial review of fiscal policies the percentage allocation of unrestricted capital revenues to functional areas.
	Developer and Other Restricted Funding	CF-14	<p>Follow the principle that growth shall pay for the growth-related portion of capital facilities. When imposing impact fees on new development, the City will:</p> <ul style="list-style-type: none">• Impose fees only for system improvements that are reasonably related to growth;• Structure the impact fee system so that impact fees do not exceed the proportionate share of the costs of system improvements attributable to growth and are reasonably related to the new development;• Balance impact fee revenues with other public revenue sources to finance system improvements that serve new development;• Use fee proceeds for system improvements that will reasonably benefit the new development;	Existing	No update needed	<i>No change proposed</i>

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Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
			<ul style="list-style-type: none">• Prohibit the use of impact fee proceeds for correcting existing capital facility deficiencies;• Maintain an annual adjustment to impact fees based on an appropriate capital cost index and other relevant local construction data, subject to annual City Council approval;• Review the impact fees and the indices used periodically to ensure that the fees reflect the cost of planned system improvements related to growth; and• Pool fees to more efficiently fund capital facilities resulting from new growth.			
		CF-15	<p>Aggressively pursue funding from other levels of government nonprofit and private agencies to accomplish the City of Redmond’s capital investment program, while optimizing use of City resources.</p> <p>As appropriate, pursue alternative financing strategies such as public-private partnerships to further support the capital program.</p>	Updated	Update terminology	Aggressively Pursue funding from other levels of government, nonprofit, and private agencies to accomplish the City of Redmond’s capital investment program, while optimizing use of City resources. <p>As appropriate, pursue alternative financing strategies such as public-private partnerships to further support the capital program.</p>

Capital Facilities element – policy update



Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
		CF-16	Consider exempting from payment of impact fees certain developments that have broad public purpose when adopting an impact fee ordinance.	Updated		Consider exempting from payment of impact fees certain developments that have broad public purpose. when adopting an impact fee ordinance.
	School Facilities	CF-17	<p>Require school districts that propose to have the City of Redmond impose impact fees for them to prepare Capital Facility Plans that include:</p> <ul style="list-style-type: none"> • Plans for capital improvements and construction over a 20-year horizon, • A demonstration of how facility and service needs are determined, • An annually updated six-year (or longer) finance plan that demonstrates how capital needs are to be funded, • Population and demographic projections consistent with those used in developing the City's Comprehensive Plan, and • An assessment and comparison of the condition and functional characteristics of school facilities across the entire district. 	Existing	Maintain policy as-is	<i>No change proposed</i>

Capital Facilities element – policy update

Section		Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1.0 policy update
E. Lands useful for Public Purposes		CF-18	Identify lands useful for public purposes in functional plans and in the appropriate elements of the Comprehensive Plan. Identify alternative sites or lands more generally where acquisition is not immediate. Identify lands specifically when acquired and used for public purposes on the Land Use Map, or in the appropriate elements of the Comprehensive Plan where not otherwise identified by City or other governmental agency functional plans.	Existing	Maintain policy as-is	No change proposed
		CF-19	Identify shared needs and the lands that may be used to meet these needs with nearby cities, King County, neighboring counties, the State of Washington, the Puget Sound Regional Council, school districts, special purpose districts and other government agencies. Maintain a capital acquisition budget and schedule that reflects the jointly agreed upon priorities.	Updated	Added clarity that policy focus is capital needs	Identify shared capital needs and the lands that may be used to meet these needs with nearby cities, King County, neighboring counties, the State of Washington, the Puget Sound Regional Council, school districts, special purpose districts and other government agencies. Maintain a capital acquisition budget and schedule that reflects the jointly agreed upon priorities.

Utilities Element – policy update

Utilities Element Policy update | All policies

GOAL – streamline/simplify/condense polices as needed to reduce redundancy of concepts and increase readability

section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
A. General Utility Policies	Adequacy and Phasing of Facilities	UT-1	Ensure that adequate public utilities and facilities are planned for, located, extended, and sized consistent with the planned growth described in the Goals, Vision and Framework Policies; Annexation and Regional Planning; and Land Use Elements	Updated	Simplified and updated for clarity	Ensure that adequate public utilities and facilities are planned for, located, extended, and sized consistent with the planned growth and service standards described in the Redmond Comprehensive Plan. Goals, Vision and Framework Policies; Annexation and Regional Planning; and Land Use Elements
		UT-2	Design and maintain public utility facilities to meet service standards identified in the Capital Facilities Element and corresponding functional plans.	Existing	No change – aligns with priorities and best practices	No Change proposed
		UT-3	Encourage the use of innovative technologies to: <ul style="list-style-type: none">• Provide and maintain utility services;• Reduce the negative impacts of additional utility service demands;• Improve the existing service; and• Reduce, where appropriate, the overall demand on utility systems.	Updated	Updated language and added concept of resiliency	Encourage the use of innovative strategies technologies to: <ul style="list-style-type: none">• Provide, and maintain, and improve utility services;• Reduce the negative impacts of additional utility service demands;• Improve the resiliency of the utility systems;• Improve the existing service; and

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
						<ul style="list-style-type: none">• Reduce, where appropriate, the overall demand on utility systems.
		UT-4	Prevent extension of City provided urban utilities to rural areas outside the Urban Growth Area except to meet State Department of Health or other applicable health, safety and welfare codes. Design such extensions to rural standards and do not condition the extension with other urban development standards, such as street widening, sidewalks or street lighting.	Existing	No change – maintains best practices	No change proposed
		UT-5	If utility extension to an unincorporated area becomes necessary and immediate annexation is not possible per Policy A-10 (Annexation and Regional Planning Element), condition extension with an agreement to annex in a timely manner and an agreement to design the extension to City development standards.	Updated	Updated for clarity	If utility extension to an unincorporated area abutting the Urban Growth Area becomes necessary and immediate annexation is not possible per Policy A-10 (Annexation and Regional Planning Element) , condition extension with an agreement to annex in a timely manner and an agreement to design the extension to City development standards.
		UT-6	Conduct City operations in a manner that leads by example through activities, such as recycling, water conservation, energy conservation and low-impact	Updated	Updated to include GHG reduction	Conduct City operations in a manner that leads by example through activities, practices such as recycling, greenhouse gas reduction , water conservation, energy conservation, and low-impact

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			development processes whenever possible.			development processes whenever possible.
	Economic Considerations	UT-7	Require development to pay for or construct the growth-related portion of infrastructure needs.	Updated	Clarifies legal requirements	Require development to pay for or construct the growth-related portion of infrastructure needs to the extent consistent with state law.
		UT-8	Create equity in financing of capital facilities among city residents and those outside the city by reflecting the full cost of providing service outside city limits; for example, in the Novelty Hill service area.	Updated	Clarifies policy	Ensure equitable financing of capital facilities between customers located in geographically and functionally distinct areas by managing the City and Novelty Hill Water and Wastewater Service Areas as independent utilities with capital and operational expenses separately assigned. Create equity in financing of capital facilities among city residents and those outside the city by reflecting the full cost of providing service outside city limits; for example, in the Novelty Hill service area.
		UT-9	Promote the efficiency of utility placement both in cost and timing through methods such as the following: • Collocate public and private utilities in shared trenches or utility corridors, provided that such joint use is consistent	Existing	Maintains current practices	No change proposed

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			with limitations as may be prescribed by applicable legal and safety considerations; <ul style="list-style-type: none">• Coordinate facility planning so that utilities may locate in transportation corridors and other dedicated rights-of-way;• Provide timely notice to utilities or coordinate with them when the construction or repair of existing and new roadway, bridges or sidewalks is anticipated;• Provide a reasonable regulatory climate, recognizing that utilities provide a critical service to the community;• Provide expeditious permitting, recognizing that avoiding utility project delay can minimize service disruptions and associated costs for residents and businesses;• Design new public infrastructure to allow for projected future utilities that may be placed within those facilities at a later time; and• Encourage joint use of utility corridors for utilities, recreation and appropriate nonmotorized connections.			
		UT-10	Determine utility infrastructure necessary for a given development concurrently with site plan entitlement.	Existing	Maintains current practices	No change proposed
	Environmental Considerations	UT-11	Balance the need for provision of utilities at a reasonable cost with the	Deleted	Duplicates UT-12	Strike

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			need to protect the environment and natural resources.			Balance the need for provision of utilities at a reasonable cost with the need to protect the environment and natural resources.
		UT-12	Design, locate and construct facilities to minimize adverse impacts to the environment and to protect environmentally sensitive areas. Take into account both individual and cumulative impacts. Minimize impacts through actions such as: <ul style="list-style-type: none"> • Using construction methods and materials to prevent or minimize the risk of overflows into watercourses and water bodies; • Locating utility corridors in existing cleared areas; • Locating utility facilities and corridors outside of wetlands; • Minimizing crossings of fish-bearing watercourses; • Using biostabilization, riprap or other engineering techniques to prevent erosion where lines may need to follow steep slopes; and • Minimizing corridor widths. 	Updated	simplified	Design, locate and construct facilities to protect and minimize adverse impacts to the environment and to protect environmentally sensitive areas. Take into account both individual and cumulative impacts. Minimize impacts through actions such as: <ul style="list-style-type: none"> • Using construction methods and materials to prevent or minimize the risk of overflows into watercourses and water bodies; • Locating utility corridors in existing cleared areas; • Locating utility facilities and corridors outside of wetlands; • Minimizing crossings of fish-bearing watercourses; • Using biostabilization, riprap or other engineering techniques to prevent erosion where lines may need to follow steep slopes; and • Minimizing corridor widths.
		UT-13	Require underground installation of all new utility distribution lines, except	Updated	Simplified and split out tariff/franchise concepts	Require underground installation of all new utility distribution lines, except

Utilities Element – policy update



section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			where underground installation would cause greater environmental harm than alternatives or where the Washington Utilities and Transportation Commission tariff structure is not consistent with this policy. Consider new technologies such as wireless transmission as they become available.			where underground installation would cause greater environmental harm than alternatives. or where the Washington Utilities and Transportation Commission tariff structure is not consistent with this policy. Consider new technologies such as wireless transmission as they become available.
		NEW		New	New policy on consistency with state law	Ensure consistency with Washington Utilities and Transportation Commission tariff structure and state law regarding utility franchises.
		UT-14	Promote the undergrounding of existing utility lines by means such as: <ul style="list-style-type: none"> • Requiring undergrounding of utility distribution lines or provide for future undergrounding as a condition for development projects, • Undergrounding utility distribution lines or provide for future undergrounding as street projects occur, • Funding undergrounding through a capital improvement program or through formation of a local improvement district, and • Requiring individual service lines to be 	Updated	Grammar fix	Promote the undergrounding of existing utility lines by means such as: <ul style="list-style-type: none"> • Requiring undergrounding of utility distribution lines or provide for future undergrounding as a condition for development projects, • Undergrounding utility distribution lines or providing for future undergrounding as street projects occur, • Funding undergrounding through a capital improvement program or through formation of a local improvement district, and • Requiring individual service lines to be

Utilities Element – policy update



section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			undergrounded when significant site improvements are made.			undergrounded when significant site improvements are made.
		UT-15	Require reasonable screening or architecturally compatible design of above ground utility facilities, such as transformers and associated vaults. Promote highquality design of utility facilities through measures such as: <ul style="list-style-type: none"> • Use of varied and interesting materials, • Use of color, • Additions of artwork, and • Superior landscape design. 	Updated	simplified	Require reasonable screening or architecturally compatible design of above ground utility facilities. , such as transformers and associated vaults. Promote highquality design of utility facilities through measures such as: <ul style="list-style-type: none"> • Use of varied and interesting materials, • Use of color, • Additions of artwork, and • Superior landscape design.
B. Water	Sources of Supply	UT-16	Continue to utilize, protect and sustain the Redmond well system to maximize the efficiency of the system. Ensure water is treated to meet state and federal drinking water regulations.	Updated	Grammar change	Continue to U utilize, protect and sustain the Redmond well system to maximize the efficiency of the system. Ensure water is treated to meet state and federal drinking water regulations.
		UT-17	Protect groundwater sources by maintaining and monitoring a Wellhead Protection Program which guides: <ul style="list-style-type: none"> • Land use decisions, • Development regulations, • Stormwater facility requirements, • Coordination with other agencies, and 	Updated	Grammar change	Protect groundwater sources by maintaining and monitoring a Wellhead Protection Program that which guides: <ul style="list-style-type: none"> • Land use decisions, • Development regulations, • Stormwater facility requirements, • Coordination with other agencies, and

Utilities Element – policy update



section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			• Other measures necessary to protect Redmond’s well system.			• Other measures necessary to protect Redmond’s well system.
		UT-18	Participate with the Cascade Water Alliance to acquire additional sources of supply for future needs.	Updated	Updated for clarity of intention	Participate with in the Cascade Water Alliance to provide water supply to meet current and future needs of the City in a cost-effective and environmentally sustainable manner. acquire additional sources of supply for future needs.
		UT-19	Reduce average annual and peak day water use by participating in Cascade Water Alliance’s conservation programs.	Deleted	Duplicated existing NE policies	Strike Reduce average annual and peak day water use by participating in Cascade Water Alliance’s conservation programs.
	Facilities	UT-20	Design water delivery and storage systems to provide efficient and reliable service, to balance short- and long-term costs, and to comply with state and federal regulations through methods, including but not limited to: <ul style="list-style-type: none"> • Use of gravity feed whenever feasible, • Development of a looped system, and • Standardization of transmission and distribution facility sizing and materials. 	Updated	Simplified	Design water delivery and storage systems to provide efficient and reliable service, to balance short- and long-term costs, and to comply with state and federal regulations. through methods, including but not limited to: <ul style="list-style-type: none"> • Use of gravity feed whenever feasible, • Development of a looped system, and • Standardization of transmission and distribution facility sizing and materials.
		UT-21	Require new development to construct water system improvements necessary	Existing	Maintains current practice	No change proposed

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			to serve the development and to provide a reliable integrated distribution system.			
		UT-22	Maintain adequate storage facilities to meet equalizing and fire demand volume and emergency supply.	Updated	Clarity of purpose	Maintain adequate water storage facilities to meet equalizing and fire demand volume and emergency supply.
		UT-23	Pursue the creation of emergency inter-ties with adjacent purveyors.	Updated	Clarity	Ensure a resilient water system by pursuing Pursue the creation of emergency inter-ties with adjacent purveyors.
		UT-24	Prohibit the creation of new water systems within the City of Redmond to ensure that Redmond is the primary provider of water service. Facilitate the City being the sole provider by encouraging the connection to City water for those properties on existing private well systems.	Existing	Maintains current practices	No change proposed
		UT-25	Require connection to the City water system for all new development permitted by the City.	Updated	Combined with UT-26	Require connection to the City water system for all new development permitted by the City, and for existing uses when development, such as a short plat, subdivision or other significant land use action, occurs to that property.

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
		UT-26	Require connection to the City water system for existing uses when development, such as a short plat, subdivision or other significant land use action, occurs to that property.	Deleted	Combined with UT-25	Strike Require connection to the City water system for existing uses when development, such as a short plat, subdivision or other significant land use action, occurs to that property.
C. Sewer	Facilities	UT-27	Ensure that the City of Redmond is the primary provider of wastewater service within the city limits.	Existing	Maintains existing practices	No change proposed
		UT-28	Require connection to the City wastewater system for all new development and for existing uses when development, such as a short plat, subdivision or other significant land use action, occurs to that property. Extend a waiver in limited circumstances where the economic impact of connection is high and there is no public safety concern.	Updated	Removes waiver	Require connection to the City wastewater system for all new development and for existing uses when development, such as a short plat, subdivision or other significant land use action, occurs to that property. Extend a waiver in limited circumstances where the economic impact of connection is high and there is no public safety concern.
		UT-29	Design wastewater systems to provide efficient and reliable service while balancing short-and long-term costs. Use gravity collection whenever feasible.	Updated	Updated to reflect current practices and standards	Design wastewater systems to provide efficient and reliable service while balancing short-and long-term costs. Use gravity collection whenever feasible.
		UT-30	Require development to construct sewer system improvements necessary	Existing	Maintains existing practices	No change proposed

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			to serve the development and to use design and construction standards for wastewater facilities that: <ul style="list-style-type: none"> • Facilitate long-term operation and maintenance at the lowest reasonable cost, Meet or exceed the State Department of Ecology standards, • Comply with state or federal regulations, and • Provide a reliable integrated collection system. 			
		UT-31	Support a regional approach to wastewater treatment by contracting with King County for transmission and treatment of Redmond's wastewater.	Existing	Maintains existing practices	No change proposed
		UT-32	Adopt or allow new technologies for waste disposal if they prove equal or superior to existing methods.	Deleted	Covered in other policies and practices	Strike Adopt or allow new technologies for waste disposal if they prove equal or superior to existing methods.
		UT-33	Require existing development to connect to the City wastewater collection system when on-site systems have failed and sewer facilities are available.	Updated	Includes KC Health Dept requirement	Require existing development to connect to the City wastewater collection system when on-site systems have failed, sewer facilities are available, or when required by the King County Health Department.

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
		UT-34	Encourage conversion from onsite wastewater disposal systems as sewer lines become available so that all septic systems in the city are eventually eliminated.	Existing	Maintains existing practices	No change proposed
		UT-35	Prohibit stormwater connections to the sanitary sewer system and require separation of stormwater and sewer systems except in cases where the public health and safety calls for such connections.	Deleted	Current standard, policy not needed	Strike Prohibit stormwater connections to the sanitary sewer system and require separation of stormwater and sewer systems except in cases where the public health and safety calls for such connections.
D. Stormwater		UT-36	Maintain, use and require development to use stormwater design and construction standards that: <ul style="list-style-type: none"> • Address rate of discharge, water quality and method of storm drainage; • Incorporate the principles of “Best Management Practices;” • Address methods to control runoff during construction to limit erosion, siltation and stream channel scouring; and • Minimize adverse impacts to natural watercourses. 	Existing	Maintains existing practices	No change proposed

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
		UT-37	Evaluate the feasibility of regional detention and treatment facilities and support their use where the concept proves feasible.	Updated	Updated to prioritize regional facilities as preferred tool.	<p>Utilize regional stormwater facilities as preferred infrastructure for stormwater management where stormwater cannot be fully managed on site.</p> <p>Evaluate the feasibility of regional detention and treatment facilities and support their use where the concept proves feasible.</p>
		UT-38	Ensure that the design of stormwater management facilities approximates predevelopment levels of infiltration and that they are designed to provide recharge in those areas where recharge is appropriate.	Existing	Maintains existing practices	No change proposed
		UT-39	Encourage open channel drainage systems, natural or man-made, whenever feasible through retention of existing systems and the development of new ones.	Existing	Maintains existing practices	No Change proposed
		UT-40	Allow stormwater retention/ detention facilities to qualify towards fulfilling open space requirements. Tie the percentage allowed to the intensity of use and density: a smaller percentage for low-density residential graduating to	Updated	Clarity	Allow at-grade or above-ground stormwater retention/ detention facilities to qualify towards fulfilling open space requirements. Tie the percentage allowed to the intensity of use and density: a smaller percentage

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			a higher percentage for high-density residential and nonresidential.			for low-density residential graduating to a higher percentage for high-density residential and nonresidential.
		UT-41	Encourage incorporation of natural systems into building designs to minimize runoff. Examples of such designs are sod roofs or rainwater capture to provide on-site landscape watering.	Updated	Simplified	Encourage incorporation of natural systems into building designs to minimize runoff. Examples of such designs are sod roofs or rainwater capture to provide on-site landscape watering.
		UT-42	Pursue the development of street standards that incorporate natural systems into the design of the streets. Examples of this are swales planted with native vegetation, such as the Street Edge Alternative (SEA) project, a natural drainage roadway in Seattle’s Broadview neighborhood.	Updated	Simplified	Design public infrastructure to minimize impacts to surface water. Pursue the development of street standards that incorporate natural systems into the design of the streets. Examples of this are swales planted with native vegetation, such as the Street Edge Alternative (SEA) project, a natural drainage roadway in Seattle’s Broadview neighborhood.
		UT-43	Use the 2001 Western Washington Stormwater Management Manual with adjustments to suit local conditions when conditioning development or designing systems.	Updated	Updated to remove limitation of edition of manual	Use the current City-adopted Stormwater Management Manual for Western Washington 2001 Western Washington Stormwater Management Manual with adjustments to suit local conditions when conditioning development or designing systems.

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
		UT-44	Cooperate and participate in groundwater management and basin plans with surrounding jurisdictions and implement policies where local action is feasible.	Existing	Maintains existing practices	No change proposed
		UT-45	Maintain and enforce minimum operation and maintenance standards for publicly and privately owned stormwater systems as set forth in the Stormwater Plan and the Municipal Code.	Existing	Maintains existing practices	No change proposed
		UT-46	Coordinate publicly and privately owned stormwater system maintenance activities in accordance with established standards.	Deleted	Not current practice	Strike Coordinate publicly and privately owned stormwater system maintenance activities in accordance with established standards.
		UT-47	Consider upgrading existing retention or detention facilities when new technologies prove more efficient or when upgrades such as attractive fencing or landscape materials can add amenity value to the neighborhoods.	Deleted	Not needed as a policy	Strike Consider upgrading existing retention or detention facilities when new technologies prove more efficient or when upgrades such as attractive fencing or landscape materials can add amenity value to the neighborhoods.
		UT-48	Develop and implement regulations and procedures concerning the storage and use of hazardous materials in	Existing	Maintains existing practices	No change proposed

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			coordination with other City departments.			
		UT-49	Develop and implement an emergency response plan for responding to surface and groundwater contamination emergencies to protect Redmond wells, coordinating among affected City departments.	Existing	Maintains existing practices	No change proposed
		UT-50	Follow standards concerning street waste and decant facility management procedures found in the Redmond Stormwater Facility Plan and the Municipal Code	Updated	simplified	<p>Establish and implement street waste and decant facility management standards.</p> <p>Follow standards concerning street waste and decant facility management procedures found in the Redmond Stormwater Facility Plan and the Municipal Code</p>
E. Solid Waste	Solid Waste Planning	UT-51	Continue to coordinate with King County on regional hazardous and solid waste issues, such as product stewardship and the “wastemobile,” waste studies, and construction and demolition debris.	Updated	simplified	<p>Continue to c Coordinate with King County on regional hazardous and solid waste issues. , such as product stewardship and the “wastemobile,” waste studies, and construction and demolition debris.</p>
	Solid Waste Management	UT-52	Provide solid waste and recycling collection services within the city, using contract hauling, or whichever method	Updated	Revised to reflect current goals and priorities	Provide solid waste, and recycling, and organic waste collection services within the city and advance zero-waste

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			is most economical and efficient for both residents and businesses, and uses sustainable practices.			practices that support sustainable consumption, with a preference for contract hauling. with a—using contract hauling, or whichever method is most economical and efficient for both residents and businesses, and uses sustainable practices.
		UT-53	Continue public education programs on solid waste management, recycling, waste reduction, and the proper storage and disposal of hazardous wastes.	Updated	Revised to reflect current goals and priorities	Continue public education programs and behavior change focused outreach on solid waste management, recycling, waste reduction, composting , and the proper storage and disposal of hazardous wastes.
		UT-54	Enforce codes to ensure adequate and conveniently located space for garbage and recycling collection containers in commercial, multifamily and mixed-use buildings	Updated	Revised to reflect current goals and priorities	Enforce codes to e Ensure adequate and conveniently located space for garbage, compost , and recycling collection containers is provided in multifamily and non-residential developments. in commercial, multifamily and mixed-use buildings
		UT-55	Support recycling through such means as: <ul style="list-style-type: none"> • Composting food waste from kitchen and lunch areas, yard waste from landscaping practices and manure from Farrell McWhirter Farm; • Placing disposal containers in 	Updated	Revised and simplified to reflect current goals and priorities	Support and implement city-focused efforts to reduce waste, recycle, and compost that sets a good example for the community. Support recycling through such means as:

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			convenient locations; • Using incentive programs to encourage recycling of materials; • Purchasing City goods containing recycled materials; and • Encouraging procurement of recycled content products by residents and businesses.			• Composting food waste from kitchen and lunch areas, yard waste from landscaping practices and manure from Farrell McWhirter Farm; • Placing disposal containers in convenient locations; • Using incentive programs to encourage recycling of materials; • Purchasing City goods containing recycled materials; and • Encouraging procurement of recycled content products by residents and businesses.
		UT-56	If solid waste reduction and recycling goals are not met, consider implementing mandatory programs which would further sustainability goals by minimizing impact to the Cedar Hills landfill and preventing cost increases associated with securing alternative waste disposal sites.	Updated	Simplified for clarity	If solid waste reduction and recycling goals are not met, consider implementing mandatory programs or adopting other mitigation measures that which would further sustainability goals by minimizing impact to the Cedar Hills landfill and preventing cost increases associated with securing alternative waste disposal sites.
		UT-57	To prepare for potential emergencies, work with state and county agencies to coordinate a debris management plan so that materials can be recycled and disposed of properly.	Updated	Revised to reflect current goals and priorities	Maintain a Debris Management Plan that establishes procedures and guidelines for managing disaster-related debris in a coordinated, environmentally-responsible, and cost-effective manner, and is coordinated

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						<p>with state and regional debris management planning.</p> <p>To prepare for potential emergencies, work with state and county agencies to coordinate a debris management plan so that materials can be recycled and disposed of properly.</p>
F. Energy	Service Overview	UT-58	Work with energy service providers to ensure energy facility plans reflect and support Redmond’s Land Use Plan and that energy resources are available to support the Land Use Plan.	Existing	Maintains existing practices	No change proposed
		UT-59	Work with energy service providers to promote an affordable, reliable and secure energy supply that increases development and use of renewable and less carbon-intensive sources, and that minimizes demand and consumption.	Updated	Updated to reflect city priorities	<p>Work with energy service providers to support the transition of utility energy fuel mixes to renewable sources to achieve 100% renewable energy for the community.</p> <p>Work with energy service providers to promote an affordable, reliable and secure energy supply that increases development and use of renewable and less carbon-intensive sources, and that minimizes demand and consumption.</p>
		UT-60	Coordinate and seek to cooperate with other jurisdictions when energy transmission facility additions or	Existing	Maintains existing practices	No change proposed

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			improvements cross jurisdictional boundaries. Include efforts to achieve consistency between jurisdictions in permit timing.			
	Electrical Energy and Facilities	UT-61	Recognize the current Electrical Facilities Plan, authored by Puget Sound Energy, as the facility plan for electrical utilities serving Redmond and the vicinity. Use this plan, where it is consistent with Redmond's land use goals, as a guide in identifying and preserving utility corridors and locating electrical facilities.	Updated	Simplified	<p>Utilize the current Puget Sound Energy Electrical Facilities Plan for electrical utilities serving Redmond.</p> <p>Recognize the current Electrical Facilities Plan, authored by Puget Sound Energy, as the facility plan for electrical utilities serving Redmond and the vicinity. Use this plan, where it is consistent with Redmond's land use goals, as a guide in identifying and preserving utility corridors and locating electrical facilities.</p>
		NEW		New	New policy to support grid reliability and reduce need for additional facilities	Support initiatives to increase grid reliability through energy efficiency, demand response, energy storage that reduces peak load, and provides grid flexibility.
		UT-62	Allow electrical utility facilities as a permitted use where appropriate to ensure that land is available for the siting of electrical facilities	Existing	Maintains existing practices	No change proposed

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		UT-63	Coordinate with Puget Sound Energy or any successor when considering land use designations or new development in the vicinity of proposed facility locations that might affect the suitability of the designated areas for location of facilities.	Existing	Maintains existing practices	No change proposed
		UT-64	Encourage pruning of trees to direct growth away from overhead utility lines, education about proper placement and choice of landscape plants, and encourage phased replacement of vegetation located improperly in the right-of-way. To the extent possible, maintain ecological functions and values when managing vegetation located in critical areas.	Updated	Simplified and combined with UT -65	<p>Encourage and ensure the pruning of vegetation and proper choice and placement of plants to direct growth away from overhead utility lines.</p> <p>Encourage pruning of trees to direct growth away from overhead utility lines, education about proper placement and choice of landscape plants, and encourage phased replacement of vegetation located improperly in the rightof-way. To the extent possible, maintain ecological functions and values when managing vegetation located in critical areas.</p>
		UT-65	Ensure that pruning of trees necessary for safe and reliable utility service is performed in an aesthetic manner to the greatest extent possible and performed according to professional	Deleted	Combined with UT-64	<p>Strike</p> <p>Ensure that pruning of trees necessary for safe and reliable utility service is performed in an aesthetic manner to the greatest extent possible and performed according to professional</p>

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			arboricultural specifications and standards.			arboricultural specifications and standards.
		UT-66	Discourage the use of herbicides to control vegetative growth around utility facilities, encourage alternative methods such as mowing or selective treatment, and encourage more environmentally friendly herbicides.	Deleted	Covered in other policies and practices	Strike Discourage the use of herbicides to control vegetative growth around utility facilities, encourage alternative methods such as mowing or selective treatment, and encourage more environmentally friendly herbicides.
		UT-67	Require designs that incorporate known and accepted low-cost technological methods of reducing magnetic fields or the exposure to them when siting high-voltage electrical facilities until further research provides more information on the health effects of electromagnetic fields. Methods may include: <ul style="list-style-type: none"> • Line configurations that reduce field strength, • Sufficient right-of-way widths, and • Sufficient height of lines from the ground for high-voltage transmission facilities. 	Deleted	Not a city issue	Strike Require designs that incorporate known and accepted low-cost technological methods of reducing magnetic fields or the exposure to them when siting high-voltage electrical facilities until further research provides more information on the health effects of electromagnetic fields. Methods may include: <ul style="list-style-type: none"> • Line configurations that reduce field strength, • Sufficient right-of-way widths, and • Sufficient height of lines from the ground for high-voltage transmission facilities.
		UT-68	Periodically review the state of scientific research on ELF/EMF and modify policies and regulations, if warranted,	Deleted	Not a city issue	Strike Periodically review the state of scientific research on ELF/EMF and modify

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			by changing knowledge or if new state or federal regulation requires changes.			policies and regulations, if warranted, by changing knowledge or if new state or federal regulation requires changes.
		UT-69	Implement electric vehicle charging stations infrastructure to help encourage the deployment of electric vehicles, using public and private facilities throughout the central Puget Sound region.	Deleted	Moved to draft Climate Resiliency Element	Strike Implement electric vehicle charging stations infrastructure to help encourage the deployment of electric vehicles, using public and private facilities throughout the central Puget Sound region.
		UT-70	Transition the City’s fleet away from fossil fuels to alternatives such as electric and hybrid vehicles.	Deleted	Moved to draft Climate Resiliency Element	Strike Transition the City’s fleet away from fossil fuels to alternatives such as electric and hybrid vehicles.
	Natural Gas Energy and Facilities	UT-71	Encourage and provide opportunities to convert existing homes or businesses to natural gas from oil and less efficient electric space and water heating equipment.	Updated	Updated to reflect city priorities	Commit to moving away from natural gas as an energy source while ensuring that existing natural gas facilities are maintained and improved for safety and efficiency. Encourage and provide opportunities to convert existing homes or businesses to natural gas from oil and less efficient electric space and water heating equipment.

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		UT-72	Facilitate efforts to develop a natural gas fuel infrastructure. This may include: <ul style="list-style-type: none"> • Updating regulations to address this technology, • Training fire and police personnel so they are well versed with this technology, • Taking leadership or cooperating with other jurisdictions in building a natural gas fueling facility for government vehicles, and • Identifying areas for the potential siting of a biomass production facility. 	Deleted	No longer reflect city priorities	Strike Facilitate efforts to develop a natural gas fuel infrastructure. This may include: <ul style="list-style-type: none"> • Updating regulations to address this technology, • Training fire and police personnel so they are well versed with this technology, • Taking leadership or cooperating with other jurisdictions in building a natural gas fueling facility for government vehicles, and • Identifying areas for the potential siting of a biomass production facility.
	Renewable Energy	UT-73	Promote, support and increase the use of clean renewable energy by: <ul style="list-style-type: none"> • Advocating for the development of renewable energy sources; • Facilitating development and use of innovative technologies, such as on-site renewable energy; and • Providing incentives for development that incorporates renewable energy. 	Deleted	Moved to draft Climate Resiliency Element	Strike Promote, support and increase the use of clean renewable energy by: <ul style="list-style-type: none"> • Advocating for the development of renewable energy sources; • Facilitating development and use of innovative technologies, such as on-site renewable energy; and • Providing incentives for development that incorporates renewable energy.
	Energy Efficiency	UT-74	Support an affordable, efficient and secure energy supply that increases the development and use of renewable and	Deleted	Moved to draft Climate Resiliency Element	Strike Support an affordable, efficient and secure energy supply that increases the development and use of renewable and

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			less carbon-intensive sources and that minimizes demand and consumption.			less carbon-intensive sources and that minimizes demand and consumption.
		UT-75	Promote decreased energy consumption and enhanced energy efficiency throughout the City's building stock.	Deleted	Moved to draft Climate Resiliency Element	Strike Promote decreased energy consumption and enhanced energy efficiency throughout the City's building stock.
		UT-76	Explore methods to increase the opportunities for individuals to realize greater energy efficiencies in their use of the built environment.	Deleted	Moved to draft Climate Resiliency Element	Strike Explore methods to increase the opportunities for individuals to realize greater energy efficiencies in their use of the built environment.
		UT-77	Promote the development of energy management technologies as part of efficiently meeting the City's energy needs through techniques, such as benchmarking buildings for energy performance, optimizing input energy requirements, and initiating incentive programs for net-zero energy structures.	Deleted	Moved to draft Climate Resiliency Element	Strike Promote the development of energy management technologies as part of efficiently meeting the City's energy needs through techniques, such as benchmarking buildings for energy performance, optimizing input energy requirements, and initiating incentive programs for net-zero energy structures.
		UT-78	Support economic development strategies that emphasize recruitment	Deleted	Moved to draft Climate Resiliency Element	Strike Support economic development strategies that emphasize recruitment

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			of businesses involved in renewable and clean energy.			of businesses involved in renewable and clean energy.
		UT-79	Develop an energy conservation awareness program that: <ul style="list-style-type: none"> • Educates residents on the benefits of energy conservation; • Educates the public on the energy benefits of having trees and planting trees; • Educates business owners and employers in long-term savings from energy efficient investments; and • Assists businesses with identification of funding assistance for energy upgrades, retrofits and new technology. 	Deleted	Moved to draft Climate Resiliency Element	Strike Develop an energy conservation awareness program that: <ul style="list-style-type: none"> • Educates residents on the benefits of energy conservation; • Educates the public on the energy benefits of having trees and planting trees; • Educates business owners and employers in long-term savings from energy efficient investments; and • Assists businesses with identification of funding assistance for energy upgrades, retrofits and new technology.
		UT-80	Reduce energy consumption through actions by the City of Redmond and encourage residents and businesses to conserve energy through measures such as: <ul style="list-style-type: none"> • Supporting trip-reducing or transit oriented land use; • Supporting community use of alternative fuel vehicle; • Using alternative-fuel vehicles; • Requiring installation of street trees and parking landscape; 	Deleted	Moved to draft Climate Resiliency Element	Strike Reduce energy consumption through actions by the City of Redmond and encourage residents and businesses to conserve energy through measures such as: <ul style="list-style-type: none"> • Supporting trip-reducing or transit oriented land use; • Supporting community use of alternative fuel vehicle; • Using alternative-fuel vehicles;

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			<ul style="list-style-type: none"> • Allowing clustering with common wall construction; • Encouraging the use of “Green” roofs or reflective roofing materials that reduce the heat island effect; • Encouraging building design with natural solar gain for heating; • Promoting energy-efficient design, including siting, building envelope and use of natural light; and • Providing tools that help residents and businesses quantify the effectiveness of their conservation efforts. 			<ul style="list-style-type: none"> • Requiring installation of street trees and parking landscape; • Allowing clustering with common wall construction; • Encouraging the use of “Green” roofs or reflective roofing materials that reduce the heat island effect; • Encouraging building design with natural solar gain for heating; • Promoting energy-efficient design, including siting, building envelope and use of natural light; and • Providing tools that help residents and businesses quantify the effectiveness of their conservation efforts.
G. Telecommunications	Facilities	UT-81	Work with telecommunications providers to ensure facility plans reflect and support Redmond’s Land Use Plan and that resources are available to support the Land Use Plan.	Deleted	Not current practice	Strike Work with telecommunications providers to ensure facility plans reflect and support Redmond’s Land Use Plan and that resources are available to support the Land Use Plan.
		UT-82	Negotiate mutually beneficial franchise contract conditions that support the delivery of cost-effective services desired by Redmond residents and businesses.	Updated	Adds undergrounding requirement	Negotiate mutually beneficial franchise contract conditions that support the delivery of cost-effective services desired by Redmond residents and businesses including to require undergrounding when above ground electrical facilities are abandoned.

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		UT-83	Promote a wide range of telecommunications options. This can include: <ul style="list-style-type: none"> • Making City facilities available for placement of antennas, • Treating attached cellular base antennas as other building or rooftop appurtenances, and • Support website communication between the City and its residents and customers. 	Updated	Updated to reflect city priorities	<p>Promote a wide range of telecommunications options, including use of city facilities, as well as regulatory flexibility, for new and emerging technologies and services to ensure reliable and universal access to internet services for all.</p> <p>Promote a wide range of telecommunications options. This can include:</p> <ul style="list-style-type: none"> • Making City facilities available for placement of antennas, • Treating attached cellular base antennas as other building or rooftop appurtenances, and • Support website communication between the City and its residents and customers.
		UT-84	Reconsider and update, as appropriate, existing regulation of satellite dishes as newer technology leads to downsizing of the dish antennas.	Deleted	Outdated	Strike Reconsider and update, as appropriate, existing regulation of satellite dishes as newer technology leads to downsizing of the dish antennas.
		UT-85	Prioritize City emergency and operating communications over private telecommunications in the case where a private telecommunication service	Updated	Simplified	Prioritize City emergency and operating communications uses on city-owned facilities.

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			desires use of a public building or facility to avoid conflicts between signal interference and mounting space.			Prioritize City emergency and operating communications over private telecommunications in the case where a private telecommunication service desires use of a public building or facility to avoid conflicts between signal interference and mounting space.
		UT-86	Acknowledge the importance of citizen band and amateur radio services in potential emergency situations when considering regulatory changes that would affect the operational ability of such facilities.	Deleted	Misplaced	Strike Acknowledge the importance of citizen band and amateur radio services in potential emergency situations when considering regulatory changes that would affect the operational ability of such facilities.
		UT-87	Avoid the proliferation of telecommunications towers and reduce the visual impact of telecommunications equipment through such means as: <ul style="list-style-type: none"> • Requiring facilities to be mounted on existing high structures such as water towers if sites are available, • Requiring telecommunications providers to share tower facilities except in cases where the location would not be feasible due to operating parameters, • Using paint colors or tower materials 	Updated	Simplified	Avoid Limit the proliferation of telecommunications towers and reduce the visual impact of telecommunications equipment. through such means as: <ul style="list-style-type: none"> • Requiring facilities to be mounted on existing high structures such as water towers if sites are available, • Requiring telecommunications providers to share tower facilities except in cases where the location would not be feasible due to operating parameters,

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			that blend with or complement the nearby area, <ul style="list-style-type: none">• Encouraging individual taller towers over multiple shorter ones,• Requiring removal of towers no longer needed, and• Using screening or architecturally compatible design of service boxes.			• Using paint colors or tower materials that blend with or complement the nearby area, • Encouraging individual taller towers over multiple shorter ones, • Requiring removal of towers no longer needed, and • Using screening or architecturally compatible design of service boxes.
		UT-88	Maintain Redmond’s competitiveness in support of businesses, residents and visitors by promoting access to advanced and affordable communications technology citywide.	Deleted	Misplaced	Strike Maintain Redmond’s competitiveness in support of businesses, residents and visitors by promoting access to advanced and affordable communications technology citywide.
H. Hazardous Liquid Pipelines	Policies to Minimize Pipeline Damage	UT-89	Require proposed developments, expansions of existing uses and construction projects, both public and private, located near hazardous liquid pipeline to: <ul style="list-style-type: none">• Show the location of the liquid pipeline corridors in relation to proposed structures, utilities, or clearing and grading activities;• Use techniques prior to and during construction to minimize the potential for disturbing the pipeline;• Identify and mitigate potential erosion	Existing	Maintains existing practice	No change proposed

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section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			over pipelines from stormwater discharge; <ul style="list-style-type: none">• Use setbacks and other site design techniques to minimize the potential hazard; and• Develop emergency plans as appropriate.			
		UT-90	Coordinate with the pipeline operator when developments are proposed near a hazardous liquid pipeline corridor to reduce the potential for problems. Methods include but are not limited to: <ul style="list-style-type: none">• Notifying the pipeline operator of proposed development projects located within one-quarter mile of a pipeline corridor;• Seeking the pipeline operator’s participation in preconstruction meetings for projects located within 150 feet of a pipeline corridor;• Requesting the operator to determine if additional measures above the normal locating process are necessary to physically verify pipeline locations before proceeding to develop; and• Seeking monitoring by the pipeline operator of development that involves land disturbance or other significant work within the pipeline corridor, or	Existing	Maintains existing practice	No change proposed

Utilities Element – policy update



section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			within 30 feet of a pipeline, whichever is greater.			
	Land Use Compatibility	UT-91	Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of existing high consequence land uses to, at a minimum, avoid increasing the level of risk in the event of a pipeline failure, and where feasible, to reduce the risk.	Updated	Simplified	Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of existing high consequence land uses to, at a minimum, avoid increasing the level of risk in the event of a pipeline failure, and where feasible, to reduce the risk.
		UT-92	Require appropriate mitigation measures that help reduce adverse impacts in the event of a pipeline failure to be used by commercial, industrial, multifamily or other development which, because of proximity to a hazardous liquid pipeline corridor, poses safety concerns due to characteristics of the occupants, development or site.	Updated	Simplified	Require appropriate mitigation measures that help reduce adverse impacts in the event of a pipeline failure to be used by commercial, industrial, multifamily or other development which, because of proximity to a hazardous liquid pipeline corridor, poses safety concerns due to characteristics of the occupants, development or site.
	Pipeline Safety	UT-93	Require, through a franchise agreement or other mechanisms, maintenance of the hazardous liquid pipeline corridor through activities, including but not limited to the following: <ul style="list-style-type: none"> • Maintaining vegetation to enable visibility and access for inspection while ensuring that such maintenance does 	Deleted	City can't mandate	Strike Require, through a franchise agreement or other mechanisms, maintenance of the hazardous liquid pipeline corridor through activities, including but not limited to the following: • Maintaining vegetation to enable visibility and access for inspection while

Utilities Element – policy update



section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
			not contribute to soil erosion; • Using plant species and plantings that prevent erosion; • Ensuring that above and below grade pipeline markers containing information, such as operator name and number and facility type, are in place; and • Conducting periodic visual inspections of the corridor.			ensuring that such maintenance does not contribute to soil erosion; • Using plant species and plantings that prevent erosion; • Ensuring that above and below grade pipeline markers containing information, such as operator name and number and facility type, are in place; and • Conducting periodic visual inspections of the corridor.
		UT-94	Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.	Deleted	Regulatory	Strike Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.
		UT-95	Strive to establish, in cooperation with the pipeline operator, a neighborhood education program with a frequency of every two years for those who live or work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety.	Updated	Simplified	Establish, in cooperation with pipeline owners, a pipeline safety education program with a focus on properties near hazardous liquid pipeline facilities. Strive to establish, in cooperation with the pipeline operator, a neighborhood education program with a frequency of every two years for those who live or work within one-quarter mile of the hazardous liquid pipeline to educate

Utilities Element – policy update

section	subsection	Existing policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
						them and the general public about pipeline safety.
		UT-96	Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.	Deleted	Covered in other policies	Strike Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.

Natural Environment Element Policy update

Natural Environment Element Policy update | **NOTE** this document excludes *Policies NE-16 – NE 111* (Section B. Environmentally Critical Areas) which are incorporated in Shoreline Master Program and will be updated at a later time.

GOAL – streamline/simplify/condense polices as needed to reduce redundancy of concepts and increase readability

Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
	FW-6	Protect, enhance and restore habitat and natural ecosystems to levels of function that provide resilience and adaptability, prevent natural hazards, and support biological imperatives for clean water and air.	Existing	Current City priority	No change proposed
	FW-7	Protect and restore the natural resources and ecological functions of shorelines, maintain and enhance physical and visual public access, and give preference to uses that are unique or dependent on shoreline locations.	Existing	Current City priority	No change proposed
	FW-8	Improve the response and resiliency of the City to climate change impacts in built, natural and social environments with an emphasis on public health.	Deleted	Moved to draft Climate Resiliency Element	Strike Improve the response and resiliency of the City to climate change impacts in built, natural and social environments with an emphasis on public health.
	FW-9	Support Redmond as an urban community that values clean air and water, views of stars at night, and quiet neighborhoods.	Deleted	Redundant	Strike Support Redmond as an urban community that values clean air and water, views of stars at night, and quiet neighborhoods.

Natural Environment Element Policy update

Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
	FW-10	Achieve reductions and mitigate impacts community-wide from greenhouse gas emissions and criteria air pollutants. Additionally, promote efficient energy performance and use of energy sources that move beyond fossil fuels	Deleted	Moved to draft Climate Resiliency Element	Strike Achieve reductions and mitigate impacts community-wide from greenhouse gas emissions and criteria air pollutants. Additionally, promote efficient energy performance and use of energy sources that move beyond fossil fuels
	FW-11	<p>Emphasize Redmond’s role as an environmental steward by conducting City business in a manner that:</p> <ul style="list-style-type: none"> • Increases community understanding of the natural environment through education and involvement programs to promote active participation in addressing environmental challenges and solutions; • Promotes sustainable land use patterns and low-impact development practices; and • Leads by example in the conservation of natural resources, such as energy, water and trees, and avoidance of adverse environmental impacts 	Existing	Maintains current practices	No change proposed
A. Environmental Stewardship	NE-1	Incorporate a systems perspective into policy, regulatory, and service decisions, recognizing the interrelationship of people, nature, and the economy. Consider broader implications and look for ways to accomplish multiple goals (i.e., value	Updated	Clarity of intent	Incorporate a whole-systems approach perspective into policy, regulatory, and service decisions, recognizing the interrelationship of people, nature, and the economy. Consider broader implications and look for ways to

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Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
		stacking) rather than default to short-term piecemeal efforts.			accomplish multiple goals (i.e., value stacking) rather than default to short term piecemeal efforts.
	NE-2	Utilize Best Management Practices (BMPs) and technology in City projects and practices to achieve effective environmental stewardship while striving towards sustainable fiscal responsibility.	Deleted	Covered in other policies	Strike Utilize Best Management Practices (BMPs) and technology in City projects and practices to achieve effective environmental stewardship while striving towards sustainable fiscal responsibility.
	NE-3	Conduct City operations in a manner that provides quality municipal services to the community while encouraging resource conservation and minimizing adverse environmental impact.	Updated	Clarity of intent	Conduct City operations in a manner that Provide quality municipal services to the community while encouraging resource conservation conserving resources and minimizing adverse environmental impacts s .
	NE-4	Maintain and, where possible, improve air quality, water quality, soil quality, and ecosystem function to ensure the health and well-being of people, animals, and plants.	Updated	Updated to reflect city priorities	Maintain and, where possible, strengthen efforts to improve air quality, water quality, soil quality, and ecosystem function to ensure the health and well-being of people, animals, and natural systems plants .
	NE-5	Minimize and, where practical, eliminate the release of substances into the air, surface water, soil, and groundwater that degrades the quality of these resources or contribute to global atmospheric changes.	Updated	Updated to reflect city priorities	Minimize and, where practical, Strengthen efforts to reduce or eliminate the release of harmful substances into the air, surface water, soil, and groundwater that degrades the quality of Redmond's natural systems . these resources or contribute to global atmospheric changes.

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Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
	NE-6	Encourage the judicious use of renewable natural resources and conserve nonrenewable resources.	Existing	Maintains current practices	No change proposed
	NE-7	Minimize water use and optimally recycle material resources to protect natural systems by reducing resource extraction, greenhouse gas emissions, and air and water pollution.	Updated	Updated to reflect city priorities	Minimize Conserve water use and optimize reuse recycle of material resources to protect natural systems by reducing resource extraction, greenhouse gas emissions, and air and water pollution.
	NE-8	Reduce waste, reuse and recycle materials, and dispose of all wastes in a safe and responsible manner.	Updated	Clarity of intent	Promote sustainable consumption strategies and zero waste of resources. Reduce waste, reuse and recycle materials, and dispose of all wastes in a safe and responsible manner.
	NE-9	Promote and lead education and involvement programs to raise public awareness of environmental issues, encourage respect for the environment, and show how individual actions and the cumulative effects of a community's actions can have significant effects on the environment.	Updated	Simplified	Promote and lead education and involvement programs to raise public understanding awareness of environmental issues, and encourage respect for the environmental stewardship. , and show how individual actions and the cumulative effects of a community's actions can have significant effects on the environment.
	NE-10	Support sustainable development and strive towards becoming a sustainable community.	Existing	Maintains current priorities	No change proposed
	NE-11	Explore ICLEI's (Local Governments for Sustainability) STAR Community Index as a road	Deleted	Outdated	Strike

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Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
		map for creating a healthy, inclusive, and prosperous city.			Explore ICLEI's (Local Governments for Sustainability) STAR Community Index as a road map for creating a healthy, inclusive, and prosperous city.
	NE-12	Encourage environmentally friendly construction practices, such as Leadership in Energy and Environmental Design (LEED), King County Built Green, and low impact development.	Updated	Updated for clarity and to reflect city priorities	Encourage Advance environmentally friendly responsible -construction practices that minimize natural resources, reduce waste, advance net zero energy, and leverage low impact development strategies. , such as Leadership in Energy and Environmental Design (LEED), King County Built Green, and low impact development.
	NE-13	Encourage projects which utilize alternative technologies, engineering, and plans which emphasize low-impact development strategies through incentives and flexibility in meeting regulatory requirements.	Updated	Grammar	Encourage projects which that utilize alternative technologies, engineering, and plans which that emphasize low-impact development strategies through incentives and flexibility in meeting regulatory requirements.
	NE-14	Cooperate with other local governments, State, federal and international agencies, and nonprofit organizations to protect and enhance the environment to foster sustainability, especially for issues that affect areas beyond Redmond's boundaries.	Updated	Updated for clarity and to reflect city priorities	Cooperate Collaborate with other local governments, State, federal and international agencies, and nonprofit organizations to foster advance sustainability and conservation goals to protect and enhance the environment. , especially for issues that affect areas beyond Redmond's boundaries.

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Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
	NE-15	Plan, deploy, and maintain physical and social infrastructure such that vulnerability to natural hazards and disasters is reduced for all members of the community, and ensure that communities are adequately prepared to respond to a crisis, response is effective and coordinated, and recovery is accelerated	Updated	Updated for clarity and to reflect city priorities	<p>Ensure that the planning and implementation of environmental sustainability and hazard mitigation projects are equitable and do not disproportionately impact vulnerable populations.</p> <p>Plan, deploy, and maintain physical and social infrastructure such that vulnerability to natural hazards and disasters is reduced for all members of the community, and ensure that communities are adequately prepared to respond to a crisis, response is effective and coordinated, and recovery is accelerated.</p>
	NE-16 - NE-111		Existing	Part of SMP, not being updated at this time	No changes proposed
C. Tree Preservation and Landscape Canopy Enhancement	NE-112	Preserve the natural environment and Redmond's forested appearance.	Updated	Updated for clarity and to reflect city priorities	<p>Enhance green space, tree canopy, habitat quality, and natural drainage systems.</p> <p>Preserve the natural environment and Redmond's forested appearance.</p>
	NE-113	Maintain no net loss of significant trees within the city over the long term.	Updated	Updated to reflect city goal and reference TCSP	Increase Redmond's tree canopy to 40% of city's land area by 2050 using strategies identified in the Tree Canopy Strategic Plan.
	NE-114	Maximize tree retention and a treed appearance when development occurs through the following: <ul style="list-style-type: none"> Require the retention of viable tree clusters, 	Updated	Added policy on Centers	Maximize tree retention and a treed appearance when development occurs through the following:

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Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
		<p>forested slopes, treed gullies, and specimen trees that are of species that are long-lived, not dangerous, well-shaped to shield wind, and located so that they can survive within a development without other nearby trees.</p> <ul style="list-style-type: none"> • Design and construct developments to retain these trees. • Identify and protect these trees during land divisions and site development. • Allow removal of nonsignificant trees to provide for project construction. • Plant replacement trees on appropriate areas of the site or off-site locations to replace significant trees removed during construction. • Encourage appropriate tree pruning, avoiding topping. 			<ul style="list-style-type: none"> • Require the retention of viable tree clusters, forested slopes, treed gullies, and specimen trees that are of species that are long-lived, not dangerous, well-shaped to shield wind, and located so that they can survive within a development without other nearby trees. • Design and construct developments to retain these trees. • Identify and protect these trees during land divisions and site development. • Allow some tree removal in Centers when required to allow development of climate-friendly higher-density and transit-oriented development. • Allow removal of nonsignificant trees to provide for project construction. • Plant replacement trees on appropriate areas of the site or off-site locations to replace significant trees removed during construction. • Encourage appropriate tree pruning, avoiding topping.
	NE-115	Design City capital improvement projects to preserve trees to the maximum extent possible.	Updated	Updated to reflect city practices	<p>Design and construct city capital projects to maximize tree canopy by</p> <ul style="list-style-type: none"> • Identifying and protecting trees during site development. • Allowing removal and replacement of trees that are impacting critical infrastructure. • Planting replacement trees on appropriate areas of the site or off-site locations to

Natural Environment Element Policy update



Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
					<p>replace significant trees removed during construction.</p> <ul style="list-style-type: none"> Encouraging appropriate tree pruning, avoiding topping. <p>Design City capital improvement projects to preserve trees to the maximum extent possible.</p>
	NE-116	Implement Comprehensive Plan designations and zoning for forested slopes and treed gullies consistent with the goal of retaining tree cover in these areas.	Deleted	Not legally permissible, policy intent covered elsewhere	Strike Implement Comprehensive Plan designations and zoning for forested slopes and treed gullies consistent with the goal of retaining tree cover in these areas.
	NE-117	Preserve trees within stream, wetlands, and their associated buffers, and lake building setbacks.	Existing	Maintains current practices	No change proposed
	NE-118	Plant suitable native trees and native vegetation within degraded stream, wetlands, and lake buffers. Encourage planting suitable native trees and native vegetation within steep slopes.	Existing	Maintains current practices	No change proposed
	NE-119	Require street trees along all arterial streets and along local streets designated in neighborhood policies. Where street trees are not practical, consider designating areas through neighborhood policies where trees will be required to be planted on developable lots.	Updated	Updated for clarity	Require street trees along all arterial streets and along local streets designated in neighborhood policies. Street trees should be selected, placed, and installed to maximize tree life and reduce safety hazards. Where street trees are not practical, consider designating areas through neighborhood policies where trees will be required to be planted on developable lots.

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Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
	NE-120	Plant street trees in planter strips or tree wells located between the curb and any sidewalk where feasible. Select tree species and planting techniques to create a unified image for the street, provide an effective canopy, avoid sidewalk and utility damage, and minimize water consumption. Require deciduous shade trees that are well suited to the climate and to planting along streets and sidewalks.	Deleted	Regulatory and covered in NE-119	Strike Plant street trees in planter strips or tree wells located between the curb and any sidewalk where feasible. Select tree species and planting techniques to create a unified image for the street, provide an effective canopy, avoid sidewalk and utility damage, and minimize water consumption. Require deciduous shade trees that are well suited to the climate and to planting along streets and sidewalks.
	NE-121	Provide information to community residents and property owners to encourage them to plant trees on their properties.	Updated	Clarity of intent	Provide information resources and incentives to community residents and property owners to encourage them to plant trees on their properties.
	NE-122	Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.	Existing	Maintains current practices	No change proposed
	NE-123	Establish private maintenance provisions for trees that will be retained within developments.	Existing	Maintains current practices	No change proposed
D. Climate Change	NE-124	Develop a Climate Action Plan, which includes greenhouse gas emissions reductions targets for the city.	Deleted	Moved to draft Climate Resiliency Element	Strike Develop a Climate Action Plan, which includes greenhouse gas emissions reductions targets for the city.

Natural Environment Element Policy update



Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
	NE-125	Achieve greenhouse gas emissions reductions in both municipal operations and the community at large, with attention given to social equity.	Deleted	Moved to draft Climate Resiliency Element	Strike Achieve greenhouse gas emissions reductions in both municipal operations and the community at large, with attention given to social equity.
	NE-126	Include analysis of climate change impacts when conducting environmental review under the State Environmental Policy Act (SEPA).	Deleted	Moved to draft Climate Resiliency Element	Strike Include analysis of climate change impacts when conducting environmental review under the State Environmental Policy Act (SEPA).
	NE-127	Promote the reduction of greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicles miles traveled by increasing alternatives to driving alone.	Deleted	Moved to draft Climate Resiliency Element	Strike Promote the reduction of greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicles miles traveled by increasing alternatives to driving alone.
	NE-128	Take positive actions such as increasing the number of trees in the city, to reduce carbons.	Deleted	Redundant	Strike Take positive actions such as increasing the number of trees in the city, to reduce carbons.
	NE-129	Identify and address the impacts of climate change on the city's hydrological systems.	Deleted	Moved to draft Climate Resiliency Element	Strike Identify and address the impacts of climate change on the city's hydrological systems.
E. Air Quality	NE-130	Promote compliance with federal and state air pollution control laws and improvements to regional air quality in cooperation with the Puget	Updated	Updated agency name	Promote compliance with federal and state air pollution control laws and improvements to regional air quality in collaboration with the Puget Sound Air Pollution Control Agency and the

Natural Environment Element Policy update



Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
		Sound Air Pollution Control Agency and the Puget Sound Regional Council.			Puget Sound Regional Council Puget Sound Clean Air Agency.
	NE-131	Achieve criteria air pollutant reductions in both municipal operations and the community at large, with attention given to social equity.	Existing	Maintains current practices	No change proposed
	NE-132	Maintain high air quality through land use and transportation planning and management.	Existing	Maintains current practices	No change proposed
	NE-133	Continue implementing and enforcing commute trip reduction programs as a means to limit or reduce vehicle trips as a key strategy for reducing vehicle related air pollution.	Deleted	Moved to draft Climate Resiliency Element	Strike Continue implementing and enforcing commute trip reduction programs as a means to limit or reduce vehicle trips as a key strategy for reducing vehicle related air pollution.
	NE-134	Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce the dust sources.	Updated	Clarity	Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other innovative methods to reduce the dust sources.
F. Noise	NE-135	Maintain noise regulations to limit noise to levels that protect the public health and that allow residential, commercial and manufacturing areas to be used for their intended purposes. Provide flexibility in the regulations to allow construction at night when necessary to protect worker safety while maintaining the tranquility of the city.	Updated	Added economic considerations	Maintain noise regulations to limit noise to levels that protect the public health and that allow residential, commercial and manufacturing areas to be used for their intended purposes. Provide flexibility in the regulations to allow construction at night when necessary to protect worker safety and minimize service disruptions , while maintaining the tranquility of the city.

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Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
	NE-136	Provide noise reduction and mitigation measures to reduce the noise and visual impacts of freeways and arterials on residential areas. Ensure the Washington State Department of Transportation provides appropriate levels of noise suppression when expanding or improving state highways.	Existing	Maintains current practices	No change proposed
	NE-137	Require buffering or other noise reduction and mitigation measures to reduce noise impacts from Commercial and Industrial zones on residential areas.	Existing	Maintains current practices	No change proposed
	NE-138	Assure that mixed-use developments are designed and operated to minimize noise impacts. Measures may include provisions controlling uses, design and construction measures, and timing requirements.	Deleted	Covered in other policies and regulations	Strike Assure that mixed-use developments are designed and operated to minimize noise impacts. Measures may include provisions controlling uses, design and construction measures, and timing requirements.
G. Light Pollution	NE-139	Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety and cultural expression.	Existing	Maintains current practices	No change proposed
	NE-140	Design and construct night lighting to minimize excessive glare and to avoid spillover onto nearby properties.	Existing	Maintains current practices	No change proposed

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Section	Existing Policy #	Existing policy	Existing, Updated, Deleted, or New	Summary of update	Draft 1 policy update
	NE-141	Minimize overhead lighting that would shine on the water surface of the city’s various streams. Encourage the use of pedestrian level or shaded lighting when providing lighting along the Sammamish River Trail.	Updated	Added “Lake Sammamish”	Minimize overhead lighting that would shine on the water surface of Lake Sammamish or the city’s various streams. Encourage the use of pedestrian level or shaded lighting when providing lighting along the Sammamish River Trail.
	NE-142	Encourage dark night skies in Redmond’s residential neighborhoods, in the Sammamish Valley, in the Bear Creek Valley, and over Lake Sammamish in development regulations, design standards, and development review.	Existing	Maintains current practices	No change proposed

Participation, Implementation and Evaluation Policies Draft 1.0

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
Public Participation				
FW-1	Support a sustainable community that recognizes that people, nature, and the economy are all affected by both individual and collective actions.	Updated FW-1	Public participation	FW-1 Support an equitable, inclusive, sustainable, and resilient community.
FW-2	Encourage active participation by all members of the Redmond community in planning Redmond's future	Updated FW-2	Public participation	FW-2 Promote active participation by all members of the Redmond community in planning Redmond's future.
PI-1	Value public participation and promote broad-based involvement by members of the Redmond community in the update and implementation of the Comprehensive Plan, as well as in other issues and opportunities of significance to the City	Updated PI-1	Equitable and effective participation	PI-1 Promote equitable and effective public participation and ensure that input represents Redmond's diverse community on issues of significance.
New	N/A	New PI-2	Implements KC CPP FW- 8	PI-2 Involve community members in government decisions that are important to them, especially groups that have been historically excluded such as immigrant, refugees, Black, Indigenous, and other People of color communities, people with low incomes; people with disabilities; and communities with language access needs.
PI-2	Provide opportunities for public review of plans, regulations and development proposals, while tailoring the review approach and specific	Updated PI-2	Public participation	PI-3 Provide appropriate opportunities for public review of plans, regulations, and development proposals. Provide communications that are culturally, and

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	issues to the appropriate stage of plan preparation and implementation			linguistically appropriate, clear, timely, and easily accessible. Utilize a wide variety of technologies and best practices to ensure information is readily available to the public.
PI-3	Treat all members of the public fairly; respect and consider all citizen input as an important component of the planning and implementation process	Updated PI-3	Public participation	PI-4 Consider the input of all community members as an important component of governance. Treat all members of the public with respect.
PI-4	Promote as part of Comprehensive Plan updates and implementation a culture of dialogue and partnership among residents, property owners, the business community, organizations, other interested citizens and City officials.	Updated PI-4	Public participation	PI-5 Promote a culture of dialogue and partnership among community members, property owners, the business community, organizations, and City officials.
PI-5	Ensure that public involvement opportunities, particularly for Comprehensive Plan updates and significant implementation actions, support the following: <ul style="list-style-type: none"> • Respect the diversity of the Redmond community and provide opportunities for all members of the community and other interested citizens to participate; • Use a wide variety of types of announcements and outreach methods, such as RCTV, web, non-City media, mailings, flyers and signs to help share timely information with citizens in the places where they live, work, learn, and recreate; • Use existing community groups and other organizations, as feasible; 	Eliminated with concepts merged into other policies	Public participation	N/A

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	<ul style="list-style-type: none"> • Encourage active public participation at the initial stages of the process, as well as throughout the process; • Provide communications that are clear, timely and broadly distributed; and • Promote mutual understanding of issues, options, concerns and preferences. 			
PI-6	Enable citizens to learn more about local government and promote public discussion of community issues through use of techniques, such as educational materials, workshops and special programs.	Existing PI-6		PI-6 Enable community members to learn more about local government and promote public discussion of community issues through use of techniques, such as educational materials, workshops, and special programs.
PI-7	Facilitate citizen access to information concerning Redmond City Government, such as meeting times and related documents for City Council, boards and commissions; opportunities for public input; the Comprehensive Plan, the Zoning Code and other implementing measures; and project updates. Provide access to this information via the City's website, as feasible	Eliminated with concepts merged into other policies		N/A
PI-8	Use all public involvement and communication options at the City's disposal, such as websites; surveys; workshops, open houses and other meetings; and citizen advisory groups	Eliminated with concepts merged into other policies		N/A
PI-9	Evaluate the effectiveness of public involvement methods and take action as needed to improve them. For example, survey citizens as part of current public	Updated PI-9		PI-7 Evaluate the effectiveness of community involvement methods and continuously adapt to improve public participation outcomes.

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	processes to obtain feedback when considering changes to process, format and frequency.			
Consistency				
PI-10	Maintain a Comprehensive Plan that embodies broad community agreement on the future vision for Redmond and carries out the City's local, regional and state responsibilities.	Updated P-10	Visioning	PI-8 Maintain a Comprehensive Plan that embodies the future vision for Redmond and accomplishes the City's local, regional, and state responsibilities.
PI-11	Ensure that development regulations, functional plans, budgets, and other implementing measures and actions are consistent with and reinforce the Comprehensive Plan.	Existing PI-11	Consistency of Comprehensive Plan, regulations, functional plans and budgets	PI-9 Ensure that development regulations, functional plans, budgets, and other implementing measures and actions are consistent with the Comprehensive Plan and advance the community vision.
PI-12	PI-12 Resolve any conflicts that arise when applying Comprehensive Plan policies or implementing measures in a manner that supports the goals for Redmond in the Comprehensive Plan and considers the City's intent in establishing a policy or regulation	Existing PI-12	Conflicts when applying Comprehensive Plan policies	PI-10 Resolve tensions or conflicts that arise when applying Comprehensive Plan policies or implementing measures in a manner that supports the goals for Redmond in the Comprehensive Plan and considers the City's intent in establishing a policy or regulation.
PI-13	PI-13 Use the following guidelines for resolving conflicts within the Comprehensive Plan or for resolving conflicts between the Comprehensive Plan and development regulations or other functional plans in use by the City: • If there are conflicts within the Comprehensive Plan, base decisions on the map or policy that most specifically addresses the issue.	Updated PI-13	Tensions or conflicts within the Comprehensive Plan and between the Plan and other documents	PI-11 Use the following guidelines for resolving tensions or conflicts within the Comprehensive Plan: • If there are tensions or conflicts within the Comprehensive Plan, base decisions on the map or policy that most specifically addresses the issue.

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	<ul style="list-style-type: none"> • If there are conflicts between the Comprehensive Land Use Plan Map and the land use designation policies, base decisions on the Land Use Plan Map. • If there are conflicts between the Comprehensive Plan and development regulations or functional plans, base decisions on the Comprehensive Plan. 			<ul style="list-style-type: none"> • If there are tensions or conflicts between the Comprehensive Land Use Plan Map and the land use designation policies, base decisions on the Land Use Plan Map. • If updated development regulations have not yet been adopted, base decision on existing zoning regulations.
Plan Amendments				
PI-14	Establish the docket for any proposed amendments to the Redmond Comprehensive Plan once a year, considering the Plan amendments as a package in order to better evaluate their cumulative impact. Recognize that the need for emergency amendments may require modification to this process.	Updated PI-14	Docket for Plan Amendments	PI-12 Establish the docket for any proposed amendments to the Redmond Comprehensive Plan no more frequently than once a year, considering the Plan amendments as a package to better evaluate their cumulative impact.
PI-15	Conduct a major Comprehensive Plan review no less frequently than once every seven years. Analyze the opportunities and issues facing the City, review changes in state law, complete a thorough review of existing policies, and update the Plan and implementing measures as needed	Updated PI-15	Review of the Comprehensive Plan	PI-13 Conduct a major Comprehensive Plan review no less frequently than once every ten years. Analyze the opportunities and issues facing the City, review changes in state law, complete a thorough review of existing policies, and update the Plan and implementing measures as needed.
PI-16	Take the following considerations, as applicable, into account as part of decisions on applications for amendments to the Comprehensive Plan:	Updated PI-16	Amendments to the Comprehensive Plan	PI-14 Take the following considerations, as applicable, into account as part of decisions on applications for amendments to the Comprehensive Plan:

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	<ul style="list-style-type: none"> • Consistency with the Growth Management Act, the Procedural Criteria, VISION 2040 or its successor, and the Countywide Planning Policies; • Consistency with the Comprehensive Plan, including the preferred land use pattern in the Land Use Element; • The capability of the land for development, including the prevalence of sensitive areas; • The capacity of public facilities and services, and whether public facilities and services can be provided cost-effectively at the proposed density/intensity; • Whether the proposed land use designations or uses are compatible with nearby land use designations or uses; • If the amendment proposes a change in allowed uses in an area, the need for the land uses which would be allowed and whether the change would result in the loss of capacity to accommodate other needed uses, especially whether the proposed change complies with Policy HO-17, the City's policy of no net loss of housing capacity; • Potential general impacts to the natural environment, such as impacts to critical areas and other natural resources; • Potential general economic impacts, such as impacts for business, residents, property owners or City Government; • Potential general impacts to the ability of the City to provide fair and equitable access to services; and 			<ul style="list-style-type: none"> • Consistency with the Growth Management Act, the Procedural Criteria, VISION 2050 or its successor, and the King County Countywide Planning Policies; • Consistency with the Comprehensive Plan, • Potential impacts to vulnerable community members • Potential economic impacts, • Potential impacts to the ability of the City to provide equitable access to services • Potential impacts to the natural environment, such as impacts to critical areas and other natural resources; • The capability of the land for development, including the prevalence of sensitive areas; • Whether the proposed land use designations or uses are compatible with nearby land use designations or uses; • If the amendment proposes a change in allowed uses in an area, the need for the land uses which would be allowed and whether the change would result in the loss of capacity to accommodate other needed uses, and • For issues that have been considered within the last two annual dockets, whether there has been a change in circumstances that makes the proposed amendment appropriate, or whether the

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	<ul style="list-style-type: none"> For issues that have been considered within the last two annual updates, whether there has been a change in circumstances that makes the proposed amendment appropriate, or whether the amendment is needed to remedy a mistake. 			amendment is needed to remedy a mistake.
PI-17	Update development regulations concurrently with Comprehensive Plan amendments or, where a major revision to the Comprehensive Plan is adopted, update development regulations within one year of the Comprehensive Plan amendment.	Eliminated and combined with existing PI-18	Development regulations update	N/A
PI-18	Update functional plans and any other applicable City code provisions in a timely manner following amendments to the Comprehensive Plan to ensure consistency between the Comprehensive Plan and other planning documents.	Existing PI-18	Consistency and update of functional plans and code	PI-15 Update functional plans and any other applicable City code provisions in a timely manner following amendments to the Comprehensive Plan to ensure consistency between the Comprehensive Plan and other planning and regulatory documents.
Development Review				
FW-3	When preparing City policies and regulations, consider the good of the community as a whole, while treating property owners fairly and allowing some reasonable economic use for all properties. Require predictability and timeliness in permit decisions.	Updated FW-3	Development Review	FW-3 When preparing City policies and regulations, consider the good of the community, respect the contribution that private property owners make to advancing the future vision of the City and allow reasonable economic use for all properties
NEW	N/A	New FW-4	Recognizes increasing importance of this topic in state law	FW-4 Maintain development review processes that are predictable and result in timely permit decisions.
FW-4	Support a culture of dialogue and partnership among City officials, residents, property	Existing FW-4	Development Review	FW-5 Support a culture of dialogue and partnership among City officials,

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	owners, the business community, and agencies and organizations.			community members, property owners, the business community, and agencies and organizations to facilitate development that advances City's future vision.
PI-19	Prepare and maintain development regulations that implement Redmond's Comprehensive Plan and include all significant development requirements. Ensure that the development regulations are clearly written, avoid duplicative or inconsistent requirements, and can be efficiently and effectively carried out.	Updated PI-19	Development Regulations	<p>PI-16 Prepare and maintain development regulations that implement Redmond's Comprehensive Plan and include all significant development requirements.</p> <p>Ensure that the regulations are clearly written and can be efficiently and effectively carried out. Avoid duplicative or inconsistent requirements.</p> <p>Ensure that the development regulations can be accessed, understood, and used to the greatest extent possible by all people.</p>
PI-20	Ensure that Redmond's development review process provides applicants and the community a high degree of certainty and clarity in timelines and standards, and results in timely and predictable decision making on development applications.	Existing PI-20	Development Review process	PI-17 Ensure that Redmond's development review process provides applicants and the community a high degree of certainty and clarity that results in timely and predictable decision making on development applications.
NEW	N/A	New PI-18	Report on performance of Development Review Process	PI-18 Report on development services performance standards annually and adapt as necessary to meet objectives.
PI-21	Ask applicants to carry out the following responsibilities during the development review process: <ul style="list-style-type: none"> • Use processes for early review of proposals, such as pre-application conferences, where 	Updated PI-21	Development Review	PI-19 Encourage applicants to use appropriate review processes for proposals, involve the community in the design process, provide project information promptly, and respond

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	appropriate to the scale and nature of the proposal; <ul style="list-style-type: none"> • Involve the community early in the design process in a manner appropriate to the scale and nature of the proposal; • Provide project information appropriate to the level of review as soon as possible; and • Respond to requests for information and review comments in a timely manner. 			timely to requests for information and review.
PI-22	Provide community involvement assistance, on a time-available basis, to applicants proposing major or potentially controversial projects, as follows: <ul style="list-style-type: none"> • Help identify interested parties who should be contacted and involved in the review process. • Participate actively in the community review process if the project is consistent with the Comprehensive Plan or could have a significant benefit to the city; and • Establish an agreement in advance with the applicant for reimbursement of costs if substantial staff time will be devoted to the community review process 	Eliminated	Development Review	N/A
PI-23	Allow voluntary, concurrent development review and permit processing where appropriate.	Existing PI-23	Concurrent development review and permit processing	PI-20 Allow voluntary, concurrent development review and permit processing where appropriate.
PI-24	Establish in the development regulations a reasonable time period during which approved development permits remain valid to enable an applicant to complete a project, while ensuring new development regulations will apply if a project does not proceed in a timely manner.	Updated PI-24	Regulations	PI-21 Establish in the development regulations a reasonable time period during which approved development permits remain valid to enable an applicant to complete a project, while ensuring new development regulations

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
				will apply if a project does not proceed in a timely manner.
Implementing and Monitoring				
FW-5	Evaluate the effectiveness of policies, regulations, and other implementation actions in achieving Redmond's goals and vision for a sustainable future and take action as needed	Updated FW-5	Evaluation and Implementation	FW-6 Evaluate the effectiveness of policies, regulations, and other implementation actions in achieving Redmond's goals and vision for an equitable, inclusive, sustainable, and resilient future and adapt as needed
PI-25	Establish a program for measuring the effectiveness of the Comprehensive Plan as implemented. Report annually on progress toward carrying out the Comprehensive Plan, success in achieving community goals, and any suggested amendments needed to meet community goals.	Updated	Monitor the implementation and performance of the Comprehensive Plan	PI-22 Establish a program for measuring the effectiveness of the Comprehensive Plan as implemented. Regularly assess the impact of policies and programs to identify actual outcomes and update as needed to achieve intended goals. Report periodically on progress toward carrying out the Comprehensive Plan, and any suggested amendments needed to meet community goals.
PI-26	Report on progress toward achieving short- (zero to two years), mid- (two to five years), and long-range (five to ten years) priorities needed to implement the Comprehensive Plan. Such priorities may include new programs, regulatory updates, or capital investments needed to carry out adopted policies:	Eliminated and combined with new PI-22		N/A
PI-27	Seek extensive community participation in evaluating the effectiveness of the Comprehensive Plan. For example, broadly disseminate the results	Updated PI-27	Community participation	PI-23 Seek community participation in evaluating the effectiveness of the Comprehensive Plan.

Policy #	Existing Policy text	Existing, Updated, or New, with existing policy number	Purpose / Impacts	Proposed Policy Update
	of annual Comprehensive Plan monitoring reports and seek periodic feedback on the format and distribution methods of the reports.			
NEW	N/A	New PI-24	Implements KC CPP FW-7	PI-24 Develop and use equity impact review tools when developing plans and policies to test for outcomes that might adversely impact Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low incomes; people with disabilities; and communities with language access needs.

First Draft Climate Resilience and Sustainability (CR) Element Policies

Climate Resilience and Sustainability Element – proposed policies

GOAL – Develop a baseline Climate Resilience and Sustainability element that maintains and enhances existing climate change policies and supports the actions identified in the [Environmental Sustainability Action Plan](#) (ESAP), [Community Strategic Plan](#), [Climate Emergency Declaration](#), and [City Operations Zero Carbon Strategy](#), while also making progress towards fulfilling requirements of RCW 36.70A.070.9 as amended by [HB 1181](#).

Notes –

- ✓ Policies only, narrative text will be included in future drafts.
- ✓ Policies and formatting are intended to align with and support existing goals, strategies and action found in the Environmental Sustainability Action Plan (ESAP).
- ✓ Policies and formatting of Element are intended to meet RCW requirements as shown on page 6.
- ✓ Existing Comprehensive Plan policies are noted in **red**, and more detail can be found starting on page 7.

Section/ Subsection	Existing or NEW policy #	Existing or NEW policy Framework policies are noted by FW-XX	Related ESAP policy (if applicable), or other guidance
General	CR - FW-1 (FW-10)	Strengthen climate resilience and sustainability efforts to rapidly and equitably advance progress in reducing greenhouse gas emissions and avoiding the adverse effects of climate change.	
	CR-1 (NE-124)	Maintain the Environmental Sustainability Action Plan to achieve a target of reducing greenhouse gas emissions compared to a 2011 baseline by 50% by 2030, 75% by 2040, and 95% including net-zero emissions through carbon sequestration and other strategies, by 2050. Monitor and assess progress towards these goals and re-align as needed with the latest international climate science that aims to limit the most severe impacts of climate change.	Overarching ESAP commitment, ESAP Strategy C3, KC Countywide Planning Policy (CPP)-EN-27
	NEW - CR-2	Prioritize City investments, policies, programs, and projects that equitably reduce climate change impacts on vulnerable and underserved communities and increase resilience.	ESAP Strategy C2 Commerce draft guidance Entry No. 113
	NEW - CR-3	Integrate climate action into City planning efforts to incorporate climate mitigation, adaptation, and climate equity into plans, processes, and procedures that reduce climate change vulnerabilities and increase climate resilience.	ESAP Strategy C3
	NEW- CR-4	Ensure that climate resiliency and sustainability policies and growth and development pattern policies are mutually re-enforcing.	n/a

First Draft Climate Resilience and Sustainability (CR) Element Policies

Section/ Subsection	Existing or NEW policy #	Existing or NEW policy Framework policies are noted by FW-XX	Related ESAP policy (if applicable), or other guidance
	NEW - CR-5	Align budget decisions in support of climate and sustainability goals.	ESAP Strategy C3
	NEW - CR-6	Partner with regional organizations and underserved communities to equitably advance programs and policies that achieve GHG reduction targets and increase resilience to climate change.	Overarching ESAP commitment
	CR-7 (UT-78)	Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.	N/A
Resiliency – Build climate resilient communities	CR - FW-2 (FW-8)	Ensure City services, infrastructure, and community members are resilient to climate impacts.	Strategy C1
General	NEW - CR-8	Periodically update the Redmond Climate Vulnerability and Risk Assessment. Support enhanced data collection for hazards and vulnerable populations to provide a fuller understanding of Redmond's risks.	ESAP Strategy C1 Commerce draft guidance Entry no 380
	NEW - CR-9	Account for climate change impacts when planning, siting, designing, and operating capital facility, utility, and infrastructure projects.	ESAP Strategy C1
	NEW - CR-10	Integrate local climate impact risk assessment findings and climate projections into hazard mitigation planning and other strategic plans.	ESAP Strategy C2 Commerce draft guidance Entry No 163
	NEW - CR-11	Factor climate impacts into the planning of operations and coordination of preparedness, response, and recovery activities.	ESAP Strategy C1 Commerce draft guidance Entry No. 6
Extreme Heat	NEW - CR-12	Develop and implement an urban heat resilience strategy in collaboration with regional partners that includes heat mitigation and management actions to prepare for and respond to chronic and acute heat risk in the community. The strategy should be informed by urban heat island mapping and may include coordinated efforts such as cooling centers, early warning systems, development/land use codes, and energy grid resilience.	ESAP Strategy C2
	NEW - CR-13	Provide community education and outreach on extreme heat risks. Identify communities disproportionately impacted by extreme heat events and develop and prioritize equitable distribution of resources for the community to stay safe during extreme heat events.	ESAP Strategy C1 Commerce draft guidance Entry No. 371

First Draft Climate Resilience and Sustainability (CR) Element Policies

Section/ Subsection	Existing or NEW policy #	Existing or NEW policy Framework policies are noted by FW-XX	Related ESAP policy (if applicable), or other guidance
Wildfire and Smoke	NEW - CR-14	Provide community education and outreach on wildfire smoke mitigation best management practices. Ensure outreach is accessible and prioritizes vulnerable communities, including those who work outside.	ESAP Strategy C1
	NEW - CR-15	Work with community partners and overburdened communities to establish resilience hubs that can serve as clean air shelters for use by the public during wildfire smoke events.	ESAP Strategy C1
	NEW - CR-16	Support forest health improvements to reduce wildfire risk and expand public awareness campaigns on wildfires by providing community education and outreach on wildfire mitigation best management practices and expand household-level wildfire mitigation assistance.	ESAP Strategy C1
Extreme Precipitation	CR-17 (NE-129)	Work with partners to identify and address the impacts of climate change on the city's ground and surface water systems.	ESAP Strategy N2
	NEW - CR-18	Identify opportunities to retrofit undersized stormwater infrastructure and areas with uncontrolled runoff to improve flow control and water quality, with a priority on locations providing the most benefit, are identified to be most vulnerable to extreme precipitation climate impacts, and areas that are historically underserved.	ESAP Strategy N3
	NEW - CR-19	Protect, enhance, and restore flood storage and conveyance, and the ecological functions and values of floodplains, wetlands, and riparian corridors.	ESAP Strategy N1
	NEW - CR-20	Review and update development regulations in response to climate change for stormwater facility sizing, low-impact development, adopt nature-based solutions, and minimize impervious surface areas in private development and city capital improvements.	ESAP Strategy N3
Drought	NEW - CR-21	Develop and implement a comprehensive water resilience and water use reduction strategy that factors in projected climate impacts to protect and preserve water quality and quantity from drought, extreme heat, and other hazards exacerbated by climate change.	ESAP Strategy W1 and W3
	NEW - CR-22	Coordinate and support public education by utility providers that raises awareness of the need for water conservation and empowers individuals across diverse audience segments to take action.	ESAP Strategy W2

First Draft Climate Resilience and Sustainability (CR) Element Policies

Section/ Subsection	Existing or NEW policy #	Existing or NEW policy Framework policies are noted by FW-XX	Related ESAP policy (if applicable), or other guidance
Greenhouse Gas Reduction	CR- FW-3 (NE-125)	Advance and accelerate actions to eliminate greenhouse gas emissions.	
Transportation and Land Use	CR-23 (UT-70)	Transition the City's fleet away from fossil fuels to clean alternatives such as electric and hybrid vehicles.	ESAP Strategy T4
	CR-24 (UT-69)	Work with utility providers and other partners (e.g. developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have access to EV charging where they need it, and expand EV charging readiness for buildings.	ESAP Strategy T3
	NEW CR-25	Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures, including minimizing parking structures in favor of transit, rideshare, walking, and biking.	ESAP Strategy T2
	CR-26 (NE-133)	Continue implementing and enforcing commute trip reduction programs to limit or reduce vehicle trips and emissions.	ESAP Strategy T1
Buildings and Energy	CR-27 (UT-79 and UT-76)	Support and expand building energy efficiency programs, work towards net-zero energy buildings, and improve energy resilience in new and existing buildings. Prioritize low-income community members and overburdened communities.	ESAP Strategy B1 and B3
	CR-28 (UT-75)	Support, develop, and implement building and energy codes and policies that reduce energy waste, reduce the embodied carbon of materials, phase out fossil fuel use, and support deployment of clean transportation and clean energy.	ESAP Strategy B1
	CR-29 (UT-74)	Support the transition of utility energy fuel mixes to renewable sources to achieve 100% renewable energy for the community.	ESAP Strategy B4
	NEW - CR-30	Expand local onsite renewable energy production and storage across the city through policy, incentive programs, partnerships, and installations at municipal facilities.	ESAP Strategy B3 Commerce 385 1.2
	CR-31 (UT-73)	Promote, support, and increase the use of clean renewable energy technologies through state policy advocacy; supporting the development and use of innovative technologies such as renewable fuels, battery storage, and on-site renewable energy; and providing incentives for development that incorporate clean energy technologies.	ESAP Strategy B3

First Draft Climate Resilience and Sustainability (CR) Element Policies

Section/ Subsection	Existing or NEW policy #	Existing or NEW policy Framework policies are noted by FW-XX	Related ESAP policy (if applicable), or other guidance
	NEW - CR-32	Advocate for increased grid reliability through state and utility regulatory rulemaking and legislation that supports demand response, storage, and other clean technologies that reduce peak load and provide grid flexibility.	ESAP Strategy B4
	NEW- CR-33	Implement the City of Redmond Operations Zero Carbon Strategy to decarbonize and achieve carbon neutrality for city facilities, operations, and services.	Strategy B2
	NEW - CR-34	Whenever feasible, install solar power and battery storage at City facilities to increase resilience and reduce demands on the grid.	Strategy B2
Natural Env/ Sequestration	NEW - CR-35	Encourage the use of natural systems to store and sequester carbon through policies and programs in the Land Use, Natural Environment, and PARCC Elements that protect, restore, and enhance open space, forests, wetlands, and farmland.	Snohomish Co. Policy Tree Canopy Plan
Materials Management and Waste	NEW -CR-36	Update municipal solid waste policies and programs to encourage waste prevention and take-back programs, maximize diversion and material reuse, ensure efficient collection routes, and promote hybrid and electric vehicles to transport and collect waste.	KC Comprehensive Solid Waste Management Plan, KC Re+ Plan
	NEW - CR-37	Develop, implement, and enforce construction and demolition (C&D) recycling and deconstruction policies and programs.	KC Comprehensive Solid Waste Management Plan, KC Re+ Plan
	NEW - CR-38	Support extended producer responsibility (EPR) related policies and actions that require companies that make consumer products to fund the residential recycling system and that ensure that packaging and paper products are minimized and recycled.	KC Comprehensive Solid Waste Management Plan, KC Re+ Plan

First Draft Climate Resilience and Sustainability (CR) Element Policies

New Legislative Requirement (from 36.70A.070.9)

The following table shows the WA Growth Management Act (GMA) requirements for a Climate Change and Resiliency element in a Comprehensive Plan. Redmond’s climate Resiliency element is formatted to –

- a. Meet RCW requirements
- b. Align with existing goals, strategies and action found in the [Environmental Sustainability Action Plan](#) (ESAP)

Requirement from 36.70A.070.9		Where met
Overall	A climate change and resiliency element that is designed to result in reductions in overall greenhouse gas emissions and that must enhance resiliency to and avoid the adverse impacts of climate change, which must include efforts to reduce localized greenhouse gas emissions and avoid creating or worsening localized climate impacts to vulnerable populations and overburdened communities.	Climate Element
Greenhouse Gas sub-element	(A) Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state;	Transportation Element, Land Use Element, Climate Element
	(B) Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state; and	Transportation Element, Climate Element
	(C) Prioritize reductions that benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.	Climate Element
Resiliency sub-element	(A) Identify, protect, and enhance natural areas to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration;	Natural Environment Element PARCCs Element Climate Resiliency Element
	(B) Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice; and	Climate Element
	(C) Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding , drought, heat, smoke, wildfire , and other effects of changes to temperature and precipitation patterns.	Climate Element

First Draft Climate Resilience and Sustainability (CR) Element Policies

Existing policies from other elements proposed to be deleted and incorporated into Climate Resiliency element

This table shows existing Comprehensive Plan policies identified during review of the Utilities and Natural Environment elements for inclusion in the Climate Resiliency element. Note that many Comprehensive Plan policies have a connection to Climate Resiliency. The policies below are specific to climate change and greenhouse gas reduction (renewable energy and efficiency) and not necessarily best located in the Natural Environment and Utilities elements.

Also note that many policies have been updated to better reflect current goals and strategies on climate resilience, as well as remove outdated and duplicative policies. In the draft CR policies, existing Comprehensive Plan policies are noted in **red**.

Table 1: Existing Comprehensive Plan polices on Climate Change

Existing policy #, subsection	Existing policy	Maintained/ revised/ deleted	New CR policy # (if applicable)	New CR policy text (if applicable)	comment
Utilities Element					
UT-69 Electrical Energy and Facilities	Implement electric vehicle charging stations infrastructure to help encourage the deployment of electric vehicles, using public and private facilities throughout the central Puget Sound region.	Revised	CR-24	Work with utility providers and other partners (e.g. developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have access to EV charging where they need it, and expand EV charging readiness for buildings.	Updated for clarity on policy direction and scope.
UT-70 Electrical Energy and Facilities	Transition the City’s fleet away from fossil fuels to alternatives such as electric and hybrid vehicles.	Revised	CR-23	Transition the City’s fleet away from fossil fuels to clean alternatives such as electric and hybrid vehicles.	Updated to specify “clean” alternatives
UT-73 Renewable Energy	Promote, support and increase the use of clean renewable energy by: <ul style="list-style-type: none"> Advocating for the development of renewable energy sources; Facilitating development and use of innovative technologies, such as on-site renewable energy; and 	Revised	CR-31	Promote, support, and increase the use of clean renewable energy technologies through state policy advocacy; supporting the development and use of innovative technologies such as renewable fuels, battery storage, and on-site renewable energy; and providing incentives for development that incorporate clean energy technologies.	Updated for clarity on policy direction and scope.

First Draft Climate Resilience and Sustainability (CR) Element Policies

Existing policy #, subsection	Existing policy	Maintained/ revised/ deleted	New CR policy # (if applicable)	New CR policy text (if applicable)	comment
	<ul style="list-style-type: none"> Providing incentives for development that incorporates renewable energy. 				
UT-74 Energy Efficiency	Support an affordable, efficient and secure energy supply that increases the development and use of renewable and less carbon-intensive sources and that minimizes demand and consumption.	Revised	CR-29	Support the transition of utility energy fuel mixes to renewable sources to achieve 100% renewable energy for the community.	Updated for clarity on policy direction and scope.
UT-75 Energy Efficiency	Promote decreased energy consumption and enhanced energy efficiency throughout the City's building stock.	Revised	CR-28	Support, develop, and implement building and energy codes and policies that reduce energy waste, reduce the embodied carbon of materials, phase out fossil fuel use, and support deployment of clean transportation and clean energy.	Updated for clarity on policy direction and scope.
UT-76 Energy Efficiency	Explore methods to increase the opportunities for individuals to realize greater energy efficiencies in their use of the built environment.	Revised	CR-27	Support and expand building energy efficiency programs, work towards net-zero energy buildings, and improve energy resilience in new and existing buildings. Prioritize low-income community members and overburdened communities.	Updated for clarity on policy direction and scope. Combined with UT-79
UT-77 Energy Efficiency	Promote the development of energy management technologies as part of efficiently meeting the City's energy needs through techniques, such as benchmarking buildings for energy performance, optimizing input energy requirements, and initiating incentive programs for net-zero energy structures.	Deleted	n/a	n/a	Redundant, concepts and actions covered in other policies and plans.
UT-78 Energy Efficiency	Support economic development strategies that emphasize recruitment of businesses involved in renewable and clean energy	Revised	CR-7	Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.	Updated for clarity on policy direction and scope.

First Draft Climate Resilience and Sustainability (CR) Element Policies

Existing policy #, subsection	Existing policy	Maintained/ revised/ deleted	New CR policy # (if applicable)	New CR policy text (if applicable)	comment
UT-79 Energy Efficiency	<p>Develop an energy conservation awareness program that:</p> <ul style="list-style-type: none"> Educates residents on the benefits of energy conservation; Educates the public on the energy benefits of having trees and planting trees; Educates business owners and employers in long-term savings from energy efficient investments; and Assists businesses with identification of funding assistance for energy upgrades, retrofits and new technology. 	Revised	CR-27	Support and expand building energy efficiency programs, work towards net-zero energy buildings, and improve energy resilience in new and existing buildings. Prioritize low-income community members and overburdened communities.	Updated for clarity on policy direction and scope. Combined with UT-76
UT-80 Energy Efficiency	<p>Reduce energy consumption through actions by the City of Redmond and encourage residents and businesses to conserve energy through measures such as:</p> <ul style="list-style-type: none"> Supporting trip-reducing or transit oriented land use; Supporting community use of alternative fuel vehicle; Using alternative-fuel vehicles; Requiring installation of street trees and parking landscape; Allowing clustering with common wall construction; Encouraging the use of “Green” roofs or reflective roofing materials that reduce the heat island effect; 	Deleted	n/a	n/a	Redundant, concepts and actions covered in other policies and plans

First Draft Climate Resilience and Sustainability (CR) Element Policies

Existing policy #, subsection	Existing policy	Maintained/ revised/ deleted	New CR policy # (if applicable)	New CR policy text (if applicable)	comment
	<ul style="list-style-type: none"> Encouraging building design with natural solar gain for heating; Promoting energy-efficient design, including siting, building envelope and use of natural light; and Providing tools that help residents and businesses quantify the effectiveness of their conservation efforts. 				
Natural Environment element					
FW-8	Improve the response and resiliency of the City to climate change impacts in built, natural, and social environments with an emphasis on public health.	Revised	FW-CR-2	Ensure City services, infrastructure, and community members are resilient to climate impacts.	Updated for clarity as a framework policy
FW-10	Achieve reductions and mitigate impacts community-wide from greenhouse gas emissions and criteria air pollutants. Additionally, promote efficient energy performance and use of energy sources that move beyond fossil fuels.	Revised	CCR-FW-1 Also CR-4, Bldgs & Energy: CR-28 - 37	Strengthen climate resilience and sustainability efforts to rapidly and equitably advance progress in reducing greenhouse gas emissions and avoiding the adverse effects of climate change.	Updated for clarity as a framework policy. Second part maintained in misc. policies on energy efficiency and sources.
Section D Climate Change NE-124	Develop a Climate Action Plan, which includes greenhouse gas emissions reductions targets for the city.	Revised	CR-1	Maintain the Environmental Sustainability Action Plan to achieve a target of reducing greenhouse gas emissions compared to a 2011 baseline by 50% by 2030, 75% by 2040, and 95% including net-zero emissions through carbon sequestration and other strategies, by 2050. Monitor and assess progress towards these goals and re-align as needed with the latest international climate science that aims to limit the most severe impacts of climate change.	Revised to update as “maintain” and includes specific GHG reduction milestones.

First Draft Climate Resilience and Sustainability (CR) Element Policies

Existing policy #, subsection	Existing policy	Maintained/ revised/ deleted	New CR policy # (if applicable)	New CR policy text (if applicable)	comment
NE-125	Achieve greenhouse gas emissions reductions in both municipal operations and the community at large, with attention given to social equity.	Revised	CR-FW-3	Advance and accelerate actions to eliminate greenhouse gas emissions.	Elevated into a framework policy
NE-126	Include analysis of climate change impacts when conducting environmental review under the State Environmental Policy Act (SEPA).	Deleted	n/a	n/a	Redundant, SEPA guidance includes addressing Climate Change impacts.
NE-127	Promote the reduction of greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicles miles traveled by increasing alternatives to driving alone.	Deleted	n/a	n/a	Redundant, policy intention covered in other policies, including Framework policies, Bldg. and Energy policies, and CR-27
NE-129	Identify and address the impacts of climate change on the city's hydrological systems.	Revised	CR-17	Work with partners to identify and address the impacts of climate change on the city's ground and surface water systems.	Updated for clarity of policy intent.
NE-133 Section E. Air Quality	Continue implementing and enforcing commute trip reduction programs as a means to limit or reduce vehicle trips as a key strategy for reducing vehicle related air pollution.	Revised	CR-26	Continue implementing and enforcing commute trip reduction programs to limit or reduce vehicle trips and emissions.	Updated for clarity of policy intent.

Please note: there are many other sustainability related policies in the current comp plan, in neighborhoods, etc. Most policies are duplicative or very similar to what is found above.

Land Use Element - First Draft Policy Update

First draft policy updates for Land Use and Centers will be published in phases:

- Residential, Non-Residential, and General policies (June 2023)
- Marymoor and Southeast Redmond policies (July 2023) - part of new Community Design Element
- Downtown and Community Design policies (August 2023) - part of new Community Design Element

The first draft considers community engagement to date . It is expected to evolve w ith additional community engagement throughout the remainder of 2023.

Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose / Impacts	Draft 1.1 Policy Update
Framework Policies				
FW-12	Ensure that the land use pattern accommodates carefully planned levels of development, fits with existing uses, safeguards the environment, reduces sprawl, promotes efficient use and best management practices of land, provides opportunities to improve human health and equitable provision of services and facilities, encourages an appropriate mix of housing and jobs, and helps maintain Redmond's sense of community and character.	Updated	Updated to reflect themes of Redmond 2050	FW-12 Ensure that the land use pattern reflects community values, including but not limited to, sustainability, resilience, and equity.
FW-13	Ensure that the land use pattern in Redmond meets the following objectives: <ul style="list-style-type: none"> • Takes into account the land's characteristics and directs development away from environmentally critical areas and important natural resources; • Encourages redevelopment of properties that are underutilized or inconsistent with the Comprehensive Plan designation; • Supports the preservation of land north and east of the city, outside of the Urban Growth Area, for long-term agricultural use, recreation and uses consistent with rural character; 	Updated	Abridged, incorporates Redmond 2050 themes	FW-13 Ensure that the land use pattern in Redmond meets the following objectives: <ul style="list-style-type: none"> • Advances sustainable land development and best management practices, multimodal travel, and a high-quality natural environment; • Promotes development sufficiently away from environmentally critical areas and important natural resources • Encourages a mix of uses that creates complete neighborhoods, a

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	<ul style="list-style-type: none"> • Provides for attractive, affordable, high-quality and stable residential neighborhoods that include a variety of housing choices; • Focuses and promotes office, housing and retail development in the Downtown and Overlake Urban Centers; • Provides for the transition of the Marymoor Local Center to be a location that includes housing, services and a diversity of employment opportunities; • Retains and encourages research and development, high technology and manufacturing uses in portions of Overlake, Downtown, Willows and Southeast Redmond; • Provides for industrial uses in suitable areas such as Southeast Redmond; • Provides opportunities to meet daily shopping or service needs close to residences and work places; • Maintains and enhances an extensive system of parks, trails and open space; and • Advances sustainable land development and best management practices, multimodal travel and a high-quality natural environment 			<p>neighborhood where most human needs and many desires are located within a compact area that is easily accessible through walking, rolling, bicycling, busing, and other accessible forms of travel;</p> <ul style="list-style-type: none"> • Maintains and enhances an extensive system of parks, trails and open space; and • Retains and encourages a resilient economy which includes research and development, high technology, and manufacturing uses.
FW-14	Plan to accommodate a future population of 78,000 people and an employment base of 119,000 jobs in the City of Redmond by the year 2030.	Updated	Extends planning horizon to 2050	FW-14 Plan to accommodate _____ additional homes and _____ additional jobs in Redmond between 2019 and 2050.
FW-15	Promote a development pattern and urban design that enable people to readily use alternative modes of transportation, including walking, bicycling, transit and carpools.	Updated	Might be duplicative with transportation policies.	FW-15 Promote sufficient density for development pattern and urban design that enable people to readily use a variety of travel modes, including walking, rolling, bicycling, busing, and other accessible forms of travel.

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A. General Land Use Policies - Growth Management																			
LU - 1	Provide sufficient land area and densities to meet Redmond's projected needs for housing, employment, and public facilities. [TABLE LU-1] 2010 Actual and 2030 Growth Target	Updated	Updated with 2044 growth targets and extrapolation to 2050.	LU-1 Ensure that Redmond's preferred land use pattern can accommodate Redmond's projected needs for housing supply, housing affordability, employment, and public facilities. [TABLE LU-1] 2019 Actual and 2050 Growth Target <table><tr><td></td><td>Housing Units</td><td>Jobs</td></tr><tr><td>2019</td><td>29,438</td><td>97,905</td></tr><tr><td>2024</td><td>[TBD]</td><td>[TBD]</td></tr><tr><td>2044</td><td>49,438</td><td>121,905</td></tr><tr><td>2050</td><td>54,238</td><td>127,665</td></tr></table>		Housing Units	Jobs	2019	29,438	97,905	2024	[TBD]	[TBD]	2044	49,438	121,905	2050	54,238	127,665
	Housing Units	Jobs																	
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2024	[TBD]	[TBD]																	
2044	49,438	121,905																	
2050	54,238	127,665																	
LU - 2	Ensure that development regulations, including the allowed density, uses and site requirements, provide for achievement of Redmond's preferred land use pattern.	Existing		LU-2 Ensure that development regulations, including the allowed density, uses and site requirements, provide for achievement of Redmond's preferred land use pattern.															
LU-3	Allow new development only where adequate public facilities and services can be provided.	Existing		LU-3 Plan for infrastructure necessary to support the preferred land use pattern and allow new development only where adequate public facilities and services can be provided.															
LU - 4	Encourage sustainable development of both public and private lands in Redmond through the use of techniques, such as green building and green infrastructure.	Updated	Simplified.	LU-4 Encourage sustainable development of public and private lands in Redmond.															

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LU-5	Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for predictability in decision making. Achieve this through measures such as clustering that preserve open space and administrative variances for minor variations.	Updated	Simplified.	LU-5 Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for equity and predictability in decision making.
LU - 6	Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels. Ensure that the height, bulk and design of infill and redevelopment projects are compatible with their surroundings.	Updated	Simplified. Narrative will address benefits of infill, such as lighter carbon footprint, walkability, conserving other land.	LU-6 Encourage infill development that will maximize equity and walkability.
LU-7	Provide opportunities for shops, services, recreation and access to healthy food sources within walking or bicycling distance of homes, workplaces and other gathering places.	Existing		LU-7 Provide opportunities for shops, services, recreation and access to healthy food sources within walking or bicycling distance of homes, workplaces and other gathering places.
LU-8	Design developments to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit, and to provide connections to the nonmotorized system.	Updated	Simplified and updated language.	LU-8 Encourage developments to support travel by transit and foster active transportation options.
General Land Use Policies - Land Use Compatibility				
LU-9	Maintain development regulations to promote compatibility between uses; retain desired neighborhood character; ensure adequate light, air and open space; protect and improve environmental quality; and manage potential impacts on public facilities and services.			Pending - to be considered with Community Design policies

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	Through these regulations address features, including but not limited to: <ul style="list-style-type: none"> • Impervious surface area and lot coverage; • Building height, bulk, placement and separation; • Development intensity; • Access and connections for walking and bicycling; and • Landscaping. 			
LU-10	Consider using special site standards and design standards for residential development to: <ul style="list-style-type: none"> • Provide variety in building and site design and visually appealing streetscapes in residential developments of several dwellings or more; • Minimize significant impacts, such as loss of light or privacy, from large residential infill buildings on adjacent residents; • Promote compatibility with Redmond's residential neighborhoods and avoid an appearance of overcrowding when rezones will increase residential development capacity or when density bonuses or flexibility in site standards are utilized; and • Emphasize features typical of detached single-family dwellings, such as pitched roofs, single points of entry and window trim, as part of residential structures containing two or more dwelling units. 			Pending - to be considered with Community Design policies
LU - 11	Promote compatibility between land uses and minimize land use conflicts when there is potential for adverse impacts on lower intensity or more sensitive uses by:	Updated	Simplified. Focused on limiting adverse impacts.	LU-9 Ensure that land uses meet development regulations that limit adverse impacts, such as noise, light, vibration, smoke, and fumes.

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	<ul style="list-style-type: none"> Ensuring that uses or structures meet performance standards that limit adverse impacts, such as noise, vibration, smoke and fumes; and Creating an effective transition between land uses through building and site design, use of buffers and landscaping, or other techniques. 			
LU - 12	Recognize that the Manufacturing Park zone is intended primarily for manufacturing and related uses. Require any residential development, if allowed within Manufacturing Park zones, to recognize, avoid and mitigate, within the boundaries of the residential development, potential adverse impacts associated with manufacturing and related uses.	Updated	Simplified.	LU-10 Ensure that any residential development allowed within Manufacturing Park zones, recognizes, avoids, and mitigates, potential adverse impacts associated with manufacturing and related uses within the boundaries of the residential development.
LU-13	Avoid unwarranted complaints from residential uses proposed for location within or adjacent to Manufacturing Park or Industrial zones with businesses that comply with performance standards and other applicable regulations. Require applicants to use techniques, such as notifying potential residents that a variety of activities may occur on designated Manufacturing Park and Industrial land that may create undesirable or harmful impacts.	Existing		LU-11 Avoid the creation of unwarranted complaints from residential uses located within or adjacent to Manufacturing Park or Industrial zones with businesses that comply with performance standards and other applicable regulations. Require applicants to use techniques, such as notifying potential residents that a variety of activities may occur on designated Manufacturing Park and Industrial land that could create undesirable or harmful impacts.
General Land Use Policies - Community Facilities and Human Services				
LU-14	Encourage the provision of needed facilities that serve the general public, such as facilities for education, libraries, parks, culture and recreation, police and fire, transportation and utilities. Ensure that these facilities are located in a manner that is	Updated	Acknowledges human services facility needs.	LU-12 Encourage the provision of needed facilities that serve the general public, such as facilities for education, libraries, parks, culture and recreation, human services, police and fire,

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	compatible with the City's preferred land use pattern			transportation, and utilities. Ensure that these facilities are located in a manner that is compatible with the City's preferred land use pattern.
LU - 15	Support equitable delivery of and access to human services by allowing these uses in suitable locations and encouraging their creation through incentives or bonuses and other innovative measures.	Updated	Simplified and incorporates equity.	LU-13 Promote land use development patterns that support the equitable delivery of, and access to, human service facilities and spaces.
LU-16	Allow essential public facilities in those zones in which they would be compatible. Classify the type of land use review, such as whether the use is permitted or conditionally allowed, based on the purpose of the zone and the facility's potential for adverse impacts on uses and the environment. Consider allowing all essential public facilities in the Manufacturing Park zone if such uses are not compatible elsewhere.	Updated	Simplified.	LU-14 Allow essential public facilities in zones where they would be compatible. Classify the type of land use review, such as whether the use is permitted or conditionally allowed, based on the purpose of the zone and the facility's potential for adverse impacts on uses and the environment.
LU-17	Maintain a process to site essential public facilities that requires consistency of the proposed facility with Redmond's Comprehensive Plan; emphasizes public involvement; identifies and minimizes adverse impacts; and promotes equitable location of these facilities throughout the city, county and state.	Existing		LU-15 Maintain a process to site essential public facilities that requires consistency of the proposed facility with Redmond's Comprehensive Plan; emphasizes public involvement; identifies and minimizes adverse impacts; and promotes equitable location of these facilities.
LU-18	Incorporate consideration of physical health and well-being into local decision making by locating, designing and operating public facilities and services in a manner that: <ul style="list-style-type: none"> • Uses sustainable building and development practices; 	Updated	Simplified	LU-16 Locate, design, and operate public facilities and services in a manner that promotes physical health and well-being.

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	<ul style="list-style-type: none"> • Encourages walking and bicycling access to public facilities; • Supports creation of community gardens on public open space in accessible locations throughout Redmond; and • Provides tools such as educational and demonstration programs that help foster a healthy environment, physical activity and well-being, and public safety. 			
General Land Use Policies - Green Infrastructure				
LU -19	<p>Recognize green infrastructure as a capital/public asset. Monitor and regularly report on the City's progress in preserving, enhancing and expanding upon its inventory of green infrastructure, including but not limited to:</p> <ul style="list-style-type: none"> • Natural areas, such as critical areas and portions of public lands that are monitored and maintained by citizen stewards; • Community gardens; • Rain gardens and other natural stormwater management facilities; • Native and habitat areas; and • Organic urban and corporate landscapes and gardens 	Updated	<p>Streamlined.</p> <p>Narrative will expand on description and benefits of green infrastructure.</p>	LU-17 Recognize green infrastructure as a capital/public asset and support its preservation, enhancement, and expansion.
General Land Use Policies - Open Space and Resource Protection				
LU-20	Promote use of techniques, such as current use taxation programs, stormwater utility funds, conservation easements, sensitive site planning, best land management practices and flexible regulations, to help retain and protect open space, environmentally critical areas, unique natural features and small farms.	Deleted	Combined with new LU-20 below	[DELETE]

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LU-21	Maintain and promote Redmond's transfer of development rights program (TDR) for properties deemed by the City as warranting protection through development rights transfer, such as critical wildlife habitat, Historic Landmarks, properties zoned Urban Recreation and nearby rural areas. Allow transfer of development rights to designated receiving areas where development is desired. Limit the amount that the maximum permitted number of parking stalls may be exceeded when using TDRs. Consider purchase of transferable development rights as funds become available.	Updated	Aligns with draft transportation policy, allows for regional TDR programs.	LU-18 Maintain and promote transfer of development rights programs (TDR) for properties deemed by the City as warranting protection through development rights transfer, such as critical wildlife habitat, Historic Landmarks, properties zoned Urban Recreation and nearby rural areas.
LU-22	Pursue methods to emphasize the City's and County's commitment to maintaining and enhancing agricultural and rural areas north and east of Redmond by: <ul style="list-style-type: none"> • Working jointly with other jurisdictions to develop and use effective tools to preserve rural and agricultural areas. Examples of tools include transfer and purchase of development rights, conservation easements and current use taxation programs. • Encouraging businesses, programs and other uses that support agricultural uses as part of Redmond's local economy, such as local farmers markets, community supported agriculture and other local produce programs. • Excluding rural and resource lands from the Urban Growth Area. 	Deleted	UGA commitment can be found in Annexation and Regional Planning Element	[DELETE]
LU-23	Prohibit extension of urban levels of services into designated agricultural and rural lands in unincorporated King County. Allow exceptions to	Existing	No change	LU-19 Prohibit extension of urban levels of services into designated agricultural and rural lands in

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	serve uses compatible with agricultural or rural uses or to serve other urban areas, where the extension will not encourage agricultural or rural conversion. Prohibit rural uses from connecting to urban facilities or services when extended except to resolve health emergencies.			unincorporated King County. Allow exceptions to serve uses compatible with agricultural or rural uses or to serve other urban areas, where the extension will not encourage agricultural or rural conversion. Prohibit rural uses from connecting to urban facilities or services when extended except to resolve health emergencies.
LU - 24	Ensure that uses adjacent to designated agricultural lands do not interfere with farm uses. Prevent interference through techniques, including but not limited to: <ul style="list-style-type: none"> • Separating uses with buffers, setbacks, topography or other means. • Promoting uses that are compatible and prohibiting uses that are not compatible with agricultural uses. • Giving notice on plats, plans, and development and building permits issued on properties within 500 feet of designated agricultural lands that a variety of agricultural activities may occur that are not compatible with some development. 	Deleted	Combined with policy below	[DELETE]
LU-25	Create and maintain Redmond as a place distinct from adjacent communities by establishing, where practical, green buffers, habitat corridors, preserved natural areas and distinctive gateways with features, such as native landscaping, art and markers in other locations.	Updated	Includes ideas from policy above	LU-20 Protect open space, agricultural lands, and natural resources using green buffers, habitat corridors, preserved natural areas and distinctive gateways with the use of native landscaping, art, and zoning regulations.
B. Land Use Plan Map and Designations				
LU-26	Ensure that decisions on land use designations and zoning are consistent with the City's vision and	Updated	This policy is the basis for the	LU-21 Ensure that decisions on land use designations and zoning are

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	<p>policies as articulated in the Redmond Comprehensive Plan, and particularly consider the following:</p> <ul style="list-style-type: none"> • Redmond's land use and community character objectives; • Whether development will be directed away from environmentally critical areas and other important natural resources and in a way that minimizes impacts on natural resources; • The adequacy of the existing and planned transportation system and other public facilities and services; • Projected need and demand for housing types and commercial space; • The balance between the amount and type of employment in Redmond and the amount and type of housing in Redmond; • Suitability of an area for the proposed designation or zone; and • Opportunities to separate potentially incompatible uses by topography, buffers, zoning transitions or other techniques. 		<p>decision criteria for land use map amendments.</p> <p>Incorporates Redmond 2050 themes.</p>	<p>consistent with the City's vision and policies as articulated in the Redmond Comprehensive Plan, and consider the following:</p> <ul style="list-style-type: none"> - Redmond's land use and community design objectives. - Direct development away from environmentally critical areas and other important natural resources and in a way that minimizes impacts on natural resources. - The adequacy of existing and planned public facilities and services. - Redmond's housing and employment growth targets, including Redmond's obligations to plan for housing for all economic segments of the community. - Projected need and demand for housing types and commercial space. - Impacts to equity, inclusion, sustainability, and resiliency.

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LU-27	<p>Apply zones consistent with the Comprehensive Land Use Plan Map designations as follows:</p> <table><tr><th>2030 Land Use</th><th>2030 Consistent Zoning</th></tr><tr><td>Single-Family Constrained</td><td>R-1, R-2, R-3</td></tr><tr><td>Single-Family Urban</td><td>R-4, R-5, R-6, R-8, RIN</td></tr><tr><td>Multifamily Urban</td><td>R-12, R-18, R-20, R-30</td></tr><tr><td>General Commercial</td><td>GC</td></tr><tr><td>Downtown Mixed-Use</td><td>Downtown Zones (12)</td></tr><tr><td>Overlake Mixed Use</td><td>Overlake Zones (6)</td></tr><tr><td>Business Park</td><td>BP</td></tr><tr><td>Manufacturing Park</td><td>MP, Industry</td></tr><tr><td>Design District</td><td>Design District</td></tr><tr><td>Marymoor Design District</td><td>MDD1, MDD2, MDD3, MDD4, MDD5</td></tr><tr><td>Urban Recreation</td><td>UR</td></tr><tr><td>Semirural</td><td>RA-5</td></tr><tr><td>Park and Open Space</td><td>All Zones</td></tr></table>	2030 Land Use	2030 Consistent Zoning	Single-Family Constrained	R-1, R-2, R-3	Single-Family Urban	R-4, R-5, R-6, R-8, RIN	Multifamily Urban	R-12, R-18, R-20, R-30	General Commercial	GC	Downtown Mixed-Use	Downtown Zones (12)	Overlake Mixed Use	Overlake Zones (6)	Business Park	BP	Manufacturing Park	MP, Industry	Design District	Design District	Marymoor Design District	MDD1, MDD2, MDD3, MDD4, MDD5	Urban Recreation	UR	Semirural	RA-5	Park and Open Space	All Zones	Updated	<p>Consolidates similar zones.</p> <p>New zone names are provisional.</p>	<p>LU-22</p> <table><tr><th>2050 Land Use</th><th>2050 Zoning</th></tr><tr><td>Neighborhood Residential</td><td>Neighborhood Residential</td></tr><tr><td>Neighborhood Multifamily</td><td>Neighborhood Multifamily</td></tr><tr><td>Marymoor Mixed-Use</td><td>MM Village Core MM Village 1 MM Village 4</td></tr><tr><td>Downtown Mixed-Use</td><td>Edge Core Town Center</td></tr><tr><td>Overlake Mixed-Use</td><td>OBAT OV OVMF</td></tr><tr><td>Business Park</td><td>BP</td></tr><tr><td>Manufacturing Park</td><td>MP, Industry</td></tr><tr><td>Citywide Mixed-Use</td><td>Neighborhood Mixed-Use Corridor Mixed-Use Urban Mixed-Use</td></tr><tr><td>Urban Recreation</td><td>UR</td></tr><tr><td>Semirural</td><td>RA-5</td></tr><tr><td>Park and Open Space</td><td>All Zones</td></tr></table>	2050 Land Use	2050 Zoning	Neighborhood Residential	Neighborhood Residential	Neighborhood Multifamily	Neighborhood Multifamily	Marymoor Mixed-Use	MM Village Core MM Village 1 MM Village 4	Downtown Mixed-Use	Edge Core Town Center	Overlake Mixed-Use	OBAT OV OVMF	Business Park	BP	Manufacturing Park	MP, Industry	Citywide Mixed-Use	Neighborhood Mixed-Use Corridor Mixed-Use Urban Mixed-Use	Urban Recreation	UR	Semirural	RA-5	Park and Open Space	All Zones
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Land Use Plan Map and Designations - Residential - General Policies																																																								
LU-28	Promote attractive, friendly, safe, quiet and diverse residential neighborhoods throughout the city, including low- and moderate-density single-family to high-density residential neighborhoods.	Updated	Introduces complete neighborhoods; incorporates equity.	LU-23 Promote walkable, welcoming, attractive, and safe complete neighborhoods with a variety of housing types to serve our culturally and economically diverse community.																																																				

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LU-29	Designate allowed residential densities and housing types to provide for a housing stock that includes a range of choices to meet all economic segments and household types, including those with special needs related to age, health or disability.	Updated	Modest language updates.	LU-24 Designate allowed residential densities to provide for a range of housing choices that accommodate all economic segments and households, including those with specific needs related to age, health, disability, or family size.
LU-30	Allow some compatible nonresidential uses in Residential zones, such as appropriately scaled schools, religious facilities, home occupations, parks, open spaces, senior centers and day care centers. Maintain standards in the Redmond Zoning Code for locating and designing these uses in a manner that respects the character and scale of the neighborhood.	Updated	Simplified.	LU-25 Allow compatible nonresidential uses in Residential zones that provide goods, services, and amenities that contribute to complete neighborhoods.
LU-31	Consider allowing incentives, such as residential density bonuses, variations in allowed housing type, or flexibility in regulations, if a proposal meets community goals for affordable, senior, size-limited or other types of innovative housing. If not permitted outright or through discretionary review processes, provide for these incentives through pilot programs or other innovative measures	Updated	Simplified.	LU-26 Implement incentives, flexibility in regulations, and variations in density, and other solutions, to meet City goals for affordable housing.
LU-32	Promote compatibility of attached single-family housing and, as appropriate, other types of innovative housing with the character of surrounding single-family residences. Pay particular attention when such housing is located in Single-Family Urban zones. Achieve this through techniques, such as: <ul style="list-style-type: none"> • Requiring that innovative housing maintains the character and quality of detached single-family homes; 	Delete	Recent state legislation is limiting design review; see new LU-23 for policy support for better design outcomes.	[DELETED]

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	<ul style="list-style-type: none"> Ensuring that new residences do not appear oversized for their lot size; Ensuring that the height, bulk and design of new residences do not overwhelm existing adjacent residences; and Maintaining adequate separation between new residential structures to avoid overcrowding 			
Land Use Plan Map and Designations - Residential - Designation Policies				
LU-33	<p>Single-Family Constrained Designation Purpose. Provide for low-density residential neighborhoods for lands inappropriate for more intense urban development due to significant environmentally critical areas, extreme cost or difficulty in extending public facilities, or the presence of natural features Redmond is seeking to retain.</p> <p>Allowed Uses. Implement this designation through zones that allow densities of one to three dwelling units per acre. Permit detached single-family homes, equestrian facilities, the keeping of animals compatible with the size of the property, and other uses consistent with this designation.</p>	Deleted	Becomes part of Neighborhood Residential land use designation (see new LU-27)	[DELETED]
LU-34	<p>Single-Family Urban Designation Purpose. Provide for low- to moderate-density residential neighborhoods on lands suitable for urban development. Provide opportunities for a variety of primarily detached single-family housing types, sizes, densities and prices in a manner that is compatible with neighborhood character.</p>	Updated	Renamed to reflect addition of middle housing typologies. New language related to complete neighborhoods.	LU-27 Neighborhood Residential Purpose. Provide for neighborhoods with mainly residential uses. Provide and encourage opportunities for a variety of housing types, sizes, densities, and prices. Encourage townhomes, multiplexes, cottages, and other middle housing typologies. Allow some non-

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	<p>Allowed Uses. Implement this designation through zones that allow densities of four to eight dwelling units per gross acre. Apply zones by taking into account the direction in Policies LU-10 and LU-26. Require a minimum site size of one acre for rezones to eight dwelling units per acre.</p> <p>Permit detached single-family homes; in zones that allow eight dwelling units per acre, attached single-family (multiplex) homes. Also permit the keeping of animals compatible with the size of the property.</p> <p>Unless otherwise permitted on a citywide, neighborhood or pilot program basis, consider allowing cottages, attached single family homes, and other types of innovative housing through a conditional review process in zones that allow six dwelling units per acre or less.</p>			<p>residential goods, services, and amenities that support resident day to day living.</p> <p>Allowed Uses. Implement this designation through zones that permit a range of single-family and middle housing types such as cottages, attached single family homes, multiplexes, townhomes, and other types of middle housing.</p> <p>Permit non-residential uses that support resident day to day living.</p>
LU-35	<p>Allow implementation of the Single-Family Urban designation through the Residential Innovative (RIN) zone in order to:</p> <ul style="list-style-type: none"> • Promote a type of single-family housing (smaller dwelling units) that responds to changing household sizes and ages. • Blend infill development with existing residential development to help maintain neighborhood character, particularly in neighborhoods with a predominance of small to moderately sized dwelling units. • Provide opportunities for households of various sizes, ages and incomes to live in a neighborhood 	Deleted	Becomes part of Neighborhood Residential land use designation (see new LU-27)	[DELETED]

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	<p>by promoting variety in the size, type and price of new single family development.</p> <ul style="list-style-type: none"> • Help to provide appealing and active streetscapes that promote a more walkable and enjoyable neighborhood experience for residents by promoting variety in the size and type of new single family development. 			
LU-36	<p>Multifamily Urban Designation Purpose.</p> <p>Provide for high-density residential neighborhoods that are urban in character. Provide for neighborhoods of multifamily residences, small lot single-family homes, and attached single-family (multiplex) homes on lands suitable for these intensities.</p> <p>Focus high-density housing in the following locations:</p> <ul style="list-style-type: none"> • In or near the Downtown, Overlake, or the Marymoor Local Center in support of Redmond's centers; • Near other employment and commercial nodes; and • Where high levels of transit service are present or likely, or where there is adequate access to an arterial. <p>Allowed Uses. Implement this designation through zones that allow densities of 12 to 30 dwelling units per gross acre. Permit multifamily residences and, in suitable locations, detached or attached single-family homes. Addressed in "other" for Housing element phase one Redmond 2050 update.</p>	Updated	<p>Renamed to pair with "Neighborhood Residential." Criteria updated (reviewed with Housing Element)</p>	<p>LU-28 Neighborhood Multifamily Designation Purpose.</p> <p>Provide for neighborhoods of mainly multifamily residences. Allow some non-residential services that support resident day to day living.</p> <p>Prioritize multifamily housing in the following locations:</p> <ul style="list-style-type: none"> • Where impacts to critical areas can be avoided or minimized; and • In or within half mile of Redmond's Centers; or • In or within a half mile of areas where frequent transit service is present or planned, or where there is adequate access to an arterial; or • Where development of multifamily would help meet City housing goals; or • Any land that was designated as Multifamily Urban before January 1, 2022. <p>Allowed Uses. Implement this designation through zones that allow a</p>

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				range of multifamily housing typologies, such as low- and mid-rise structures. Permit multifamily residences and some non-residential services that support resident day to day living.
Land Use Plan Map and Designations - Citywide Mixed Use - General Policies				
LU-37	Maintain and enhance a well-distributed system of commercial uses that serve the needs of residential neighborhoods, workplaces and the greater Redmond community. Encourage commercial land uses that support or provide services to adjacent land uses to encourage nonmotorized travel.	Updated	Reflects mixed-use nature of these zones.	LU-29 Maintain and enhance a well-distributed system of mixed-use areas at a variety of scales outside of Redmond's centers. Encourage land uses that support or provide services to adjacent land uses and that encourage active transportation and transit use.
LU-38	Maintain the Urban Centers (Downtown and Overlake) as the major retail, service, entertainment and cultural centers for the city and the greater Eastside. Ensure that other commercial areas in the city do not detract from the Urban Centers and help to meet other community commercial needs.			Pending - to be considered with Centers policies
LU-39	Ensure that commercial areas of all types are located, designed and developed to: <ul style="list-style-type: none"> • Maintain high visual quality, especially for commercial areas located at entryways to the city; • Locate businesses rather than parking areas along the street; • Encourage compact commercial development and walking between businesses; • Avoid development in long, narrow strips; • Be easily accessible to an arterial or regional highway; be served or capable of being served by transit; and 	Updated	Streamlined language and refocused on mixed-use nature of these areas.	LU-30 Ensure that mixed use areas are located, designed, and developed to: <ul style="list-style-type: none"> • Maintain high visual quality; • Locate businesses rather than parking areas along the street; • Encourage compact development and use of active transportation; • Avoid impacts on adjacent residential uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses.

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	<ul style="list-style-type: none"> Avoid impacts on adjacent noncommercial uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses. 			
LU-40	Allow mixed-use developments in all Commercial designations. Design these developments to achieve compatibility among the uses and with adjacent uses.	Delete	Redundant now that mixed-use nature of zones is acknowledge in above policies.	[DELETED]
LU-41	<p>Reevaluate periodically the Neighborhood Commercial policies and zoning regulations to determine if updates are needed. Carry this out by:</p> <ul style="list-style-type: none"> Considering whether the policies and regulations should be amended to allow additional rezones to Neighborhood Commercial (NC-1 or NC-2) in any portion of the city. Initiate an evaluation in response to: (a) significant increase in or absence of interest in Neighborhood Commercial development during periods of economic growth; (b) significant or widespread support for or concerns with Neighborhood Commercial development; or (c) as directed by City Council. Considering the extent to which Neighborhood Commercial policies and zoning are achieving objectives, such as access for pedestrians and bicyclists, economic vitality, and neighborhood and design compatibility. Involving representatives from development, business and neighborhoods using Redmond's Neighborhood Network and other appropriate techniques. Providing a biennial update to the Planning Commission, City Council and participants regarding the results. 	Deleted	NC zones would be part of the "Citywide Mixed-Use" designation.	[DELETED]

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Land Use Plan Map and Designations - Citywide Mixed Use Designation Policies				
LU-42	<p>Neighborhood Commercial Designation Purpose. Provide for attractively designed small- to medium-scale neighborhood businesses that offer convenience goods and services for the daily needs of nearby neighborhoods and can serve as gathering places. Locate and develop these neighborhood commercial areas to:</p> <ul style="list-style-type: none"> • Ensure use, scale and design compatibility with the vicinity neighborhood character; • Provide access from multimodal corridors, transit routes, and existing or planned pedestrian pathways and bikeways to help minimize additional motorized trips on local streets; and • Serve as a multi-seasonal neighborhood gathering and meeting places, complementary to and in close proximity to other uses, such as parks, and open spaces, places of employment or multifamily residences. <p>Allowed Uses. Implement this designation through the Neighborhood Commercial (NC) zones. Encourage mixed-used development with residents as a secondary use located either in mixed-use or single-use structures. Require neighborhood-wide outreach and advisement from the Neighborhood Commercial Review Panel as part of considering any proposed Neighborhood Commercial designation. In NC-1 zone, permit limited retail, service and other businesses that serve the immediate neighborhood and are small scale. Examples include small-scale food stores, coffee shops, dry cleaning outlets, and cultural or</p>	Updated	Streamlined and reworked to apply to a spectrum of zones with different intensities.	<p>LU-31 Citywide Mixed-Use Designation Purpose. Provide for housing and businesses that offer goods and services for the greater Redmond community. Locate and develop these mixed-use areas outside of designated centers.</p> <p>Allowed Uses. Implement this designation through the mixed use zones that allow a spectrum of development intensity, from neighborhood-scale zones that support complete neighborhoods to higher-intensity zones that provide goods and services to the greater community.</p> <p>In these zones, permit housing, retail, service, cultural and recreational amenities, and other businesses that serve the needs of the community.</p>

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	recreational facilities. Limit commercial site size to one acre or less. In the NC-2 zone, permit limited retail, service and other businesses that serve the immediate neighborhood and are medium scale. Examples include medium-scale food stores, coffee shops, dry cleaning outlets, small-scale medical and dental services, convenience serve stations, and cultural or recreational facilities. Limit commercial site size to three acres or less.			
LU-43	Maintain compatibility with and limit impacts to the vicinity neighborhood character by considering application of NC-1 zones in locations that at a minimum meet the following criteria: <ul style="list-style-type: none"> • Result in no more than one neighborhood commercial area within each of six Neighborhood Commercial Overlay Zones (refer to Map LU-2); • Currently include at least one of the following within one-quarter mile: existing or planned park facility, Multifamily Residential zoned property; or business-zoned property, including Business Park, General Commercial, Gateway Design District, Neighborhood Commercial, Manufacturing Park or Overlay Business and Advanced Technology Zone; and • Provide sufficient parking on street, on-site- or both. 	Deleted	NC zones would be part of the “Citywide Mixed-Use” designation. Supports concept of complete neighborhoods.	[DELETED]
LU-44	Maintain compatibility with and limit impacts to the vicinity neighborhood character by considering application of NC-2 zones in locations that at a minimum meet the following criteria: <ul style="list-style-type: none"> • Include no more than three acres of combined commercial use and associated parking; 	Deleted	NC zones would be part of the “Citywide Mixed-Use” designation. Supports concept	[DELETED]

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	<ul style="list-style-type: none"> • Are more than one mile from the Downtown and Overlake Urban Centers; • Are along a multimodal corridor or at an intersection with a collector arterial or higher classification street to support multiple modes of travel; • Are within one-quarter mile of an existing nonmotorized connection and connect to existing or planned public sidewalks, trails, and pathways; • Are within one quarter mile of a multifamily zone; and • Provide sufficient parking on-site. 		of complete neighborhoods.	
LU-45	Prohibit modifications of land use and zoning designations to Neighborhood Commercial (NC-1 or NC-2) from the following underlying zones: RA-5, R-1, MP, BP, Industrial and OBAT zones.	Deleted	Would rely on land use map decision criteria and other policies that describe need for and purpose of identified zones.	[DELETED]
LU-46	<p>LU-46 Design neighborhood commercial markets to fit with adjacent uses and neighborhoods, especially by:</p> <ul style="list-style-type: none"> • Ensuring that residential neighborhoods maintain their existing, predominantly residential character and that commercial use does not become a defining element; • Requiring that neighborhood businesses maintain high visual quality and are consistent in size, height, bulk and design with adjacent uses; • Using landscaping to enhance compatibility, provide screening, and promote transitions between the commercial uses and adjacent and nearby residential uses; 	Deleted	Likely to be addressed in Community Design Element.	[DELETED]

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	<ul style="list-style-type: none"> • Regulating signs and lighting to enhance compatibility, avoid visual clutter, and prevent light trespass onto adjacent uses; • Placing parking areas away from existing residences; • Siting and limiting the size of parking lots to encourage the use of alternative travel modes and to avoid large areas of paved surfaces; • Including features, such as convenient sidewalks and bicycle parking facilities, that encourage access by pedestrians and bicyclists; • Providing a portion of the required open space as multi-seasonal places for people to gather and for pedestrian-oriented amenities, including public courtyard or plaza; • Using a portion of the required open space and landscaping where appropriate for multiple purposes, such as on-site stormwater management and native or edible gardens; and • Regulating hours of operation as needed. 			
LU-47	<p>General Commercial Designation Purpose.</p> <p>Provide for retail and service businesses that serve community needs and are better suited for locations outside of Urban Centers or Neighborhood Commercial zones. Examples of these businesses include retail uses that may have some adverse impacts if located close to primarily residential neighborhoods or other commercial uses, uses that are land extensive, uses that tend to attract vehicle trips from locations beyond surrounding neighborhoods, and activities that involve wholesale commercial uses.</p>	Delete	GC zones would be part of the "Citywide Mixed-Use" designation.	[DELETED]

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	<p>Allowed Uses.</p> <p>Implement this designation through the General Commercial zone. Permit in the General Commercial zone retail uses that require large sites, such as large box retail, vehicle sales and service, mini-warehouses, rental services, wholesale uses and other uses consistent with this designation. Also permit multifamily residences, located in either mixed-use structures or single-use structures that are part of a mixed-use development.</p>			
Land Use Plan Map and Designations - Centers Mixed Use - General Policies				
LU-48	<p>Designate portions of Redmond's Downtown and the Overlake neighborhoods as Urban centers under the Countywide Planning Policies and Regional Growth Centers under VISION 2040. Recognize these areas as such in all relevant local, regional policy, planning, and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail, and housing growth, and a broad array of complementary land uses. Prioritize capital investment funds to build the necessary infrastructure for these Urban Centers, including transportation, utilities, stormwater management and parks. Also, emphasize support for transit use, pedestrians and bicycling.</p>			Pending - to be considered with Centers policies
LU-49	<p>Leverage local, regional, state and federal agency funding for needed public facilities and services within Redmond's Urban Centers. Give priority to these centers for transit service and improvements, as well as for other transportation projects that will</p>			Pending - to be considered with Centers policies

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	increase mobility to, from, and within these Urban Centers.			
LU-50	Establish development standards, including level of service standards, impact fees, and public facility plans and funding strategies, to focus development within Redmond's Urban Centers. Periodically review development within these areas to identify and resolve barriers to efficient and predictable permitting. Consider City preparation of SEPA review if issues can be addressed on an area-wide basis to resolve barriers.			Pending - to be considered with Centers policies
LU-50.1	Designate a portion of Southeast Redmond as the Marymoor Local Center where employment, services, and housing are accommodated in a compact manner and at sufficient densities to make efficient use of urban land, and where transit and other multimodal access is supported through policies and regulations that guide planned growth and investments for this area.			Pending - to be considered with Centers policies
Land Use Plan Map and Designations - Centers Mixed Use - Designation Policies				
LU-51	Downtown Mixed-Use Designation Purpose. Encourage development of the Downtown as a place that: <ul style="list-style-type: none"> • 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; 			Pending - to be considered with Centers policies

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	<ul style="list-style-type: none"> • Emphasizes access for pedestrians and bicycles with attractive "local" streets appropriate for a destination environment. • Enhances its urban feel by retaining a rich natural setting, including open space, trees, and other landscaping, and a focus on Sammamish River; and • Invites people to enjoy it, provides a comfortable atmosphere, and maintains and tangibly reminds people of Redmond's history and historic buildings. <p>Allowed Uses. Implement this designation through the Downtown zones. Permit personal, professional and corporate offices; retail uses; restaurants; compatible advanced technology industries; services; hotels; multifamily residences; and entertainment and cultural uses.</p>			
LU-52	<p>Overlake Mixed-Used designation. Purpose. Maintain and encourage Overlake as a place that:</p> <ul style="list-style-type: none"> • Serves as an important local and regional economic role as a center for advanced technology uses, research, and development, corporate offices, distribution and compatible manufacturing; • Encourages high-quality, compact development, while recognizing that many corporate developments will retain their campus like character; • Provides an intense comparison commercial shopping district that supports and complements nearby employment and residential areas; 		Review in tandem with Overlake and Centers	Pending - to be considered with Centers policies

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	<ul style="list-style-type: none"> Includes primarily in Overlake Village mid-rise, mixed use- neighborhoods that provide attractive and safe places to live close to amenities, such as restaurants, frequent transit service, and a network of parks, sidewalks and trails; and Emphasizes access for pedestrians and bicycles with attractive "local" streets appropriate for a designation environment. <p>Allowed Uses.</p> <p>Implement this designation through the Overlake zones.</p> <p>In the Business and Advanced Technology zone, permit offices, corporate campuses, research and development, compatible high technology manufacturing, distribution, and business services that directly support surrounding businesses. Also permit multifamily residences (located in either mixed-use or single-use structures), limited retail and service activities such as restaurants and fitness centers, and similar uses intended to help reduce motor vehicle trips.</p> <p>In the Overlake Village zones, permit uses that primarily serve the general public, such as retail, hotels or motels, professional office, services, entertainment and other uses appropriate to Overlake. Encourage multifamily residences, located in either mixed-use or single-use structures, to help reduce motor vehicle trips and to create a more vibrant neighborhood. Consider allowing regional retail/wholesale uses and commercial activities involving larger goods such</p>			

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	as vehicle rentals in certain areas of Overlake Village.			
LU-52.1	<p>Marymoor Design District Designation Purpose.</p> <p>Encourage the development of the Marymoor Design District as a place that:</p> <ul style="list-style-type: none"> • Provides a walkable area that develops in a way that leverages investment in a light rail and supports Bear Creek, Lake Sammamish and Redmond's drinking water aquifer and other natural features; • Provides opportunities for transit-oriented housing, services, and employment at and near the planned light rail station; • Supports business growth and adaption, and allows general retail and services uses; • Provides multifamily living opportunities, enhanced by proximity to a regional park and trail, and other services; and • Provides for a street grid that enhances walkability and connectivity <p>Allowed Uses.</p> <p>Implement this designation throughout the Marymoor Design District zones. In MDD zones 1,2,4,5, permit compatible manufacturing and wholesale; certain sales and services uses; education, health care, public administration and other institutions, and arts, entertainment, and recreation. In MDD zones 1,2,3 and 5, also permit multifamily residences (located in either mixed-use or single-use structures).</p>		Review in tandem with Overlake and Centers	Pending - to be considered with Centers policies
Land Use Plan Map and Designations - Other Employment - General Policies				

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LU-53	Provide for business park, manufacturing park and industrial uses in locations that: <ul style="list-style-type: none"> • Are suitable for research and development, advanced technology, warehouse, distribution, manufacturing, industrial and similar uses • Are located near an arterial or freeway that and are served or capable of being served by transit • Provide for freight and goods movement; • Complement the Downtown and Overlake Urban Centers and do not attract uses that are more appropriate in or near a center 	Updated	Adds concept of center in SE Redmond	LU-32 Provide for business park, manufacturing park and industrial uses in locations that: <ul style="list-style-type: none"> • Are suitable for research and development, advanced technology, warehouse, distribution, manufacturing, industrial and similar uses • Are located near an arterial or freeway that and are served or capable of being served by transit • Provide for the movement of freight and goods; • Support an Industrial and Manufacturing growth center in SE Redmond
LU-54	Separate manufacturing uses that create impacts from incompatible uses through techniques, such as creation of buffers or zoning that enables transitions from more intensive uses. Take into account during site plan review potential adverse impacts on manufacturing operations due to other proposed uses, as well as potential adverse impacts on nearby uses due to manufacturing operations.	Updated	Incorporates ideas from deleted policy below	LU-33 Separate manufacturing uses that create impacts from incompatible uses through techniques such as creation of buffers, zoning that enables transitions from more intensive uses, or performance requirements. Ensure that streets that connect manufacturing uses with regional routes are compatible with heavy truck traffic and that truck routes are directed away from residential neighborhoods.
LU-55	Ensure that land use designations along streets that tie manufacturing parks to the regional transportation system are compatible with heavy truck traffic. Consider using truck routes to direct	Deleted	Combined with policy above	[DELETED]

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	heavy trucks away from residential neighborhoods and commercial areas such as the Downtown where heavy truck traffic is inappropriate.			
LU-56	Update periodically standards for minimum lot size and other site requirements for business parks and manufacturing parks to allow for efficient manufacturing development and operations both now and in the future.	Deleted	Covered in Economic Vitality Element	[DELETED]
LU-57	Permit where appropriate adult entertainment facilities in areas designated Business Park and Manufacturing Park.	Existing		LU-34 Permit where appropriate adult entertainment facilities in areas designated Business Park and Manufacturing Park.
LU-58	Manage the extraction and processing of sand, gravel and other natural resources to prevent conflicts with nearby land uses, protect air quality, and protect ground and surface water quality. Allow exploration and extraction of these resources only when unacceptable impacts on adjoining land uses and natural resources can be satisfactorily prevented. Maintain conditions in the Redmond Zoning Code concerning transportation access for the site, protection of groundwater resources and other aspects of the natural environment, control of noise and vibration, acceptable hours of operation, buffers and setbacks for the site, and reclamation and future use of the site	Delete	Combined with policy below	[DELETED]
LU-59	Require mining operations to protect groundwater resources and maintain adequate depths between the land surface and the aquifer to protect Redmond's well system and drinking water.	Updated	Incorporates ideas from deleted policy above.	LU-35 Manage the extraction and processing of sand, gravel, asphalt and other natural resources to prevent conflicts with nearby land uses, protect air quality, and protect ground and surface water quality. Require industrial operations to protect

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				groundwater resources and maintain adequate depths between the land surface and the aquifer to protect Redmond's well system and drinking water.
LU-60	<p>Monitor and comment on the review and enforcement of gravel mine reclamation plans by the State Department of Natural Resources and look especially for provisions to ensure:</p> <ul style="list-style-type: none"> • The site will be graded to provide for appropriate redevelopment • Any proposed fill material will be tested. • Grading and proposed fill material adequately protect groundwater resources while allowing for appropriate levels of groundwater recharge. 	Existing	Staff may propose changes after consulting with Washington State DNR.	<p>LU-36 Monitor and comment on the review and enforcement of gravel mine reclamation plans by the State Department of Natural Resources and look especially for provisions to ensure:</p> <ul style="list-style-type: none"> • The site will be graded to provide for appropriate redevelopment • Any proposed fill material will be tested. • Grading and proposed fill material adequately protect groundwater resources while allowing for appropriate levels of groundwater recharge.
Land Use Plan Map and Designation - Other Employment - Designation Policies				
LU-61	<p>Business Park Designation Purpose.</p> <p>Provide for attractively designed and efficiently used areas for business and manufacturing employment opportunities that complement commercial activities typically found in the Downtown, involve limited outdoor storage and include a high level of amenities.</p> <p>Allowed Uses.</p> <p>Implement this designation through the Business Park zone. Permit uses, such as research and development, software</p>	Updated	Modest updates.	<p>LU-37 Business Park Designation Purpose</p> <p>Provide for business and manufacturing employment opportunities that involve limited outdoor storage and include compatible uses that serve employees of the immediate area.</p> <p>Permit uses, such as research and development, software development, advanced technology industries, wholesale businesses, certain</p>

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	<p>development, advanced technology industries, wholesale businesses, certain manufacturing businesses, associated offices and similar uses, that do not compete with the Downtown, do not serve the general public, and will not create adverse impacts on the environment or surrounding uses. Also permit residences in upper floors of buildings and allow additional building height and increased floor area ratios for these buildings. Consider allowing uses, such as a medical diagnostic and short-term treatment facility, that require large floor plates.</p> <p>Encourage a mix of compatible uses to internalize vehicle trips and provide needed support services within close proximity to business park uses. Examples of compatible uses include business services that directly support surrounding businesses and limited retail and service activities, such as restaurants and fitness centers, that serve employees and residents in the immediate areas.</p>			<p>manufacturing businesses, associated offices and similar uses. Support services and uses that support the creation of complete neighborhoods will be permitted.</p> <p>Examples of compatible uses include business services that directly support surrounding businesses and limited retail and service activities, such as restaurants and fitness centers, that serve employees and residents in the immediate areas.</p>
LU-62	<p>Manufacturing Park Designation Purpose.</p> <p>Provide locations for existing and future manufacturing and industrial uses, particularly those that require significant areas for storage of materials and equipment (both indoors and outdoors). Provide for manufacturing and other uses that are better suited for locations outside of the Downtown or Overlake due to site requirements, noise impacts, transportation needs or other consideration</p>	Updated	Modest updates.	<p>LU-38 Manufacturing Park Designation Purpose.</p> <p>Provide locations for existing and future manufacturing and industrial uses, particularly those that require significant areas for storage of materials and equipment (both indoors and outdoors). Provide for manufacturing and other uses that are better suited for locations outside of</p>

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	<p>Allowed Uses. Implement this designation through two zones: Manufacturing Park and Industry. Provide areas primarily for uses, such as manufacturing; research and development; light industry; wholesale, assembly and distribution businesses; and essential public facilities. Limit office and other secondary uses to those that support these primary uses. Consider allowing other limited supportive uses, including but not limited to day care centers, retail vehicle fuel sales and technical colleges. Allow a broader range of commercial uses within the Manufacturing Park Overlay in Southeast Redmond as shown on the Redmond Zoning Map.</p> <p>Examples of allowed uses in the Industry zone include those allowed in the Manufacturing Park zone and those existing industrial uses, including outside manufacturing and mineral resource processing, whose continuing operations are unlikely to harm groundwater resources and Evans Creek. Ensure that allowed uses in both zones do not create significant hazards or other adverse impacts on the community, other manufacturing uses or the natural environment. Use performance standards, permit conditions and critical areas regulations to protect the community and other uses within the Manufacturing Park designation.</p>			<p>mixed-use centers due to site requirements; noise, odor, or air quality impacts; transportation needs; or other considerations.</p> <p>Provide areas primarily for uses, such as manufacturing; research and development; light industry; wholesale, assembly, and distribution businesses; and essential public facilities.</p> <p>Allow a broader range of commercial uses within the Manufacturing Park Overlay in Southeast Redmond as shown on the Redmond Zoning Map.</p> <p>Industry zones include those uses allowed in the Manufacturing Park zone and those existing industrial uses, including outside manufacturing and mineral resource processing, whose continuing operations are unlikely to harm ground water sources and Evans Creek.</p> <p>Ensure that allowed uses in both zones do not create significant hazards or other adverse impacts on the community, other manufacturing uses or the natural environment.</p>

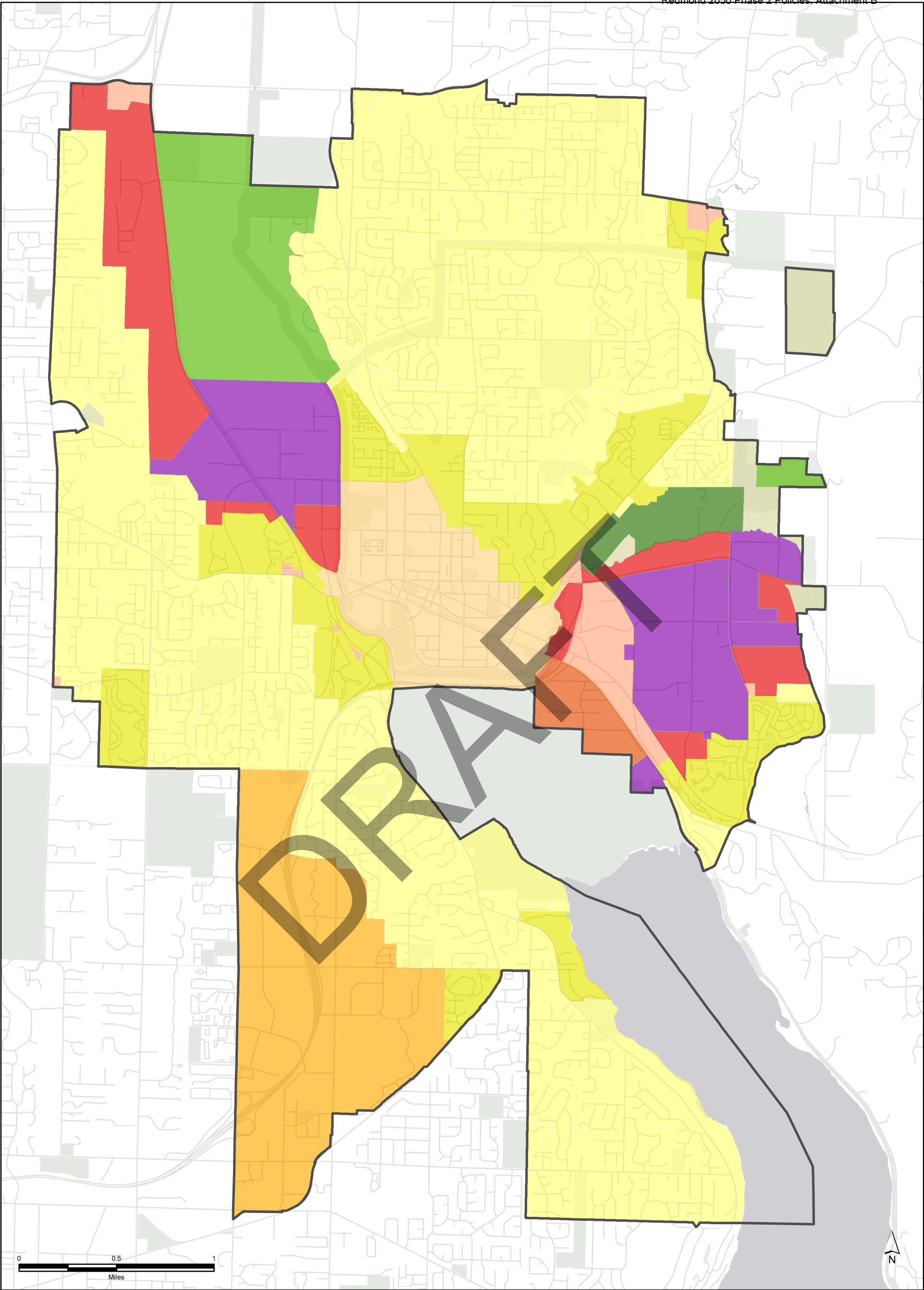
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				Use performance standards, permit conditions and critical areas regulations to protect the community and other uses within the Manufacturing Park designation.
Land Use Plan Map and Designations - Design District				
LU-63	<p>Design District designation Purpose.</p> <p>Take advantage of opportunities for appropriate mixed uses in suitable locations, such as large parcels (totaling at least five acres in size) in a common ownership, or at the sites of major institutions, such as hospitals. Provide for preparation of master plans to promote unified development of an area or to meet the special needs of institutions, while managing impacts on nearby uses. This designation is also intended to:</p> <ul style="list-style-type: none"> • Provide flexibility in zoning that cannot be provided by other mechanisms, • Allow the creation of policies and regulations that apply to specific sites, and • Apply to areas that are served or are capable of being served by transit • As part of designating new Design Districts, prepare a specific development plan or site plan for the area that: <ul style="list-style-type: none"> • specifies the allowed uses, density and any specific review requirements and standards required to adequately manage the Design District and to mitigate adverse impacts on the community, neighborhood, or environment; 	Deleted	Design District zones have new homes in other designations.	[DELETED]

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	<ul style="list-style-type: none"> • Reflects substantial public involvement from the neighborhood in which it is located; • Meets the review process requirements of a plan amendment, which establishing the Design designation, or a rezone that is consistent with the comprehensive Plan if the designation already applied to the property; and • Is scheduled for review and update every five to 10 years. <p>Allowed Uses. Implement this designation through the Design District zone. Allow for an appropriate mix of uses and structure types, while ensuring that the designation supports the preferred land use pattern. Determine densities and intensities based on the suitability of the area for development.</p>			
Land Use Plan Map and Designations - Urban Recreation, Semirural				
LU-64	<p>Urban Recreation and Open Space Designation Purpose. Provide for limited urban uses on lands inappropriate for more intense urban development due to: (1) extensive environmentally critical areas, natural hazards or significant natural or cultural resources and (2) extreme cost or difficulty in extending public facilities. Provide for suitable urban uses, such as recreational uses needed to serve Redmond and the region.</p> <p>Urban Recreation and Open Space Designation Allowed Uses. Implement this designation through the Urban Recreation zone. Permit uses that fit a constrained</p>	Updated	Simplified.	<p>LU-39 Urban Recreation and Open Space Designation Purpose. Provide for limited urban uses on lands due to: (1) extensive environmentally critical areas, natural hazards or significant natural or cultural resources and (2) extreme cost or difficulty in extending public facilities. Provide for suitable urban uses, such as recreational uses needed to serve Redmond and the region.</p>

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	<p>area, such as public parks; trails; agricultural uses, including the keeping of animals compatible with the size of the property; riding stables and farm residences.</p> <p>Consider allowing uses, such as ball fields, outdoor private recreation areas, such as golf courses used primarily for nonmotorized recreation; limited accessory uses, such as a restaurant, and regional utilities.</p>			Urban Recreation and Open Space Designations should be consistent with PARCC plan.
LU-65	<p>Semirural Designation Purpose. To maintain the rural character of lands with high natural resource values that are not appropriate for urban development or for long term agriculture or forestry use.</p> <p>Allowed Uses. Implement this designation through the Semirural zone and allow densities of up to one dwelling unit per five gross acres. Ensure that allowed uses fit the capability of the land, are consistent with expected public service levels, and are compatible with the rural character of the surrounding area. Permit such uses as low-density rural residences; small-scale forestry and agricultural uses, including wineries and the keeping of animals compatible with the size of the property; small-scale bed-and-breakfast inns; equestrian facilities; primarily nonmotorized recreational activities, such as parks, playfields, golf courses and camps; and other uses consistent with this designation.</p>	Updated	Simplified.	<p>LU-40 Semirural Designation Purpose. Provide for natural and rural lands that are not appropriate for urban development or for long term agriculture or forestry use.</p> <p>Allowed Uses. Implement this designation through the Semirural zone and allow densities of up to one dwelling unit per five gross acres. Ensure that allowed uses fit the environmental capability of the land, are consistent with expected public service levels, and have minimal environmental impacts. Permit such uses as low-density rural residences; small-scale forestry and agricultural uses, including wineries and the keeping of animals compatible with the size of the property; small-scale bed-and-breakfast inns; equestrian facilities; primarily nonmotorized</p>

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				recreational activities such as parks and playfields; and other uses consistent with this designation.
LU-66	Encourage clustering on property designated Semirural located in the lower Bear Creek Valley to protect environmentally critical areas. Allow density bonuses provided conditions in the Redmond Zoning Code are met, including but not limited to maintenance of view corridors; provision of small-lot, detached single-family dwellings; dedication of open space; and protection of area wildlife.	Deleted	This has been implemented through existing zoning.	[DELETED]
Land Use Plan Map and Designations - Parks and Open Space				
LU-67	<p>Park and Open Space Designation Purpose. To identify large public parks, large public open space or private land dedicated to open space, and potentially major sites identified for acquisition as a public park, open space or trail.</p> <p>Allowed Uses. Allows for public and private parks; public and private open space; community gardens; produce stands; farmers markets; agricultural uses, including keeping of animals compatible with the size and location of property; community centers; golf courses; primarily nonmotorized recreational uses and areas; campgrounds; other public and private nonmotorized recreational activities; and associated commercial uses. Implement this designation by allowing parks and open space in all zones.</p>	Existing		<p>LU-41 Park and Open Space Designation Purpose. To identify large public parks, large public open spaces or private land dedicated to open space, and potentially major sites identified for acquisition as a public park, open space or trail.</p> <p>Allowed Uses. Allows for public and private parks; public and private open space; community gardens; produce stands; farmers markets; agricultural uses, including keeping of animals compatible with the size and location of property; community centers; golf courses; primarily nonmotorized recreational uses and areas; other public and private nonmotorized</p>

Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose / Impacts	Draft 1.1 Policy Update
				recreational activities; and associated commercial uses. Implement this designation by allowing parks and open space in all zones.



REDMOND 2050
From suburb to city

Preliminary Draft
Land Use Map
Q2 2023

City of Redmond, Washington
05/25/2023

Preliminary Land Use

- | | | |
|--------------------|--------------------------|--------------------------|
| Business Park | Downtown Mixed Use | Neighborhood Multifamily |
| Manufacturing Park | Marymoor Mixed Use | Parks and Open Space |
| Citywide Mixed Use | Semirural | Urban Recreation |
| Overlake Mixed Use | Neighborhood Residential | |

Community Design Policies

This is a new chapter. It consolidates policies that focus on design from the existing community character and historic preservation, downtown, and land use chapters. It includes new sections including corridor planning and inclusive design. This new chapter will also include the centers and neighborhood chapters that have been previously reviewed. The outline for the new Community Design chapter is as follows:

- **01 Centers**
 - 1A - General Centers
 - 1B - Overlake
 - 1C - Downtown
 - 1D - Marymoor
 - 1E - SE Redmond
- **02 Corridors**
- **03 Neighborhoods** – To Be Reviewed following Redmond 2050
- **04 Design Policies**
 - Inclusive Design
 - Site and Building Design
 - Mixed-Use Zoning District Design Standards
 - Residential Neighborhood related design standards
 - Public Realm
- **05 Historic Preservation** - Updates include:
 - Updates for timeliness and consistency with City priorities
 - Strengthening relationship with Tribes
 - Promoting economic tourism
 - Recognizing cultural resources management protocols

Resource document: existing [Community Character and Historic Preservation Chapter](#)

Downtown Policies Draft 1.0

What's included in this policy summary document.

Downtown policy updates included are related to:

- **General Policies – Land Use**
- **General Policies – Character and Design**
- **General Policies - Parks, Arts, Recreation, Culture, and Conservation, Transportation**
- **Downtown Zones Policies – Downtown Core**
- **Downtown Zone Polices – Town Center**
- **Downtown Zone Policies – Downtown Edge**

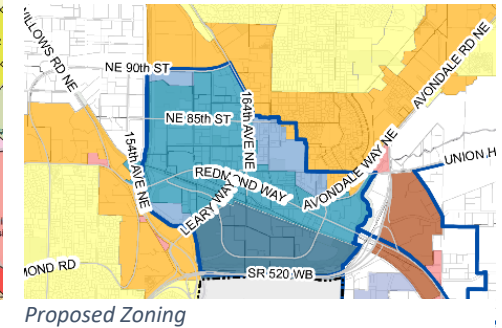
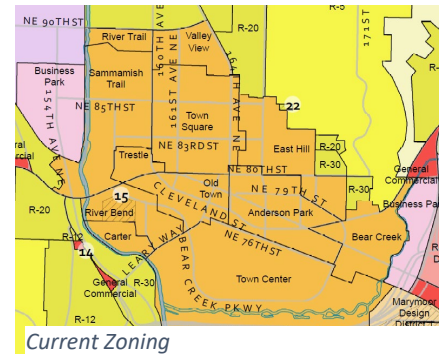
This document provides a review of existing policies to note updates, purpose of the changes proposed, and preliminary draft language for revisions as well as considerations for new policies. Policies revisions focus on:

- Implementing themes of equity and inclusion, sustainability, and resiliency
- Accommodating growth in alignment with the preferred growth alternative
- Deleting outdated policies
- Consolidation of zoning districts in Downtown

Resource document: [existing Downtown Center component of Comprehensive Plan Neighborhoods Element](#)

Notes:

- Policies will be re-numbered.
- “FW” means Framework Policy.
- Policy headers that will be deleted are indicated and polices moved to the new and remaining sections



Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
Public Participation in Neighborhood Plan Update				
DT-1	Revisit the Downtown plan on periodic basis with broad input from the community to ensure that the community is making progress toward achieving the Downtown vision.	Deleted – plan update policies exist in Participation element	Duplicative	[Deleted]
DT-2	Support Downtown residents in ongoing and enhanced communication with the City, as well as community building efforts.	Deleted – engagement policies exist in Participation element	Duplicative	[Deleted]
General Policies – Land Use				
DT-3	<p>Enhance the Downtown Neighborhood by creating visually distinctive, pedestrian-oriented zones as follows (see Map DT-2):</p> <ul style="list-style-type: none"> • Old Town and Town Center: A pedestrian-oriented retail, entertainment, and residential core that provides opportunities for comparison shopping for a wide variety of goods and services and creates an active focus for the Downtown and city; • Sammamish trail, Town Square, River Bend and Anderson Park: Mixed-use residential/office zones adjacent to the retail core that accommodate employment and housing growth in high-quality environments; • Valley View, Bear Creek and Trestle: Convenience retail zones at the entrances to the Downtown that provide for everyday shopping needs, such as groceries, pharmacies, and other convenience retail goods and services, while reducing the need for lengthy trips; and 	Updated	The update reflects accommodating growth and streamlining land use and zoning districts.	<p>Maintain and enhance Downtown Redmond by creating visually distinctive and pedestrian-oriented urban areas:</p> <ul style="list-style-type: none"> • Downtown Core is the civic and cultural heart of Redmond. Anchored by Downtown Park and the Municipal Campus, it provides opportunities for living, commerce, entertainment, and recreation for residents, employees, and visitors. It includes the historic area of Downtown, called Old Town. • Downtown Edge is a transition area between Downtown and surrounding neighborhoods. It offers places to live and a variety of goods and services for people in Downtown and other neighborhoods, and is built at a lower intensity than Downtown Core or Town Center. • Town Center is adjacent to light rail and attracts people in Redmond and the region for its vibrant mix of dining, entertainment, shopping, employment, and urban living.

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update																					
	<ul style="list-style-type: none">River Trail, Carter and East Hill: Residential zones at the periphery of the Downtown that provide a variety of attractive housing choices within quiet neighborhoods a short walk from jobs, stores, services, recreation and transit.																								
		New	Policy to accommodate growth	Maintain development regulations for Downtown that accommodate job and housing growth allocations and related services, amenities, and infrastructure.																					
		New	Strong community interest in retaining small and local businesses	Support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision for Downtown.																					
DT – 4	Encourage growth in advanced technology sector in Downtown	Delete	This policy is not necessary anymore.	[Deleted]																					
DT – 5	<div>Plan to accommodate the following levels of development through the year 2030 in the Downtown Urban Center portion of the neighborhood</div> <table><tr><th></th><th>Existing (2010)</th><th>Planned (2030)</th></tr><tr><td>Residents</td><td>4,270</td><td>11,350</td></tr><tr><td>Dwelling Units</td><td>2,300</td><td>6,170</td></tr><tr><td>Residential Density (units/gross acre)</td><td>5.3</td><td>14.2</td></tr><tr><td>Employees</td><td>8,100</td><td>10,800</td></tr><tr><td>Employee Density (jobs/gross acre)</td><td>18.72</td><td>24.95</td></tr><tr><td>Zoned Building Intensity</td><td>3.5 FAR</td><td>3.5 FAR</td></tr></table>		Existing (2010)	Planned (2030)	Residents	4,270	11,350	Dwelling Units	2,300	6,170	Residential Density (units/gross acre)	5.3	14.2	Employees	8,100	10,800	Employee Density (jobs/gross acre)	18.72	24.95	Zoned Building Intensity	3.5 FAR	3.5 FAR	Delete	There will be a general Centers policy that includes growth targets for all centers.	[Deleted]
	Existing (2010)	Planned (2030)																							
Residents	4,270	11,350																							
Dwelling Units	2,300	6,170																							
Residential Density (units/gross acre)	5.3	14.2																							
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Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
DT – 6	Retain existing Downtown boundaries and encourage redevelopment and infill within these boundaries. Encourage natural or naturally designed landscaping and open space on the edges of the Downtown to act as a transition to adjacent neighborhoods and to Marymoor Park.	Updated		Encourage redevelopment and infill development in Downtown. Encourage natural landscaping and open space on the edges of Downtown to act as transition to adjacent neighborhoods and Marymoor Park.
DT-38	Encourage vertical and horizontal mixes of residential and office uses throughout the mixed-use residential/office zones.	Moved and updated	Reflects changes in downtown zoning districts and expands from only office space to all non-residential uses.	Encourage vertical and horizontal mixes of residential and non-residential uses throughout Downtown.
DT-39	Provide a variety of land use options for market-driven residential/office development that is consistent with the vision for the zones.	Moved and updated	Reflects changes in downtown zoning districts and adds increased flexibility	Provide a variety of flexible land use options for market-driven residential and non-residential development that is consistent with the vision for the zones.
DT-40	Encourage retention, location and expansion of professional, financial and commercial office land uses for personal and business services in the area. Provide limited opportunities for complementary retail uses at ground level, allowing local stores without detracting from the retail cores.	Moved	Moved to reflect new land use/zoning districts.	Encourage retention, location, and expansion of professional, financial, and commercial office land uses for personal, business, and innovative services in the area.
DT – 37	Consider allowing additional building height up to four stories and additional residential densities for redevelopment of retail centers into urban village forms that provide desirable mid-block streets that provide vehicle and bicycle access and pedestrian supportive streetscapes to improve the pedestrian safety and character of these zones. Promote design of any such redevelopment to contribute to	Moved and updated	Moved from Downtown Zones Policies – Pedestrian-Oriented Retail Areas- Convenience Commercial	Encourage redevelopment forms that provide desirable mid-block streets with bicycle access and pedestrian supportive streetscapes to improve the pedestrian safety and urban character.

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	<p>community goals, such as creation of plazas and open spaces, and require that the following provisions, at a minimum, are achieved:</p> <ul style="list-style-type: none"> • Desired basic retail goods and services, such as groceries and pharmacies, are retained or provided in the affected redevelopment area; • Parking for the site is conveniently located but not dominating the street front; • Off-street parking requirements are maintained at the “convenience commercial” ratio for the zone; • Additional building height can transition gracefully from nearby lower density neighborhoods; and • Adequate transportation and other public facilities and services can be provided. 		<p>Areas Downtown Edge</p>	
General Policies – Redmond Central Connector [Deleted] This section to be deleted				
DT – 7	<p>Plan for and improve the Redmond Central Connector within the Downtown in order to:</p> <ul style="list-style-type: none"> • Provide for a continuous regional trail, open spaces and light rail; • Improve opportunities for and access to retail and cultural activities; • Link the north and south parts of the Downtown through a variety of multimodal connections, including but not limited to woonerfs, mid-block paths, local streets with pedestrian and bicycle facilities and arterials; • Improve its aesthetic appeal through enhancements, such as trees, landscaping, plazas, and gathering places for enjoyment of visual or performing art; 	Delete	Consolidated Redmond Central Connector policies	[Deleted]

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	<ul style="list-style-type: none"> • Honor Redmond's history as a small rural town, including the function of the former railroad, as part of improvements within the right-of-way; • Ensure through development of specific design guidelines that improvements within and adjacent to the Redmond Central Connector relate to and contribute to the character and function of the variety of adjoining zones, particularly Old Town; and • Achieve the goals of the Redmond Central Connector Master Plan. 			
DT – 8	Create a phasing plan for the development of the Redmond Central Connector that includes the regional trail; park, art, plaza and historical features; utilities; and transit features to ensure efficiency in constructing multiple capital projects with the Connector.	Updated and moved	This is being updated and will be moved to section: General Policies – Parks, Arts, Recreation, Culture, and Conservation	[Moved]
DT – 9	Ensure when new development, redevelopment or exterior remodeling take place on properties on both sides of the Redmond Central Connector that the building and site features integrate with the corridor to create active and engaging spaces for corridor users that are well designed with high-quality materials that respond appropriately, aesthetically and functionally, and contribute to achieving the City's goals and vision for the Redmond Central Connector.	Move	Move into Character and Design section	[Moved]
DT – 10	Evaluate and consider changes to development regulations in areas adjacent to future light rail	Deleted		[Deleted]

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	stations to encourage transit-oriented development			
General Policies – Character and Design				
New		New	Added a broader policy for design	Encourage creative, diverse, and context sensitive designs that are welcoming and inclusive, support active transportation, and create a lively center in which to live, work, and play.
DT – 11	Ensure that building heights in the Downtown respect views of tree lines and adjacent hillsides and contribute to the development of an urban place that feels comfortable for pedestrians. Achieve this by limiting building heights to five and six stories in general and by allowing exceptions for additional height in a portion of the Town Center zone and elsewhere when accompanied by exceptional public amenities or project components that advance business diversity, housing or environmental sustainability goals.	To be moved to Community Design section	Moved into design chapter	[Moved]
DT – 12	Reinforce the Downtown as Redmond’s primary location for civic places, such as the Saturday Market, the Old Redmond Schoolhouse Community Center, the Old Firehouse Teen Center, the City Hall campus, and cultural or educational facilities, that are a focus for activity.	Deleted	Combined with DT-16.	[Deleted]
DT – 13	Identify historic resources that are defining features of Redmond’s Downtown and use the following techniques to preserve the historic character: <ul style="list-style-type: none"> • Encourage landmark nomination, • Encourage restoration and maintenance, 	Deleted	Historic resources are addressed in the chapter: Community Design – Historic Preservation	[Deleted]

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	<ul style="list-style-type: none"> • Incorporate historic building facades or elements of the existing historic buildings into new development, • Encourage signage or other informational markings at historic sites or structures, • Ensure that design of new developments adjacent to Historic Landmarks respect the historic character of those buildings and encourage design sympathetic to historic character where adjacent historic buildings are likely to qualify for landmarks, and • Celebrate the history of Redmond through creative and meaningful presentations of historical objects and integrated historical features and art as part of public places and developments 			
DT-9		Existing/ Moved	Moved from RCC section	Ensure when new development, redevelopment or exterior remodeling take place on properties on both sides of the Redmond Central Connector that the building and site design integrate with the corridor to create active and engaging spaces for corridor users that are well designed with high-quality materials that respond appropriately, aesthetically, and functionally, and contribute to achieving the City's goals and vision for the Redmond Central Connector.
DT – 20	<p>Ensure that development adjacent to the Sammamish River, Bear Creek, and other Downtown parks complements and enhances these areas through techniques, such as:</p> <ul style="list-style-type: none"> • Providing secondary pedestrian entrances, balconies, and other building features that enable people to interact with the natural 	Existing/ Moved	Policy was not updated but moved to a different section of the Downtown Chapter	<p>Ensure that development adjacent to the Sammamish River, Bear Creek, and Downtown parks complements and enhances these areas through techniques, such as:</p> <ul style="list-style-type: none"> • Providing secondary pedestrian entrances, balconies, and other building features that enable people to interact with the natural

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	<p>environment;</p> <ul style="list-style-type: none"> • Complementing these parks with connecting landscaping, picnic areas, plazas, and other pedestrian features; • Locating parking lots, garages, auto oriented signing, garbage, utilities, and service areas where they are not visible from these parks; • Using creative design concepts and construction methods to protect natural features; and • Encouraging low-impact development and when using traditional stormwater management techniques, designing ponds and bioswales next to these parks to be attractive and accessible amenities, rather than barriers to the natural features. 			<p>environment;</p> <ul style="list-style-type: none"> • Complementing these parks with connecting landscaping, picnic areas, plazas, and other pedestrian features; • Locating parking lots, garages, auto oriented signing, garbage, utilities, and service areas where they are not visible from these parks; • Using creative design concepts and construction methods to protect natural features; and • Encouraging low-impact development and when using traditional stormwater management techniques, designing ponds and bioswales next to these parks to be attractive and accessible amenities, rather than barriers to the natural features.
DT – 28	Maintain and enhance the traditional Downtown “main street” character, which includes continuous pedestrian-oriented storefronts and pedestrian-scaled streetscapes, through specific attention to architectural detail, components of the streetscape, and the relationships between them.	Moved and updated	Moved from previous section – Downtown Zones Policies – Pedestrian-Oriented Retail Areas- Old Town Downtown Core	Maintain and enhance pedestrian-oriented streetscapes with attention to architectural detail, components of the streetscape, continuous pedestrian-oriented storefronts, and the relationships between them. Pedestrian activity can be enhanced by avoiding four lane arterials, implementing traffic calming, and encouraging structured parking be hidden, and having no parking next to the sidewalk.
DT – 29	<p>Enhance Old Town’s pedestrian activity, safety and historic character by:</p> <ul style="list-style-type: none"> • Avoiding four-lane arterials through Old Town and developing vehicle routes that reduce the negative effects of through traffic, • Developing and implementing traffic calming designs that maintain and 	Deleted	Moved from previous section – Downtown Zones Policies – Pedestrian-Oriented Retail Areas- Old Town	[Deleted]

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	enhance this zone as a pedestrian friendly place, <ul style="list-style-type: none"> • Encouraging structured parking within or adjacent to Old Town and requiring that structured parking within the zone be designed to either blend with the historic character or be hidden, and • Discouraging on-site parking next to the sidewalk edge. 		Downtown Core and combined with DT-28	
DT-41	Regulate building height, design, and open space to provide transitions between Downtown zones and to minimize impacts on adjacent residential or lower-scale zones.	Moved	Policy was not updated but moved to a different section of the Downtown Chapter	Regulate building height, design, and open space to provide transitions between Downtown and adjacent residential or lower-scale zones.
General Policies – Parks, Arts, Recreation, Culture, Conservation, and Transportation				
DT – 14	Retain and enhance existing parks in the Downtown and add new parks in locations such as the former King County shops site, along the Sammamish River, and in the mixed-use residential/office zones.	Updated	Updated to combine with DT-15 and include “community centers”	Plan and provide for changing recreational needs for Downtown while retaining and enhancing existing parks and community centers. Consider remodeling of existing park, trail and recreational facilities and planning for new facilities.
DT – 15	Plan and provide for the changing recreational needs of the Downtown through remodeling of existing park, trail and recreational facilities and planning for new facilities, such as considering a new community fitness and aquatics center, more trails, and increased opportunities for the arts in Downtown.	Deleted	Combined with DT-14	[Deleted]
DT – 16	Foster the growth and addition of visual and performing arts experiences and opportunities Downtown by: <ul style="list-style-type: none"> • Encouraging development of an arts center that 	Updated	Updated to include DT-12, and to expand the policy to	Use public and private development and partnerships to encourage Downtown as Redmond’s primary location for civic and cultural events and festivals. Encourage the growth of

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	supports performing and visual arts and educational programs; <ul style="list-style-type: none"> • Encouraging inclusion of public art features with all private and public development; • Supporting programs that locate public art features in key locations, as well as integrated art designs; and • Activating public spaces with special events and performances. 		encourage the use of partnerships, such as privately owned public spaces to be programmed for use of arts in downtown.	visual, performing arts, cultural events, and other opportunities that encourage people to visit Downtown. Continue to maintain currently used open spaces as community gathering places with green areas for recreation, plazas, water features, and outdoor places for performing arts, visual arts displays, and major events.
DT – 17	Identify and create Downtown gateways that are integrated with the transportation system, including bicycle and pedestrian connections, using artwork, signage, landscape features and structures. Work with private property owners to help create gateway design features.	Existing		Identify and create Downtown gateways that are integrated with the transportation system, including bicycle and pedestrian connections, artwork, signage, landscape features, and structures. Work with private property owners to help create gateway design features.
DT – 18	Develop and maintain the open space on the Municipal Campus as a community gathering place with access to the Sammamish River. Incorporate green areas for recreation, plazas, water features and outdoor spaces for performing arts, visual arts displays and major events.	Deleted	Included in DT-16	[Deleted]
DT – 19	Encourage and support events, such as cycling-related activities and art and music programs, that attract people to the Downtown, particularly Old Town and Town Center.	Delete, combine with D-16		[Deleted]
DT – 20	Ensure that development adjacent to the Sammamish River, Bear Creek, and other Downtown parks complements and enhances these areas through techniques, such as: <ul style="list-style-type: none"> • Providing secondary pedestrian entrances, balconies, and other building features that enable 	Existing/ Moved	Moved to Character and design section of downtown Chapter	[Moved]

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	<p>people to interact with the natural environment;</p> <ul style="list-style-type: none"> • Complementing these parks with connecting landscaping, picnic areas, plazas, and other pedestrian features; • Locating parking lots, garages, auto oriented signing, garbage, utilities, and service areas where they are not visible from these parks; • Using creative design concepts and construction methods to protect natural features; and • Encouraging low-impact development and when using traditional stormwater management techniques, designing ponds and bioswales next to these parks to be attractive and accessible amenities, rather than barriers to the natural features. 			
DT – 8	Create a phasing plan for the development of the Redmond Central Connector that includes the regional trail; park, art, plaza and historical features; utilities; and transit features to ensure efficiency in constructing multiple capital projects with the Connector.	Updated and moved	This is updated and moved from the section on the Redmond Central Connector to the section: General Policies – Parks, Arts, Recreation, Culture, and Conservation. The Redmond Central Connection	Complete and maintain the Redmond Central Connector within the Downtown according to the Master Plan. Support and evaluate opportunities to create new connections to the Redmond Central Connector from nearby streets, trails, or developments.

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
			section was removed	
General Policies — Transportation This section header will be deleted				
DT -21	<p>Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:</p> <ul style="list-style-type: none"> • Encouraging commuter traffic that does not have a destination in Downtown to use bypass routes, which will reduce traffic on Downtown streets and allow better access to businesses; • Encouraging use of transit, car pools, bicycles, walking, and other forms of transportation that limit congestion and parking demand; • Maintaining an attractive and efficient Downtown transit center that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside and the region; • Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service; • Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points; • Completing and preserving Downtown sidewalk systems, mid-block pedestrian 	Updated	Policy is streamlined and references the transportation master plan for specific strategies.	Enhance mobility within Downtown and utilization of the regional light rail system by providing for convenient transit and active transportation routes as described in the Transportation Element and the Transportation Master Plan.

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	walkways, and bicycle lanes to provide strong linkages among destinations throughout the Downtown; <ul style="list-style-type: none"> • Implementing shared-street connections to provide access, circulation, and active spaces for adjacent properties in Downtown focusing on non-motorized transportation; and • Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives. 			
DT – 21.1	Establish the Downtown Urban Center as a Growth and Transportation Efficiency Center to promote the use of alternative transportation modes in Downtown and the surrounding neighborhoods in Redmond	Deleted	Streamlining policies, this is incorporated into citywide transportation chapter policies	[Deleted]
DT – 22	Establish standards for Downtown streetscape treatments to reinforce the identity of Downtown zones and promote the Downtown’s aesthetic appeal. Consider use of treatments, such as special paving materials for sidewalks, street furniture, landscaping and lighting. Ensure that these treatments are implemented as part of public and private development.	Moved	Moved to citywide community design standards chapter	Moved
DT – 23	Restore Redmond Way and Cleveland Street to two-way operation to improve the pedestrian and shopping ambiance by promoting slower vehicle speeds on Cleveland Street and to improve local vehicular circulation and pedestrian access to individual businesses on Redmond Way and Cleveland Street. Restore these streets to two-way	Deleted	Policy has been implanted and highly specific.	Deleted

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	operation after improvements to extend Bear Creek Parkway, 161st Avenue NE, and 164th Avenue NE have been completed.			
DT – 24	Implement the recommendations of the adopted Downtown East-West Corridor Study (DEWCS) in order to encourage the creation of a unique, vibrant, and pedestrian friendly “main street” environment along Cleveland Street that: <ul style="list-style-type: none"> • Creates informal outdoor gathering places; • Uses streetscape beautification elements, such as street trees, seating areas, pedestrian-scaled street lighting, hanging flower baskets, artwork, and unique signage, to soften and enliven the pedestrian environment; • Has strong linkages across the Redmond Central Connector for vehicles, bikes and pedestrians; and • Complements the historic character of Old Town. 	Deleted	Policy has been implemented and is very specific	Deleted
[New]		New	New policy to address pressures to downtown parking supply and implement downtown parking study	Improve access to Downtown destinations by actively managing public parking and encouraging private parking operators to manage their own supply.
Downtown Zones Policies - Pedestrian Oriented Retail Areas Old Town Downtown Core				
DT - 25	Ensure that development and redevelopment in Old Town retain this area’s historic village character and complement the character and scale of existing historic buildings. Maintain height limits	Updated	Updated policy for streamlining and clarity.	Ensure that development and redevelopment in the historic core of Downtown complement the character and scale of existing historic buildings.

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	appropriate to this character and the pedestrian environment.			
DT - 26	Encourage retention of historic buildings that define the character of Old Town through programs and administrative practices that encourage preservation and reinvestment.	Updated	Removed reference to “Old Town” which will no longer be a separate zoning district	Encourage retention or adaptive re-use of historic buildings through programs and administrative practices that encourage preservation and reinvestment.
DT – 27	Actively support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision for Old Town. Encourage a variety of economic activities, such as boutiques and other unique stores, restaurants, residences and offices, that promote Old Town as a destination and provide for active uses during the day and evening hours.	Update	Differentiated from general economic development policy in the General Policies section	Support economic development measures that encourage a variety of commercial and cultural activities that create an 18-hour neighborhood and active nightlife.
DT – 30	Encourage the retention and addition of afternoon and evening entertainment, such as live theater and comedy, dining, dancing and live music, to provide these entertainment opportunities close to home for the greater Redmond community.	Delete	Duplicates earlier policy	[Deleted]
D-42	Encourage development, including restaurants and retail uses, that focuses on, celebrate, and enhance the environment of the Sammamish River by: <ul style="list-style-type: none"> • Providing open spaces, pedestrian walkways, and bicycle trails connected to the Sammamish River; • Orienting building entrances, plazas, and upper-story open spaces to the river trail; • Encouraging building designs that are attractive and oriented to the river trail, as well as the streets; 	Updated	Updated and moved from Downtown Zone Policies - Pedestrian-Oriented Retail Areas-Sammamish Trail	Encourage development adjacent to the Sammamish River that is appropriate to and enhances the natural environment by: <ul style="list-style-type: none"> • Providing open spaces, pedestrian walkways, and bicycle trails connected to the Sammamish River; • Orienting building entrances, plazas, and upper-story open spaces to the river trail; • Encouraging building designs that are attractive and oriented to the river trail, as well as the streets;

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	<ul style="list-style-type: none"> • Providing modulation in building heights and roof lines, encouraging lower portions closer to the river, and allowing greater height beyond the shoreline/ sensitive area boundaries; and • Enhancing degraded shorelines adjacent to new development consistent with the Shoreline Master Plan. 			<ul style="list-style-type: none"> • Providing modulation in building heights and roof lines, encouraging lower portions closer to the river, and allowing greater height beyond the shoreline/ critical area boundaries; and • Enhancing degraded shorelines adjacent to new development consistent with the Shoreline Master Plan.
D-44	Encourage the development of a mix of multistory residential and office buildings that complements the surrounding zones. Allow limited retail space to provide convenient access without diluting the more concentrated retail cores of Old Town and Town Center zones.	Updated	Updated and moved from Downtown Zones Policies - Pedestrian-Oriented Retail Areas- Anderson Park	Encourage development of a mix of mid-rise multistory residential, office buildings, and mixed-use buildings.
D-46	Continue to preserve the “green” gateway on Leary Way at the south end of Downtown by means of land dedication, acquisition, or the use of transfer of development rights, design standards, and forest management.	Updated	Updated and moved from Downtown Zone Policies - Pedestrian-Oriented Retail Areas- River Bend	Continue to preserve the “green” gateway on Leary Way at the south end of Downtown by means of land dedication, acquisition, or the use of transfer of development rights, design standards, and forest management.
Downtown Zones Policies – Pedestrian-Oriented Retail Areas – Town Center – Town Center				
DT – 31	To maintain the Town Center zone’s health, vitality and attractions, ensure that continued development and redevelopment in the center: <ul style="list-style-type: none"> • Retain and protect the site’s significant natural and aesthetic features, including healthy mature trees, stream courses, and indigenous vegetation, 	Updated	Updated for clarity, and language on cultural significance of Bear Creek	To maintain the Town Center zone’s health, vitality and attractions, ensure that continued development and reinvestment in the center: <ul style="list-style-type: none"> • Retain and protect the site’s significant natural and aesthetic features, including healthy mature trees, stream courses, and indigenous vegetation,

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	<p>particularly adjacent to Bear Creek and the Sammamish River;</p> <ul style="list-style-type: none"> • Provide plazas, pedestrian malls, and other open spaces that promote outdoor activity and encourage pedestrian and bicycle circulation between the Town Center, the Redmond Central Connector, and the rest of Downtown; • Provide and maintain opportunities for recreation and leisure activities and programs that complement other uses in the zone and the rest of Downtown and generate pedestrian activity; • Complement and are compatible with the Old Town zone and preserve the Justice White House, the Saturday Market, and other features of community and historic significance within Town Center; • Encourage the addition and retention of after-work-hours and late-evening entertainment, such as live theater and comedy, dining, dancing and live music, to provide a lively entertainment area adjacent to Old Town; • Maintain a mix of pedestrian generating uses including residential and retail uses, personal services, and restaurants. • Provide structured parking to minimize visual impacts and encourage pedestrian activity; • Provide for circulation, land use, and parking linkages with the existing Downtown to attract, encourage, and facilitate the movement of shoppers between Town Center and other parts of the Downtown; 			<p>particularly adjacent to Bear Creek and the Sammamish River;</p> <ul style="list-style-type: none"> • Provide plazas, pedestrian-friendly malls, and other open spaces that promote outdoor activity and encourage pedestrian and bicycle circulation between the Town Center, the Redmond Central Connector, and the rest of Downtown; • Provide and maintain opportunities for recreation and leisure activities and programs that complement other uses in the zone and the rest of Downtown and generate pedestrian activity; • Encourage the addition and retention of after-work-hours and late-evening entertainment, such as live theater and comedy, dining, dancing and live music, to provide a lively entertainment area; • Maintain a mix of pedestrian generating uses including residential and retail uses, personal services, and restaurants. • Provide structured parking to minimize visual impacts and encourage pedestrian activity; • Provide for land use linkages with the existing Downtown to attract, encourage, and facilitate the movement of people between Town Center and other parts of the Downtown; • Retain Bear Creek Parkway as a treelined boulevard that ensures safe connections for pedestrian and cyclists. • Celebrate the cultural significance of Bear Creek and preserve open spaces and environmentally critical areas adjacent and near Bear Creek Parkway; • Preserve at least 44 contiguous acres for use as public open space; and

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	<ul style="list-style-type: none"> • Retain Bear Creek Parkway as a treelined boulevard with safe pedestrian and bicycle connections. Preserve the Bear Creek open spaces and environmentally critical areas adjacent and near Bear Creek Parkway; • Preserve at least 44 contiguous acres for use as public open space; and • Encourage the addition of residential development. 			<ul style="list-style-type: none"> • Encourage the addition of residential development.
[New]		New	New policy, adapted from part of DT-11 that was moved to community design chapter	Allow additional height when accompanied by exceptional public amenities or project components that advance business diversity, housing or environmental sustainability goals.
DT – 32	Repealed.	Repealed	Repealed on July 5, 2022 prior, to periodic update	
DT – 33	Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a convenient, direct, and attractive connection across SR 520 and light rail facilities.	Existing	Existing	Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a convenient, direct, and attractive connection.
Downtown Zones Policies – Pedestrian-Oriented Retail Areas – Convenience Commercial Areas – Downtown Edge				
DT – 34	Provide for convenience commercial centers at entrances to the Downtown to provide convenient bicycle, pedestrian, and vehicular access from residential and employment areas.	Update	Removed convenience commercial and references complete neighborhood concept.	Provide for goods and services at entrances to the Downtown edge that are convenient for bicycle, pedestrian, and vehicular access from surrounding residential and employment areas to encourage complete neighborhoods and decrease vehicular congestion.

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New		New		Allow mainly low-rise buildings in the Downtown Edge zone, with mid-rise buildings allowed with incentives.
DT – 35	Ensure that convenience commercial zones continue to provide basic daily goods and services, such as groceries, pharmacies, dry cleaner outlets, and other convenience retail goods and services that meet the needs of the Redmond community.	Delete	Duplicates DT-34	[Deleted]
DT – 36	Ensure that new development, redevelopment, additions and remodels of existing buildings and centers located at gateways to the Downtown further improve the visual appeal of these portals to the neighborhood.	Move	Moved to citywide community design standards chapter	[Moved]
DT – 37	Consider allowing additional building height up to four stories and additional residential densities for redevelopment of retail centers into urban village forms that provide desirable mid-block streets that provide vehicle and bicycle access and pedestrian supportive streetscapes to improve the pedestrian safety and character of these zones. Promote design of any such redevelopment to contribute to community goals, such as creation of plazas and open spaces, and require that the following provisions, at a minimum, are achieved: <ul style="list-style-type: none"> • Desired basic retail goods and services, such as groceries and pharmacies, are retained or provided in the affected redevelopment area; • Parking for the site is conveniently located but not dominating the street front; • Off-street parking requirements are maintained at the “convenience commercial” ratio for the zone; 	Moved	Moved to General Policies	[Moved]

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	<ul style="list-style-type: none"> • Additional building height can transition gracefully from nearby lower density neighborhoods; and • Adequate transportation and other public facilities and services can be provided. 			
Downtown Zones Policies – Pedestrian-Oriented Retail Areas– Mixed-Use Residential/Office Zones [Delete]				
DT – 38	Encourage vertical and horizontal mixes of residential and office uses throughout the mixed-use residential/office zones.	Moved	All of downtown will be mixed use so moved to general land use polices section	[Moved]
DT – 39	Provide a variety of land use options for market-driven residential/office development that is consistent with the vision for the zones.	Moved	All of downtown will be mixed use so moved to general land use polices section	[Moved]
DT-40	Encourage retention, location and expansion of professional, financial and commercial office land uses for personal and business services in the area. Provide limited opportunities for complementary retail uses at ground level, allowing local stores without detracting from the retail cores.	Moved	All of downtown will be mixed use so moved to general land use polices section	[Moved]
DT-41	Regulate building height, design, and open space to provide transitions between Downtown zones and to minimize impacts on adjacent residential or lower-scale zones.	Moved	All of downtown will be mixed use so moved to general land use polices section	[Moved]
Downtown Zones Policies - Pedestrian-Oriented Retail Areas- Sammamish Trail [Delete]				
D-42	Encourage development, including restaurants and retail uses, that focuses on, celebrate, and enhance the environment of the Sammamish River by:	Moved	Moved to Downtown Core Section and	[Moved]

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	<ul style="list-style-type: none"> • Providing open spaces, pedestrian walkways, and bicycle trails connected to the Sammamish River; • Orienting building entrances, plazas, and upper-story open spaces to the river trail; • Encouraging building designs that are attractive and oriented to the river trail, as well as the streets; • Providing modulation in building heights and roof lines, encouraging lower portions closer to the river, and allowing greater height beyond the shoreline/ sensitive area boundaries; and • Enhancing degraded shorelines adjacent to new development consistent with the Shoreline Master Plan. 		Updated. This section is being deleted	
Downtown Zones Policies - Pedestrian-Oriented Retail Areas- Town Square [Delete]				
D-43	Encourage new transit-oriented development in this zone in order to take advantage of its proximity to local and regional transit opportunities.		Duplicative of general policies	[Deleted]
Downtown Zones Policies - Pedestrian-Oriented Retail Areas- Anderson Park [Delete]				
D-44	Encourage the development of a mix of multistory residential and office buildings that complements the surrounding zones. Allow limited retail space to provide convenient access without diluting the more concentrated retail cores of Old Town and Town Center zones.	Moved	Moved to Downtown Core Section and Updated. This section is being deleted	[Moved]
Downtown Zones Policies - Pedestrian-Oriented Retail Areas- River Bend [Delete]				
D-45	Reinforce the role of this area as an entrance to Downtown by enhancing its appearance with streetscape improvements along with redevelopment. Use design standards to	Deleted	These policies are being consolidated and deleted	[Deleted]

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	encourage the creation of mixed-use residential/ office villages and buildings and direct public and private investments to link the zone to the Downtown core and the Sammamish River.		because they are repetitive	
D-46	Continue to preserve the “green” gateway on Leary Way at the south end of Downtown by means of land dedication, acquisition, or the use of transfer of development rights, design standards, and forest management.	Moved	Moved to downtown core section	[Moved]
Downtown Zones Policies - Residential Zones - River Trail, Carter and East Hill Zones Downtown Edge continued				
D-47	Promote the development of residential zones with buildings whose design, density, height and bulk reinforce a high-quality character by: <ul style="list-style-type: none"> • Encouraging a variety of well-designed housing styles and densities; • Applying development standards and guidelines to promote aesthetically pleasing, private, safe and comfortable housing through design and open space; and • Ensuring appropriate landscape design and installation in multifamily yards to enhance and maintain comfortable and appealing residential neighborhood environments. 	Deleted	Deleted and Move to Community Design	[Deleted]
D-48	Provide desirable long-term living environments for a variety of age and economic groups by offering incentives to develop affordable housing and senior housing.	Delete	This is included in citywide policies.	{Deleted}
D-49	Allow general service uses as part of the ground floor of residential developments when the nonresidential uses are:	Updated		Encourage a mix of uses on the ground floor to help create a complete neighborhood. Design developments to:

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	<ul style="list-style-type: none"> • Complementary and compatible with the nearby residences and do not detract from the relative calm and quiet of the zones, • Designed to minimize potentially adverse impacts of increased traffic and parking in the area, and • Designed in a manner that is consistent with residential buildings and the streetscape in the area. 			<ul style="list-style-type: none"> • Maximize access by active transportation and transit; and • Be consistent with residential buildings and the streetscape in the area.
D-50	Provide incentives to retain existing single-family structures by allowing general service uses and limited retail uses in these structures provided such nonresidential uses meet all other criteria specified in Policy DT-49 above.	Updated	Broadened	Incentivize reuse of existing structures to allow commercial uses provided that non-residential uses meet all other criteria specified in policy above.
D-51	When considering different types of commercial land uses that may be compatible in the zone, ensure that: <ul style="list-style-type: none"> • Site designs for nonresidential uses in existing single-family structures are compatible with and complementary to the character of the zone and the potential noise and vehicle impacts are limited, and • On-site surface parking for such uses does not adversely impact the ambiance of the zone. 	Delete, covered in D-49		[Deleted]
D-52	Provide development standards and guidelines for nonresidential uses in existing single-family structures to ensure the look, feel and character of the residential neighborhood is maintained even with the conversion of the single-family structures to nonresidential uses.	Delete, covered in D-49		[Deleted]
D-53	In the Perrigo's Plat Subarea, provide development standards that:	Existing	Considering components of this to community	In the Perrigo's Plat Subarea, provide development standards that:

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	<ul style="list-style-type: none"> • Emphasize features typically found in single-family neighborhoods, including pitched or mansard roofs, front doors, porches or stoops, chimneys and house like windows; • Use visually appealing, high-quality, exterior building materials, such as brick, stone, masonry and copper; • Maintain views from the street of open space between buildings by avoiding a continuous building face along the blocks; • Complement the historic feel and green character of the streetscape of 165th Avenue NE in this area; and • Contribute to retaining variety and visual interest in the subarea through techniques, such as variation in building features and site design elements. 		design chapter in next draft	<ul style="list-style-type: none"> • Emphasize features typically found in single-family neighborhoods, including pitched or mansard roofs, front doors, porches or stoops, chimneys and house like windows; • Use visually appealing, high-quality, exterior building materials, such as brick, stone, masonry and copper; • Maintain views from the street of open space between buildings by avoiding a continuous building face along the blocks; • Complement the historic feel and green character of the streetscape of 165th Avenue NE in this area; and • Contribute to retaining variety and visual interest in the subarea through techniques, such as variation in building features and site design elements.
D-54	<p>Retain and enhance 165th Avenue NE in Perrigo's Plat as a unique and very pleasant place to live, work and visit by promoting features that define and contribute to this character, including:</p> <ul style="list-style-type: none"> • A canopy made up of a mix of larger- and smaller-scale trees; • Generous planting strips, landscaped areas, and lawns to emphasize a green character; and • A narrow two-lane street with curbside parking and sidewalks to promote pedestrian safety. 	[Deleted]	No longer necessary	[Deleted]

Southeast Redmond Policy Updates: First Draft

What's included in this policy summary document

Policy updates included are related to:

- | | |
|---|----------------------|
| • The new industrial/manufacturing jobs center | Pages 2 - 6 |
| • Marymoor Village | Pages 7 - 12 |
| • Regional Retail zoning district | Pages 13 - 14 |

This document provides a review of existing policies to note updates, purpose of the changes proposed, and preliminary draft language for revisions as well as considerations for new policies. Policies revisions focus on:

- Implementing themes of equity and inclusion, sustainability, and resiliency
- Accommodating growth in line with the preferred growth alternative
- Deleting outdated policies

Resource document: [existing Southeast Redmond component of Comprehensive Plan Neighborhoods Element](#)

Notes:

- Policies will be re-numbered.
- Policy numbering is based on the chapter and subarea. N-SE-## is a policy in the Neighborhoods chapter related to the Southeast Redmond neighborhood.
- "FW" means Framework Policy.
- Policies to implement the new industrial/manufacturing jobs center impact the Central and Northeast subareas of the Southeast Redmond Neighborhood. We may consider removing references to subareas in a later draft, but for now the existing structure remains.
- Marymoor Village policies will move to the Centers/Community Design element but are discussed in this document until they are moved in a later drafting process.
- Regional Retail updates are to implement the preferred growth alternative



Southeast Redmond jobs center

- Adding polices to establish Countywide Industrial/Manufacturing Job Center
- Enhancing policy language protecting the critical aquifer recharge area; and
- Removing city-wide and centers-wide policies to streamline

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Central Subarea				
N-SE-50	Continue to encourage manufacturing, distribution, and industrial uses in the Central Subarea.	Updated	Pulls use-related language from NE-SE-51 and adds references to CARA regulations	Continue to encourage manufacturing, research and development, distribution, light industrial uses and uses that support the allowed uses. Restrict incompatible uses in this area, such as stand-alone housing, general retail, and uses that jeopardize the critical aquifer recharge area (CARA). Ensure all allowed uses follow CARA guidelines and protect natural resources.
N-SE-51	Support the Central Subarea as a significant jobs location in the following ways: <ul style="list-style-type: none"> • Support citywide partnerships with business and community interests such as OneRedmond; • Monitor changes in the economy and adjust zoning regulations as needed; and • Restrict incompatible uses in this area, such as stand-alone housing, general retail, and mixed-use developments. 	Updated	Add language to support business district creation (EV goal) Use language combined into NE-SE-50	Support the Central Subarea as a significant jobs location in the following ways: <ul style="list-style-type: none"> • Support countywide manufacturing center • Support citywide partnerships with business and community interests such as OneRedmond; and • Support creation of a business district to market this area.
NEW		New	Establishment of new center	Establish a countywide center to protect and encourage the growth of manufacturing and industrial uses and protect them from future pressures to convert to housing and other

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			NOTE: the new center crosses multiple subareas – will need to determine if we're removing subarea references	uses. Update the neighborhood plan to support this center.
Northeast Subarea				
N-SE-52	<p>Maintain a Northeast Design District zone using elements of performance zoning that fosters opportunities to live, work and recreate in close proximity and in a manner that appropriately transitions between land uses of different intensities. For the Northeast Design District, maintain development regulations to achieve the following:</p> <ul style="list-style-type: none"> • Accommodate 140 to 170 dwellings east of Southeast Redmond Neighborhood Park and south of the 7100 block at a density of approximately 12 to 18 units per acre. In this same area allow recreation uses and medium-intensity business park uses; and • Accommodate a broad range of business park activities in the balance of the Northeast Design District, including those business park activities allowed in the above bullet point as well as manufacturing and outdoor storage. 	Delete	<p>Removing design districts</p> <p>Addressed with policies for new mixed-use zones in the Land Use Element</p>	[Deleted]
N-SE-53	Require master planning for new development in the Northeast Design District	Delete	Removing design districts	[Deleted]

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			Citywide master planning requirements apply	
N-SE-54	Maintain Industry zoning in the northern part of this subarea.	Existing	Consistent with idea of manufacturing / industrial center	Maintain Industry zoning in the northern part of this subarea.
N-SE-55	Provide a variety of mobility choices and connections within this subarea including nonmotorized connections to the Bear-Evans Creek Trail system and multimodal routes to the north and west to provide a grid-based travel network. Ensure that pedestrian and bicycle connections, which may be part of multimodal connections, are generally no more than 500 feet apart. Complete the connections generally as shown on Map N-SER-2, recognizing that locations shown on the map are conceptual.	Updated	TMP and Transportation policies apply	Provide a variety of mobility choices and connections within this subarea including nonmotorized connections to the Bear-Evans Creek Trail system and multimodal routes to the north and west to provide a grid-based travel network.
N-SE-56	Establish vegetated street and nonmotorized connections in the Northeast Design District to provide for additional buffering between land uses of different intensities.	Delete	Removing design districts; TMP and Transportation policies apply	[Deleted]
N-SE-57	Design north-south streets to avoid creating direct visual corridors from low-intensity to high-intensity areas in the Northeast Design District	Updated	Removing design districts; TMP and Transportation policies apply	Design north-south streets to avoid creating direct visual corridors from low-intensity to high-intensity areas.
N-SE-58	Plan for and design the 192nd Avenue NE corridor between NE 68th Street and Union Hill Road as follows, moving from south to north: <ul style="list-style-type: none"> Residential green corridor: where 192nd Avenue NE is adjacent to residential development in the southern portion of the design district, incorporate high 	Updated	Details in TMP and RZC	[Deleted] Plan for and design the 192 nd Avenue NE corridor between NE 68 th Street and Union Hill Road to create safe, comfortable, and efficient transportation for all users including nonmotorized and heavy vehicles for industrial uses.

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	<p>comfort pedestrian and bicycle facilities, broad street-side planting strips, canopy forming and large species vegetation, and narrow vehicular travel lanes;</p> <ul style="list-style-type: none"> Design the intersection of 192nd Avenue NE and the first east-west street north of Woodbridge to encourage through traffic to turn west toward 188th Avenue NE instead of entering Woodbridge; Campus green corridor: where the street is adjacent to moderately intense uses, incorporate supportive, multimodal infrastructure including comfortable facilities for pedestrians and bicyclists, moderately wide street-side planting strips, a variety of vegetation including canopy forming and large species vegetation that increases in density from north to south, a vegetated median, and vehicular travel lanes; and Industrial corridor: where the street is adjacent to higher-intensity uses, support efficient travel for large and heavy vehicles associated with industrial and manufacturing land uses through a design that meets citywide arterial street standards. Emphasize east-west nonmotorized and multimodal connections along the length of 192nd Avenue NE to promote walking and bicycling and to provide connections to regional trails and to high capacity transit services 			<ul style="list-style-type: none"> Design the corridor to serve adjacent land uses, from residential uses in the south to industrial uses in the north. Discourage commercial traffic from entering residential areas. Emphasize east-west nonmotorized and multimodal connections along the length of 192nd Avenue NE to promote walking and bicycling and to provide connections to regional trails and to high capacity transit services
N-SE-59	Design and site buildings, landscape features, or other elements to establish structural buffers	Deleted	Update and move include in citywide	[Deleted – to be moved]

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	between land uses with different intensities. Include dense, multistory evergreen landscaping to enhance the buffering effect.		community design standards	
N-SE-60	Select and maintain species for landscaping in residential areas to provide vegetation that is tiered and multistory at maturity and will supplement buffers and transitional areas.	Deleted	Update and move include in citywide community design standards	[Deleted – to be moved]
N-SE-61	Incorporate design elements and amenities that foster a sense of place and neighborhood character in new developments in the Northeast Design District. Include elements such as pedestrian scale street lights, seating along sidewalks and trails, pocket parks and children’s play areas, small outdoor recreation areas such as basketball courts, open areas for impromptu recreation such as volleyball, artistic features, and landscaped entryways.	Deleted	Move to citywide design standards for mixed-use zones	[Deleted – to be moved]
N-SE-62	Encourage development of community gardens that are in close proximity to residences.	Deleted	Move to citywide design standards for mixed-use zones	[Deleted – to be moved]
N-SE-63	Maintain Neighborhood Commercial land use designation and zoning immediately north of Southeast Redmond Neighborhood Park.	Deleted	Will be outdated - updating city zoning	[Deleted]

Policy changes for Marymoor Village

Marymoor Village policies will be MOVED to the Centers/Community Design Element, with the general centers policies becoming applicable to Marymoor Village. See the draft Centers policies for additional information at <https://www.redmond.gov/1592/Overlake-Updates>.

- Updating outdated text about “establishing” Marymoor Village and references to it as a local center
- Updating policy language to reflect Redmond 2050 themes of equity and inclusions, sustainability, and resiliency
- Removing city-wide and centers-wide policies to streamline
- New policies for pilot neighborhood for inclusive community and incorporating native art, etc.
- Rezoning general commercial strip to mixed-use

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Marymoor Subarea				
FW-13	Ensure that the land use pattern in Redmond meets the following objectives: ... • Provides for the transition of the Marymoor Local Center to be a location that includes housing, services, and a diversity of employment opportunities; ...	Updated	Outdated	Ensure that the land use pattern in Redmond meets the following objectives: ... • Supports Marymoor Village as a location that includes a diversity of housing, services, and employment opportunities.
FW-28.1	Support Marymoor as a focus for the location of housing, employment, and services in a compact and moderately dense form that respects the natural constraints of the land and includes convenient access to multiple modes of transportation.	Updated	Outdated	Support Marymoor as a Countywide Growth Center, with a focus on equitable and inclusive transit-oriented development with housing, employment, and services opportunities in a form that respects the natural constraints of the land.
FW-28.2	Ensure through private and public investment that Marymoor transitions into an attractive urban neighborhood with a character that draws innovators from diverse fields, is inclusive of a	Updated	Outdated - Updated to reflect new center type and focus on equity	Ensure through private and public investment that the Marymoor Village Center transitions into an attractive urban neighborhood with a character that draws innovators from diverse

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	mixed-income population, and achieves high quality design with respect to gathering places, pedestrian amenities, streetscapes, and nearby natural elements.			fields, is inclusive of a mixed-income population, and achieves high quality design with respect to gathering places, pedestrian amenities, streetscapes, and nearby natural elements. Utilize universal design features to ensure the center is built to safely and conveniently accommodate community members of all ages and abilities, allowing them to independently meet their daily needs.
N-SE-34	REPEALED	Deleted	Not needed	[Deleted]
N-SE-35	REPEALED	Deleted	Not needed	[Deleted]
N-SE-35.5	<p>Implement a land use transition strategy in the Marymoor Design District to effect a transition from existing uses to land uses that are consistent with the subarea vision in a way that allows for the continued economic vitality of existing and future manufacturing uses and encourages the reasonable expansion, modification and releasing of existing properties over the their useful economic lives.</p> <p>The five core concepts of the strategy are:</p> <ul style="list-style-type: none"> • Expanding allowed uses such that multifamily homes, where allowed, are built when the market demands them while not making existing uses non-conforming, and continuing to allow other land uses that exist in the subarea as allowed uses. • Maintaining reasonable investment thresholds that , when exceeded, would trigger requirements for compliance with the site and design standards, such as site and building design, that are consistent with the vision. • Allowing the land use transition to occur according to market conditions and not 	Updated / Streamlined	This was implemented in 2017	Support land use and zoning choices that continue economic vitality of existing uses while the area transitions and allows the reasonable expansion, modification and re-leasing of existing manufacturing properties over their useful economic lives.

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	<p>establishing timing triggers that would create non-conforming uses or otherwise require uses to change on a pre-determined schedule, especially considering the challenges of redeveloping areas covered by binding site plans.</p> <ul style="list-style-type: none"> • Using development incentives to encourage the transition and achieve public goods such as public parks or plazas. • Ensuring that new uses accommodate the operations of manufacturing park uses through site design for compatibility and requiring notice to perspective residents that the subarea has active manufacturing activities and is adjacent to a regional park with loud events. 			
NEW	n/a	New	Removed incentives from N-SE-35.5 and added Redmond 2050 themes	Consider development incentives that encourage the transition to a mixed-use center; meets community needs related to equity and inclusion, sustainability, and resiliency; and address displacement.
N-SE-35.7	Implement zoning regulations consistent with the transition strategy outlined above, the results of the 2016 Marymoor Subarea Infrastructure Planning Study, and the land use concept shown in Figure N-SE-1.	Deleted	Outdated	[Deleted]
N-SE-36	Support the extension of light rail to Southeast Redmond as shown in Map TR-1. Leverage the investment in light rail to create a walkable subarea with ample connections to Marymoor Park, local and regional transit, and the rest of the neighborhood.	Updated	Revised to acknowledge arrival of light rail.	Leverage the investment in light rail to create a walkable subarea with ample connections to Marymoor Park, local and regional transit, and the rest of the neighborhood
N-SE-37	Use zoning regulations and public investments to facilitate opportunities for housing, employment, community gathering education, and small-scale shopping in this subarea.	Deleted	Belongs with trans. Element, wordy and difficult to follow	[Deleted]

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N-SE-38	Support business growth and adaptation in this subarea by implementing zoning that emphasizes performance standards over use standards. Cap general retail and service uses to encourage the location and growth of businesses in primary industries.	Updated	Reflect building form	Support business growth and adaptive reuse of structures in this subarea by implementing zoning that emphasizes building form and performance standards over use standards.
N-SE-39	Focus employment growth in a mixed-use context nearest the light rail station. Focus residential growth near Marymoor Park. Accommodate at least 700 new homes in the subarea or other parts of Redmond to offset reductions in residential capacity in the Northeast Subarea.	Updated	Streamlined	Focus employment growth in a mixed-use context nearest the light rail station an along Redmond Way. Focus residential growth near Marymoor Park.
N-SE-40	Incorporate housing into the Marymoor Subarea that is walkable to the station. Maintain opportunities for transit-oriented development that includes housing capacity in close proximity to the light rail station and for housing capacity in the areas closest to Marymoor Park.	Deleted	Duplicative	[Deleted]
N-SE-41	Prepare station area plans in cooperation with Sound Transit and other stakeholders to guide updates to policies and implementation measures. Key opportunities include creating opportunities for transit-oriented development and developing a multimodal transportation system.	Deleted	The second sentence is duplicative of Centers policies	[Deleted]
N-SE-42	Design new structures adjacent to Marymoor Park to take advantage of the park as an amenity, such as by creating connections to the park, placing common areas near the park or facing windows onto the park.	Updated	Combined with N-SE-43 Added transitions and access language	Design new structures adjacent to Marymoor Park to take advantage of the park as an amenity. Transitions, access, and views to the park should be encouraged through methods such as creating connections into the park, placing common areas near the park, and/or facing windows onto the park.

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N-SE-43	Soften the transition between the Marymoor Subarea and Marymoor Park while maintaining views from the subarea into the park.	Deleted	Combined with N-SE-42	[Deleted]
N-SE-44	Improve wayfinding to key nearby destinations such as Marymoor Park, the light rail station, East Lake Sammamish Trail, and the Redmond Central Connector.	Updated	TMP Update & wayfinding program may apply – consider if this is a citywide policy and can be removed	Improve wayfinding to key nearby destinations such as Marymoor Park, the light rail station, East Lake Sammamish Trail, and the Redmond Central Connector. Ensure wayfinding addresses the needs for all ages and abilities and considers the needs of non-English speakers.
N-SE-45	Improve subarea connectivity and light rail station access by planning and implementing a grid of public, complete streets and pathways as shown in Map N-SER-2. Ensure that blocks are generally 400 feet or less in length, recognizing that Map N-SER-2 shows street and pathway connections in conceptual locations. Use the public realm as an opportunity to introduce additional natural character and green infrastructure to the subarea.	Deleted	Duplicative with TMP Update	[Deleted]
N-SE-46	Plan for a safe and convenient crossing of Redmond Way near the light rail station to provide better nonmotorized access to the station from the northeast.	Deleted	Duplicative of TMP Update	[Deleted]
Redmond Way Subarea				
N-SE-47	Maintain zoning that allows for general retail uses in the Redmond Way Subarea to serve both local and regional users.	Updated	Updated to address business displacement concerns related to transition from general commercial to mixed-use	Retain general retail uses along Redmond Way to serve both local and regional users while allowing additional housing.

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N-SE-48	Restrict land uses, such as major office and walk-up retail, which are more appropriate for Redmond's urban centers.	Deleted		[Deleted]
N-SE-49	Reserve land for manufacturing and related uses in the Central Subarea.	Updated	Updated reference to Marymoor Village	Reserve land and maintain policies that allows for manufacturing and related uses in Marymoor Village.

Regional Retail Zoning District Changes

- Revising zoning district from “Big Box” to mixed use to implement the preferred growth alternative and meet legislative requirements related to housing at all AMI levels
- Use infill and redevelopment to enhance environment
- Add new policy to consider ways to reconnect to Downtown and Marymoor

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Regional Retail Subarea [TO BE RENAMED]				
N-SE-26	Allow high-technology research and development facilities; associated light assembly and warehousing; other manufacturing uses with similar character, intensity and impact; support services; regional retail/wholesale uses; office uses, including corporate headquarters and regional offices; and hotels/motels	Existing	Updating to implement to preferred growth alternative to rezone to mixed-use while retaining a strong commercial presence	Update the neighborhood plan, to implement a land use transition strategy in the Regional Retail zone to that allows for the continued commercial uses while encouraging infill and mixed-use redevelopment. Allow high-technology research and development facilities; regional retail uses; office uses, including corporate headquarters and regional offices; and hotels/motels as well as neighborhood services and housing.
N-SE-27	Encourage development that is sensitive to natural features and that will enhance the entryway to the city	Updated	Adds low impact development	Encourage development that is sensitive to and complements natural features and trees. Consider ways to add low-impact development features (such as rain gardens, impervious pavement, etc.) and improve tree canopy during development.
N-SE-28	Restrict uses that tend to locate in smaller commercial spaces; encourage those uses to locate in other commercial zones or in Downtown or Overlake mixed-use zones.	Deleted	Revising to reflect changes in policy and match RZCRW	[Deleted]

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N-SE-29	Continue to preserve the tree stand at the south end of the Regional Retail Subarea adjacent to Redmond Way	Existing		Continue to preserve the tree stand at the south end of the Regional Retail Subarea adjacent to Redmond Way
N-SE-30	Use building materials that provide a pleasing transition from trees and other natural features through the use of color and texture.	Deleted	Combined with N-SE-27	[Deleted]
N-SE-31	Minimize views of large areas of asphalt by using landscaping, berms, building placement, or other effective techniques.	Existing	Consider if this could be a citywide policy	Minimize views of large areas of asphalt by using landscaping, berms, building placement, or other effective techniques.
N-SE-32	Maintain one or more significant architectural entry features to serve as landmarks, including an area for public art and a feature recognizing the Snoqualmie Tribe's historic use of the property.	Existing	Consider if this could be edited and become a citywide policy	Maintain one or more significant architectural entry features to serve as landmarks, including an area for public art and a feature recognizing the Snoqualmie Tribe's historic use of the property.
N-SE-33	Provide for safe and comfortable pedestrian and bicycle circulation within the subarea and to and from the subarea.	Updated	Responding to feedback from community	Provide for safe and comfortable pedestrian and bicycle circulation within the subarea and to and from the subarea. Consider ways to reestablish pedestrian and bicycle connections to Downtown and Marymoor Village.
NEW	n/a	New	Implement preferred alternative while mitigating business displacement	Retain regional retail uses to serve both local and regional users while allowing additional housing.

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Design Policies – Corridors Corridors are: <ul style="list-style-type: none"> close to high frequency transit, between centers, or near centers, and connect centers and neighborhoods to each other. Corridors support: <ul style="list-style-type: none"> increased growth and density, and creation of complete neighborhoods 				
		New		Complete corridor planning where needed to accommodate growth and implement the vision of the City. Establish corridor-specific design polices as part of neighborhood planning updates.
		New		Encourage the creation of complete neighborhoods through corridor design policies and standards. Consider: <ul style="list-style-type: none"> building orientation and access façade treatments building materials building height sidewalk standards landscaping street furniture public art
Design Policies - Inclusive Design				
CC – 1	Maintain Redmond’s vision for its size and character while balancing its regional role in meeting transportation needs, caring for the environment, and meeting the demands for growth.	Delete	Covered in the new policies.	[Delete]

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New		New		Adopt design standards that address the needs of all people, regardless of their age or ability.
New		New	Policy for universal design principles and standards	Adopt design standards that incorporate universal design principles ¹ , that result in a built environment that is: <ul style="list-style-type: none"> • Inclusive and equitable • Responsive • Flexible • Convenient and comfortable • Accommodating and intuitive • Welcoming and perceptible • Realistic
HO- 27	Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain in their own neighborhood as their housing needs change.	Existing		Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain in their own neighborhood as their housing needs change.
CC – 2	Recognize and encourage Redmond as a center for intellectual and technological innovation.	Deleted	Content in Economic Vitality Element	Deleted
		New	Policy for inclusive design	Review design standards and requirements, City standard details, and other policies and regulations that impact the built environment to enhance equity and inclusion in the built forms and spaces. <ul style="list-style-type: none"> • Remove elements that may be exclusionary; • Enhance or consider new provisions that consider the needs of all ages and abilities; and • Consider how design can impact the feeling of safety, inclusion, and

¹ See The 7 Principles | Centre for Excellence in Universal Design, <https://universaldesign.ie/What-is-Universal-Design/The-7-Principles/>

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				<p>independence for community members, including but not limited to:</p> <ul style="list-style-type: none"> ○ Diverse cultures and languages ○ Differing abilities ○ Children and teens ○ Women and girls ○ Lower income levels ○ Night or alternative shift employees
Design Policies - Site and Building Design				
CC-9	Incorporate and provide opportunities for art in and around public buildings and facilities. Encourage additional opportunities throughout the city for art as design elements or features of new development, as well as placement of significant art.	Existing		Incorporate and provide opportunities for art in and around public buildings and facilities. Encourage additional opportunities throughout the city for art and culture as design elements or features of new development.
CC-14	<p>Identify public view corridors unique to Redmond, such as those of Mount Rainier, Mount Baker, the Sammamish Valley, Lake Sammamish, the Sammamish River, the Cascade Mountains; and, when feasible, design streets, trails, parks and structures to preserve and enhance those view corridors through such means as:</p> <ul style="list-style-type: none"> • Site and landscape planning and design to preserve views, • Removal of invasive plants, • Properly pruning trees and shrubs while including them as a part of the vista, • Framing views with structural elements, and • Aligning paths to create focal points. 	Existing	Creates new opportunities for views	<p>Support the preservation of public view corridors unique to Redmond, such as those of Mount Rainier, Mount Baker, the Sammamish Valley, Lake Sammamish, the Sammamish River, the Cascade Mountains; and, when feasible, design streets, trails, parks and structures to preserve and enhance those view corridors through such means as:</p> <ul style="list-style-type: none"> • Site and landscape planning and design to preserve views, • Removal of invasive plants, • Properly pruning trees and shrubs while including them as a part of the vista, • Framing views with structural elements, and • Aligning paths to create focal points. • Consider incentivizing the incorporation of publicly accessible open spaces in

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				developments in view corridors, including podium-top and roof-top opportunities.
CC-15	Encourage schools, religious facilities, libraries and other public or semipublic buildings to locate and design unique facilities to serve as community landmarks and to foster a sense of place.	Updated	Updated to include all the commercial uses from the complete neighborhoods analysis.	Encourage public and semi-public uses to contribute to complete neighborhoods and a sense of place and community both inside and outside of centers
CC-16	Prohibit billboards and other large signs and use design review for new signage to protect views of significant land forms and community features, avoid visual clutter, and ensure citywide design standards are met.	Updated	Simplified language	Prohibit billboards and other large signs. Use design review to ensure that new signage protects views of natural and community features.
CC-17	Maintain a system of design review that applies more intense levels of review where the scope of the project has greater potential impacts to the community. Implement this system through a formal design review board process in conjunction with the use of administrative review.	Existing		Maintain a system of design review based on objective standards that applies more intense levels of review where the scope of the project has greater potential impacts to the sense of place and community. Implement this system through a formal design review board process in conjunction with the use of administrative review.
CC-18	Use design standards and design review to accomplish the following: <ul style="list-style-type: none"> • Ensure the elements of design, proportion, rhythm and massing are correct for proposed structures and the site; • Retain and create places and structures in the city that have unique features; • Ensure that building scale and orientation are appropriate to the site; • Encourage the use of high-quality and durable materials, as well as innovative building techniques and designs; 	Existing		Use design standards and design review to accomplish the following: <ul style="list-style-type: none"> • Ensure the elements of design, proportion, rhythm and massing are correct for proposed structures and the site; Retain and create places and structures in the city that have unique features; • Encourage the use of high-quality and durable materials, as well as innovative building techniques and designs; • Promote environmentally friendly design and building techniques;

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	<ul style="list-style-type: none"> • Promote environmentally friendly design and building techniques such as LEED for the construction or rehabilitation of structures; • Minimize negative impacts, such as glare or unsightly views of parking; • Incorporate historic features whenever possible; • Maintain integrity of zones such as Old Town with unique or historic qualities; and • Ensure that the design fits with the context of the site, reflecting the historic and natural features and character. 			<ul style="list-style-type: none"> • Minimize negative impacts, such as glare or unsightly views of parking; • Incorporate historic features or historic qualities whenever possible, especially to maintain the integrity of the Old Town area; and • Ensure that the design fits with the context of the site, reflecting the historic and natural features and character.
CC-20	Encourage high-quality and attractive design that promotes variety between different developments and different areas in Redmond to maintain and create a sense of place.	Existing		Encourage high-quality design that promotes variety between different developments and different areas in Redmond to maintain and create a sense of place.
CC-21	<p>Ensure safe environments by requiring use of building and site design techniques consistent with CPTED guidelines to:</p> <ul style="list-style-type: none"> • Distinguish between publicly accessible open space and private open space; • Provide vandal-resistant construction; • Provide opportunities for residents and workers to view spaces and observe activities nearby; and • Reduce or eliminate “unclaimed” areas, such as unmaintained easements between fence lines and street or trail right-of way. 	Updated	Removed reference to CPTED and streamlined	<p>Encourage safe and welcoming environments by requiring use of building and site designs that:</p> <ul style="list-style-type: none"> • Provide opportunities for residents and workers to view spaces and observe activities nearby; • Reduce or eliminate “unclaimed” areas, such as unmaintained easements between fence lines and street or trail right-of way. • Provide vandal-resistant construction;
CC-22	<p>Foster care for the natural environment and maintain the green character of the city, while allowing for urbanization through techniques such as:</p> <ul style="list-style-type: none"> • Encouraging design that minimizes impact on natural systems; • Using innovations in public projects that improve 	Existing	Alignment with sustainability objectives	<p>Foster care for the natural environment and maintain the green character of the city, while allowing for urbanization through techniques such as:</p> <ul style="list-style-type: none"> • Establishing regulations or incentives that advance carbon emissions reduction goals;

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	natural systems; <ul style="list-style-type: none"> • Preserving key areas of open space; and • Requiring the installation and maintenance of street vegetation as defined by the citywide street tree program. 			<ul style="list-style-type: none"> • Designing urban sites to minimize the impacts of urban heat islands; • Encouraging design that minimizes impact on natural systems; • Using innovations in public projects that improve natural systems; • Preserving key areas of open space; and • Requiring the installation and maintenance of street vegetation as defined by the citywide street tree program.
CC-23	Encourage landscaping that: <ul style="list-style-type: none"> • Creates character and a sense of place, • Retains and enhances existing green character, • Preserves and utilizes native trees and plants, • Enhances water and air quality, • Minimizes water consumption, • Provides aesthetic value, • Creates spaces for recreation, • Unifies site design, • Softens or disguises less aesthetically pleasing features of a site, and • Provides buffers for transitions between uses or helps protect natural features. 	Existing		Encourage landscaping that: <ul style="list-style-type: none"> • Creates character and a sense of place, • Retains and enhances existing green character, • Preserves and utilizes native trees and plants, • Enhances water and air quality, • Minimizes water consumption, • Creates spaces for recreation, • Unifies site design, • Softens or disguises less aesthetically pleasing features of a site, for example waste enclosures, commercial venting, utility structures, and • Provides buffers for transitions between uses or helps protect natural features.
LU -9	Maintain development regulations to promote compatibility between uses; retain desired neighborhood character; ensure adequate light, air and open space; protect and improve environmental quality; and manage potential impacts on public facilities and services. Through these regulations address features, including but not limited to:	Updated	Updated to remove potential exclusionary language	Maintain development regulations to promote compatibility between uses without being monotonous; ensure adequate light, air, and open space; protect and improve environmental quality; and manage potential impacts on public facilities and services. These regulations address features, including but not limited to:

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	<ul style="list-style-type: none"> • Impervious surface area and lot coverage; • Building height, bulk, placement and separation; • Development intensity; • Access and connections for walking and bicycling; and • Landscaping. 			<ul style="list-style-type: none"> • Impervious surface area and lot coverage; • Building height, bulk, placement and separation; • Development intensity; • Access and connections for walking and bicycling; and • Landscaping.
DT – 11	Ensure that building heights in the Downtown respect views of tree lines and adjacent hillsides and contribute to the development of an urban place that feels comfortable for pedestrians. Achieve this by limiting building heights to five and six stories in general and by allowing exceptions for additional height in a portion of the Town Center zone and elsewhere when accompanied by exceptional public amenities or project components that advance business diversity, housing or environmental sustainability goals.	Moved and updated	Removed reference to specific heights and made more general. Considering removing from downtown but this policy may be moved back to downtown.	Ensure that building heights respect views of tree lines and adjacent hillsides and contribute to the development of an urban place and feels comfortable for pedestrians. Allow additional building height when accompanied by exceptional public amenities or project components that advance business diversity, housing or environmental sustainability goals.
DT – 22	Establish standards for Downtown streetscape treatments to reinforce the identity of Downtown zones and promote the Downtown's aesthetic appeal. Consider use of treatments, such as special paving materials for sidewalks, street furniture, landscaping and lighting. Ensure that these treatments are implemented as part of public and private development.	Moved and updated		Establish standards for streetscape treatments that are context sensitive. Consider use of treatments, such as special paving materials for sidewalks, street furniture, landscaping, and lighting. Ensure these treatments are included in standard specifications and are a part of public and private development. Citywide material standards should be updated and approved with guidance from ESAP and leading research.
Design Policies - Site and Building Design – Mixed Use				
LU-40	Allow mixed-use developments in all Commercial designations. Design these developments to	Updated	Deleted, it does not provide much direction.	[Deleted]

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	achieve compatibility among the uses and with adjacent uses.			
LU-39	<p>Ensure that commercial areas of all types are located, designed and developed to:</p> <ul style="list-style-type: none"> • Maintain high visual quality, especially for commercial areas located at entryways to the city; • Locate businesses rather than parking areas along the street; • Encourage compact commercial development and walking between businesses; • Avoid development in long, narrow strips; • Be easily accessible to an arterial or regional highway; be served or capable of being served by transit; and • Avoid impacts on adjacent noncommercial uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses. 	Streamlined language and refocused on mixed-use nature of these areas.	This stayed in LU chapter but was updated – Do we want to move it?	<p>Ensure that mixed use areas are located, designed, and developed to:</p> <ul style="list-style-type: none"> • Maintain high visual quality; • Locate businesses rather than parking areas along the street; • Encourage compact development and use of active transportation, such as walking and rolling; • Avoid impacts on adjacent noncommercial uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses.
LU-63	<p>Design District designation Purpose.</p> <p>Take advantage of opportunities for appropriate mixed uses in suitable locations, such as large parcels (totaling at least five acres in size) in a common ownership, or at the sites of major institutions, such as hospitals. Provide for preparation of master plans to promote unified development of an area or to meet the special needs of institutions, while managing impacts on nearby uses. This designation is also intended to:</p> <ul style="list-style-type: none"> • Provide flexibility in zoning that cannot be provided by other mechanisms, • Allow the creation of policies and regulations that apply to specific sites, and • Apply to areas that are served or are capable of being served by transit 	Delete	This was deleted from the LU chapter, and unnecessary as we are moving away from the use of Design districts	Deleted

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	<ul style="list-style-type: none"> • As part of designating new Design Districts, prepare a specific development plan or site plan for the area that: <ul style="list-style-type: none"> • specifies the allowed uses, density and any specific review requirements and standards required to adequately manage the Design District and to mitigate adverse impacts on the community, neighborhood, or environment; • Reflects substantial public involvement from the neighborhood in which it is located; • Meets the review process requirements of a plan amendment, which establishing the Design designation, or a rezone that is consistent with the comprehensive Plan if the designation already applied to the property; and • Is scheduled for review and update every five to 10 years. <p>Allowed Uses. Implement this designation through the Design District zone. Allow for an appropriate mix of uses and structure types, while ensuring that the designation supports the preferred land use pattern. Determine densities and intensities based on the suitability of the area for development.</p>			
Design Policies - Site and Building Design – Residential				
HO- 14	Incorporate all the qualities of well-designed, character-rich neighborhoods so that existing and new neighborhoods in Redmond are attractive and safe places to live.	Updated	Updated to include Redmond 2050 themes	Adopt design standards that advance equity and inclusion, sustainability, and resiliency in Redmond neighborhoods.
HO – 15	Ensure that new development is consistent with citywide and applicable neighborhood goals and policies, including but not limited to sustainable	Existing		Ensure that new development is consistent with citywide and applicable neighborhood goals and policies, including but not limited to sustainable site standards, landscaping

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	site standards, landscaping requirements, building design guidelines and affordability.			requirements, building design guidelines and affordability.
LU – 10	Consider using special site standards and design standards for residential development to: <ul style="list-style-type: none"> • Provide variety in building and site design and visually appealing streetscapes in residential developments of several dwellings or more; • Minimize significant impacts, such as loss of light or privacy, from large residential infill buildings on adjacent residents; • Promote compatibility with Redmond’s residential neighborhoods and avoid an appearance of overcrowding when rezones will increase residential development capacity or when density bonuses or flexibility in site standards are utilized; and • Emphasize features typical of detached single-family dwellings, such as pitched roofs, single points of entry and window trim, as part of residential structures containing two or more dwelling units. 	Updated	Streamlined	Consider using special site standards and design standards for residential development to: <ul style="list-style-type: none"> • Provide variety in building and site design and visually appealing streetscapes in residential developments • Minimize significant impacts, such as loss of light or privacy, from large residential infill buildings on adjacent residents;
Design Policies - Public Realm				
CC-3	Ensure that the Downtown is a place that feels comfortable for pedestrians and respects views of tree lines and adjacent hillsides through control of such characteristics as height, scale and intensity.	Updated	Updated to be citywide. Pedestrian comfort addressed in Transportation Element.	Ensure development in Downtown respects views of tree lines and adjacent hillsides through control of such characteristics as height, scale, and intensity.
CC-5	Continue to provide community gathering places in recreation facilities and park sites throughout the city and encourage development of new community gathering places, including in the Downtown and Overlake neighborhoods.	Updated	Updated to be citywide	Provide community gathering places in recreation facilities and park sites throughout the city and encourage development of new community gathering places.

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CC-6	<p>Preserve and develop informal community gathering places, such as the fountains at Town Center, local coffee shops, and spaces within parks. This can include techniques, such as:</p> <ul style="list-style-type: none"> • Requiring seating opportunities with multi-seasonal amenities, such as cover from the elements and heating during periods of cooler temperatures; • Encouraging art or water features; • Providing visual access to sites; • Providing for active uses in the space; and • Promoting partnerships and implementing incentives where appropriate to create public places, such as plazas in combination with outdoor cafes. 	Updated,	Combined CC-6 and CC-7	<p>Preserve and develop informal and welcoming community gathering places, such as the fountains at Town Center, local coffee shops, and spaces within parks. This can include techniques, such as:</p> <ul style="list-style-type: none"> • Encouraging art or water features; • Providing visual access to sites; • Multiple entrances, • Flexible spaces, • Focal points that create activity throughout the space, • A signature attraction that provides a compelling identity, • Multi-seasonal attractions, and • Promoting partnerships that create public places – including privately owned public spaces (POPS), such as plazas in combination with outdoor cafes and encourage active management of space and activities.
CC- 7	<p>Ensure that public places are designed and managed to encourage high levels of activity by including:</p> <ul style="list-style-type: none"> • Multiple entrances, • Flexible spaces, • Focal points that create activity throughout the space, • A signature attraction that provides a compelling identity, • Multi-seasonal attractions, and • Active management of space and activities. 	Deleted	Combined with CC-6	Deleted
CC-8	Design and build Redmond's public buildings to enhance their function as community gathering places.	Updated	Combined with CC-19	Design and build Redmond's public buildings with high-quality materials to serve as innovative and sustainable models to the

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				community and enhance their function as a welcoming community gathering places.
CC-10	Provide links to public places to encourage their use through such means as: <ul style="list-style-type: none"> • Providing safe and convenient pedestrian walkways, • Providing bikeways, • Developing nearby transit stops, and • Designing for visual access to and from the site. 	Updated	Updated for clarity	Encourage and develop connections between public places through: <ul style="list-style-type: none"> • Providing safe and convenient pedestrian walkways, • Providing bikeways, • Providing wayfinding that is multi-lingual, and easily understood; • Development nearby transit stops, • Designing for visual access to and from the site
CC-13	Identify and establish distinctive entryways into the city, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, art or monuments.	Existing		Identify and establish distinctive entryways into the city, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, art, or monuments.
CC-19	Design and build Redmond's public buildings in a superior way and with high-quality materials to serve as innovative and sustainable models to the community.	Deleted	Combining with CC-8	[Deleted]
CC-24	Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing safe, direct or convenient links between the following: <ul style="list-style-type: none"> • Residential neighborhoods, • Schools, • Recreation facilities and parks, • Employment centers, • Shopping and service destinations, and • Community gardens. 	Updated	Updated to streamline and add clarity	Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing safe, direct or convenient links between the following: <ul style="list-style-type: none"> • Neighborhoods, • Schools, • Transit hubs • Recreation facilities and parks, • Employment centers, • Centers

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
CC-25	Preserve trailheads and equestrian connections, including those between Bridle Trails State Park in Kirkland, the Sammamish River equestrian trail, Farrel-McWhirter Park, Bridle Crest Trail, Redmond Watershed Preserve, Puget Power Trail and the Tolt Pipeline Trail, and the rural areas adjacent to the city to the north and east, such as King County's Kathryn Taylor Equestrian Park.	Delete	The PARCC plan includes multi-modal trail access.	Deleted
CC-26	Identify and create destination retail streets within Downtown and Overlake on Cleveland Street and 152nd Avenue NE, respectively, for special treatments, such as: <ul style="list-style-type: none"> • Specially designed landscape; • Unique crosswalk treatments and frequent crosswalks; • Character-defining materials and accessories, such as seating and wayfinding elements; • Pedestrian-scale lighting; • Art elements throughout the project; • Sidewalk design that allows and encourages activities such as outdoor café service; and • Allowing access by street vendors. 	Updated	Updated to be citywide	Streets with retail should include the following: <ul style="list-style-type: none"> • Specially designed landscape; • Character-defining materials and accessories, such as seating and wayfinding elements; • Pedestrian-scale lighting; • Art elements; • Sidewalks that allows and encourages activities such as outdoor café service • Allowing access by street vendors; and • Tree canopies
CC-27	Ensure that city street design, fire safety and street construction standards encourage active urban streets, public spaces and walkways, especially in the Downtown and Overlake.	Updated	Updated to be citywide	Ensure that city street design, fire safety and street construction standards encourage active urban streets, public spaces and walkways.
Community Design Policies – Historic Preservation				
CC-27.2	Ensure compliance with federal, state, and local laws regarding the protection and management of cultural resources.	Updated	Per Tribal approval of CRMP and Bear Creek MOA	Ensure compliance with federal, state, and local laws, and cooperation with Tribal government, regarding the protection and management of cultural resources and associated data.

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
CC-27.5	Maintain and implement cultural resource management in consultation with affected Indian tribes and agencies for the continued protection and preservation of cultural resources located on public and private lands throughout the City.	Existing	Per Tribal approval of CRMP and Bear Creek MOA	Maintain and implement cultural resource management in consultation with affected Native communities and agencies for the continued protection and preservation of cultural resources located on public and private lands throughout the city.
CC-28	Encourage preservation, restoration, and appropriate adaptive reuse of historic properties to serve as tangible reminders of the area's history and cultural roots. Continue to designate and protect Historic Landmarks.	Updated	Streamlined	Encourage preservation, restoration, adaptive reuse, and landmark designation of historic properties.
CC-29	Coordinate the development of parks and trails and the acquisition of open space with the preservation, restoration, and use of historic properties.	Existing	PARCC Plan coordination needed	Coordinate the development of parks and trails and the acquisition of open space with the preservation, restoration, and use of historic properties.
CC-30	Acquire historic properties when feasible. Consider cost sharing for acquisition, lease or maintenance with other public or private agencies or governments.	Updated		Acquire historic properties, when feasible, employing a variety of financial tools and partnerships with other public or private agencies or governments.
CC-31	Incorporate features, such as interpretive signage, historic street names and other elements reflecting original historic designs into park projects, transportation projects and buildings on historic sites, when feasible, as a means of commemorating past events, persons of note and city history.	Updated	Reflecting both Tribal and historic connections of place	Seek opportunities in public and private development for interpretation and storytelling, reflecting indigenous and historic knowledge.
CC-32	Maintain an ongoing process of identification, documentation, and evaluation of historic properties. After an initial survey is completed, conduct a follow-up survey approximately once every 10 years.	Updated		Maintain and periodically update an inventory including an evaluation of historic properties, in accordance with the Secretary of the Interior's Standards for Treatment of Historic Properties.
CC-33	Maintain and update the inventory as new information arises to guide planning and decision making, as well as	Deleted	Reflected in CC-32	[Deleted]

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	to provide reference and research material for use by the community.			
CC-34	Maintain standardized nomination, designation, and protection rules and procedures consistent with the United States National Park Services (Secretary of the Interior).	Deleted	Reflected in CC-27.2	[Deleted]
CC-35	Encourage nomination of historic resources that appear to meet Landmark criteria by individuals, community groups and public officials.	Deleted	Reflected in CC-28	[Deleted]
CC-36	Require consent of the owner before proceeding with Redmond's Landmark process. Notify and involve the property owner when nominating historic properties for Landmark status.	Existing		Require consent of the owner before proceeding with Redmond's Landmark process. Notify and involve the property owner when nominating historic properties for Landmark status.
CC-37	Maintain a register of Landmark properties and make the register accessible to developers, the public and appropriate government offices.	Deleted	Reflected in CC-27.2 and CC-32	[Deleted]
CC-38	Develop and provide incentives, such as tax abatement programs, low-interest loan funds, technical assistance, and transfers of development rights, to encourage the preservation of Landmark properties.	Updated	Updated to include historic properties	Develop and provide incentives and other mechanisms such as tax abatement programs, low-interest loan funds, technical assistance, and transfers of development rights, to encourage the preservation of and mitigate adverse impacts to Landmark and eligible historic properties.
CC-39	Emphasize the preservation of historic properties through methods such as adaptive reuse for promoting economic development.	Deleted	Reflected in CC-28	[Deleted]
CC-40	Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives.	Existing		Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives.

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
CC-41	Waive the application of or allow modifications to current development requirements, building and construction code, and fire code to encourage the preservation and appropriate rehabilitation of Landmark properties.	Updated	Streamlined	Waive the application of or allow modifications to current development requirements, to encourage the preservation and appropriate rehabilitation of Landmark properties.
CC-42	Protect designated Historic Landmarks from demolition or inappropriate modification.	Existing		Protect designated Historic Landmarks from demolition or inappropriate modification.
CC-43	Protect significant archaeological resources from the adverse impacts of development.	Existing		Protect significant archaeological resources from the adverse impacts of development.
CC-44	Mitigate adverse impacts to the following by methods such as documentation of the original site or structure, interpretive signage, or other appropriate techniques: <ul style="list-style-type: none"> • Landmark or archaeological sites; and • Properties proposed to be demolished or significantly altered that are eligible for landmark designation, or are of sufficient age and meet a portion of the other criteria for landmark designation. 	Deleted	Reflected in CC-38	[Deleted]
CC-45	Ensure the compatibility of development adjacent to Landmark properties through measures such as design standards.	Updated	Updated to use clearer language	Promote design standards that are context sensitive adjacent to Landmark properties.
CC-46	Cooperate with regional preservation programs and use technical assistance from other agencies as appropriate.	Deleted	Reflected in 27.2	[Deleted]
CC-47	Consider qualifying the City to act as a Certified Local Government to increase opportunities to seek grant funding.	Updated	Update to use clearer language	Evaluate qualifying the City to act as a Certified Local Government, designating special districts, and pursuing other similar designations to increase promotion of cultural resources and historic features, and to seek grant funding.
CC-48	Share survey and inventory information with King County, the State Department of Archaeology and Historic Preservation, federal agencies, the public, historic societies, museums and other appropriate entities.	Deleted	Reflected in 27.2	[Deleted]

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
CC-49	Work with residents, property owners, cultural organizations, public agencies, tribes and school districts to develop an active preservation program, including: <ul style="list-style-type: none"> • Walking tours, brochures and plaques; • Online information; and • Educational efforts to foster public awareness of Redmond's history. 	Deleted	Reflected in 27.2 and new policy below	[Deleted]
CC-50	Partner with or provide staff support, when possible, for private businesses and nonprofit agencies in preservation and educational efforts.	Deleted	Reflected in 27.2 and new policy below	[Deleted]
CC-##		New		Promote, in partnership with the community and organizations, local history and the historic built environment as economic tourism opportunities for people living in and visiting Redmond.
CC- 4	Reflect Redmond's heritage as a farming community by retaining and encouraging knowledge of and interest in sustainable agricultural and horticultural practices through uses and activities, such as: <ul style="list-style-type: none"> • Community and corporate gardens; • Farmers markets; • Education about sustainable choices, such as organic gardening methods and permaculture; • Allowing agricultural-related facilities such as small winery operations in low-density zones; and • Supporting educational and recreational programs related to gardening. 	Delete	This was a relatively small time period and doesn't necessitate a separate policy.	[Deleted]
CC-11	Encourage and support a wide variety of community festivals or events, such as Derby Days, Cinco de Mayo, and Redmond Lights, reflecting the diversity, heritage, and cultural traditions of the Redmond community.	Updated		Encourage and support community festivals or events, that reflect the diversity, heritage, and cultural traditions of the Redmond community.
CC-12	Facilitate the development of a diverse set of recreational and cultural programs that celebrate Redmond's heritage and cultural diversity, such as:	Existing		Facilitate the development of a diverse set of recreational and cultural programs that

Existing Policy #	Existing Policy Text	Existing, Updated, Deleted, or New	Purpose/ Impacts/ Comments	Draft 1.0 Policy Update
	<ul style="list-style-type: none">• Visual, literary and performing arts;• A historical society; and• An active parks and recreation program.			<p>celebrate Redmond’s heritage and cultural diversity, such as:</p> <ul style="list-style-type: none">• Visual, literary and performing arts;• A historical society; and• An active parks and recreation program.

REDMOND »»» 2050

Phase 2 Policies

October 3, 2023



Agenda

- Introduce draft policies
 - What's new?
 - Community input to date

Objective:

Prepare Council for providing input on early drafts at Oct. 10 study session

From Needs Assessment to Final Action



- What updates are required?
- What is outdated?

- What's missing?
- What else should be considered?

- **Are the policies headed in the right direction?**

- Are you seeing input reflected in later drafts?

**Misplaced, Outdated, Duplicative, Regulatory, Nonsensical*

Human Services

Significant Updates

- Alignment with Redmond 2050 themes
- Emphasis on a proactive approach
- Emphasis on equity and inclusivity
- Capacity-building and regional collaboration
- Streamlined and consolidated policies
- Minimize jargon, increase clarity, increase accessible language

Input to Date

- Stakeholders supportive of updates
- Stakeholders appreciative of more proactive approach
- Some questions on formatting/organization and on desired granularity for policies addressing racial equity

Annexation and Regional Planning

Significant Updates

- Removed policies that are not relevant to the remaining Potential Annexation Areas
- New policies for:
 - Annexation of orphan roads
 - Pre-annexation agreements

Input to Date

- Interest in orphaned roads and where they are in Redmond
- Interest in Potential Annexation Areas like English Hill and how they could help meet growth targets

Participation, Implementation, and Evaluation

Significant Updates

- Remove non-inclusive language
- Added new policies related to the following:
 - Streamline development review process
 - Involve historically excluded community groups in the planning process
 - Performance of development review processes
 - Equity impact review tools

Input to Date

- Comments on catch all terms for historically excluded groups
- Incorporate tribal consultation
- Add language about impact review tools for environment, climate, and economic development

Capital Facilities

Significant Updates

- Update plan horizon from 2030 to 2050
- Update level-of-service standards
- Ensure issues around equity are considered
- Updated unclear/outdated terminology

Input to Date

- Some questions/clarifications on technical terms and how these policies support and/or incorporate Redmond 2050 themes

Utilities

Significant Updates

- Updated policies to align with Redmond 2050 themes
- Consolidated and removed outdated/redundant policies (from 96 to less than 70)
- Policy update to shift away from natural gas as a preferred energy source
- Revised telecommunications policies to better reflect current and future trends
- Updated solid waste service policies to include zero-waste practices, organics, and composting

Input to Date

- Community generally supportive of updates
- Comments on how utility policies could better support equity in service provision

Natural Environment

Significant Updates

- Climate change policies moving to new Climate Change and Resiliency element
- Minor updates to focus on Redmond 2050 goals
- Consolidation of tree canopy policies and better alignment with Tree Canopy Strategic Plan
- Revisions to policies to provide better clarity of intent and best practices
- Updated Critical Areas policies (Section B.) to align with Critical Areas Regulations update

Input to Date

- Community supportive of updates

Climate Resilience and Sustainability

This is a New Element

- Alignment with Redmond 2050 themes of equity & inclusion, sustainability, and resiliency
- Supports regional and City goals for greenhouse gas emissions reduction
- Reduce negative impacts to vulnerable populations and overburdened communities
- Make progress towards fulfilling requirements of RCW 36.70A.070(9) as amended by WA House Bill 1181 passed in 2023

Input to Date

- Community supportive of City's effort to develop this element
- Appreciate focus on equity and on vulnerable populations

Land Use

Significant Updates

- Creates Neighborhood Residential designation to allow a greater variety of housing choices and integrates some non-residential uses to foster complete neighborhoods
- Streamlines land use designation structure, with elimination of Design District
- Structures mixed-use designations based on area of the City: centers and citywide
- Citywide mixed-use designation includes mixed-use zones for different scales/intensities

Input to Date

- Community support for non-residential uses (goods, services) in residential areas
- Favorites include food trucks, cafes, corner stores, small healthcare, and community spaces
- Support especially near parks
- Concerns: noise and increased car traffic

Community Design

This is a New Element

- Includes centers, corridors, neighborhood, design, and historic preservation policies
- Update design standards to better reflect themes of equity and inclusion, resiliency, and sustainability

Input to Date

- Outreach to the community starting September/October 2023

Next Steps

Tonight

Receive information about Phase 2 policy considerations

Oct. 10 Study Session

Provide input on early drafts

Q1 2024

Review next drafts



Thank You



City of Redmond
Payroll Check Approval Register
Pay period: 9/1 - 9/15/2023
Check Date: 9/25/2023

Check Total:	\$ 34,132.02
Direct Deposit Total:	\$ 2,493,628.53
Wires & Electronic Funds Transfers:	\$ 1,520,213.01
Grand Total:	<u>\$ 4,047,973.56</u>

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 **187931** through **187948** ,
Direct deposits numbered **154745** through **155512** , and
Electronic Fund transfers **1623** through **1627**
are approved for payment in the amount of **\$4,047,973.56**
on this **3 day of October 2023**.

Note:

Check # 187930 - check reprint Marika Cartier

City of Redmond
Payroll Final Check List
Pay period: 9/1 - 9/15/2023
Check Date: 9/25/2023

Total Checks and Direct deposit:	\$ 3,617,881.52
Wire Wilmington Trust RICS (MEBT):	\$ 430,092.04
Grand Total:	<u>\$ 4,047,973.56</u>

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.

DocuSigned by:
Cathryn Laird
7C0092BCC9C549B...

Human Resources Director, City of Redmond
Redmond, Washington

City of Redmond
Payroll Check Approval Register
Pay period: 9/1 - 9/30/2023
Check Date: 9/29/2023

Check Total:	\$	-
Direct Deposit Total:	\$	6,698.15
Wires & Electronic Funds Transfers:	\$	2,213.35
Grand Total:	\$	8,911.50

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 through ,
Direct deposits numbered **155513** through **155520** , and
Electronic Fund transfers **1628** through **1628**
are approved for payment in the amount of **\$8,911.50**
on this **17 day of October 2023**.

Note:

City of Redmond
Payroll Final Check List
Pay period: 9/1 - 9/30/2023
Check Date: 9/29/2023

Total Checks and Direct deposit:	\$	7,704.69
Wire Wilmington Trust RICS (MEBT):	\$	1,206.81
Grand Total:	\$	8,911.50

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.

DocuSigned by:
Cathryn Laird
7C0092BCC9C549B...

Human Resources Director, City of Redmond
Redmond, Washington