



Redmond Community Indicators 2010

Working to Achieve the Community's Vision



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MAYOR'S MESSAGE

April 2010

Dear Redmond Neighbors,

Welcome to the fifth edition of Redmond Community Indicators!

Just as this is published, the City of Redmond is commencing a review and update of its Comprehensive Plan. This plan update will:

- Extend the planning horizon to the year 2030,
- Ensure the Comprehensive Plan is consistent with state and regional requirements, and
- Incorporate findings from studies completed since the last major review and update

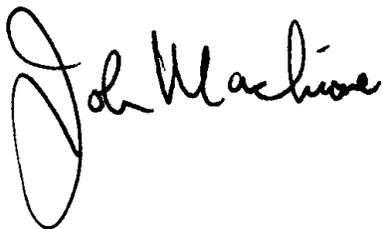
The overall vision for Redmond will not change.

Redmond Community Indicators will be a valuable tool during the update. City staff will use information from Redmond Community Indicators to assess the extent to which the City's Comprehensive Plan policies are moving Redmond toward its long-term community objectives.

One of the objectives is for Redmond to accommodate much of its growth in the Downtown and Overlake urban centers. Since 2005, over 1,000 new homes have been permitted in the two urban centers; the vast majority of these in Downtown. The City is investing in parks, transportation and other public facilities to support this growth.

To find out more about the Comprehensive Plan review and update, visit www.redmond.gov/intheworks/Redmond2030. To learn more about a specific indicator, contact the listed City department or the Long Range Planning division at 425-556-2440.

Sincerely,

A handwritten signature in black ink that reads "John Marchione". The signature is written in a cursive style with a large, looped initial "J".

Mayor John Marchione

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| Goal | Summary | Trend |
|--|--|---|
| <p>Conserve</p>  | <p>The amount of waste produced per single-family home continues to decrease. Water usage also decreased. Counts of spawning Chinook salmon in Bear and Cottage Creeks combined have decreased for three consecutive years. American coot sightings have decreased substantially, possibly due to bald eagle predation. Eight buildings were certified through the Leadership in Energy and Environmental Design (LEED) program in 2009.</p> |  |
| <p>Character</p>  | <p>Fire and Emergency Medical response times improved in 2009. Redmond Police reported decreases in motor vehicle thefts (67) and cases of identity theft (136). Redmond currently has over 1,300 acres of parks and open space and 40 miles of trails, including trails operated by other agencies. The graduation rate at Redmond High School increased to 95%.</p> |  |
| <p>Choices</p>  | <p>Ninety-four new single-family homes were permitted during the year. The median size decreased to 2,839 square feet. Six accessory dwelling units (mother-in-law apartments) were created. No homes were created through Redmond's affordable housing regulations. The number of businesses with fewer than 50 employees increased to 2,724. The ratio of residents to employees decreased slightly to 0.57.</p> |  |
| <p>Centers</p>  | <p>Little development activity commenced in 2009 owing to a weak economy, but the most recent jobs figures (2008) for Redmond's Downtown and Overlake urban centers were strong. Nearly 57,000 people hold jobs in Redmond's urban centers, which is nearly 65% of the citywide jobs total.</p> |  |
| <p>Commerce</p>  | <p>Redmond's population grew to 51,890 in 2009; total employment rose to 89,599 in 2008 (latest available). Vacancy rates increased in Redmond and on the Eastside in general during 2009. CB Richard Ellis reported the Redmond office vacancy rate as 23.2%. Estimated median household income rose to \$88,284 (2006-08 estimate). Child poverty fell to 4.4% in the Lake Washington School District (2008).</p> |  |
| <p>Culture</p>  | <p>The largest increase in participation in City recreation program was among teens (about 18,700 total participants), while overall participation increased to over 136,000. About 44,000 people attended arts performances and exhibitions throughout 2009. About 16,000 people took part in RedmondLights and Derby Days combined - an increase of 1,000 over 2008.</p> |  |
| <p>Connections</p>  | <p>Ridership on Metro and Sound Transit decreased 12.6% and 6.1% respectively. The number of collisions decreased in 2009. The pedestrian environment in Downtown continues to improve: 53% is "supportive" or better. Approximately 36% of commuters surveyed in the Commute Trip Reduction survey chose an alternative to driving alone to work in 2009.</p> |  |
| <p>Community</p>  | <p>City of Redmond volunteers logged at least 33,788 volunteer hours in 2009. City website views increased to 5.8 million total, and use of Redmond's online permit system reached a new high. Redmond supports programs including ESL classes, domestic violence advocacy, and employment retention. Also, 84% of families in Hopelink transitional housing moved to permanent housing from July 2008 to June 2009.</p> |  |

Why Monitor Trends?

Redmond monitors progress toward achieving community goals and implementing the Comprehensive Plan to help assess a) whether current policy is effective, and b) what actions would improve plan implementation.

Comprehensive Plan Goals for Redmond

The goals below underpin *Redmond Community Indicators*. The City Council adopted these goals as part of the 2004 Comprehensive Plan update.



Conserve agricultural lands and rural areas; protect and enhance the quality of the natural environment



Retain and enhance Redmond's distinctive *character* and high quality of life, including an abundance of parks, open space, good schools and recreational facilities



Emphasize *choices* in housing, transportation, stores and services



Centers: Support vibrant concentrations of retail, office, service, residential, and recreational activity in Downtown and Overlake



Commerce: Maintain a strong and diverse economy, and provide a business climate that retains and attracts locally owned companies as well as internationally recognized corporations



Promote a variety of community gathering places and diverse *cultural* opportunities



Provide convenient, safe and environmentally friendly transportation *connections* within Redmond, and between Redmond and other communities for people and goods



Remain a *community* of good neighbors, working together and with others in the region to implement a common vision for Redmond's future

Redmond Community Indicators is divided into two sections: indicators and implementation actions. Indicators monitor progress toward meeting the community's long-term goals. Implementation actions are activities needed to carry out the policy direction of the Comprehensive Plan.

New in Redmond Community Indicators 2010

Budgeting by Priorities Dashboard: Mayor Marchione instituted *Budgeting by Priorities* for Redmond's 2009-2010 budget. As part of this process, the City Council endorsed 18 "dashboard" measures that give a high-level indication of how the City is doing in meeting the six priorities of the budget.

Some dashboard measures are also part of Redmond Community Indicators. They are noted throughout the report with the symbol at right.



And Don't Forget...

Mobility: Indicators related to mobility and that are part of the Mobility Report Card are marked with the symbol at right.



Specific Objectives: Many indicators have specific objectives so as to better assess progress. Other information that is informative but not linked to a specific target is still included in brief and can be found in more detail online at www.redmond.gov/insidecityhall/planning/complanning/indicators.asp.

Community Indicator Example

5.1: Share of Regional Employment
City role: Significant

The percentage of jobs in the four-county region (King, Pierce, Snohomish, and Kitsap) located in Redmond.

- Indicator title, preceded by number. Indicators are organized by goal. Some indicators are reported biennially, others every five years.
- Describes City's role in affecting indicator behavior; ranges from direct role to no role.
- Explains exactly what was measured.

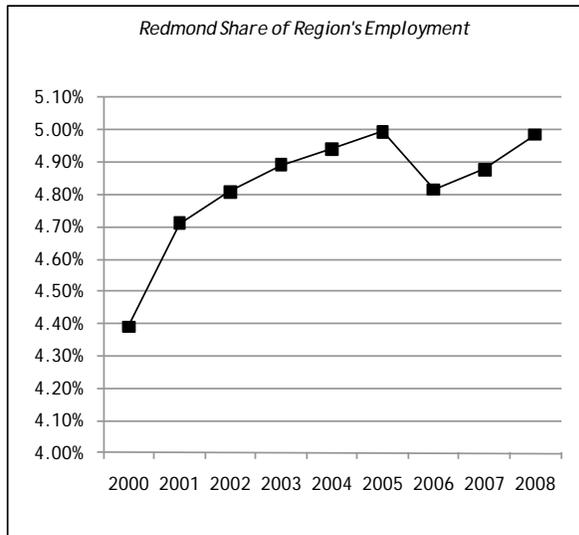
Baseline ('03): 4.30%
Observed ('08): 4.99%
Objective ('22): 5.09%

Trend: ↔

- Left box shows progress compared to baseline year. Baseline year varies depending on information availability. Observed year shows current (or most recent) observation. Objective year shows target value for indicators, in other words, the eventual goal. Right box shows recent trend in data, if any.

Redmond plans to accommodate 118,000 total jobs by 2022. Given regional growth forecasts...

- A short paragraph describes the indicator and how the information is relevant.



- Many indicators include a visual representation of change over time. This allows the reader to get a sense for how the indicator is behaving in the long term.

Implementation Action Example

| Implementation Action | Status | Short-term 2006-07 | Medium-term 2008-10 | Long-term 2001-15 | Related Comprehensive Plan Policy | Related Indicator |
|---|----------------|-----------------------|------------------------|----------------------|-----------------------------------|---|
| Centers | | | | | | |
| Update the RCDG to allow consideration of four-story mixed-use residential villages | Completed 2006 | x | | | DT-49 | Access to Convenience Goods & Services; Urban Center Growth |

- ↑ Action title
- ↑ Brief description of implementation status of the action: ranges from "complete" to "unscheduled"
- ↑ Indicates when action is anticipated to be complete. An "X" in the box means work is anticipated to be done during that time frame.
- ↑ Refers to a specific Comprehensive Plan policy
- ↑ Refers to an indicator in *Redmond Community Indicators*



Conserve agricultural lands and rural areas; protect and enhance the quality of the natural environment.



No apparent overall positive or negative trend.



Portion of the Bear and Evans Creek Trail near Perrigo Park

Resource Consumption. The amount of waste produced per single-family home continues to decrease (59 lbs.) while the multi-family recycling rate continues to increase (16%). Water usage also decreased to 287 million cubic feet (2007-09 three-year average). Redmond's goal is to reduce water consumption by 1.6% between 2007 and 2012.

Fish and Wildlife. Counts of juvenile Coho and Chinook salmon have decreased for two consecutive years. Counts of spawning Chinook salmon in Bear and Cottage Creeks combined have decreased for three consecutive years. Owl populations in Marymoor Park are diverse, while American coot sightings have decreased substantially, possibly due to bald eagle predation.

Green Building. Eight buildings were certified through the Leadership in Energy and Environmental Design (LEED) program in 2009.

GO figure

Numbers at your fingertips

| How Much/Many? | Of What? | Trend |
|----------------|--|-------|
| 0 | Square miles added to Urban Growth Area in vicinity of Redmond | ↔ |
| 0 | Transferable development rights transacted | ↔ |
| 30 | Spawning Chinook salmon in Bear Creek | ↓ |
| 251,285 | Juvenile Sockeye salmon in Bear Creek (2008) | ↔ |
| 12,770 | Juvenile Chinook salmon in Bear Creek (2008) | ↓ |
| 12,208 | Juvenile Coho salmon in Bear Creek (2008) | ↓ |
| 406 | Hawk and falcon sightings at Marymoor Park | ↔ |
| 249 | Great blue heron sightings at Marymoor Park | ↔ |

Data for 2009 unless otherwise noted. Visit www.redmond.gov/insidecityhall/planning/compplanning/indicators.asp for more information about the above figures.

1.1 Stream Water Quality

City role: Indirect

Percentage of stream sampling locations with Water Quality Index greater than 40 (i.e., of "marginal" or "low" concern).

Baseline ('05): 46%
Observed ('08): 67%
Objective ('20): 100%

Trend: n/a*

* data does not support trend analysis



The Washington State Department of Ecology developed a Water Quality Index (WQI) tool that synthesizes a variety of water quality field data into one dimensionless score between zero and 100. WQI scores of 80 and

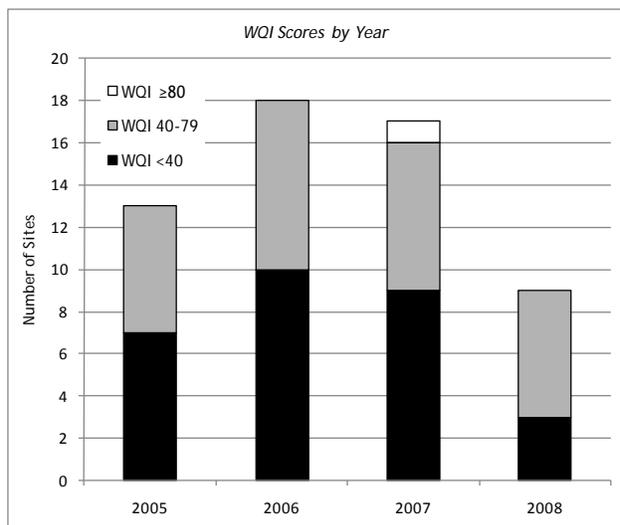
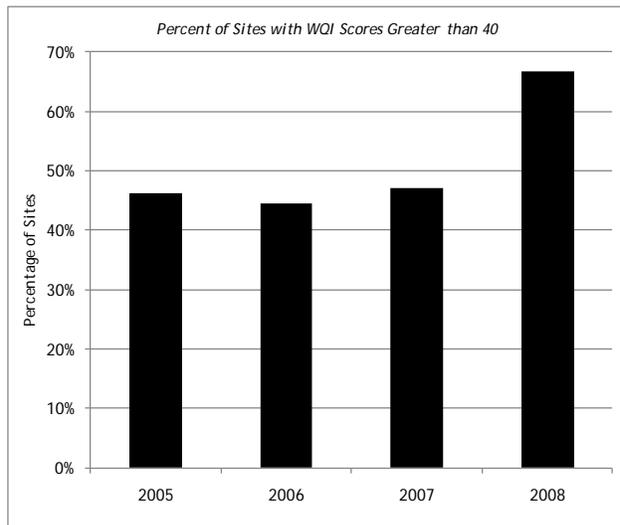
above indicate a stream can support fish and wildlife, and is safe for human contact. Streams with scores between 40 and 79 are considered "marginal." WQI scores of less than 40 indicate streams are of "greatest concern".

To determine a stream's WQI score, eight water quality parameters are measured:

1. temperature (high temperature is bad)
2. dissolved oxygen (low concentration is bad)
3. pH (acidity too high or too low is bad)
4. fecal coliform bacteria (pathogens, high is bad)
- 5-6. nitrogen and phosphorous (nutrients, high is typically bad)
- 7-8. total suspended solids and turbidity (high is typically bad)

The City's goal is to eliminate WQI scores below 40 for core sampling locations by 2020, in coordination with Washington State's Puget Sound Action Agenda.

In 2009 the City implemented an updated WQI sampling protocol. Water quality samples are now collected on a monthly basis over the water year (October to September). Samples are not taken during, or soon after, rain storms. This change produces more accurate index values as the WQI was designed to measure non-storm-related, low-flow stream conditions. Water quality typically declines during periods of stormwater runoff.



Trend analysis from year to year using an index value is not scientifically sound.

Source: City of Redmond Natural Resources; updated January 2010

1.2 Water Consumption

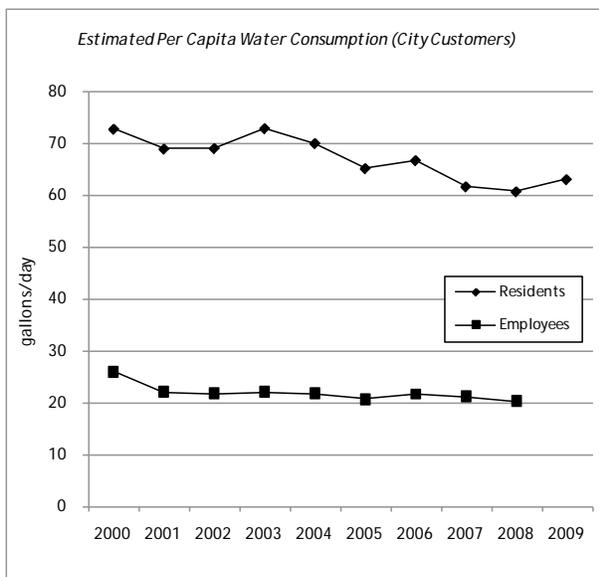
City role: Significant

Millions of cubic feet per year; "year" is second year in three-year period (e.g., 2005 is average of 2004-06)

Baseline ('01): 286
Observed ('08): 287
Objective ('12): 286

Trend: ↔

Water usage fluctuates each year depending on weather, price, and business and residential growth. Since 2001, the three-year rolling average of annual water consumption by City customers (not customers in the Novelty Hill Urban Planned Developments) has ranged from 286.3 million to 299.6 million cubic feet (that is, 2.14 to 2.24 billion gallons). Redmond's goal is to reduce water consumption by 1.6% between 2007 and 2012.



Sources: Utility Billing for consumption figures; Washington State Office of Financial Management for estimated residential populations; Puget Sound Regional Council for estimated employment

Note: one cubic foot equals 7.48 gallons; Redmond bills customers in 100-cubic-foot - that is, 748-gallon, increments.

Data updated February 2010

1.5 Environmentally Sensitive Urban Development

City role: Direct

Projects built according to City sustainable development standards or LEED standards.

Baseline ('04): 3
Observed ('09): 8
Objective: --

Trend: ↔

LEED buildings and developments are evaluated for certification in a number of categories including: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

To qualify for LEED certification, a development must earn a certain number of credits, each linked to a green building practice.

Eight buildings were LEED certified in Redmond during 2009.

Updated January 2010

1.3 Waste & Recycling

City role: Significant

Three measures: single-family: lbs/customer/week; multi-family & non-residential: recycling rate.

Single-Family

Baseline ('06): 66 lbs
Observed ('09): 59 lbs
Objective ('12): 50 lbs

Trend: ↓



Of the 59 pounds of waste per week per single-family residential customer in 2009, about 38 pounds, or 64%, were recycled.

"Wastestream" for single-family households includes all curbside waste and recyclable materials and

70% of recycling event materials. The City's goal is to reduce single-family waste to 50 pounds per week per single-family customer by 2012.

Multi-Family

Baseline ('04): 11%
Observed ('09): 16%
Objective ('12): 25%

Trend: ↑

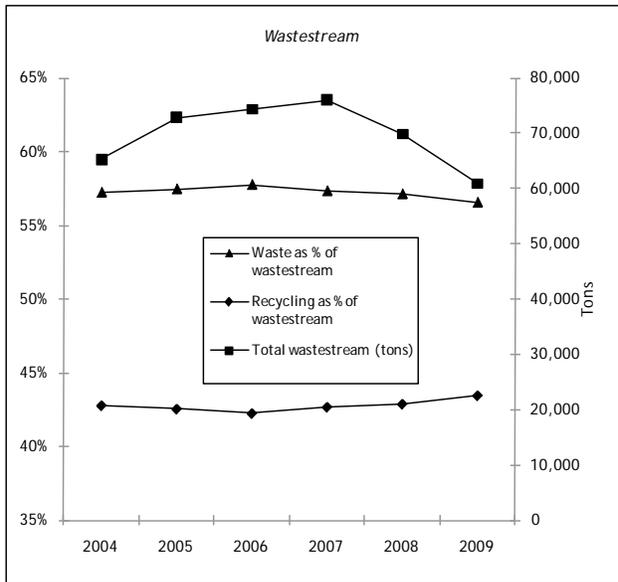
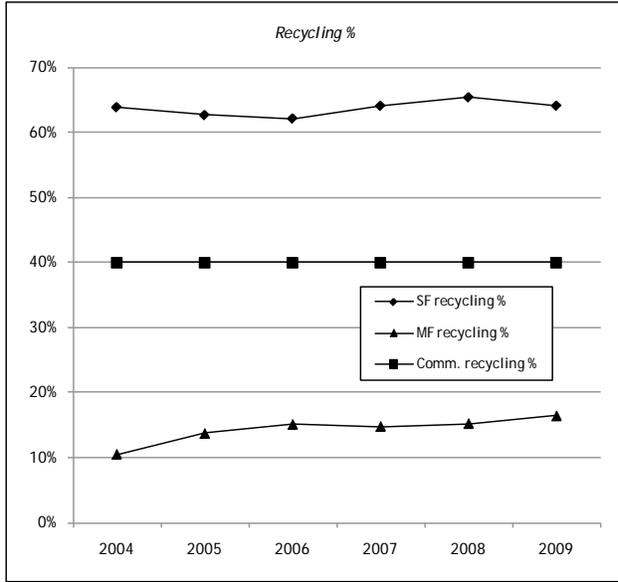
Households residing in multi-family structures represent a great opportunity for increased recycling in Redmond. The gap between single-family and multi-family recycling proportions remains large (16% vs. 64%). The City's goal is to increase the recycling rate of multi-family households to 25% by 2012.

Non-Residential

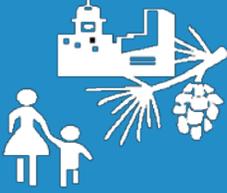
Baseline ('04): 40%
Observed ('09): 40%
Objective ('12): 50%

Trend: ↔

Non-residential customers accounted for about 22,000 tons of waste and 14,000 tons of recycled materials in 2009. The City's goal is to increase the amount of the commercial wastestream that is recycled to 50%.

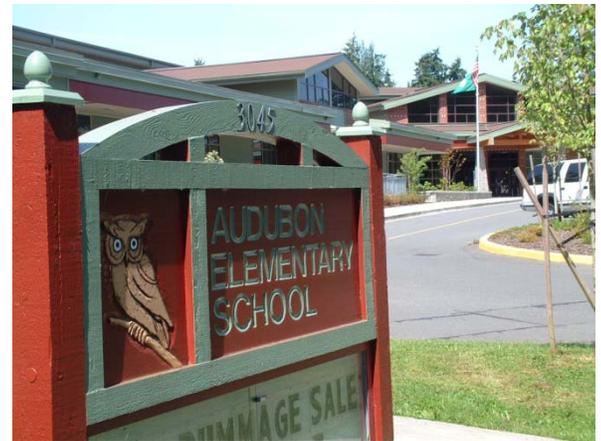


Source: Public Works Department
Data updated March 2010



Retain and enhance Redmond's distinctive **character** and high quality of life, including an abundance of parks, open space, good schools and recreational facilities

 **No apparent overall positive or negative trend.**



Audubon Elementary School in the Viewpoint Neighborhood

Public Safety. Fire and Emergency Medical response times improved in 2009: 43% of calls were responded to within 5 minutes 30 seconds. Calls for service are trending down slightly for police and are stable for fire and emergency medical response. Redmond Police reported decreases in motor vehicle thefts and cases of identity theft, as noted at right.

Education. The graduation rate at Redmond High School increased to 95%. The graduation rate for the Lake Washington School District as a whole was 91%.

Parks and Open Space. Redmond is updating its Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan. Redmond currently has over 1,300 acres of parks and open space and 40 miles of trails, including trails operated by other agencies.

GO figure

Numbers at your fingertips

| How Much/Many? | Of What? | Trend |
|----------------|---|-------|
| 1,211 |  Developed park and open space acreage | ↔ |
| 40 | Trail miles | ↔ |
| 7,695 | Street trees | ↑ |
| 0, 5 | Fires spreading beyond room of origin (sprinkled, non-sprinkled respectively) | ↔ |
| 5 | Fire investigation reports where damage exceeds \$10,000 | ↔ |

| How Much/Many? | Of What? | Trend |
|----------------|---|-------|
| 2,587 | Occupancies inspected for fire safety | ↑ |
| 34 | Fire calls for service per 1,000 population | ↔ |
| 68 | EMS calls for service per 1,000 population | ↔ |
| 43% |  Fire and EMS response times under 5 minutes, 30 seconds | ↔ |
| 442 | Police calls for service per 1,000 population | ↓ |
| 52 |  Violent crimes | ↔ |
| 189 |  Residential and commercial burglaries | ↔ |
| 67 |  Motor vehicle thefts, including attempts | ↓ |
| 550 |  Motor vehicle prowls, including attempts | ↔ |
| 136 |  Cases of identity theft | ↓ |
| 95% | Redmond High School graduation rate | ↑ |

Data for 2009 unless otherwise noted. Visit www.redmond.gov/insidcityhall/planning/compplanning/indicators.asp for more information about the above figures.

2.2 Crime Clearance Rate

City role: Significant

Proportion of crimes where investigation results in arrest and charging of a suspect.

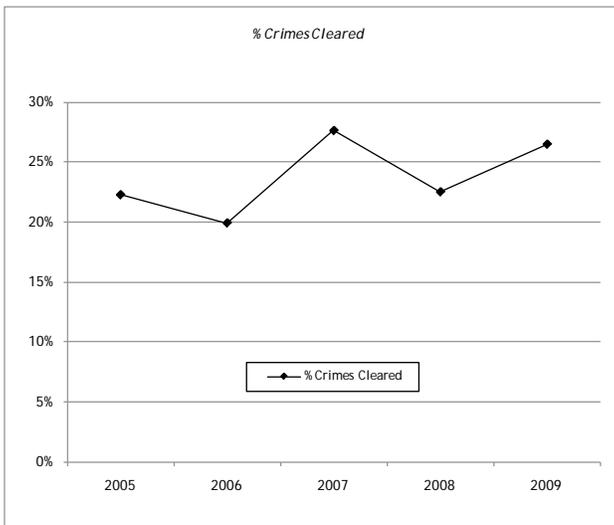
Baseline ('05): 22%
Observed ('09): 26%
Objective: --

Trend: ↔

The "clearance rate" is the proportion of crimes where investigation has resulted in the arrest and charging of suspects; the clearance rate from previous years may change as additional cases are cleared over time. The clearance rate is different than the prosecution or conviction rate, since prosecutors decide whether or not to prosecute a case.

Additionally, a crime may be cleared without the arrest of any suspect if a suspect (or suspects) has been identified, but external circumstances, such as a suspect's death, prevent arrest and charging.

In 2009 Redmond Police reported clearing 26% of the crimes listed below.



Source: City of Redmond Police Department

Note: Crimes tracked are homicide, rape, robbery, assault, burglary, and larceny. Motor vehicle thefts excluded from 2006 and 2007 figures.

Data updated February 2010

2.3 Fire, Police, and Emergency Medical Service Calls for Service

City role: Indirect

Total annual calls for police services normalized by residential population and daytime population.

Police Calls for Service per 1,000 Residents

Baseline ('05): 505
Observed ('09): 442
Objective: --

Trend: ↓

Police Calls for Service per 1,000 Daytime Population

Baseline ('05): 239
Observed ('09): 209
Objective: --

Trend: ↓

Fire Calls for Service per 1,000 Residents

Baseline ('05): 34
Observed ('09): 34
Objective: --

Trend: ↔

Fire Calls for Service per 1,000 Daytime Population

Baseline ('05): 16
Observed ('09): 16
Objective: --

Trend: ↔

EMS Calls for Service per 1,000 Residents

Baseline ('05): 77
Observed ('09): 68
Objective: --

Trend: ↔

EMS Calls for Service per 1,000 Daytime Population

Baseline ('05): 37
Observed ('09): 32
Objective: --

Trend: ↔

Source: Fire Department, Police Department

Data updated February 2010



Emphasize choices in housing, transportation, stores and services.

No apparent overall positive or negative trend.



Veloce Apartments at the Downtown Redmond Transit Center

Housing. Residential development slowed dramatically in 2009. Ninety-four new single-family homes were permitted during the year. The median size decreased to 2,839 square feet from over 3,000 square feet. Six accessory dwelling units (mother-in-law apartments) were created. No small homes were demolished. No homes were created through Redmond’s affordable housing regulations.

Business. Though the overall economy in 2009 was bleak nationwide, the number of businesses with fewer than 50 employees has increased to 2,724 since 2007. The ratio of residents to employees decreased slightly for the second consecutive year to 0.57.

GO figure

Numbers at your fingertips

| How Much/Many? | Of What? | Trend |
|----------------|---|-------|
| 0.57 | Residents per employee (2008) | ↓ |
| 6 |  Innovative and senior housing units permitted | ↑ |
| 0 |  Affordable dwellings permitted | ↓ |
| \$300,000 | Contribution to Housing Trust Fund | ↔ |
| 0 | Small home demolitions | ↔ |
| 2,724 | Small and medium-sized licensed businesses (2008) | ↑ |

Data for 2009 unless otherwise noted. Visit www.redmond.gov/insidecityhall/planning/complanning/indicators.asp for more information about the above figures.

3.1 Housing Permits Issued by Unit Size

City role: Indirect

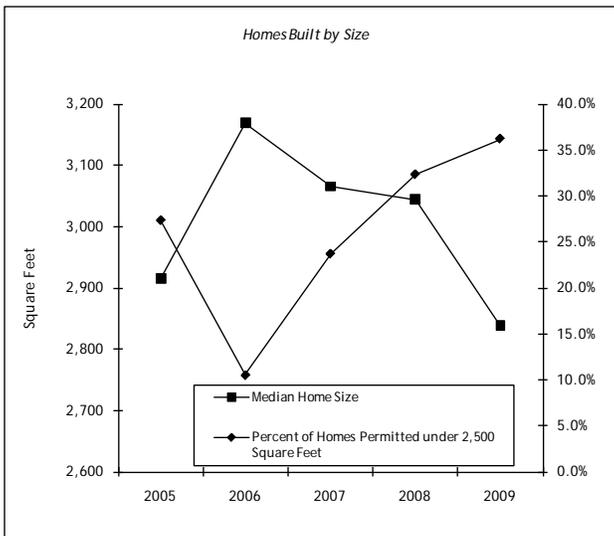
Percentage of single-family dwellings permitted less than 2,500 square feet

Baseline ('05): 27%
 Observed ('09): 36%
 Objective: --

Trend: ↑

The median new single-family home in Redmond measured 2,839 square feet in 2009, a decrease of 206 square feet from 2008. The Redmond community values variety in home type and size. The City undertakes initiatives consistent with that goal, such as allowing cottage homes and attached single-family homes through the neighborhood planning process.

The “mode” category (the size category with the most homes) for each year since 2005 has been 3,000-3,499 square feet. The most dramatic change in 2009 was the 50% decrease in 3,000-3,499 square-foot homes and homes over 4,000 square feet. Overall new single-family home permit issuance decreased for the second consecutive year to 94 homes.



Source: City of Redmond Planning Department

Data updated January 2010



Centers: support vibrant concentrations of retail, office, service, residential, and recreational activity in Downtown and Overlake



No apparent overall positive or negative trend.



Portula'ca Townhomes in Downtown - near completion.

Downtown and Overlake Vitality. Little development activity commenced in 2009 owing to a weak economy, but the most recent jobs figures (2008) for Redmond's Downtown and Overlake urban centers were strong. Nearly 57,000 people hold jobs in Redmond's urban centers, which is nearly 65% of the citywide jobs total.

GO figure

Numbers at your fingertips

| How Much/Many? | Of What? | Trend |
|----------------|--|-------|
| 9,951 | Estimated jobs in Downtown Redmond (2008) | ↔ |
| 46,924 | Estimated jobs in Overlake Urban Center (2008) | ↑ |

Data for 2009 unless otherwise noted. Visit www.redmond.gov/insidecityhall/planning/complanning/indicators.asp for more information about the above figures.

4.1 Proportion of City's Growth Located in Centers

City role: Significant

Ratio of proportion of dwellings and commercial floor area permitted in centers to amount expected given growth allocation forecasts.

Residential

Baseline ('05): 1.0
Observed ('09): 0.8
Objective: 1.0

Trend: ↔

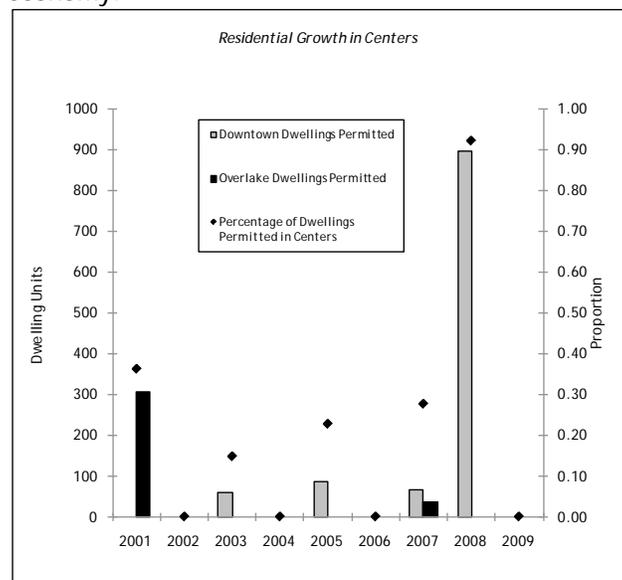
No new residences were permitted in 2009 in either the Downtown or Overlake urban center. Housing permitted in 2008 continues to be constructed in Downtown Redmond. The City expects to accommodate about 7,000 new homes in the Downtown and Overlake urban centers between 2005 and 2022.

Commercial

Baseline ('05): 1.0
Observed ('09): 1.0
Objective: 1.0

Trend: ↔

During 2009, Redmond issued permits for about 400,000 square feet of new commercial space, of which about 16,000 square feet are in the Downtown and Overlake urban centers. Both residential and commercial permitting activity slowed in 2009 due to the overall downturn in the economy.



Source: Planning Department; Updated February 2010

4.2 CIP Completion in Centers

City role: Direct

Ratio of dollars expended on CIP projects in Centers to expected costs per adopted budget documents.

Baseline ('07): 0.67
Observed ('09): 0.34
Objective: 1.00

Trend: ↔

This indicator measures how much of what was budgeted for capital projects in Redmond's centers was spent.

The City expects to accommodate a significant portion of its residential and commercial growth in the Downtown and Overlake urban centers. In order to successfully achieve this, the City must serve existing and future needs in this area by providing adequate infrastructure. For example, the City plans to update its sanitary sewer and stormwater infrastructure in the Downtown over the next few years.

In 2009, about one third of capital budget for projects in the Downtown and Overlake urban centers was spent that same year. Outlays for BNSF corridor acquisition and the Downtown Park were upcoming at the end of 2009.

Source: Public Works Department

Updated February 2010

4.3 Downtown Transit

City role: Indirect

Number of travel time and service frequency targets met for regional transit connections to/from Downtown.

Travel Time Targets Met

| | |
|--------------------|----------|
| Baseline ('03): 2 | Trend: ↔ |
| Observed ('09): 2 | |
| Objective ('22): 4 | |

Service Frequency Targets Met

| | |
|--------------------|----------|
| Baseline ('03): 1 | Trend: ↔ |
| Observed ('09): 1 | |
| Objective ('22): 4 | |

| Transit from Downtown to: | | | | |
|---------------------------|------------------|-------------------------|-------------------------------|-------------------|
| | Downtown Seattle | Bellevue Transit Center | University District (Seattle) | Downtown Kirkland |
| Travel Time (fastest) | 35 | 30 | <i>25+</i> | <i>15</i> |
| Service Frequency (best) | 10 | 30 | 10 | <i>30</i> |
| Route # | 545 | 232 | 545* | 248 |

*With one transfer or ½-mile walk
Achieved targets are bolded and italicized.

Bus service from Downtown Redmond to key regional centers remained about the same during 2009.

Source: Metro Transit

Updated March 2010

4.4 Overlake Transit

City role: Indirect

Number of travel time and service frequency targets met for regional transit connections to/from the Overlake Transit Center.

Travel Time Targets Met

| | |
|--------------------|----------|
| Baseline ('03): 1 | Trend: ↔ |
| Observed ('09): 4 | |
| Objective ('22): 4 | |

Service Frequency Targets Met

| | |
|--------------------|----------|
| Baseline ('03): 2 | Trend: ↔ |
| Observed ('09): 2 | |
| Objective ('22): 4 | |

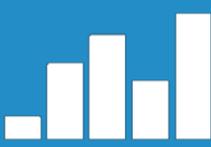
| Transit from Overlake to: | | | | |
|---------------------------|------------------|-------------------------|-------------------------------|-------------------|
| | Downtown Seattle | Bellevue Transit Center | University District (Seattle) | Downtown Kirkland |
| Travel Time (fastest) | <i>25</i> | <i>10</i> | <i>15+</i> | <i>20</i> |
| Service Frequency (best) | 10 | 30 | 10 | <i>30</i> |
| Route # | 545 | 232 | 545* | 245 |

*With one transfer or ½-mile walk
Achieved targets are bolded and italicized.

Bus service from the Overlake Transit Center to key regional centers remained largely unchanged in 2009. Travel time to the Bellevue Transit Center did improve slightly.

Source: Metro Transit

Updated March 2010



Commerce: Maintain a strong and diverse economy, and provide a business climate that retains and attracts locally owned companies as well as internationally recognized corporations

↔ **No apparent overall positive or negative trend.**



White Swan in Overlake Village just after completion.

The national economy grew in the second half of 2009 after several quarters of contraction. That translated into a mix of good and bad news in Redmond's *commerce* indicators.

Businesses and Commercial Property. There are 5,383 businesses licensed to operate in Redmond - a new high. At the same time, vacancy rates increased in Redmond and on the Eastside in general during 2009. Vacancy figures are from local CBRE publications. See table at right for details.

Population and Employment. Redmond's population grew to 51,890 in 2009, and total employment rose to 89,599 in 2008 (latest available). Redmond's share of regional employment also increased.

Income and Poverty. King County estimated median household income fell to \$62,810 (inflation adjusted) while Redmond's estimated median household income rose to \$88,284 (2006-08 estimate, inflation adjusted). Child poverty fell to 4.4% in the Lake Washington School District (2008).

GO figure

Numbers at your fingertips

| How Much/Many? | Of What? | Trend |
|-------------------------|---|-------|
| 1,011 | New businesses licensed | ↑ |
| 89,599 |  Jobs in Redmond (2008) | ↑ |
| \$31.3 million | Sales and property tax receipts | ↔ |
| 7.8% | Eastside retail vacancy rates | ↑ |
| 23.2% | Redmond office vacancy rates | ↑ |
| 21.7% | Eastside flex/tech vacancy rates | ↑ |
| 11.2% | Eastside warehouse vacancy rates | ↔ |
| \$88,284 (2009 dollars) | Estimated Redmond median household income (2006-08) | n/a |
| 4.4% | LWSD students living in poverty (2008) | ↓ |

Data for 2009 unless otherwise noted. Visit www.redmond.gov/insidecityhall/planning/complanning/indicators.asp for more information about the above figures.

5.1 Share of Regional Employment

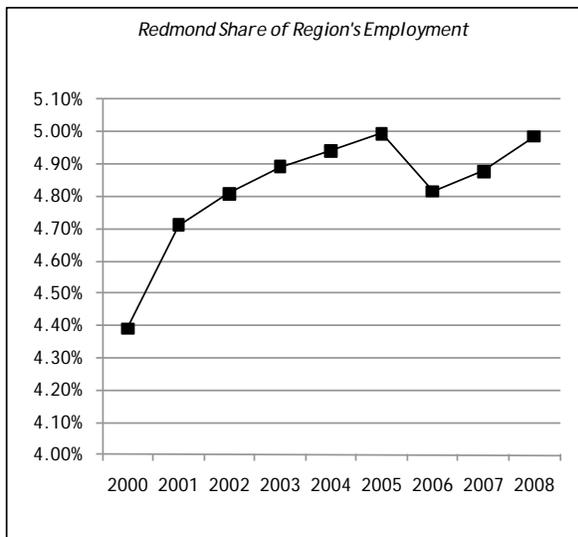
City role: Significant

The percentage of jobs in the four-county region (King, Pierce, Snohomish, and Kitsap) located in Redmond.

Baseline ('03): 4.30%
Observed ('08): 4.99%
Objective ('22): 5.09%

Trend: ↑

Redmond plans to accommodate 118,000 total jobs by 2022. Given regional growth forecasts, those 118,000 jobs would represent 5.09% of the four-county (King, Pierce, Snohomish, and Kitsap) regional total in 2022. In 2008, Redmond accounted for 4.99% of the estimated regional employment total of about 2.2 million jobs. In 1990 Redmond jobs accounted for 2.26% of the regional total. That figure reached a peak-to-date of 5.00% in 2005.



Source: Planning Department, Washington State Office of Financial Management

Updated January 2010

5.2 Licensed Businesses

City role: Indirect

Net change in number of businesses licensed to operate in Redmond.

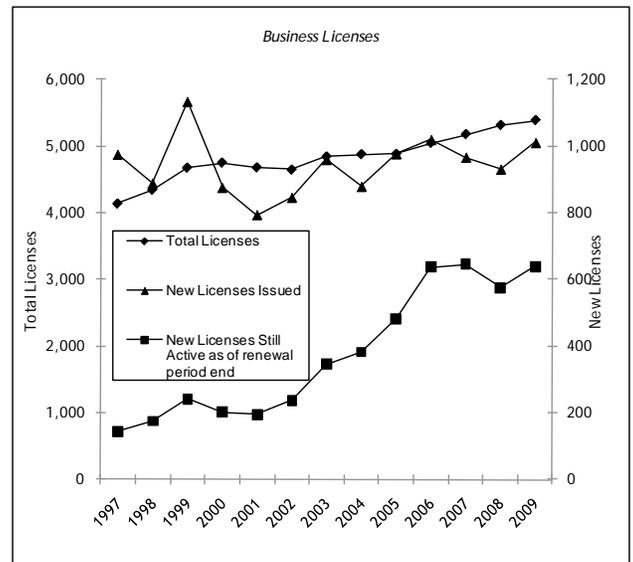
Baseline ('97): 4,145
Observed ('09): 5,383
Objective: --

Trend: ↑

In 2009 Redmond licensed 1,011 new businesses, of which 639 remained active as of the end of the license renewal period in 2010. Overall, 5,383 businesses are licensed to operate in Redmond.

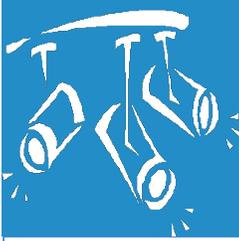
The term "new" business includes businesses that were previously operating but were unlicensed, and those that underwent a change of ownership. The City also licenses firms that operate in Redmond but are not physically located in Redmond, such as contractors.

New business retention rose in 2009 after falling slightly in 2008 slightly. The total number of licensed businesses reached a new high for the eighth consecutive year.



Source: Redmond Business License Data

Updated February 2010



Promote a variety of community gathering places and diverse cultural opportunities



No apparent overall positive or negative trend.



People enjoy Derby Days 2009 on a warm summer afternoon.

Recreation and Arts. The largest increase in participation in City recreation program was among teens, while overall participation increased to over 136,000. About 44,000 people attended arts performances and exhibitions throughout 2009.

Events. About 16,000 people took part in RedmondLights and Derby Days combined - an increase of 1,000 over 2008.

GO figure

Numbers at your fingertips

| How Much/Many? | Of What? | Trend |
|----------------|--|-------|
| 44,000 | Attendees of arts performances and exhibitions | ↔ |

Data for 2009 unless otherwise noted. Visit www.redmond.gov/insidecityhall/planning/complanning/indicators.asp for more information about the above figures.

6.1 Large Event Attendance

City role: Significant

Estimated or actual attendance at Derby Days and Redmond Lights

Baseline ('01): 7,500
Observed ('09): 17,000
Objective: --

Trend: ↔



Summer's Derby Days bicycle race is the oldest of its kind in the United States, beginning in 1939.

RedmondLights, a celebration of holiday traditions, encompasses a series of events from late

November through early January.

For thirteen years, the City has hosted *Eggstravaganza*, a traditional springtime egg hunt and pancake breakfast. In 2009 the event drew about 1,000 people.

Event Attendance

| Year | Derby Days | RedmondLights |
|------|------------|---------------|
| 2001 | 4,000 | 3,500 |
| 2002 | 5,000 | 3,500 |
| 2003 | 5,000 | 4,000 |
| 2004 | 6,000 | 6,000 |
| 2005 | 8,000 | 10,000 |
| 2006 | 10,000 | 8,000-10,000 |
| 2007 | 10,000 | 8,000 |
| 2008 | 10,000 | 5,000 |
| 2009 | 10,000 | 6,000 |

Source: Parks Department

Updated January 2010

6.2 Enrollment in Recreational and Cultural Programs

City role: Significant

Total enrolled in City recreational and cultural programs by age group, and description of non-City recreational opportunities.

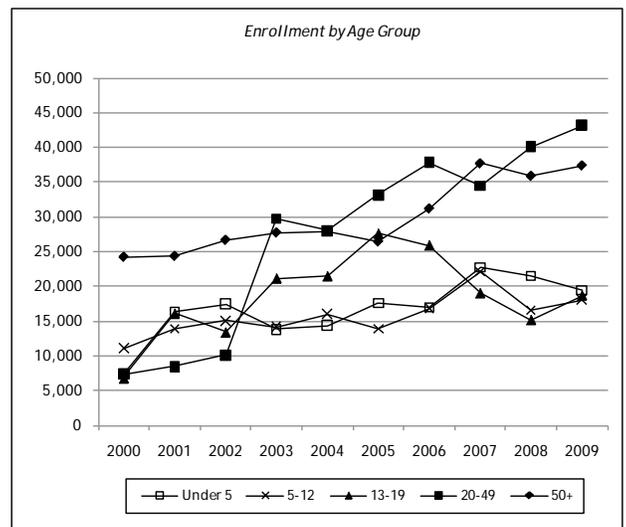
Baseline ('00): 56,777
Observed ('09): 136,818
Objective: --

Trend: ↔



A record 136,818 people participated in Redmond recreation programs in 2009. City-sponsored recreation programs include sports, fitness, adaptive recreation, outdoor, preschool, teen, and senior center programs.

In 2009, the largest increase in participation was among teens. Only enrollment for those less than five years of age decreased. In many cases, enrollment for children's programs is limited because most activities facilities are used to their maximum capacity already. Adult programs continue to increase in part because of additional hours added at the Senior Center, funded by the 2007 Parks Levy.



Source: Parks Department

Updated January 2010



Provide convenient, safe and environmentally friendly transportation **connections** within Redmond, and between Redmond and other communities, for people and goods

↔ **No apparent overall positive or negative trend.**



Mayor Marchione prepares to cut the ribbon to open the Bear Creek Parkway extension, a key link in the City's transportation system.

Transit: Ridership on Metro and Sound Transit decreased 12.6% and 6.1% respectively. Prior to 2009, ridership had increased five of the last six years. Twelve of fifteen local service hour targets have been met, as well as two of five local connection frequency targets.

Safety: The number of collisions decreased in 2009, as did the number of collisions involving pedestrians or bicycles.

Pedestrian & Bicycle Environments: The pedestrian environment in Downtown continues to improve: 53% is "supportive" or better. Overlake Village and Redmond's multi-modal corridors are also top priorities. The City continues to complete portions of the 2022 Bicycle Priority Network.

Traffic: PM peak-hour vehicle miles traveled decreased slightly from 2008 to 2009. Traffic data by transportation management district and by screenline is updated biennially and will be updated in next year's report.

Mode Split: Approximately 36% of commuters surveyed in the Commute Trip Reduction survey chose an alternative to driving alone to work in 2009. The next survey will be conducted in 2011.

Transportation System Completion: Tracking the rate that Transportation Facility Plan (TFP) projects and programs are completed, funded or partially funded is critical to ensuring that the City's transportation system keeps pace with growth. Over 50% is planned to be completed within the next six years; reaching this level of completion depends on adequate revenues.

GO figure

Numbers at your fingertips

| How Much/Many? | Of What? | Trend |
|----------------|---|-------|
| 9,200 | Students riding the bus to school | ↔ |
| 730 | Traffic collisions not involving pedestrians or bicyclists | ↔ |
| 29 | Collisions involving pedestrians or bicyclists | ↔ |
| 7.6% | Traffic growth for selected intersections since 1996 (2008) | ↑ |
| 36% | AM commuters traveling by non-single occupancy vehicle | ↑ |

Data for 2009 unless otherwise noted. Visit www.redmond.gov/insidecityhall/planning/complanning/indicators.asp for more information about the above figures.

7.1 Concurrency

City role: Significant

Ratio of transportation facility supply to transportation facility demand.

Baseline ('09): 1.31

Observed ('09): 1.31

Objective ('22): 1.00

Trend: TBD

As of the end of 2009, there are 8,963 mobility units available. There is a total supply of 37,462 mobility units and a total demand of 28,499 mobility units.

The objective is to keep funding for transportation facilities (supply) and pace of growth (demand) in balance.

Source: Public Works and Planning Departments

Updated January 2010

7.2 Completion of 2022 Transportation Facilities Plan

City role: Direct

Percentage of dollars spent on or allocated to projects and programs in the 2022 Transportation Facilities Plan compared to total anticipated 2022 TFP project costs.

Baseline ('05): 5%

Observed ('09): 54%

Objective ('22): 100%

Trend: ↔

A functioning transportation system is critical to Redmond's quality of life and economic vitality. Investment in transportation in Redmond includes the obvious, such as lane paving and sidewalk extensions. It also includes unseen projects like signal synchronization and planning for the undergrounding of utilities.

The reported figure includes dollar amounts from TFP projects or programs that are complete, funded, or partially funded. This indicator helps determine the extent to which Redmond is achieving the transportation network envisioned to exist in 2022. It is dependent on City revenue and outside funding sources being available for transportation projects.

Note: During 2009 the City increased the number of projects included in the 2022 Transportation Facility Plan to provide increased people moving capacity for increased 2022 growth targets, therefore decreasing the percent complete, funded, or partially funded.

Source: Public Works Department

Updated April 2010

7.3 Ridership on Metro & Sound Transit Routes in Redmond

City role: Indirect

Average weekday boardings for Metro and Sound Transit service in Redmond.

Metro

Baseline ('03): 2,296
Observed ('09): 3,841
Objective ('22): 4,133

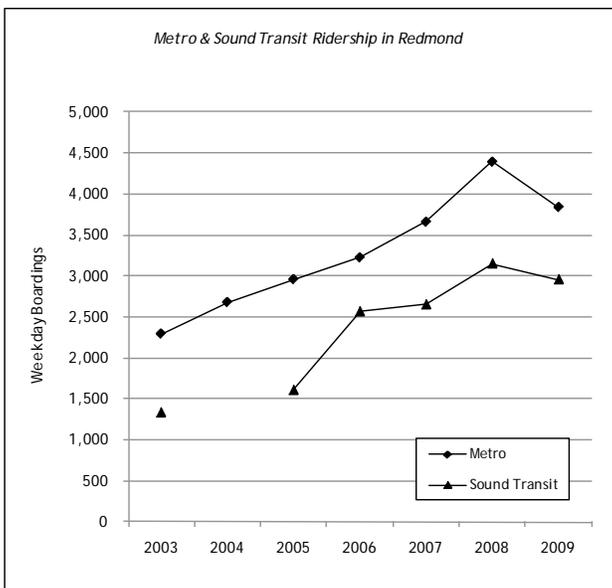
Trend: ↔

Sound Transit

Baseline ('03): 1,133
Observed ('09): 2,955
Objective ('22): 2,399

Trend: ↔

Ridership on Metro and Sound Transit in Redmond decreased by 12.6% and 6.1%, respectively. Ridership has increased five of the last six years.



Source: Metro Transit

Updated March 2010

7.4 Service Hour Targets for Local Transit

City role: Indirect

Number of local service hours and connection frequency targets met.

Baseline ('04): 5
Observed ('09): 12
Objective ('22): 15

Trend: ↔

Service to and from the Overlake Park & Ride and Northeast Redmond is least developed; service between the two does not exist. Service is circuitous between the Overlake Park & Ride and Overlake Transit Center.

| Local Destination Service Hours | | | | | |
|---------------------------------|---------------------|-------------------|-------------------------|----------------------|------------------------|
| to/from: | Redmond Town Center | Northeast Redmond | Overlake Transit Center | Overlake Park & Ride | Bear Creek Park & Ride |
| Downtown Transit Center | 19 | 18 | 19 | 19 | 19 |
| Route # | 545, 253, 248 | 248 | 545 | 230 | 545, 253 |
| Redmond Town Center | -- | 18 | 19 | 18 | 19 |
| Route # | -- | 248 | 545, 221 | 253 | 545, 248, 253 |
| Northeast Redmond | -- | -- | 18 | 0 | 18 |
| Route # | -- | -- | 221 | -- | 248 |
| Overlake Transit Center | -- | -- | -- | 13 | 19 |
| Route # | -- | -- | -- | 249 | 545 |
| Overlake Park & Ride | -- | -- | -- | -- | 13 |
| Route # | -- | -- | -- | -- | 253 |

Target service hours = 18; bolded indicates target met

Updated March 2010

7.5 Connection Frequency Targets For Local Transit

City role: Indirect

Number of local service hours and connection frequency targets met.

Baseline ('03): 0
 Observed ('09): 2
 Objective ('22): 5

Trend: ↔

Service frequency to/from Redmond's major transit centers to other areas in the City was mostly unchanged from 2008 to 2009. Service from the Overlake Park & Ride to/from the Overlake Transit Center continues to be somewhat circuitous. Better service exists for those willing to walk from transit stops on 156th Avenue NE to the Overlake Park & Ride area on 152nd Avenue NE.

| Local Destination Service Frequency | | | | |
|-------------------------------------|-------------------------|----------------------|-------------------|---------------------|
| to/from: | Overlake Transit Center | Overlake Park & Ride | Northeast Redmond | Redmond Town Center |
| Downtown Transit Center | 10 | 30 | 30 | 10 |
| Route # | 545 | 230 | 248 | 545 |
| Overlake Transit Center | NS | 30 | NS | NS |
| Route # | -- | 249 | -- | -- |

Target frequency = 15 minutes; bold and italicized indicates target met. NS = no standard.

Source: Metro Transit

Updated February 2010

7.6 Vehicle Miles Traveled (VMT) in PM Peak Hour

City role: Indirect

Number of vehicle miles traveled during the afternoon (PM) peak hour on Redmond arterials, based on computer modeling.

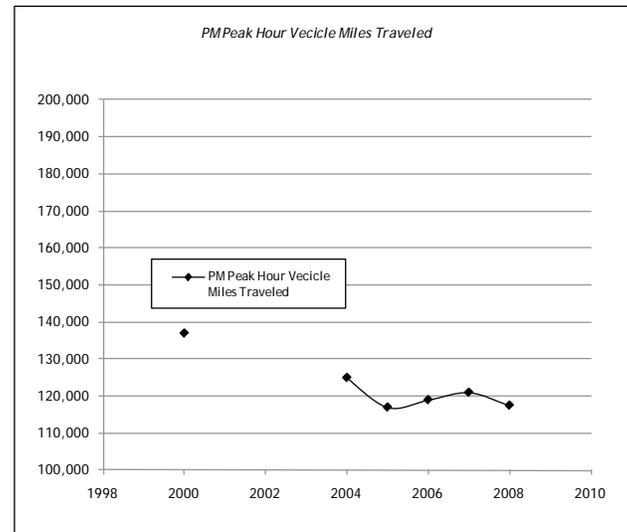
Baseline ('00): 137,000
 Observed ('08): 117,500
 Objective ('22): 176,000

Trend: ↔

One "vehicle mile of travel" (VMT) represents one vehicle traveling one mile within the City on the Redmond arterial street network (including state routes). This measure cannot be directly observed or counted and thus must be estimated from other data. The estimate is for an average PM peak hour. It is obtained most readily by running the most recent update of the Bellevue-Kirkland-Redmond (BKR) traffic model.

VMT is the best variable for measuring trends in the amount of vehicular traffic in Redmond. It is also utilized in estimating air pollution, congestion and other dependent variables.

Variation between the 2000 base and 2005-2008 data reflect variations in the street network included in the model. This measure was updated using the latest available model data which represents 2008 conditions.



Source: Public Works Department

Updated March 2010

7.7 Pedestrian Environment

City role: Direct

Percentage of pedestrian environment designed to "pedestrian supportive" standards along multimodal corridors, in Overlake Village, and Downtown.

Multimodal Corridors (% Supportive or Better)

Baseline ('07): 5%
Observed ('09): 6%
Objective ('22): 100%

Trend: ↔

Overlake Village (% Supportive or Better)

Baseline ('07): 9%
Observed ('09): 10%
Objective ('22): 100%

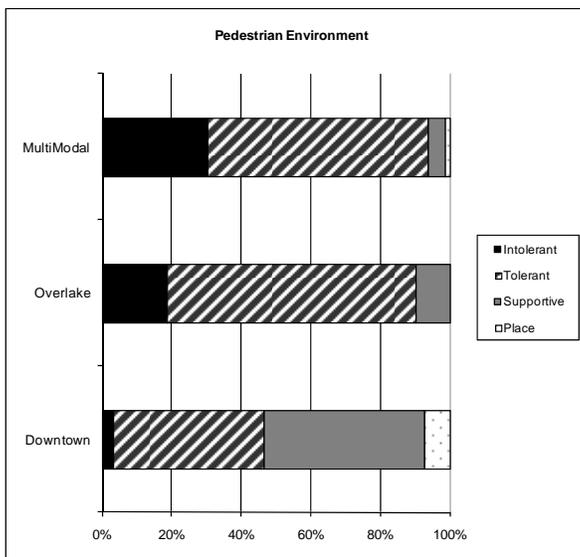
Trend: ↔

Downtown (% Supportive or Better)

Baseline ('07): 45%
Observed ('09): 53%
Objective ('22): 100%

Trend: ↑

The City has set objectives for improvements in its pedestrian environment. The highest priorities are the two urban centers - Downtown and Overlake, and commercial portions of multi-modal corridors: pedestrian environments in these areas should be 100% "supportive" or "pedestrian place" by 2022. Citywide the objective is to reach 100% "tolerant" or better pedestrian environments.



Source: Public Works Department

Updated March 2010

7.8 Bicycle Environment

City role: Direct

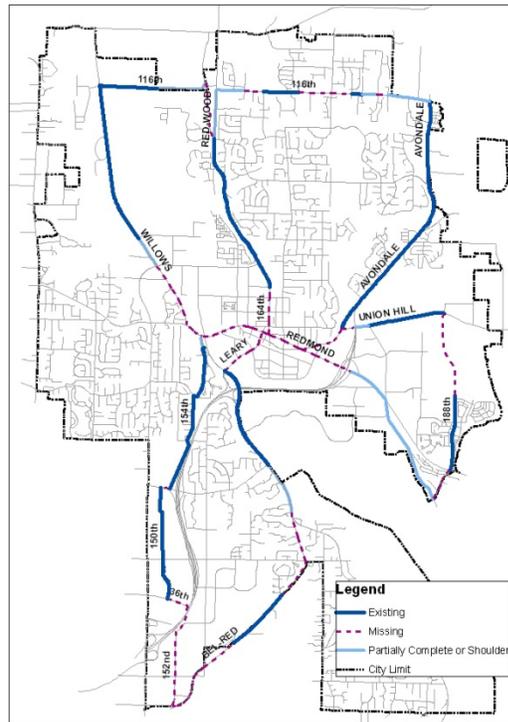
Percentage of 2022 Bicycle System Priorities completed by mileage.

Baseline ('07): 51%
Observed ('09): 55%
Objective ('22): 100%

Trend: ↑

Redmond's Bicycle System Plan (chapter 5B of the Transportation Master Plan) identifies primary bicycle corridors, secondary bicycle corridors, and priorities for completion by 2022. Below is a map of the 2022 priority areas - 55% of bicycle system mileage targeted to be complete by 2022 is now complete.

In Redmond's urban centers, missing links include facilities along 152nd Avenue NE in Overlake and Leary Way in Downtown.



Source: Public Works Department

Updated March 2010

7.9 Three-Year Priority Action Plan Status Report

City role: Direct

Status of actions scheduled to begin in 2005-07
(from Transportation Master Plan, chapter 9).

| | | |
|--------------|----|--------------|
| Complete: | 29 | 85% of total |
| In Progress: | 3 | 9% of total |
| Future: | 2 | 6% of total |

The Three-Year Priority Action Plan Status Report shows Redmond's progress toward completing transportation studies and construction projects that the City identified in its 2005 Transportation Master Plan to be started within three years of plan approval. Each section includes different kinds of projects: ordinances, studies/plans, design projects, and construction projects. Projects in the "Design Only" section are considered complete when design is complete whereas projects under the "Construction" section are considered complete when construction is complete.

| | Action | Status as of March 2010 |
|---|---|-------------------------------------|
| 1. ORDINANCE AND COUNCIL ACTIONS | | |
| 1.a | TMP Adoption/Update Transportation Element | Complete |
| 1.b | Concurrency Management | Complete. |
| 1.c | Business Tax Extension | Complete |
| 1.d | Impact Fee Ordinance Update | Complete |
| 2. STUDIES AND PLANS | | |
| 2.a | Downtown HCT Corridor/Station | Complete |
| 2.b | Impact Fee Update | Last updated in 2009 |
| 2.c | Overlake Plan | Phase I Complete, Phase II Underway |
| 2.d | Adequate Maintenance | Future |
| 2.e | Street Design Standards | In Progress |
| 2.f | Targeted Safety Program | Complete |
| 2.g | Union Hill/Novelty Hill Network (SE Redmond Transportation Study) | Complete |
| 2.h | Local Transit Service Study | Complete |
| 2.i | 2006 Mobility Report Card | Complete |
| 2.j | Freight and Goods Study | Complete |
| 2.k | North South Study - Willows North (Red-Wood Rd Corridor Study) | Complete |
| 3. DESIGN ONLY | | |
| 3.a | 164 th Extension Across RR Right-of-Way | Complete |

| | | |
|---------------------------------|---|--------------------|
| 3.b | Design Downtown Couplet Conversion (Downtown East-West Corridor Study) | Complete |
| 3.c | West Lake Sammamish Parkway | Complete |
| 3.d | Red-Wood Road | Complete |
| 3.e | BNSF Corridor | <i>In Progress</i> |
| 3.f | 172 nd Extension | Complete |
| 4. CONSTRUCTION PROJECTS | | |
| 4.a | SR 520 Bikeway Connection to Sammamish River Regional Trail | Complete |
| 4.b | 156th Ave NE Sidewalk Improvements from NE 59th St to NE 61st St | Complete |
| 4.c | Union Hill Rd Phase II from Avondale Rd to 178 th PI NE | Complete |
| 4.d | NE 116th St Phase I | Complete |
| 4.e | Redmond Way/NE 76 th St. Intersection Modifications | Complete |
| 4.f | East Lake Sammamish Pkwy Intersection Improvements | Complete |
| 4.g | NE 83rd St Improvements from 160th Ave NE to 161st Ave NE | Complete |
| 4.h | Old Redmond Rd Improvements from 132 nd Ave. NE to 140 th Ave. NE | Complete |
| 4.i | Redmond Intelligent Transportation System Phase I (Overlake) | Complete |
| 4.j | Redmond Intelligent Transportation System Phase II (Redmond Way) | Complete |
| 4.k | NE 85 th St. Re-channelization from 156 th Ave. NE to 164 th Ave. NE | Complete |
| 4.l | 164 th Ave NE Re-channelization from NE 80 th St to NE 87 th St | <u>Future</u> |
| 4.m | Bear Creek Parkway Extension | Complete |

Source: Public Works Department
Updated March 2010



Remain a **community** of good neighbors, working together and with others in the region to implement a common vision for Redmond's future

↔ **No apparent overall positive or negative trend.**



Stakeholders participate in a transportation workshop.

Human Services. Redmond increased funding to provide service to immigrants and refugees for the 2009-10 budget cycle. Supported programs include ESL classes, domestic violence advocacy, and employment retention. Also, 84% of families in Hopelink transitional housing moved to permanent housing from July 2008 to June 2009. Applications for human services funding were further streamlined in 2009 when South King County cities adopted a common application form already used by Redmond and others.

Volunteers. City of Redmond volunteers logged at least 33,788 volunteer hours in 2009. Neighbors in the Brighton Place neighborhood worked together to qualify for a Neighborhood Matching Fund grant of \$4,000.

Electronic Media. City website views continue to increase (see table at right), and use of Redmond's online permit system reached a new high in 2009.

GO figure

Numbers at your fingertips

| How Much/Many? | Of What? | Trend |
|----------------|---|-------|
| 1 | Matching grants awarded through Neighborhood Matching Grant program | ↓ |
| \$10.87 | Per capita dollars to human services | ↔ |
| 0 | Potential annexation area annexed to Redmond | ↔ |
| 5.8 million | Visits to www.redmond.gov | ↑ |

Data for 2009 unless otherwise noted. Visit www.redmond.gov/insidecityhall/planning/complanning/indicators.asp for more information about the above figures.

8.1 Volunteer Efforts

City role: Significant

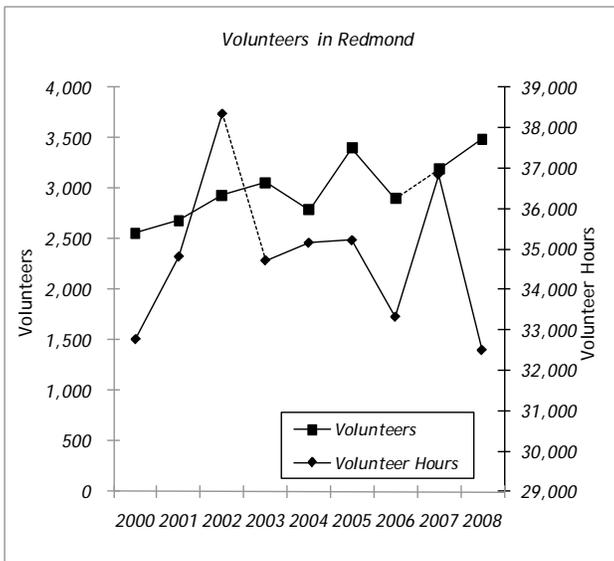
Number of volunteer hours logged as part of major City-organized volunteer efforts (e.g., Arbor Day project, Senior Center programming).

Baseline ('00): 32,768
Observed ('09): 33,788
Objective: --

Trend: ↔

Parks and Recreation Department, Police Department, and Natural Resources division volunteers together logged over 33,000 of service in 2009. Compared to 2008, the number of volunteers fell by about 1,000 while the number of volunteer hours contributed increased by 1,291.

Parks and Recreation Department volunteers contribute in a variety of capacities, including indoors and outdoors, and with the young and young at heart. Natural Resources volunteers participate in a variety of habitat restoration projects. The Police Department's two chaplains are volunteers; volunteers also staff the Town Center substation, and enforce parking areas for disabled persons.



Note: Natural Resources volunteer hours reported first in 2003, and volunteer count reported first in 2007.

Source: City of Redmond Parks, Public Works, and Police Departments

Updated January 2010

8.2 Online Permits

City role: Direct

Percentage of permits issued online as a percentage of permits available to be issued online.

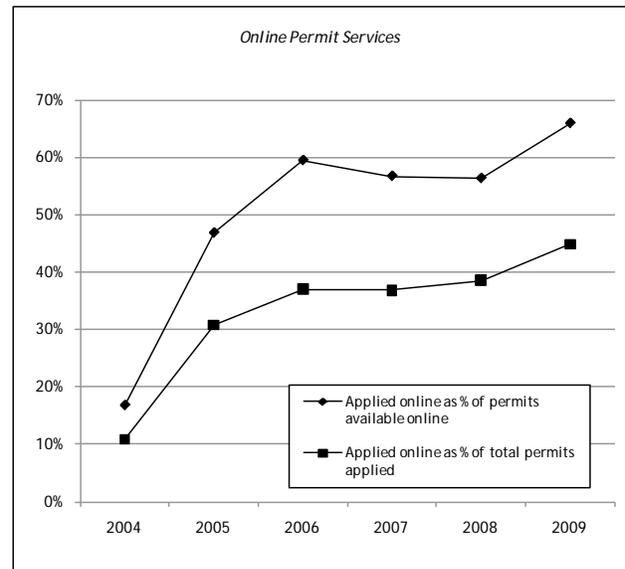
Baseline ('04): 17%
Observed ('09): 66%
Objective: --

Trend: ↔

The City expanded its online permit program in 2008 to include certain types of sign permits and fire permits. Even so, total online permit applications fell in 2008 and 2009, in part due to worsening economic conditions. However, the proportion of permits issued online grew to 66% of those permits available to be issued online.

A higher percentage of total permits were processed using the online system than in any previous year (45%). In all, City processed 2,286 permits online in 2009.

The online permit system saves Development Services Center customers a trip to City Hall, reducing time and monetary costs.



Source: Information Services, Planning Department
Updated March 2010

IMPLEMENTATION ACTIONS

This section lists Comprehensive Plan implementation actions for ten years beginning January 1, 2006. Each action derives from an element of the Comprehensive Plan or City Council recommendation from its 2004 strategic plan. The list focuses on actions stemming from policies updated in the last major update of the Comprehensive Plan (2004). Actions are organized by goal area. Readers will be able to see what actions the City has planned or undertaken in order to make progress toward achieving

Redmond's goals. Thirty-four short-term actions are complete while five more are underway. As of March 2010, 23 medium-term actions were complete, 23 were underway (including those partially complete), two were ongoing, and three were not planned or targeted for the 2008-10 period. Twenty-seven long-term actions are underway. The City will assess progress on these actions at the beginning of each year. The action list will be comprehensively updated at the end of the next periodic Comprehensive Plan review and update.

| <i>Implementation Action</i> | <i>Status</i> | <i>Short-term 2006-07</i> | <i>Medium-term 2008-10</i> | <i>Long-term (5-10 yrs.) 2011-15</i> | <i>Source</i> | <i>Indicator</i> |
|---|--|-------------------------------|--------------------------------|--|---------------|----------------------|
| Conserve | | | | | | |
| Complete Watershed Action Plans for City watersheds | <i>Maps depicting existing characteristics have been created for the four watershed management areas.</i> | X | X | | NE-66 | Stream Water Quality |
| Develop and establish a shoreline implementation program | Complete | X | X | | NE-68 | Stream Water Quality |
| <i>Identify and prioritize stream and habitat projects that protect habitat value and improve the environment</i> | <i>Underway: fish barrier projects added to project database for prioritization in 2010</i> | X | X | | NE-68 | Stream Water Quality |
| Develop regional stormwater facility plans where feasible | <i>Identification of potential locations complete; construction underway in Downtown; regional facility plans for Overlake and SE Redmond underway</i> | X | X | X | UT-39 | Stream Water Quality |

| <i>Implementation Action</i> | <i>Status</i> | <i>Short-term 2006-07</i> | <i>Medium-term 2008-10</i> | <i>Long-term (5-10 yrs.) 2011-15</i> | <i>Source</i> | <i>Indicator</i> |
|---|--|-------------------------------|--------------------------------|--|----------------------|--|
| Update stream and wetland maps to reflect the most current and most accurate available data | Stream map complete; wetland data not yet digitized | X | X | | NE-12, Introduction | Stream Water Quality |
| Review and update stormwater facility design standards to minimize adverse environmental impact while ensuring high quality aesthetic design | <i>Underway - updating Stormwater Technical Notebook in 2010</i> | X | X | | UT-13 | Stream Water Quality |
| Develop regulations that allow modification of street design standards when development incorporates the benefits of natural stormwater detention systems | Completed 2006: implemented in Stormwater Technical Notebook and neighborhood planning | X | | | UT-44 | Stream Water Quality; Land Capacity vs. Growth Planning Targets |
| Develop a strategy for maintaining Leary Way as a "green gateway" | Completed 2006 | X | | | DT-61 | |
| Evaluate City practices regarding the conservation of natural resources, and update as needed | The City is undertaking a sustainability initiative | | X | X | NE-2, 3, 5 UT-7 | Water Consumption; Waste & Recycling; Clear Air & Water (survey) |
| Establish a wetland mitigation banking program | | | X | | NE-60 | Environmentally Sensitive Urban Development |
| Develop a "green infrastructure" map for collecting and organizing data on Redmond's open spaces so that the City can manage them, reviewing and updating management plans and policies as needed | Underway | X | X | X | NE-Introduction | Land for Open Space vs. Urban Development; Urban Center Open Space |
| Develop a strategy for converting appropriate City vehicles to alternative fuels | Conversion occurring as appropriate | X | | | NE-2, UT-69, Council | Clear Air & Water (survey) |
| Update TDR regulations, including removal of restriction on the percentage of development rights that can move to any one neighborhood | Completed 2007 | X | | | LU-19 | TDR Program Activity |
| Review regulations and building codes and update as needed, promoting build green and low impact development | Portions complete, others underway | X | X | X | NE-9,10, UT-7 | Environmentally Sensitive Urban Development |

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|---|---|-------------------------------|--------------------------------|--|---------------------------|--|
| Evaluate the City's current outreach efforts with the community on environmental issues, and update as needed. | Part of overall sustainability initiative | X | X | X | NE-7 Council | Clear Air & Water (survey) |
| Develop a policy of City environmentally supportive practices | Completed 2005 | X | | | NE-2,3, Council | Clear Air & Water (survey) |
| <i>Complete development of the implementation elements for the wellhead protection program</i> | <i>All elements of the program have been initiated.</i> | X | X | | NE-33, LU-52 | Clear Air & Water (survey) |
| Review City regulations related to gravel and mining operations to determine if updates are needed | | | | X | LU-54 | Clear Air & Water (survey) |
| Periodically update all critical area maps to include, as feasible, the City's Potential Annexation Areas and to reflect more accurate data as it becomes available | Completed as City gains information on large pieces of land | | X | X | NE-12, Introduction, A-12 | Clear Air & Water (survey) |
| Character | | | | | | |
| Identify and build 10 new neighborhood pedestrian connections, developing sidewalks, trails and other pathways | Identification complete | X | X | | CC-23, Council | Park and Trail Inventory |
| As part of a comprehensive wayfinding program, identify non-road pedestrian routes, trail connections, and shoreline areas | Downtown and Overlake systems complete; trail master planning continues | X | X | | PR-42,43, CC-23 | Park and Trail Inventory |
| Set standards for Downtown streetscapes to promote aesthetic appeal and reinforce the identity of each district | Completed 2006 | | X | | DT-31 | Street Trees; Pedestrian Friendliness (survey) |
| Update functional plans (utilities, etc.) to carry out the Comprehensive Plan updates, including planning for 30 years of growth, especially for Redmond's centers | Underway | X | X | X | CF-5, DT-7, LU-45 | |
| Periodically meet with school district officials to ensure that Redmond retains an environment conducive to exceptional K-12 education, as well as to identify barriers to, and opportunities for, enhancing K-12 education | Meetings occur periodically | | | | EV-11 | Graduation Rates |

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|--|--|-------------------------------|--------------------------------|--|-------------------------|--|
| Based on community input gathered through the neighborhood planning process, implement new features in existing or new City parks for the purpose of community-building and enhancing park amenities. | Ongoing through neighborhood and park planning processes | | | | PR-14, NP-3 | Park Amenities |
| Review and update development regulations related to community character as needed, including: 1) building and site design to promote safe environments and superior urban design, 2) landscape standards, 3) standards to encourage maintenance of the City's green character, and 4) sign code | Underway as part of zoning code rewrite | | X | X | CC-18, 21, 22 | Crime Statistics; Environmentally Sensitive Urban Development |
| Review development regulations and design standards for Downtown Districts and update as necessary | Completed 2006 | X | | | DT- several policies | Pedestrian Friendliness (survey) |
| Choices (housing, transportation, services) | | | | | | |
| Develop a process to promote awareness of potential impacts among residents considering a home near manufacturing areas | Completed 2007 | X | | | LU- 12,13 | Land Capacity vs. Growth Planning Targets |
| Update zoning regulations (such as Residential, Neighborhood Commercial, Business Park, Overlake zones, and Manufacturing) as needed for consistency with Comprehensive Plan update, particularly the land use designation policies | Underway as part of zoning code rewrite | X | X | X | LU Several policies | Land Capacity vs. Growth Planning Targets |
| Review and update regulations as needed to encourage redevelopment where suitable | Completed 2007 through Overlake Neighborhood Plan update | X | | | LU-5 | Land Capacity vs. Growth Planning Targets |
| Update other land use-related regulations as needed for consistency with the Comprehensive Plan updates | Underway as part of zoning code rewrite | X | X | X | LU- general | Land Capacity vs. Growth Planning Targets |
| Update utility related regulations and codes as needed to be consistent with Comprehensive Plan updates | Underway as part of zoning code rewrite | X | X | X | UT | Land Capacity vs. Growth Planning Targets |

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|---|---|-------------------------------|--------------------------------|--|--------------------|--|
| Consider updates to permitted use regulations to provide more flexibility for: 1) the location of human services, such as childcare and food banks, 2) needed facilities that serve the general public, 3) accessory support uses in office and commercial developments, and 4) complementary non-residential uses in residential zones | Underway as part of zoning code rewrite | X | X | X | LU-6, 14, 15, 28 | Land Capacity vs. Growth Planning Targets; Access to Convenience Goods & Services |
| Develop a program to help educate builders and employers about housing incentives | Underway | X | X | | HO-43 | Residents per Employee; Innovative and Senior Housing; Inclusionary Housing; Residential Population Growth |
| Develop a program to encourage development of housing in the Downtown and Overlake Centers | Completed through update of Downtown and Overlake neighborhood plans and regulations in 2006 and 2007, respectively | | X | | HO-17, DT-2, LU-43 | Residents per Employee; Urban Center Growth; Residential Population Growth |
| Create a program to promote voluntary developer compliance with affordable housing goals | Affordable housing incorporated into many neighborhood plans; action to be reevaluated after all neighborhood plans are updated | | | X | HO-32 | Innovative and Senior Housing; Inclusionary Housing Program; Residential Population Growth |

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|--|--|---|---|--|---|---|
| Update City code and other regulations to: <ul style="list-style-type: none"> • Allow and encourage innovative and special needs housing through: <ul style="list-style-type: none"> • An innovative housing ordinance • Neighborhood plan updates • Incentives for construction of accessory dwelling units and other forms of innovative housing • Create incentives for affordable housing, like: <ul style="list-style-type: none"> • Transfer of development rights • Funding assistance via tax credit legislation • Priority in development review process • Density bonuses and waivers | Completed 2005; updated and extended 2008 Completed/Underway Completed 2005 Completed 2007 Underway Underway Complete/Underway | X X X X X X X | X X X | X | HO-29 to 37 HO-40 to 50 LU-19, 27, 29 | Innovative and Senior Housing; Inclusionary Housing Program |
| Identify and provide incentives to retain locally-owned businesses | Completed through Overlake Neighborhood Plan | X | | | DT-3 | Small & Medium-sized Business |
| Update the RCDG to allow consideration of four-story mixed-use residential villages | Completed 2006 | X | | | DT-49 | Access to Convenience Goods & Services; Urban Center Growth |
| Update design regulations and special site standards as needed to be consistent with Comprehensive Plan policies. Emphasis areas include residential development, neighborhood commercial, compatibility of redevelopment with its surroundings, and updates as needed to maintain appropriate transitions between employment and lower intensity uses. | Ongoing through neighborhood plans; transition overlay regulations updated; addressed during zoning code rewrite | X | X | X | LU-9, 30,38, 41, 49 | Access to Convenience Goods & Services; Demolition of Small- to Moderately-sized Homes; Housing Choice (survey) |

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|--|---|-------------------------------|--------------------------------|--|-------------------------------------|--|
| Develop an HCT station in the vicinity of the SR 520/SR 202 interchange | Underway in partnership with Sound Transit | X | X | X | DT-11, Council | Access to Transit |
| Finalize identification of preferred HCT station areas and corridors | Completed 2007 | X | | | DT-11, TR-30, LU-43 | Access to Transit |
| Together with Sound Transit, identify the preferred East Link light rail alignment through Overlake and Downtown; ensure that right-of-way is secured. | Underway | | X | X | TR-29, TR-30, TR-30.1, DT-12, LU-43 | Access to Transit; Urban Center Growth; CIP; Completion in Urban Centers |
| Develop station area plans for HCT sites, with a priority for the Downtown and Overlake | Underway through plan updates and Sound Transit EIS process | | X | X | DT-12, TR-30, LU-43 | Access to Transit; Urban Center Growth; CIP Completion in Urban Centers |
| Identify surplus land appropriate for housing | Initial review completed 2007 | | X | | HO-50 | Land Capacity vs. Growth Planning Targets |
| Consider other items on the Housing Initiative list and take action to implement them | Underway | X | X | | HO | Housing Choice (survey) |
| Identify regulatory barriers to housing development and amend as needed | Underway | X | X | | HO-7, 26-28 | Housing Choice (survey) |
| Periodically evaluate the effectiveness of the City's housing policies and regulations in meeting housing needs, and amend as needed | Some portions completed 2007; ongoing | | X | X | HO-7 | Housing Choice (survey) |
| Centers | | | | | | |
| Complete redevelopment of the Downtown Park and Ride site into a transit-oriented development in partnership with transit agencies | Complete | X | X | | DT-57 | Urban Center Growth |
| Create and implement a Downtown parking development and management program in partnership with the business community | On-street parking management in effect | | X | | DT-32 | Urban Center Growth |
| Create an economic and marketing strategy for the Downtown | Economic Development Strategic Plan underway | | X | | DT-6 | Urban Center Growth |

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|--|--|-------------------------------|--------------------------------|--|---------------------------------------|---|
| Review regulations and update as needed to reflect emphasis on development in centers | Complete | X | | | LU-43 | Urban Center Growth; CIP Completion in Urban Centers |
| Move forward with components of the Overlake Initiative, including: <ul style="list-style-type: none"> Resolving the "Center" status of Overlake Completing the Economic Neighborhood Initiative goals Developing and adopting an implementation strategy for the Overlake mixed use area Updating the transportation vision and plan for the area | Complete | X X X X | | | LU-43, EV-4, TR-1, 2 Council | Urban Center Growth; CIP Completion in Urban Centers |
| Update the capital improvement strategy for the Downtown | Complete 2007 - now ongoing | X | | | DT-7 | CIP Completion in Urban Centers |
| Begin to carry out high priority actions as part of the Overlake Implementation Strategy | Underway | | X | X | LU-43 | CIP Completion in Urban Centers |
| Define specific goals and efforts for encouraging pedestrian activity and informal gathering places in the Downtown | Complete 2007 | X | | | DT-17 | Pedestrian Friendliness (survey) |
| Develop a "Great Street" handbook for Cleveland Street to create pedestrian-friendly main street feel | Complete 2009 as part of Downtown East-West Corridor Study | | X | | DT-42 | Pedestrian Friendliness (survey) |
| Commerce | | | | | | |
| Update land-use regulations as needed to reflect changes in the nature and needs of the manufacturing sector | Completed with MP/BP Study Phase 1 | X | X | | LU-51 | Employment Growth |

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|---|---|-------------------------------|---|--|--|---|
| <p>Together with partners, develop and implement an economic vitality strategy. As part of this strategy,</p> <ul style="list-style-type: none"> Identify actions needed to develop a sustainable local economy Identify types of businesses, either primary or support, that Redmond lacks and should attract <ul style="list-style-type: none"> As a follow-on to strategy development, identify and consider regulatory updates to allow needed businesses to locate in Redmond Identify "incubating" businesses in Redmond and develop a strategy to retain them as they mature. Identify areas of need for partnerships with the business, non-profit, and other communities to achieve shared goals Identify successful strategies for retaining and recruiting knowledge-based businesses Develop a long-range strategy for investment in the arts | Economic Development Strategic Plan underway, and implementation strategy being developed | | X X X X X | | EV-17 EV-17 EV-6 EV-16,17 EV-17 EV-15, PR-13 | Employment Growth; Tax Receipts; Business Licenses; Commercial Vacancy Rates |
| Partner with the Chamber of Commerce to develop a S.W.A.T. team to assist with business expansion, retention, and recruitment. | Completed 2005 | X | | | EV-17,20 | Employment Growth; Tax Receipts Citywide; Business Licenses; Commercial Vacancy Rates |
| Found the Eastside Economic Development Committee | To be evaluated in context of Economic Development Strategic Plan | | X | | EV-21, Council | Employment Growth; Tax Receipts Citywide; Business Licenses; Commercial Vacancy Rates |

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|---|--|-------------------------------|--------------------------------|--|--|--|
| Meet with business and education community partners to identify barriers to, and opportunities for, expanding the provision of continuing and vocational education in Redmond, allowing residents to be exposed to a range of employment opportunities. | Ongoing | | | | EV-11 | Employment Growth; Income and Poverty |
| Update development regulations to allow agricultural related facilities such as small winery operations in low-density zones | Underway as part of zoning code rewrite | X | X | X | CC-4, LU-61 | Business Licenses |
| Develop and implement a strategy to locate additional institutions of higher education in Redmond | Economic Development Strategic Plan underway | X | X | | EV-11 | Business Licenses; Income and Poverty |
| Identify and monitor future technological and economic trends so that the City can proactively accommodate new technologies for the benefit of Redmond citizens | To be evaluated as part of Economic Development Strategic Plan | | X | | EV-18, UT- 3,4,14,3 3,49,69, 72, 74 | Business Licenses; CIP Completion in Urban Centers |
| Prepare information on public sector financing for area businesses | To be evaluated as part of Economic Development Strategic Plan | | X | | EV-18 | Friendly Business Climate (survey) |
| Update regulations that guide decisions on proposed amendments to the Comprehensive Plan and Development Guide to reflect updated policies in the following elements: Land Use (LU-9, 24), Housing (HO-19, 35), Economic Vitality (EV-19), Participation (PI-16). | Underway as part of zoning code rewrite | X | X | X | LU- 9,24, HO- 19,35, EV-19, PI-16 | Friendly Business Climate (survey) |
| Undertake a review of the RCDG to evaluate overall functionality, with the involvement of the business community and other resource people | Underway | | X | X | PI-20 | Friendly Business Climate (survey) |
| Permit greater flexibility in bungalow use in Perrigo's Plat, and update design and streetscape standards for this area | Completed 2006 | X | | | DT-65 | Urban Center Employment |

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|--|--|-------------------------------|--------------------------------|--|----------------------|--|
| Community gathering places, Cultural opportunities | | | | | | |
| Identify opportunities for P-Patch gardens and gardening classes so as to retain and encourage knowledge of and interest in sustainable agriculture and horticulture | Underway in neighborhood planning, ongoing in Natural Resources | X | | | CC-4 | Enrollment in Cultural & Recreational Programs; Recreation Programs (survey) |
| Identify and complete four new enhancements to community gathering places | Underway | | X | X | CC-5,6 | |
| Create an interdepartmental public places workgroup to facilitate communication among City departments regarding creation and enhancement of community gathering places. | Complete in neighborhood planning | X | | | PR-10, DT-15, CC-6,7 | |
| Identify existing and potential community gathering places and develop strategies for enhancing their sense of "place" | Underway through neighborhood and urban centers planning process | X | X | X | CC-5,6, Council | |
| Establish a program to pursue private dedication of arts for public areas | Complete - private organizations/ companies displaying art in public places like City Hall | | X | | PR-8 | Visual & Performing Arts Audiences |
| Publicize the Historic Landmark Registry and nomination process | Complete | X | X | | CC-37 | |
| Publish photos and stories about Redmond's historic landmarks to the web | Ongoing | X | X | | CC-51 | |
| Connections (transportation) | | | | | | |
| Design and construct a connection between Marymoor and Town Center for bicyclists and pedestrians | Identified in draft PARCC Plan | | | X | DT-45 | Bicycle Environment |
| Publish or make available a guide for developers identifying ways to make developments pedestrian, bicycle, and transit friendly | Complete. Site standards and design guidelines updated; Bicycle Facilities Design Manual completed August 2009 | | X | | LU-7 | Transportation Level of Service Objectives |
| Develop a comprehensive wayfinding program for Downtown, including identifying gateways | Completed 2006 | X | | | DT-17,20 | Transportation Level of Service Objectives |

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|---|--|-------------------------------|--------------------------------|--|-----------------|--|
| Review site regulations regarding design features for pedestrian, bicycle, and transit friendliness, and update them as needed | Underway as part of zoning code rewrite | X | X | X | LU-7 | Transportation Level of Service Objectives |
| Construct Bear Creek Parkway extension | Complete | | X | | DT-34 | Three-Year Priority Action Plan Status |
| Transform Redmond Way and Cleveland Street into two-way streets, incorporating streetscape improvements | Study complete; conversion planned for 2011-15 time-frame | | X | X | DT-34 | Three-Year Priority Action Plan Status |
| Enhance City entrances as part of the wayfinding effort | Identification completed 2006; enhancement opportunities are as available | | X | | DT-48,60, CC-13 | |
| Adopt planned-based transportation concurrency regulations | Complete | X | X | | TR-3, TR-4 | Transportation Concurrency |
| Identify streets for which "Great Streets" treatment would be appropriate | Complete | X | | | CC-25 | |
| Regarding the BNSF railway ROW <ul style="list-style-type: none"> • Develop a public involvement process for the ROW • Develop use options for the ROW • Decide on a use for the ROW • Acquire the ROW within the City of Redmond • Develop a specific plan and design standards to guide improvements within the ROW and for development on adjacent properties | City acquisition of Redmond portion of corridor expected in 2010; master planning process anticipated in medium- and long-term time frames | X X X | X X | X | DT-8 to 10 | |
| Complete projects identified in the TMP Three-year Priority Action Plan (see Mobility Report Card for details) | Nearly all complete or in progress. | | X | | TMP | |

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|--|--|-------------------------------|--------------------------------|--|--------------------|---|
| Monitor the construction and operation of transportation projects and programs. If necessary, identify additional revenue sources, including: <ul style="list-style-type: none"> • Taxes • Grants • Impact fees | Ongoing; impact fees re-evaluated annually | | | | TR-17, Council | Three-Year Priority Action Plan Status |
| Adopt the Transportation Master Plan, including modal plans | Complete | X | | | TR-13 | |
| If necessary, update street standards beyond what was done by the TMP. As part of task, evaluate whether updates are needed to encourage active urban streets, particularly in the Downtown. | Underway as part of zoning code rewrite | X | X | X | TR-21, CC-26 | Pedestrian Friendliness (survey); Pedestrian Environment; Bicycle Environment |
| Community | | | | | | |
| Publish maps of critical areas to the City's website | Complete | X | | | NE-7, Introduction | |
| Develop and carry out a strategy for publishing additional Planning Commission documents to the web | Complete | X | X | | PI-7, UT-73 | Website visits |
| Explore opportunities to create an interactive on-line forum for City and citizen communication | Complete - will reevaluate as conditions warrant | X | | | PI-6, 8 | |
| Prepare a demographics report every five years, including parameters such as age and income, for the purpose of understanding changes in the community as they relate to Comprehensive Plan implementation and updates | Part of Indicators Program | | X | | PI-15 | |
| Refine the neighborhood planning process model | Refined as neighborhood plans are completed | X | | | NP-1 | |
| Establish a procedure for periodic evaluation and refinement of public involvement methods | Procedure in use | X | X | | PI-9 | |

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|---|--|-------------------------------|--------------------------------|--|---------------|--|
| Establish an annual program providing opportunities for citizens throughout the City to learn about local government and community issues | Citizen Academies precede neighborhood plan updates (2006) | X | | | PI-6 | |
| Formalize a strategic neighborhoods team as a point of contact for neighborhood concerns and as a resource for reviewing neighborhood plans | Completed 2006 | X | | | NP-9 | |
| Complete neighborhood plan updates every six years | Two nearing completion; one underway | Ongoing | | | NP-1 | |
| Monitor the federal budget process for decision points related to funding for human services for which executive responses may be appropriate | Ongoing | | | | HS-6 | Human Services Contribution |
| Launch the Social Enterprise Project (<i>note: in 2006 the Redmond Social Enterprise Project Community Board chose to take this action in a new direction, requesting proposals that focus on fund leveraging and program sustainability from children and youth service organizations</i>) | Complete: contracts closed | X | X | | HS-6 | |
| Grow and replicate the Social Enterprise project (e.g., Overlake Transit Center retail business) | Not applicable due to changes to the project (see above) | | | | HS-6 | |
| Implement Cultural Navigator Pilot Program; funds awarded to Chinese Information and Service Center | Complete | | X | | HS-3 | Service Provision to Immigrant and Refugee Communities |
| Complete all annexations north of NE 124 th St. within the City's Potential Annexation Area | | | | X | A-8 | Total Land Annexed |
| Annex all remaining potential annexation areas south of NE 124 th St., including those immediately east of 132 nd Ave. NE. | One annexation completed early 2010; another underway | X | X | | A-12, Council | Total Land Annexed |
| Pursue annexation of Marymoor Park land (i.e., not operations) | Timing Dependent on County | | X | | PR-38 | Total Land Annexed |
| Review current annexation incentives and update as necessary | Ongoing | X | X | | A-12 | Total Land Annexed |

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|---|--|-------------------------------|--------------------------------|--|-----------------|--|
| Develop or review pre-annexation zoning for the area north of NE 124 th St. and for other parts of the potential annexation area lacking it | One parcel rezoned in 2007; prioritized as development proposals arise | | X | | A-8, 12 | Total Land Annexed |
| Review existing pre-annexation zoning for property on the northwest corner of NE 116 th St. and Avondale Rd. | Prioritized as development proposals arise | | | | A-12 | Total Land Annexed |
| Prepare a new Financial Functional Plan in accordance with Comprehensive Plan guidelines | Planned to begin in medium-term | | X | X | CF-8 | |
| Monitor the opportunity for city involvement in supporting wireless Internet access | | Ongoing | | | UT-78 | Website Visits; Online Permits |
| Review process for residential permits and change it as needed to minimize delay, maintain opportunities for public comment, maximize clarity and predictability, and promote flexibility in design standards and affordability | Noticing procedures updated in 2007, pilot permit program underway | X | | | HO-26 to 28 | Housing Choice (survey) |
| Identify and maintain gateways and scenic viewpoints | Identification completed 2007 | X | | | CC-13,14, 20 | |
| Consider updates to the RCDG concerning: 1) minimum open space requirements, 2) incentives for outdoor plazas and squares, 3) concessions as an accessory use to parks, and 4) development of non-motorized connections within the City | Underway as part of zoning code rewrite | X | X | X | PR-2, 26,27, 42 | Park Amenities; Transportation Level of Service Objectives |
| Promote neighborhood entries for Derby Days parade, with the City awarding a prize for best neighborhood entry | | X | | | FW-41, Council | |
| Participate in the sub-regional planning process for developing recommendations to create and improve access to and efficiency of services for immigrant and refugee communities living on the Eastside. | Ongoing | | | | HS-3 | Service Provision to Immigrant and Refugee Communities |

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|---|--|-------------------------------|--------------------------------|--|-------------------|---|
| Obtain an inventory of King County equestrian trails east of Redmond in order to maintain trail connections | Complete | X | X | | A-20 | Regional Coordination and Efficiency in Service Provision |
| Work with King County to develop an equestrian district east of Redmond | PSE trail extension discussions underway | | | X | A-20 | Regional Coordination and Efficiency in Service Provision |
| Reach-out to and meet with neighboring cities to identify common intersections | Ongoing | X | | | A-1, Council | Regional Coordination and Efficiency in Service Provision |
| Develop an interlocal agreement with at least one city to consolidate at least one additional specific city service | Several agreements in place | X | | | FW-45, Council | Regional Coordination and Efficiency in Service Provision |
| Publish a quarterly regional issues executive summary focusing on long-term strategic issues | Completed 2005 - now a regular update | X | | | FW-45, Council | Regional Coordination and Efficiency in Service Provision |
| Participate in countywide planning efforts to complete the Ten Year Plan to End Homelessness | Underway | X | X | X | HS-3, HO-22 | Regional Coordination and Efficiency in Service Provision |
| Identify needed road improvements in Redmond's potential annexation area | Ongoing with annexations | As needed | | | A-3 | Regional Coordination and Efficiency in Service Provision |