City of Redmond

Redmond
WASHINGTON

Agenda

Study Session

Tuesday, November 10, 2026
7:00 PM

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

City Council

Mayor
Angela Birney

Councilmembers
Melissa Stuart, President
Angie Nuevacamina, Vice President
Jessica Forsythe
Vanessa Kritzer
Sayna Parsi
Vivek Prakriya
Menka Soni

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

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AGENDA

ROLL CALL

1. Low-Altitude Radar System & Office of Airspace Management

Department: Police, 60 minutes

Attachment A: Drone Coordination Office Handout

Attachment B: Low Altitude Airspace Awareness

Legislative History

7/21/26	Committee of the Whole - Public Safety and Human Services	referred to the Committee of the Whole - Public Safety and Human Services
10/20/26	Committee of the Whole - Public Safety and Human Services	referred to the City Council Study Session

2. Septic to Sewer Feasibility Program Discussion

Department: Public Works, 30 minutes

Attachment A: Presentation

3. Discussion of Council Vacancy

Council, 60 minutes

Council Memo

4. Council Talk Time

Council, 10 minutes

ADJOURNMENT

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

Memorandum

Date: 11/10/2026
Meeting of: City Council Study Session

File No. SS 26-097
Type: Study Session

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

Police	Chief Darrell Lowe	425-556-2529

DEPARTMENT STAFF:

N/A	N/A	N/A

TITLE:
Low-Altitude Radar System & Office of Airspace Management

OVERVIEW STATEMENT:
Low-Altitude Radar System is a permanent, ground-based radar network that provides continuous detection of aircraft operating below 400 feet over Redmond, Kirkland, and Bellevue, an altitude band federal radar does not cover, and where all drone activity occurs. The system protects Redmond's Drone as a First Responder program, in airspace it shares with commercial delivery drones, recreational operators, and aircraft carrying no transponder, none of which any single system currently sees together. It will be funded through federal appropriations. and carries no facial recognition capability or ground-surveillance function.

The Office of Airspace Management (OAM) will be the proposed permanent City function that would operate and maintain the radar network, coordinate with the FAA, administer the data governance policy, and sustain regional interoperability with King County, Seattle, and venue systems. Radar hardware is a one-time capital purchase; managing low-altitude airspace is an ongoing municipal responsibility. This function is currently being handled by RPD. Staff recommends that the Council examine the scope, staffing, and operating cost of this function at a future study session; **nothing in the current request commits the City to establishing it.**

☒ **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:**
  The platform is Dedrone by Axon, the same system that King County and the City of Seattle selected for FIFA World Cup 2026 airspace security, and it is interoperable with radar already operating at T-Mobile Park and Lumen Field. Their deployments are mobile and event-based; Redmond's is a permanent, fixed infrastructure that operates continuously, making it the year-round backbone of a regional architecture that is already partially built. The system uses three sky-facing sensor types: radar for position and flight track, radio-frequency detection for drone control signals, and optical cameras that lock onto airborne objects the system flags. It does not read license plates or track people, vehicles, or phones on the ground. The federal appropriation request is scaled from $500,000 for two nodes covering core emergency response zones to $1,500,000 for the full tri-city deployment, with each tier a complete working system.

  The FAA has exclusive authority over the national airspace and is responsible for enforcing compliance with federal aviation regulations, including unauthorized drone operations. Safe Skies Eastside does not create enforcement authority for the City; it provides detection and awareness, and any airspace violation identified by the system will be referred to the FAA for action. Where a detected drone is involved in conduct that is separately criminal under Washington law, RPD's response follows existing legal process and existing law.

  The radar system changes what we can see, not what we are authorized to do.

OUTCOMES:
Today, no single system can see all drone activity over Redmond at once. Commercial operators coordinate through UTM, a network-based system in which flight intent is shared among participants; public safety drones, including RPD's DFR fleet, broadcast their positions via ADS-B transponders. The two systems were built for different purposes and do not exchange data, nor can they see each other during active operations. A third category, drones carrying no transponder at all, appears in neither. This project produces a unified airspace picture detecting all aircraft below 400 feet, regardless of which system they use or whether they use one at all. Every RPD drone deployment then occurs with live deconfliction data available to pilots, closing a blind spot that exists on every flight today. The City establishes the first quantitative baseline of unauthorized drone activity over the Eastside corridor, replacing an unmeasured condition with actual data. Regional interoperability is confirmed with King County, Seattle, and major venue systems.

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:
None at this time.

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
7/21/2026	Committee of the Whole - Public Safety and Human Services	Provide Direction

Proposed Upcoming Contact(s)

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

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
N/A

ATTACHMENTS:
Attachment A: Drone Coordination Office Handout
Attachment B: Low Altitude Airspace Awareness

Drone Coordination Office

Prepared by the Redmond Police Department | October 2026

What It Is

The Drone Coordination Office (Previously referred to as the Office of Airspace Management)

is a proposed City function that manages the ground-level side of drone activity in Redmond. It provides the city with a single point of contact for drone operators, residents, City departments, and federal and state partners. It will start within the Redmond Police Department, where the City's drone expertise is currently housed through the Drone as First Responder program.

Why the City needs it. Commercial drone delivery is moving toward routine operations as the FAA finalizes Part 108, its rule for beyond-visual-line-of-sight flight. The FAA controls the airspace. Redmond controls what happens on the ground. Operators can deliver into Redmond without a facility here, so no zoning tool reaches much of this activity. Today, drone issues land in several departments with no single owner.

What will it do:

- **Operator coordination.** Serve as the City's front door for operators and connect them to the right departments.
- **Development Services support.** Provide operational and safety input on drone-related land use applications when requested.
- **Public intake.** Receive and track resident questions and complaints about drone activity in one place.
- **Public safety coordination.** Deconflict commercial activity with City drone flights and coordinate with the FAA, WSDOT Aviation, and neighboring cities.
- **Reporting.** Give the Council and the Planning Commission local data on drone activity, complaints, and incidents to inform the permanent code.

What It Isn't

- **It does not control airspace.** It does not approve flights or set routes. The FAA holds that authority.
- **It has no zoning or permitting authority.** The land use code, including the interim official control on drone port facilities, stays with Development Services and the Planning Commission.
- **It is not an enforcement unit.** It does not target hobbyists or commercial operators.
- **It will have no counter-drone capability.** It will not disable or take down aircraft.
- **It is not a large new department.** It starts with existing staff and grows only as the workload requires.

Until the Council adopts the code, the office works through coordination. Operator participation is voluntary.

Phased Staffing Plan

The office starts with existing Police Department staff and adds dedicated positions only as commercial activity grows.

Phase	Timing	Staffing	Focus
1. Launch	Year 1	Existing RPD staff absorb the work	Operators contact, public intake, interdepartmental coordination
2. Dedicated staff	Years 2 to 3 (estimated)	About 2 non-sworn positions: a program manager and a support role	Full coordination, data tracking, and regular reporting

Staffing figures are estimates. Actual workload depends on the volume of commercial drone activity, which cannot yet be predicted.

Technology. As part of an Eastside Safer Skies program, the city intends to acquire low-altitude radar and drone-sensing technology to detect drone activity in the City of Redmond. Specifically, near critical sites and public events. Initial funding would come from a Congressionally Directed Spending request. No funds have been awarded. **Eastside Safer Skies** will be a local program, separate from the federal SAFER SKIES Act. Any acquisition would follow the City's normal approval process and policy review.

Low-Altitude Airspace Awareness

Dedrone by Axon

Purpose

The Redmond Police Department plans to deploy a low-altitude airspace-awareness and drone-detection solution. The primary objective is to improve visibility of nearby drone activity, support safer police drone flights, and prepare for increased use of low-altitude airspace by commercial operators.

What the Technology Does

Dedrone by Axon consolidates information from compatible detection sensors into a common operational picture. Depending on the equipment deployed, radar can detect airborne objects even when they do not transmit identifying radio signals; radio-frequency sensors can detect certain communicating drones; and cameras may help verify detections. Authorized operators can view alerts and available information about detected aircraft movements.

Operational Value to Redmond

- **DFR flight safety:** Improve awareness of potential aircraft conflicts during Drone as First Responder operations.
- **Incident response:** Provide timely awareness of detected drone activity during emergency incidents and special events.
- **Future airspace readiness:** Establish a foundation for understanding increasingly active low-altitude airspace, including prospective commercial drone delivery and other authorized operations.

Privacy and Governance

The intended deployment is for airspace monitoring and aviation safety, not general surveillance. Sensors will be positioned to optimize geographic coverage based on operational requirements and site conditions.

Before activation, the Department will incorporate authorized uses, information collection, access controls, records retention, auditing, and public transparency requirements into its existing technology and data-use governance framework.

Data will be retained in accordance with applicable Washington State records-retention requirements and established Department policies. Detection performance and the availability of aircraft or operator information will vary by sensor configuration and drone type.

Scope and Limitations

The program focuses on detection, tracking, and situational awareness. It does not propose radio-frequency interference, aircraft takeover, disabling drones, or other drone-interdiction capabilities. The technology supports airspace awareness but does not replace FAA authorization, air traffic coordination, or operational risk assessments.

Council Takeaway: This low-altitude airspace awareness solution will help Redmond better understand drone activity in its airspace, improve the safety of public safety aviation operations, and make informed decisions as commercial and other low-altitude aviation activities expand.

Memorandum

Date: 11/10/2026
Meeting of: City Council Study Session

File No. SS 26-098
Type: Study Session

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

Public Works	Chris Stenger (Interim Director)	425-403-5510

DEPARTMENT STAFF:

Public Works	Ernest Fix	Utility Division Manager
Public Works	Aaron Moldver	Environmental Services Manager
Public Works	Shilpa Mehta	Utility Engineering Supervisor

TITLE:
Septic to Sewer Feasibility Program Discussion

OVERVIEW STATEMENT:
The City Council approved $250,000 in the 2025-2026 budget to fund initial actions to start developing a program to convert parcels using on-site septic systems to public sewer service. A study was performed to frame the current conditions, identify key challenges, and develop strategies for long-term implementation. The study evaluated approximately 400 properties in the City that use septic systems, reviewed current City policies, estimated the cost of converting these properties to City sewer service for both the City and homeowners, and evaluated different program options based on factors like funding, administration, phasing, and homeowner participation.

Based on the analysis, the study identifies program options to guide the City's approach to implementing an equitable septic-to-sewer conversion program.

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

REQUESTED ACTION:

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

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
  - RMCA 13.04.030
- **Required:**
  - N/A
- **Council Request:**

- November 19, 2024: Council adopted the 2025-26 budget, approving $250,000 (one time) to perform the Septic to Sewer Conversion Plan study.

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

OUTCOMES:

A Septic-to-Sewer Conversion Program could provide future options for extending sewer service to areas that currently rely on septic systems. This discussion is intended to provide information that will help inform potential future decisions, rather than establish a program at this time. More detailed analysis anticipated in late 2027 and early 2028 would help evaluate potential program approaches, costs, funding options, benefits, and impacts, with the potential to inform programs or solutions for implementation in the 2030s.

A future program could benefit both the City and property owners by improving environmental protection and public health, providing more centralized wastewater treatment and management, reducing the need for costly septic repairs and replacements, potentially increasing property values, and supporting the City's housing and density goals. Any future program would require careful consideration of equity among ratepayers, property-owner impacts, long-term costs and benefits, funding sources, and alignment with City priorities.

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:
$250,000

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

Budget Offer Number:
000262

Budget Priority:
Healthy and Sustainable

Other budget impacts or additional costs: ☒ **Yes** ☐ **No** ☐ **N/A**
If yes, explain:
A request to fund implementation of a Septic to Sewer program may be included in the 2029-30 budget, pending policy direction.

Funding source(s):
Wastewater Fund

Budget/Funding Constraints:
N/A

☐ **Additional budget details attached**

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
11/2/2026	Committee of the Whole - Planning and Public Works	Receive Information

Proposed Upcoming Contact(s)

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

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
N/A

ATTACHMENTS:
Attachment A: Presentation

Septic to Sewer (S2S) Feasibility: Program Discussion

City Council Meeting

November 17, 2026

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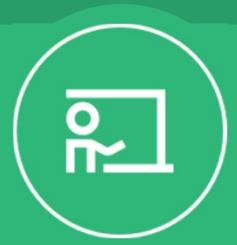
Agenda



- Background
- Problem Overview
- Program Options with Criteria analysis
- Next Steps

Project Overview

Problem Definition and Situational Memo
January 2026

Program alternatives/ policy overview

Program Design Options and Program Analysis Memmo
March 2026

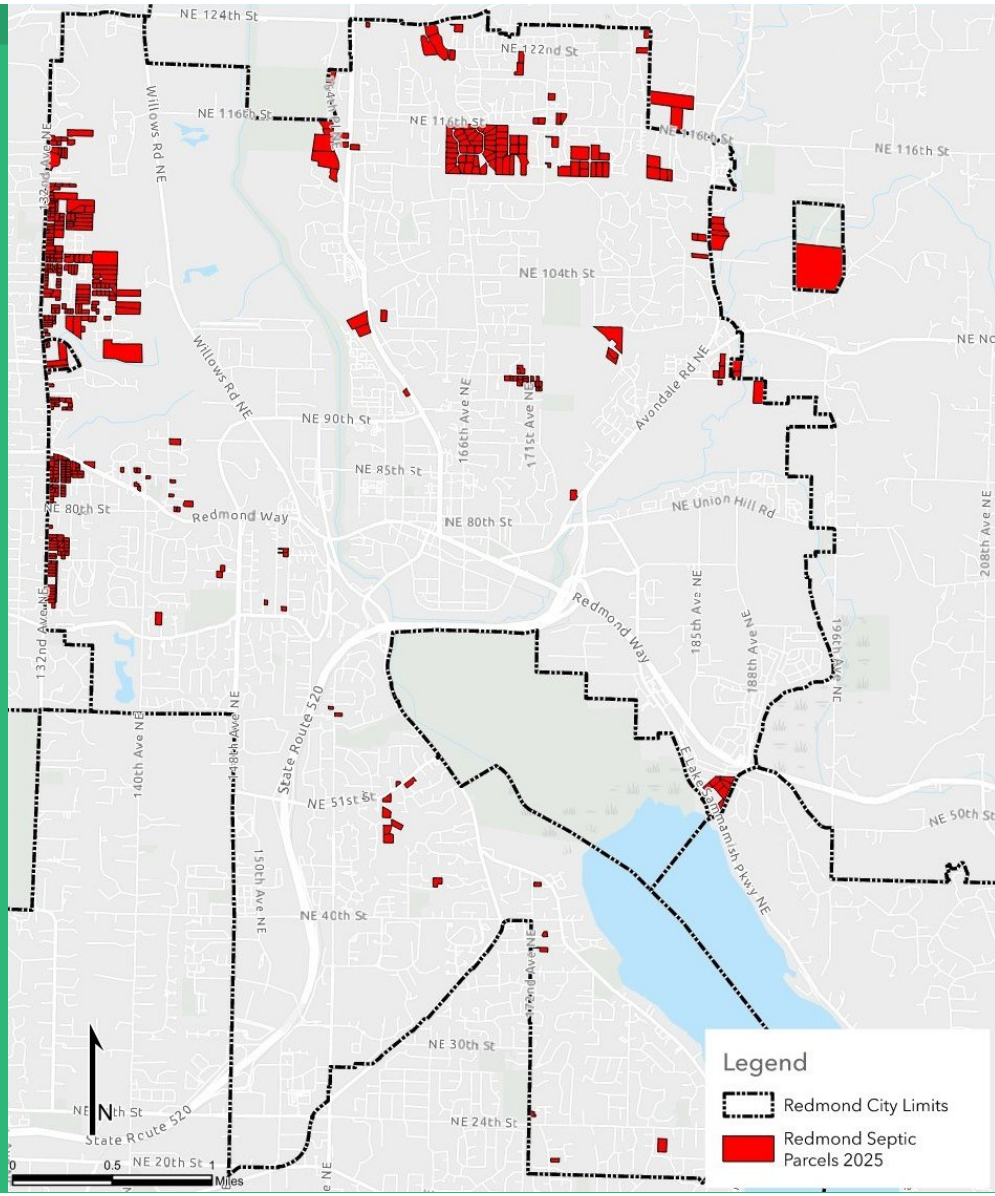
Final Report ***Combination of findings from all the previous memorandums, presentation and Council Directions***

Background

- Council approved $250,000 in the 2025-26 budget to begin developing a citywide septic to sewer conversion plan.
- Over 400 properties in the Redmond service area remain on septic systems currently in locations that were annexed or that were previously more rural.
- City Code allows the City to require owners of parcels on septic within 200 feet of public sewer to connect. (RMC 13.04.030.)

Problem Overview

- Estimated **433** parcels on septic
  - Over 60% estimated to be 30+ years old; more likely to fail
- 2 areas of concentration: 132 Ave NE, Equestrian Estates
- Voluntary conversion from septic to sewer has been tied primarily to the re-development of properties, with approximately 62 conversions in the past 10 years. so far.
- High cost to convert to sewer:
  - Cost of new Sewer Mains **≈ $60M**
  - Cost to property owner **≈ $25K- $45K**



Why Convert From Septic-to-Sewer?

Benefits for both the City and property owners

- Failing/aging septic systems pose risks to the environment and public health
- Sewer systems provide better treatment and management of sewage
- Reduced repair, maintenance, and replacement by homeowners
- Increases property value
- Supports housing supply goals by allowing for greater density

Key Questions Considered

- *Who pays for new mains and side sewers?*

- *Should the City offer programs to offset costs and reduce displacement pressure?* (e.g., low- or no-interest loans, grant funds, etc.)

- *How should the City prioritize areas to connect to first?*
  A. Maximize value by prioritizing areas with the most parcels on septic
  B. Reduce environmental risk by prioritizing areas with the highest environmental risk/ number of critical areas

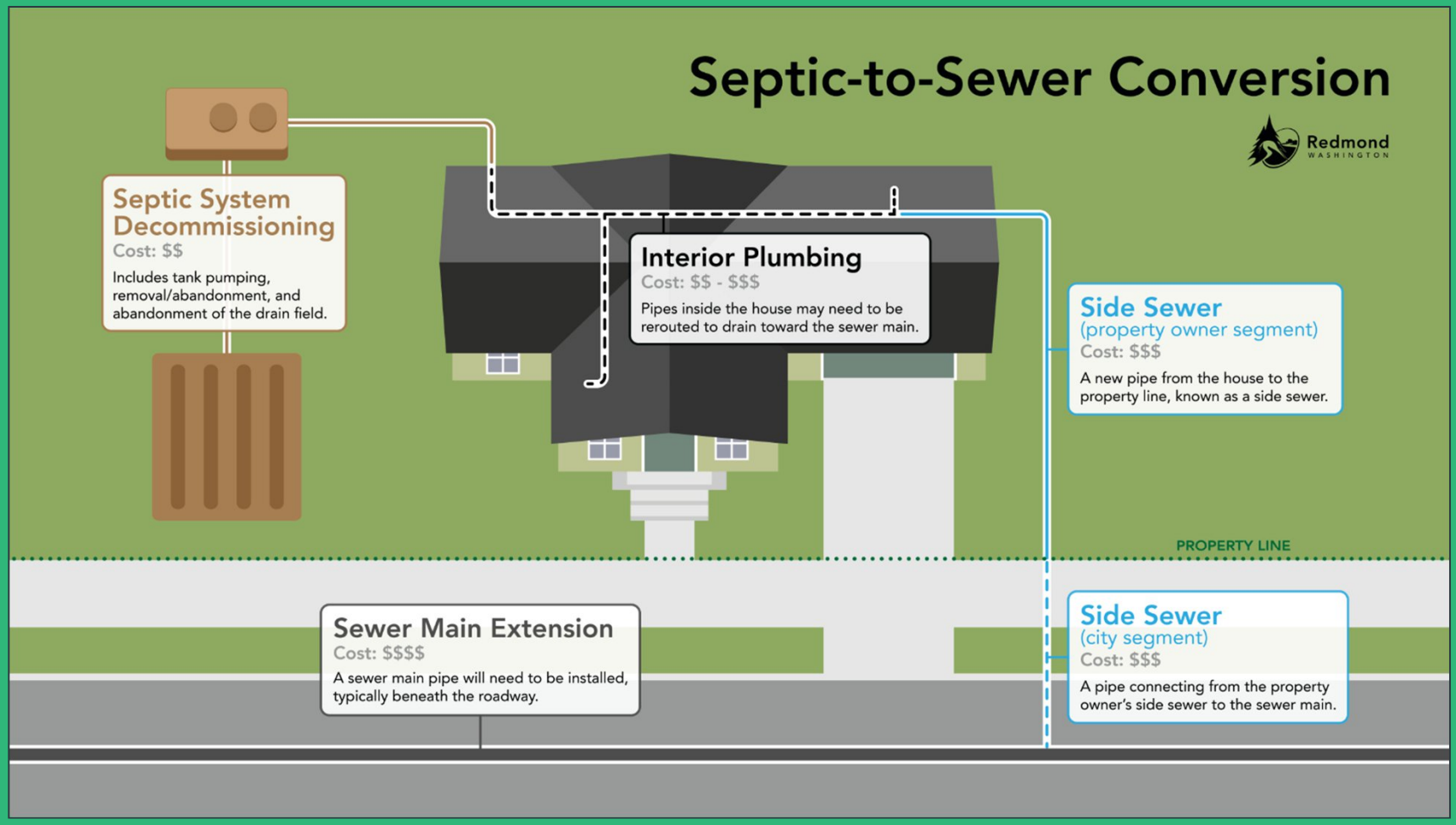
Program Options

- **Status Quo (No change).** Property owners pay and connect to sewer as development occurs.
- **Property Owner Reimburses the City.** The City builds mains and right-of-way side sewer connections. Property owners reimburse the City for all costs.
- **Shared Payment program.** The City constructs mains and right-of-way side sewers. Property owners reimburse the City for side sewers. City covers the main extensions.
- **City-Paid Program.** The City constructs, and pays for everything, except for private property side sewer connections.

Criteria Analysis Summary

Program Option	Pros	Cons	Cost Break down
Status quo / no change Property owners pay for all connection charges	Lowest cost to the City/rate payers	• Existing RMC connection requirement hasn't been enforced • No history of voluntary connection	**City: $** **Property Owner: $$$$**
Property owner reimbursement program City constructs mains and side sewers; property owners reimburse fully once connected	Lower capital costs while also requiring conversion	• Requires initial capital investment by City • Requires program administration by City	**City: $$** **Property Owner: $$$$**
Shared payment program City constructs main and side sewers; property owners reimburse for side sewers once connected	Likely more effective in encouraging connections while also recovering capital costs Costs shared between property owners and City	• Rate payers responsible for capital costs to construct mains. • Requires program administration by City	**City: $$$** **Property Owner: $$$**
City-paid program City constructs mains and side sewers; property owners only pay for private property connections	Most effective and quickest option to convert to sewer.	• Highest cost to City/rate payers • Equity concern: rates used to support small number of property owners.	**City: $$$$** **Property Owners: $**

Septic to Sewer Conversion



Implementation Considerations

Additional implementation options that could be bundled with a preferred program:

- Grant program. Property owners apply for funding to connect
- Low- or zero-interest loan programs.
- Neighborhood petition. Property owners obtain signatures to request a main extension. In exchange, they agree to connect within two years.
- Fee waivers based on income/ need.

Next Steps

- Maintain and implement existing policy for 2027-2028
- 2028 Develop future policy, program plan, and prepare any associated budget request for the 2029-2030 biennium.

Rationale

- Existing septic systems are still effective
- Creation of middle housing rules allowing for greater density incentivizes redevelopment of parcels on septic
- A City-funded program will require comprehensive review
  - High capital costs + staffing needs = increases to rate payers
  - Program could limit ability to deliver other priority capital projects

Discussion

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Planning Level Cost Estimates and Assumptions

Program Option	Cost Estimate (High Level)
Status quo / no change	**Capital**: $0 **Staff**: No new FTE or percentage of FTE
Property owner reimbursement program	**Capital**: $0 (upfront cost = $60M+ROW side sewer lines) **Staff**: • Senior Planner or Program Coordinator - 1 FTE • PM/ Engineering/ OM - ¼ FTE
Shared payment program	**Capital**: $60M for sewer mains **Staff**: Senior Planner or Program Coordinator - 1 FTE PM/ Engineering/ OM - ¼ FTE
City-paid program	**Capital**: $60M for sewer mains plus ROW side sewer installations (estimated at between $0-$15K per residence) **Staff**: • Senior Planner or Program Coordinator - ½ FTE • PM/ Engineering/ OM - ¼ FTE

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See the Program Design Options and Program Analysis memorandum for the cost assumptions and discussion

Memorandum

Date: 11/10/2026
Meeting of: City Council

File No. SS 26-099
Type: Study Session

Discussion of Council Vacancy

TO: Members of the City Council
SPONSORING COUNCILMEMBER CONTACT(S):

Council President	Melissa Stuart	mstuart@redmond.gov

ASSISTING DEPARTMENT STAFF (if applicable):

Executive	Hazel Wilburn	Legislative Coordinator

TITLE:

Discussion of Council Vacancy

OVERVIEW STATEMENT:

Councilmembers to discuss the Council vacancy process after the November 2026 election.

☐ **Associated with a Council Policy Proposal:** N/A

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

PROPOSED ACTION:

Councilmembers to discuss Council vacancy timeline and applicant process.

REQUEST RATIONALE (if applicable):

- **Relevant Plans/Policies:**
  N/A
- **Required:**
  N/A
- **Council Request:**
  November 10, 2026
- **Other Key Facts:**
  N/A

OUTCOMES:
Councilmembers to be informed of the Council vacancy process after the November 2026 election.

BUDGET IMPACT (if applicable):
N/A

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
11/17/2026	Committee of the Whole - Public Safety and Human Services	Receive Information

Time Constraints:
N/A

ANTICIPATED RESULT IF NOT APPROVED:
N/A

ATTACHMENTS:
Additional items may be appended prior to the November 10th Study Session.

Memorandum

Date: 11/10/2026
Meeting of: City Council Study Session

File No. SS 26-100
Type: Study Session

Council Talk Time