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# **CAPITAL INVESTMENT PROGRAM**

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**OVERVIEW  
DOWNTOWN URBAN CENTER  
OVERLAKE URBAN CENTER  
REDMOND NEIGHBORHOODS  
CITYWIDE PROGRAMS**

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## **CIP OVERVIEW**

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# CITY OF REDMOND

## CAPITAL INVESTMENT PROGRAM OVERVIEW

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The 2013-2018 Capital Investment Program (CIP) serves to advance the City's vision and provide a longer term outlook into Redmond's financial planning for capital needs. In addition, a great deal of work occurred between budgets to create a Capital Investment Strategy (CIS) or Vision Blueprint that looked beyond the six years in pursuit of synergy in the projects and the City's vision. Alignment of CIP projects with the Vision Blueprint and the City's Comprehensive Plan is especially important in the two urban centers of Downtown and Overlake, as the City seeks to direct its public infrastructure investment in ways that will facilitate continued private redevelopment of these priority areas. By focusing public projects in its urban centers, the City is taking tangible steps towards realizing its vision, signaling its commitment to private developers and thereby encouraging them to continue to invest in the City long-term. Beyond the urban centers, Redmond will continue to use available resources on maintenance and safety projects to preserve existing investments in public infrastructure.

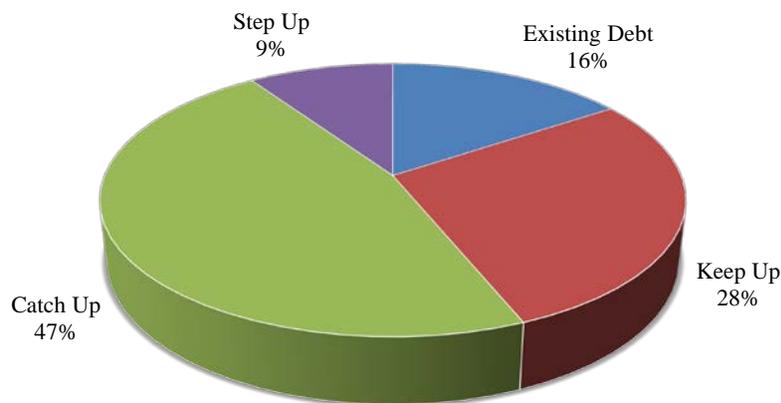
The City will continue to direct its limited resources, as well as federal and state funding requests, to those areas which are key to its future. The City of Redmond CIP is broken down into four sections – Downtown, Overlake, Redmond Neighborhoods and Citywide Projects which outline the long range plan for addressing capital needs in specific geographic areas of the City. The purposes and goals of the Vision Blueprint are to:

- Implement the Comprehensive Plan vision for Downtown, Overlake and Redmond Neighborhoods;
- Identify key strategic actions needed to carry out the vision;
- Summarize planned capital facility improvements sequencing and costs for the next 18 year period;
- Guide future decisions about priority infrastructure projects and programs in each of the CIP areas;
- Address deficiencies such as level of service requirements;
- Address maintenance, repair and upgrades as needed;
- Address funding strategies; and
- Address monitoring and reporting on progress.

Consistent with the framework shared with Council in 2012, the CIP projects for the next two years have been classified to describe how an activity supports the vision. These classifications include:

- Existing debt – loan obligations for prior projects
- Keep up – maintain or preserve existing infrastructure
- Catch up – resolve existing deficiencies and support current service levels
- Step up – enhance the City

**2013-2014 Project Cost by Classification  
(\$119.4 Million)**



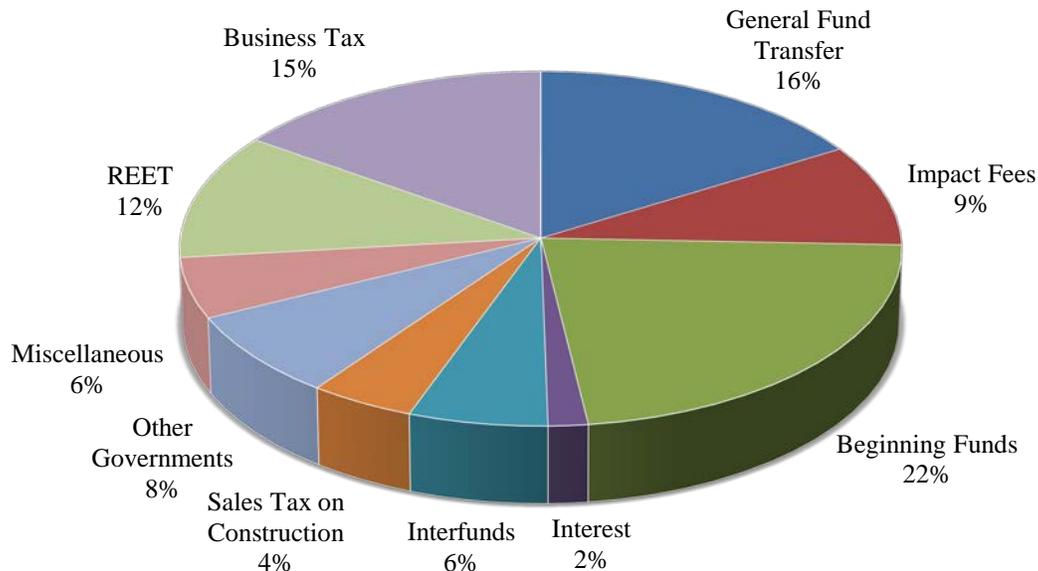
It is important to note, Redmond is still refining the method by which projects are classified; however, the illustration above provides a sense of the types of expenditures Redmond will make over the next two years.

Beyond alignment with the Vision Blueprint, the City defines a CIP project as costing \$25,000 or more, with a useful life of five years or more. Redmond’s CIP is divided into general and utility capital investments. The General CIP is composed of Parks, Transportation and General Government with Water, Wastewater, Stormwater, and Novelty Hill Service Area (UPD) Water and Wastewater Construction making up the five components of the Utility CIP.

### **GENERAL CAPITAL INVESTMENT PROGRAM**

Revenues in the General Capital Investment Program are projected to equal approximately \$168 million between 2013 and 2018, including beginning fund balance. This is approximately 7% above the 2011-2016 projections primarily due to an increase in the estimate of funds being carried over from 2012, recognition of funding for Downtown Park development and additional one-time transfers from the General Fund to support converting Cleveland Street and Redmond Way into two-way streets, designing the Downtown Park and constructing the roundabout on 116<sup>th</sup> Street. The General CIP receives funds from a variety of sources as illustrated on the next page.

**Total 2013-2018 General CIP Revenues**  
*(\$168 million)*



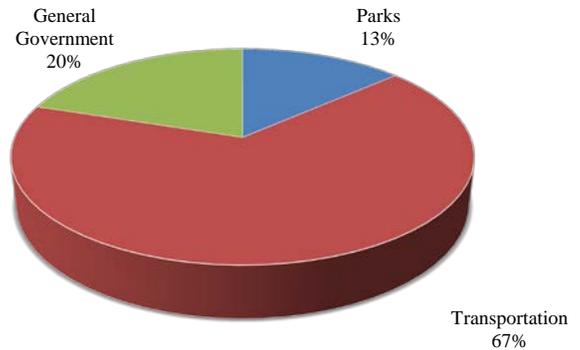
Some of the more significant projects programmed into the CIP in the near term include:

- **Downtown Park** – During the next six years, the City will focus efforts to accomplish master planning and design of Downtown Park, as well as put interim improvements in place to enhance the usability of the Park before final development (scheduled for 2016).
- **Cleveland Street/Redmond Way One-Way Conversion** – To enhance the pedestrian environment and improve transportation connectivity, Cleveland Street and Redmond Way will be converted from one-way into two-way streets. Several projects from multiple functional areas will be contributing to this conversion, including construction of water quality facilities in Stormwater, replacing a section of eroded sewer main in Wastewater, and 164<sup>th</sup> Street extension, channelization and streetscape improvements in Transportation.
- **Redmond Central Connector** – In 2010, the City acquired the Redmond portion of the Burlington Northern Santa Fe (BNSF) Railroad right-of-way for approximately \$10 million. As a key element of the Park, Arts, Recreation, Culture and Conservation Plan (PARCC), the Redmond Central Connector project will construct 1.1 miles of hard surface trail along the former railroad corridor. In conjunction with the trail, a ninety-two space parking lot will be added to Downtown to enhance trail use and access to Downtown businesses.
- **Overlake Village Station Pedestrian Bridge** – In preparation for the redevelopment of the Overlake Urban Center, initial funding of \$3.1 million has been added to the Transportation CIP to support the Overlake Village Station Pedestrian Bridge. This new pedestrian and bike connection over State Route 520 between the Overlake Village light rail station and the Microsoft Campus is a key component of Overlake redevelopment plans. The total project cost is estimated to be between \$10 million and \$12 million.

- **Northeast 116<sup>th</sup> Street and 172<sup>nd</sup> Avenue Roundabout and Improvements** – To accommodate the growing north Redmond residential area, a roundabout, sidewalks, bicycle lanes and turn lanes will be connected to the existing facilities to form a safe and complete street.

Projected 2013-2014 CIP expenditures total \$67.4 million, excluding ending fund balances. Expenditures by functional area for the next biennium are outlined below.

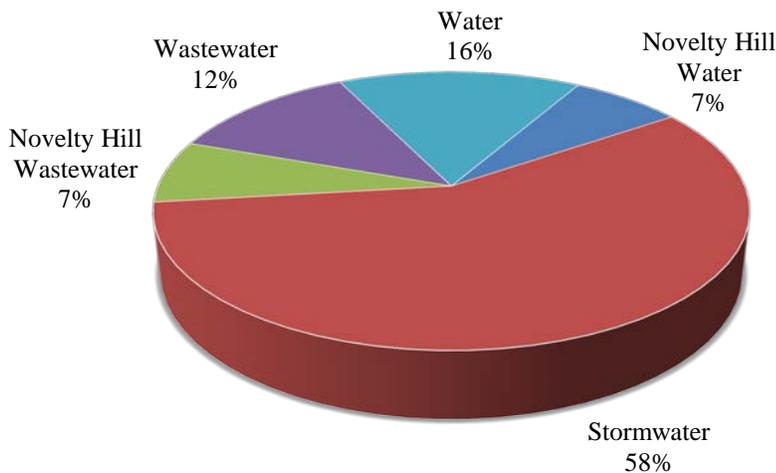
**2013-2014 General CIP Expenditures**  
(excluding ending fund balances)



**UTILITY CAPITAL INVESTMENT PROGRAM**

The Utility CIP includes the construction programs for Water, Wastewater, Stormwater, and Novelty Hill Service Area Water and Wastewater. A total of \$137.7 million in revenue (including beginning fund balances) is being proposed in the 2013-2018 utilities CIP. This is approximately 12% below budgeted levels in 2011-2016. The decrease is attributable to decreases in fund balances due to construction of the Downtown Stormwater Trunk in 2011-2012 and regional supply credits received in the last biennium.

**2011-2016 Revenues by Utility**  
(*\$137.7 million*)



Total 2013-2014 expenditures in all three Utility CIP programs equal \$52 million (excluding ending fund balances), which is 5% above budgeted amounts in 2011-2012.

The Water, Wastewater and Stormwater CIPs are made up of projects that construct or improve the City's water, wastewater and stormwater infrastructure. In the Water CIP, projects focus on pumping, distribution and storage of the City's water supply. Stormwater projects include detention, water quality, conveyance, flooding, groundwater protection, as well as stream and habitat restoration and enhancement while pump station improvements make up the majority of the Wastewater CIP.

The Utilities are a key part of realizing the vision for the two urban centers. Most notably the Downtown and Overlake Stormwater regional detention and water quality facilities, as described below, will allow other infrastructure improvements to move forward in the two neighborhoods.

- **Redmond Way Water Quality Facility** – To serve growth anticipated in Downtown, this project will construct a new water quality vault to treat 250 acres of downtown surcharge area that discharges to the Sammamish River near Redmond Way.
- **Bear Creek Rehabilitation** – Continuing the City's work in stream and buffer improvements, the Bear Creek Rehabilitation project will relocate and enhance the lower 3,400 feet of Bear Creek to improve migration, rearing and spawning habitat for salmon.
- **Overlake Facility #1 South Vault** – In anticipation of the redevelopment of the Overlake Urban Center, this project will construct a large regional stormwater detention vault south of Northeast 24<sup>th</sup> Street.
- **Pump Station Upgrades** – In the Wastewater CIP resources will go toward replacing aging pump infrastructure including control panels, electrical systems and generators.

#### **Novelty Hill Service Area CIP Expenditures**

There are no expenditures programmed into the Novelty Hill Service Area CIPs in 2013-2014. The money in this area will continue to be set aside for future maintenance projects.

#### **ESTIMATED MAINTENANCE AND OPERATION COSTS**

On the following page is a summary of estimated maintenance and operation costs for the more significant CIP projects currently under discussion. For some of the larger projects (i.e. Downtown Park) design and amenities are still being determined, therefore estimated maintenance costs are currently unavailable. Descriptions of each of the projects in this table can be found on the project matrix contained in the Downtown, Overlake, Redmond Neighborhoods and Citywide project sections.

### Estimated Maintenance and Operation Costs

Proposed CIP Project	Budgeted Project Investment (through 2018)	Estimated Impact of Capital Investments on Operating Budget
<i>Downtown Urban Center</i>		
164th Ave NE Extension	\$3,500,000	Approximately \$8,250 per year including ten new street lights, medium landscaping with trees, street maintenance.
164th Ave NE Rechannelization	\$654,000	Approximately \$1,000 per year for street maintenance.
Bear Creek Rehabilitation	\$11,529,507	Approximately \$25,000 for permit compliance monitoring (10 years), vegetation maintenance and invasive weed control.
Cleveland Streetscape	\$6,322,000	Approximately \$9,500 per year including new street lights and additional landscaping.
Cleveland St/Redmond Way Conversion	\$12,424,764	Approximately \$3,000 for street maintenance.
Redmond Central Connector	\$4,750,000	Approximately \$79,830 per year including mowing, irrigation maintenance, facility repair, litter pickup, hard surface, shrub bed and tree maintenance and utilities.
Redmond Central Connector Parking Lot	\$565,000	Approximately \$14,000 per year including sweeping, periodic restriping, labor, utilities and pavement maintenance.
Downtown Interim Improvements	\$100,000	Approximately \$19,400 per year including mowing, irrigation maintenance, facility repair, litter pickup, hard surface, shrub bed and tree maintenance and utilities.
Downtown Groundwater Network Enhancements	\$50,000	Approximately \$1,000 in occasional low cost maintenance once well is installed.
Couplet Conversion Water Quality	\$200,000	Approximately \$2,000 per year (placeholder as features not yet identified).
Redmond Way Water Quality	\$7,849,928	Approximately \$125,000 in sediment maintenance and semi-annual filter removal and replacement.

<b>Proposed CIP Project</b>	<b>Budgeted Project Investment (through 2018)</b>	<b>Estimated Impact of Capital Investments on Operating Budget</b>
Sammamish River Enhancements - 90th to Willows Creek	\$3,100,000	Approximately \$25,000 for permit compliance monitoring (10 years), vegetation maintenance and invasive weed control.
<b><i>Overlake Urban Center</i></b>		
Westside Park Construction	\$750,000	Approximately \$20,000 per year including irrigation, shrub bed and hard surface maintenance, litter pickup, restroom cleaning, repair/replacement and utilities.
Northeast 51st Street Crossing of State Route 520	\$1,000,000	Approximately \$10,000 in annual depreciation.
Overlake - Facility #1 - South Vault	\$15,200,000	Approximately \$50,000 in sediment maintenance.
Tosh Creek Flow Control and Water Quality	\$2,850,000	Approximately \$15,000 per year (placeholder as features not yet identified).
40th Street Stormwater Bypass Extension	\$200,000	Approximately \$5,000 including permit compliance monitoring (five years), vegetation maintenance and invasive weed control for reconstructed channel.
Tosh Creek Realignment and Culvert Replacement	\$1,446,175	Approximately \$5,000 including permit compliance monitoring (five years), vegetation maintenance and invasive weed control.
Clise Creek Main Stem Large Woody Debris	\$478,000	Approximately \$7,000 including permit compliance monitoring (five years), vegetation maintenance and invasive weed control.
<b><i>Redmond Neighborhoods</i></b>		
166th Ave NE Rechannelization	\$850,000	Approximately \$1,500 per year for street maintenance, striping and signage.
NE 116th St and 172nd Ave NE Roundabout	\$6,500,000	Approximately \$19,250 per year including street lights, landscaping with medians, planters, street trees and street maintenance.
Sidewalk on 185th (67th to 68th)	\$54,400	Approximately \$500 per year for street maintenance.

Proposed CIP Project	Budgeted Project Investment (through 2018)	Estimated Impact of Capital Investments on Operating Budget
<i>Redmond Neighborhoods</i>		
Union Hill Phase III	\$4,733,000	Approximately \$6,250 per year including street lights, low level landscaping and street maintenance.
SE Neighborhood Park	\$650,000	Approximately \$5,000 per year including playground maintenance, shrub bed, hard surface maintenance and repair/replacement.
SE Redmond - Pond D, Phase 1	\$3,500,000	Approximately \$5,000 for sediment maintenance and pond vegetation maintenance.
SE Redmond - NE 84th Conveyance and Pond B	\$4,000,000	Approximately \$5,000 for sediment maintenance and pond vegetation maintenance.
High School Flow Control, Local Improvement District and Water Quality Treatment	\$1,000,000	Approximately \$5,000 per year (placeholder as features not yet identified).
Evans Creek Relocation	\$7,644,611	Approximately \$25,000 for permit compliance monitoring (10 years), vegetation maintenance and invasive weed control.
NE 95th St Bridge Replacement	\$780,000	Approximately \$2,000 for permit compliance monitoring, vegetation maintenance and invasive weed control.
Seidel Creek Dam Fish Ladder and Beaver Deceiver	\$278,000	Approximately \$5,000 for permit compliance monitoring (five years), vegetation maintenance and invasive weed control.
116th Culvert and Stream Relocation at Fischer Village	\$800,135	Approximately \$10,000 for permit compliance monitoring (five years), vegetation maintenance and invasive weed control.
Mackey Creek Rehabilitation	\$500,000	Approximately \$5,000 for permit compliance monitoring (five years), vegetation maintenance and invasive weed control.
Monticello Creek Channel Rehab upstream of NE 122nd	\$100,000	Approximately \$3,000 for permit compliance monitoring (five years), vegetation maintenance and invasive weed control.
High School Abbey Rd Pond Inlet and Stream Stabilization	\$200,000	Approximately \$5,000 for permit compliance monitoring (five years), vegetation maintenance and invasive weed control.

Proposed CIP Project	Budgeted Project Investment (through 2018)	Estimated Impact of Capital Investments on Operating Budget
<i>Redmond Neighborhoods</i>		
Perrigo Park Parking Lot	\$800,000	Approximately \$12,000 including hard surface and shrub bed maintenance, litter pickup, facility repair/replacement and utilities.
NE Neighborhood Park Building Demolition and Interim Improvements	\$100,000	Approximately \$4,450 including mowing, brush control, tree maintenance, facility repair/replacement, and litter pickup.
Redmond Bike Park	\$40,000	Approximately \$3,000 including mowing, brush control, tree maintenance, facility repair/replacement, and litter pickup.
Sidewalk on Willows Road (117th to 118th)	\$45,600	Approximately \$500 per year for street maintenance.
Rosehill Supply Station 3 Improvements	\$70,000	Approximately \$700 for additional maintenance.
Joint Use Water System Security Improvements	\$285,000	Approximately \$2,850 including monitoring and equipment replacement.
North Rosehill Booster Pump Station Replacement	\$340,000	Approximately \$3,400 for additional maintenance.
Willows Creek through Puget Sound Energy (PSE) Open Space	\$100,000	Approximately \$10,000 for permit compliance monitoring (five years), vegetation maintenance and invasive weed control.
Willows Creek at Willows Road Culvert Replacement	\$650,000	Approximately \$2,000 for sediment monitoring.
<i>Citywide Projects</i>		
Trail Development Program	\$1,000,000	Maintenance costs dependent on number of miles developed. Cost of maintenance is \$3,000 per mile per year.
Water System Replacement Program	\$3,588,638	Approximately \$22,000 for additional maintenance.

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**DOWNTOWN URBAN CENTER**

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## DOWNTOWN URBAN CENTER



### 2030 Vision

Downtown Redmond is a vibrant mix of businesses, residences, and open spaces. It is a destination where residents meet in their favorite bakery or take in an open-air concert at the Downtown Park. Residents and visitors walk along the tree-lined streets from shop to shop, or along the Sammamish River Trail, or Central Connector Trail, for exercise and relaxation. The Downtown Neighborhood is an urban village with a sense of its own history. The one square mile neighborhood houses approximately 13,000 residents and 12,400 jobs, providing support to the neighborhood's restaurants, shops, services, and cultural/entertainment venues. Downtown residents and workers rarely use their cars to get around the neighborhood, as light rail, convenient bus service, and friendly walking and bicycling environments provide fun, interesting, and healthy transit options within the neighborhood, as well as to Bellevue and downtown Seattle.

## Achieving the Vision: Strategic Approach

In 2011, the City adopted *Vision Blueprint: Redmond's Capital Investment Strategy, 2013-2030*. This document describes a long-term strategy for achieving the vision. The chief component of this strategy is to continue to invest in critical infrastructure to support the vision and growth of the Downtown neighborhood that is taking shape according to plan. This strategy involves continued investment in the neighborhood's street, pedestrian, park, and utility systems to enhance the comfort, livability, look, convenience, and quality of the neighborhood, not only for the residents and businesses within the neighborhood, but also for the greater community that comes to support and enjoy Downtown as its traditional shopping and entertainment neighborhood.

This package of offers articulates a six-year strategy that is consistent with the long-term strategy developed in *Vision Blueprint*. The six-year strategic approach focuses on continued investment in current plans and recent work that continues to positively move the City toward achieving success in completing the long-term vision for the Downtown neighborhood. The approach also emphasizes logical packaging of projects to take advantage of geographic overlap and partnership opportunities. Perhaps most importantly, the approach focuses on projects that should be completed during this CIP period for a variety of reasons explained below.

Specifically, to advance the vision for Downtown during the 2013-2018 CIP period, the City and its partners will:

- Complete design, secure funding, and construct the Redmond Way and Cleveland Street one-way to two-way conversion;
- Complete the extension of 164<sup>th</sup> Avenue Northeast from Cleveland Street to Northeast 76<sup>th</sup> Street;
- Complete the Cleveland Street Streetscape project to enhance the “main street” character between 160<sup>th</sup> Avenue Northeast and 164<sup>th</sup> Avenue Northeast;
- Complete the construction of the Redmond Central Connector Trail through the neighborhood, along with its associated parking lot;
- Demolish the remaining buildings on the Downtown Park site and provide interim improvements on the property to make it more usable for a variety of functions and activities;
- Complete preservation work on the Haida House;
- Maintain reliable utility services and protect our natural assets;
- Coordinate utility improvements with other functional areas to reduce costs; and
- Enhance and maintain the regional stormwater system to improve habitat, accommodate growth, and encourage private sector investment by allowing property owners to focus on developing and maintaining their properties.

## Outcomes: The Return on Investment

At the end of the 2013-2018 CIP timeframe, the City's infrastructure in Downtown will be more complete and refined. The dust and disruption from City construction will have settled and new residents within the neighborhood will be occupying newly completed residential developments. More Downtown residents and more shoppers and visitors from outside of the neighborhood will be visiting and supporting Downtown's businesses and recreational amenities and activities. Pedestrian activity, including people walking, bicycling, shopping, exercising, and generally enjoying the neighborhood, will be noticeably greater as a result of the continued investments in the project packages described below.

## Undoing the One-Way Streets

In order to reduce confusion in navigating the one-way streets, enhance the street grid pattern, improve the pedestrian environment, and increase business visibility on our main streets of Downtown, the City has made significant strides in completing most of the street system improvements needed to provide a smooth operational transition from the one-way system to a two-way system. Critical alternate routes through and around the neighborhood have now been provided to help vehicular traffic flow in all directions when the one-way system switches to two-way operation; this was done by completing the Bear Creek Parkway extension, finishing the State Route 520 improvements from 202 to West Lake Sammamish Parkway including a westbound flyover ramp, and the extension of Northeast 161st Street from Redmond Way to Bear Creek Parkway. Continued investment in the 164th Street Extension (from Cleveland Street to Town Center), the Cleveland Street Streetscape project, and improvements to Northeast 76<sup>th</sup> Street with the Redmond Central Connector project are the remaining improvements needed to convert to two-way operation. The conversion from the one-way system to a two-way system is conceptually designed, but not completely funded yet. With these street improvements, other underground utility improvements, such as stormwater/water quality system improvements, and waste water pipe rehabilitation, are packaged together as they should be coordinated and completed while the work in the street is already taking place.

This package supports the CIP purchasing strategies by:

- Advancing the vision for the Downtown urban center – especially the transportation portion;
- Undertaking associated utility improvements to maintain and improve the reliability of the system;
- Coordinating these improvements to provide efficiency in cost, timing and approach; and
- Implementing long standing policy direction in the Comprehensive Plan to restore the couplet to two-way operation and thereby improve vehicle circulation and pedestrian access.

This package is comprised of the following projects:

- 164<sup>th</sup> Avenue Extension from Northeast 76<sup>th</sup> Street to Cleveland Street;
- 164<sup>th</sup> Avenue Rechannelization;
- Cleveland Streetscape Improvements (160<sup>th</sup> to 164<sup>th</sup> Avenues Northeast);
- Redmond Way Wastewater Rehabilitation (170<sup>th</sup> Avenue Northeast to Cleveland Street);
- Couplet Conversion; and
- Couplet Conversion Water Quality.

## Redmond Central Connector

The planning, design, and development of the Redmond Central Connector has been an ongoing collaboration between the Parks, Transportation, Stormwater, and Planning departments and divisions to implement this long awaited improvement. With the purchase of the rail right-of-way by the City and coordination with Sound Transit in planning for an eventual dual use of the corridor for transit and trail use, the City has committed to making this vision a reality. Continued investment in the physical improvement of this corridor by creating a linear park and east-west trail connection, constructing low-impact development water-quality features, landscape plantings, and including art and unique design features for walkers and bikers will establish a recreational amenity that creates community gathering places. These places will enhance the attraction, livability, and value of the neighborhood greatly, substantially completing the vision of providing this long desired park amenity. This improvement will also improve connectedness between Old Town and the Redmond Town Center. With the construction of the trail improvements, a 92-stall parking lot will be included which will be available for trail and Downtown Park users and community events. The project will begin construction in 2012. Completing this work within this next budget cycle is important as it is also funded by state and federal grants. The completion of this long awaited improvement will support and promote continued economic development as it will reverse the blighting influence the corridor has been on the neighborhood for many years as an abandoned rail corridor.

This package also includes continued payment of property management and legal fees associated with purchase and appeal of the Burlington Northern Santa Fe (BNSF) corridor to avoid disruption to improvement of the Redmond Central Connector.

This package supports the CIP purchasing strategies by:

- Advancing the vision for the Downtown urban center and specific policy direction regarding improvement of the Redmond Central Connector as a place that provides for transit, trail and community gathering and links the north and south parts of the Downtown;
- Including water-quality features as part of the improvement; and
- Leveraging significant state and federal grants

This package is comprised of the following projects:

- Redmond Central Connector Improvements;
- Redmond Central Connector Parking Lot; and
- Burlington Northern Corridor Property Management and Legal Fees.

## Downtown Parks

A vital, central Downtown Park has also been a main long-term goal and vision for the neighborhood. The location has shifted from the old surface Park-and-Ride lot on Northeast 83rd Street, to the new, and better, location between Redmond Way and Cleveland Street at the 161st Street Extension, which is closer to the heart of the neighborhood. Significant actions have already been taken towards this park's development. Nearly all of the properties have been purchased for the park, and grass has been planted on the property to make the land usable in the interim. Within the next six years, a Master Plan for the park will be completed to provide the framework for development of the park and preparation of a cost

estimate for purposes of securing funding. Also during this period, interim improvements to the existing grass field and future expansion across Brown Street will take place to make the park more usable and versatile until its ultimate Master Plan build-out and to continue to energize Downtown businesses and provide recreational space for Downtown residents. For 2012, ten events are planned for this space and the interim improvements will continue to be programmed with park and community event activities. Continued debt and bond payment will be ongoing.

The other park within Downtown that needs work during this cycle is the Dudley Carter Park located at 159th Place and Leary Way. Preservation work on the existing building (the Haida House) will prevent severe deterioration to the building, protect the artwork on the building, and use grant funds secured for this purpose by:

- Advancing the vision for the Downtown urban center, and implementing policy direction in the Comprehensive Plan regarding retaining and enhancing existing Downtown parks and adding new parks;
- Renovating the Haida House to preserve this historic landmark; and
- Applying committed grant funds to restore the Haida House and developing a master plan for the Downtown Park that can be used as part of continued fund raising for improvements.

This package is comprised of the following projects:

- Downtown Park Acquisition;
- Downtown Park Building Demolition;
- Downtown Park Interim Improvements;
- Downtown Park Master Plan;
- Haida House Preservation and Interim Improvements at Dudley Carter Park; and
- Continued Downtown Park debt and bond payment.

## **Maintaining Natural Assets and Serving Existing Customers**

The habitat in Redmond's rivers, streams, and lakes is important to protecting the area's high quality of life, valuable aquatic resources, the area's natural beauty, as well as the City's Downtown aquifer. Within this budget cycle, there are several projects that are proposed to be constructed to maintain and improve the Downtown regional stormwater, water, and sewer systems. These projects include enhancing the banks of the Sammamish River and stream habitat, retrofitting existing stormwater facilities, repairing and replacing existing sewer lines, and adding more monitoring wells. It is necessary to complete many of these projects as they are grant funded, and the City must meet agreed upon timelines to comply with current state standards and regulations by:

- Advancing the vision for the Downtown urban center, and implementing recurring policy direction in the Comprehensive Plan related to healthy rivers and streams and reliable utilities;
- Rehabilitating existing utilities in order to maintain and improve the reliability and function; and
- Applying committed grant funds to these improvements.

This package is comprised of the following projects:

- Bear Creek Rehabilitation;
- Redmond Way Water Quality Facility;
- Connection to King County Metro Transmission Line at Redmond Way/Sammamish River;
- Downtown Groundwater Network Enhancements (Monitoring Wells);
- City Center Ground Water Protection; and
- Sammamish River Enhancements, 90<sup>th</sup> to Willows Creek (design and construction).

### **Bringing it All Together**

Work within Downtown has steadily progressed over the past two decades to help fulfill the vision for the neighborhood. Several significant street improvements and underground infrastructure improvements have been completed during the last six years to ensure that targeted growth can be adequately served. The private sector has positively responded, and continues to respond, with new real estate development and business development. This proposed package delivers projects that continue to positively transform Downtown into the desired urban center that is envisioned.

**2013 - 2018 Capital Investment Program**

**Downtown Urban Center**

Map #	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
	<b>Cleveland Street/Redmond Way One-Way Conversion (The following seven projects make up the Cleveland St/Redmond Way Conversion Package)</b>				
20	<b>One -Way to Two -Way Conversion</b> - Conversion of Redmond Way/Cleveland Street from one-way streets to two-way streets. Includes reconstruction of all intersections and traffic signals to provide for an enhanced pedestrian environment. The project also includes a westbound Business Access and Transit (BAT) lane from Avondale Way about 1,000 feet to the east.	Infrastructure & Growth Transportation	Existing	\$ 2,111,425	\$ 12,424,764
31	<b>164th Ave NE Extension</b> - The project implements an important element of the one- way to two-way conversion. It provides a new multimodal connection in an Urban Center, enhances community character and improves connectivity between the Town Center district and the rest of Downtown. The new connection creates an entirely new north-south corridor in downtown which extends to Education Hill and beyond.	Transportation	Existing	\$ 2,804,206	\$ 3,500,000
32	<b>164th Ave NE Rechannelization</b> - The project implements an important element of the one-way to two-way conversion. The project improves connectivity and circulation in the Downtown Urban Center, as well as protects and enhances community character by more efficiently using existing street width, therefore achieving a high value for the dollars invested. In addition, the channelization improves transit operations in the corridor by allowing easier turning access for buses to the Downtown Redmond Transit Center.	Transportation	Existing	\$ 553,798	\$ 654,000
19	<b>Cleveland Streetscape</b> - Cleveland Street will be the "signature" street for the Downtown Urban Center. It is part of the Downtown East-West Corridor Study Master Plan and Implementation Strategy and a necessary improvement prior to conversion of the Redmond Way/Cleveland Street Couplet from one-way to two-way. It includes widening the sidewalks and improving intersections to be more pedestrian oriented. Currently there is a federal grant to fund improvements between 164th Avenue NE and 160th Avenue NE.	Transportation	Existing	\$ 5,819,136	\$ 6,322,000
64	<b>Couplet Conversion Water Quality</b> - Construct water quality facilities as a part of the regional facility plan.	Stormwater	Existing	\$ 0	\$ 200,000
406	<b>Redmond Way Rehabilitation</b> - Replace a section of the sewer main that is eroded at 170th to Cleveland.  Project timeframe: 2013-2016	Wastewater	New	\$ 60,000	\$ 60,000
<b>Total Cleveland/Redmond One-Way Conversion</b>				\$ 11,348,565	\$ 23,160,764

**2013 - 2018 Capital Investment Program**

**Downtown Urban Center**

Map #	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
	<b>Redmond Central Connector</b>				
230	<b>Redmond Central Connector Master Plan</b> - The project implements the Downtown Transportation Master Plan and a key element of the Park, Arts, Recreation, Culture and Conservation Plan (PARCC). The project constructs 1.1 miles of hard-surfaced trail along the former Burlington Northern Santa Fe railroad corridor. The project will have side trails and street connections, create park spaces, include integrated art and will be based on the Redmond Central Connector Master Plan.	Infrastructure & Growth  Transportation Parks	Existing	\$ 3,602,250	\$ 4,750,000
24	<b>Redmond Central Connector Parking Lot</b> - The project includes construction of 92 parking spaces for the Redmond Central Connector. The parking lot will be integrated into the trail, landscape and art design for the Redmond Central Connector project. The parking lot will operate as a pay-to-park system.	Business Community  General Government	Existing	\$ 733,000	\$ 733,000
402	<b>Burlington Northern Corridor</b> - Complete ongoing property management and legal fees for completion of right of way (ROW).  Project timeframe: 2013-2016	Parks	Existing	\$ 25,000	\$ 25,000
<b>Total Redmond Central Connector</b>				\$ 4,360,250	\$ 5,508,000
	<b>Downtown Park</b>				
405	<b>Downtown Park Master Plan</b> - Begin design process and community involvement for the development of the park's master plan. Project timeframe: 2013-2014	Community Building  Parks	New	\$ 250,000	\$ 250,000
99	<b>Acquisition</b> - Complete ongoing acquisition of park property. Project timeframe: 2013	Parks	Existing	\$ 800,000	\$ 800,000
411	<b>Engineering Design</b> - Develop engineering plans and bid package for ultimate build out of Downtown Park.	Parks	New	\$ 400,000	\$ 400,000
404	<b>Interim Improvements</b> - Provide interim improvements to Downtown Park pending full development of the Park.	Parks	New	\$ 100,000	\$ 100,000
403	<b>Demolition</b> - Demolition of buildings in 2013. Project timeframe: 2013	Parks	New	\$ 240,000	\$ 240,000
436	<b>Downtown Park Development</b> Project timeframe: 2016	Parks	New		\$ 7,500,000
98	<b>Debt Repayment</b> - Continue debt payment on Bond. Project timeframe: 2013-2020	Parks	Existing	\$ 1,796,076	\$ 5,384,328
<b>Total Downtown Park</b>				\$ 3,586,076	\$ 14,674,328

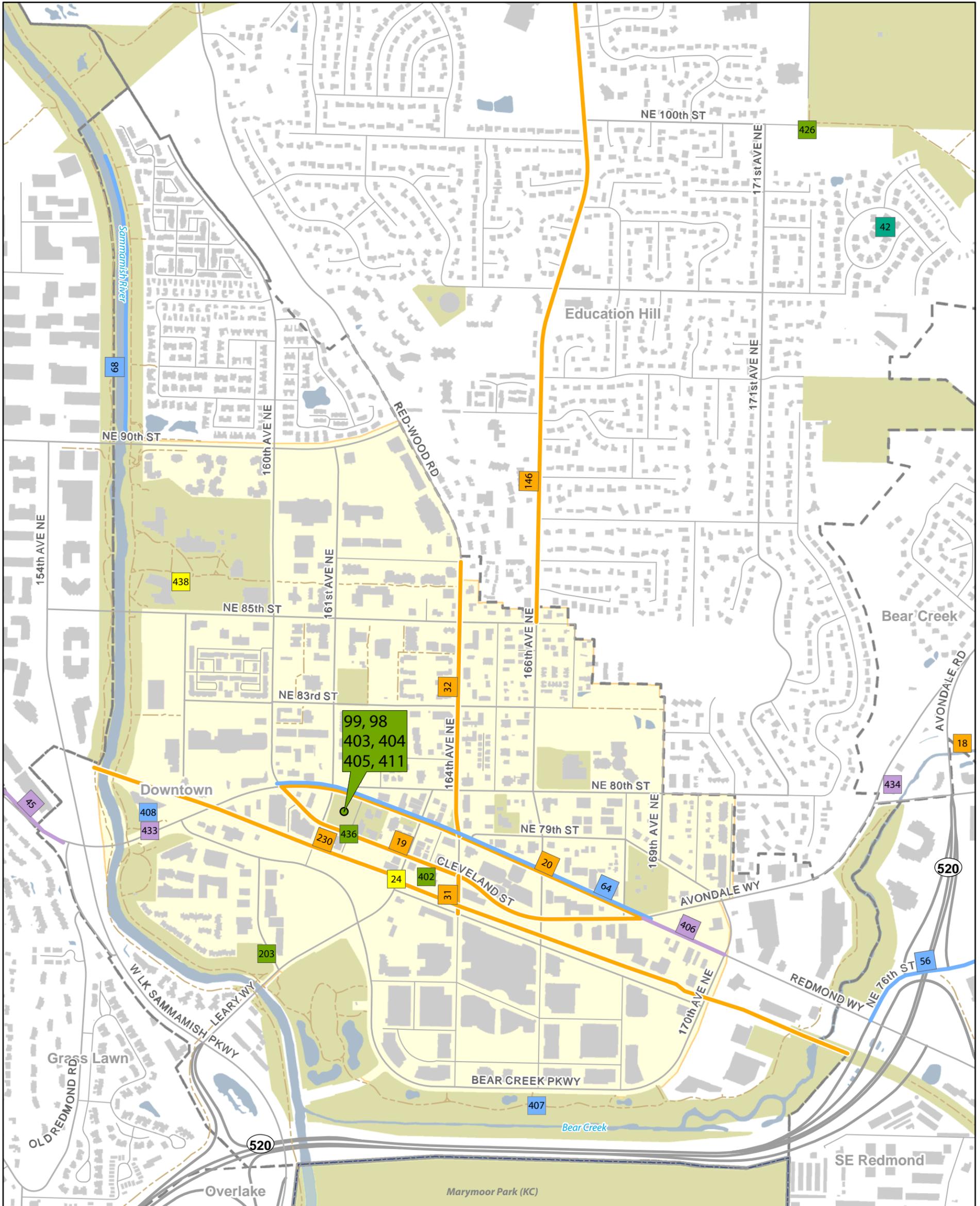
**2013 - 2018 Capital Investment Program  
Downtown Urban Center**

Map #	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
203	<p><b>Dudley Carter Park Preservation and Interim Improvements</b></p> <p>Preserve the Haida House and provide interim use for the Dudley Carter park.</p> <p>Project timeframe: 2013</p>	<p>Community Building</p> <p>Parks</p>	New	\$ 25,000	\$ 25,000
407	<p><b>Bear Creek Rehabilitation</b></p> <p>Relocate and enhance the lower 3,400 feet of Bear Creek to improve migration, rearing and spawning habitat for salmon. The project includes significant in stream and buffer improvements.</p> <p>Project timeframe: 2013-2014</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	Existing	\$ 8,445,000	\$ 11,529,507
408	<p><b>Redmond Way Water Quality</b></p> <p>Construct new water quality vault to treat 250 acres of downtown surcharge area that discharges to the Sammamish River near Redmond Way.</p> <p>Project timeframe: 2013-2014</p>	<p>Infrastructure &amp; Growth</p> <p>Stormwater</p>	Existing	\$ 5,400,000	\$ 7,849,928
68	<p><b>Sammamish River Enhancements - 90th to Willows Creek</b></p> <p>Regrade both banks of approximately 2,200 feet of the Sammamish River to enhance in-stream habitat. Remove invasive weeds and install native trees and shrubs to improve stream buffers and cool the water for salmon.</p> <p>Project timeframe: 2017</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	Existing	\$ 0	\$ 3,100,000
N/A	<p><b>City Center Groundwater Protection</b></p> <p>Identify and construct conveyance improvements to allow existing infiltration systems to connect to the stormwater system if needed. Includes capital projects needed to retrofit the City infiltration facilities to meet State regulations.</p> <p>Project timeframe: 2013-2015</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	Existing	\$ 696,000	\$ 1,330,000
433	<p><b>Connection to King County - Redmond Way</b></p> <p>Upgrade sewer connection to King County Metro transmission line at Redmond Way.</p> <p>Project timeframe: 2013</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 275,000	\$ 275,000

**2013 - 2018 Capital Investment Program**

**Downtown Urban Center**

Map #	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
N/A	<p><b>Downtown Groundwater Network Enhancements</b></p> <p>Installation of groundwater monitoring wells to pursue activation of cleanup sites in downtown.</p> <p>Project timeframe: 2013</p>	<p>Infrastructure &amp; Growth</p> <p>Water</p>	New	\$ 50,000	\$ 50,000
438	<p><b>City Hall Lease Obligations</b></p> <p>Payment of outstanding lease on the City Hall building and garage.</p> <p>Project timeframe: Ongoing</p>	<p>Responsible Government</p> <p>General Government</p>	Existing	\$ 8,084,319	\$ 24,570,078
<b>Total Downtown Urban Center</b>				\$ 42,270,210	\$ 92,072,605



**Projects**

- |  |  |  |
|--|--|--|
|  Parks              |  Parks          |  Urban Center |
|  Stormwater         |  Stormwater     |  |
|  Transportation     |  Transportation |  |
|  Wastewater         |  Wastewater     |  |
|  Water              |  Water          |  |
|  General Government |  |  |



**Capital Investment Projects  
2013 - 2018**

**Downtown**



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**OVERLAKE URBAN CENTER**

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## Overlake CIP Narrative



CRANDALL ARAMBULA  
Revitalizing America's Cities

Visualization- Final Phase  
May 27, 2011

### 2030 Vision

Redmond's adopted vision for Overlake in 2030 is a thriving neighborhood where 16,000 people live and 70,000 people work. In 2030, thousands of new residents walk from their homes to their jobs or to patronize neighborhood shops and services. Many stroll along a redesigned 152 Avenue Northeast, the neighborhood's main street. Others use new streets and urban pathways established as the neighborhood redeveloped.

The neighborhood contains three major parks, two of which also serve as regional stormwater management facilities and provide an important green contrast to surrounding urban development. Employees relax in the park refuge spaces while visitors take in live music. From the parks, one can see residents of adjacent mid-rise condominiums hosting family and friends on balconies overlooking the neighborhood and beyond.

Each day, light rail quickly and conveniently transports residents, employees, and visitors between two Overlake stations and regional destinations. For those preferring bicycles to trains, regional trails have been improved, reducing congestion at street crossings. Complete streets and new non-motorized crossings of State Route (SR) 520 make transit convenient for more people and provide new connections

between Overlake Village and the Employment Area to the north. The Overlake of 2030 succeeds as a regional hub of activity because the community at large, together with private property owners and developers, established a vision and followed through on a strategy to achieve it.

## **Achieving the Vision: Strategic Approach**

In 2011, the City adopted *Vision Blueprint: Redmond's Capital Investment Strategy, 2013-2030*. This document describes a long-term strategy for achieving Redmond's vision. The focus of this strategy is to invest in critical infrastructure that will support growth, indicating Redmond's commitment to create a quality neighborhood. This strategy involves collaborating with partners to coordinate the provision of infrastructure, and participating in the extension of East Link and improvements to SR 520 to ensure that such improvements are consistent with Redmond's vision for the neighborhood. These investments will also serve people who live or work in Overlake today.

This package of offers articulates a six-year strategy that is consistent with the long-term strategy developed in *Vision Blueprint*. The six-year strategic approach focuses on early work, such as planning, design, and property acquisition, since the vision for Overlake is in the early stages of unfolding. The approach also emphasizes logical packaging of projects to take advantage of geographic overlap and partnership opportunities. Perhaps most importantly, the approach focuses on projects that should be completed during this CIP period for a variety of reasons explained below.

Specifically, to advance the vision for Overlake during the 2013-2018 CIP period, the City and its partners will:

- Complete advance planning and design for new connections serving all travel modes;
- Construct bicycle and vehicle improvements that enhance local circulation;
- Leverage private and state investments in transit and mobility;
- Design open spaces to serve and attract residents, employees, and visitors;
- Maintain reliable utility services for customers in existing neighborhoods;
- Build new utility infrastructure to accommodate growth;
- Coordinate utility improvements with other functional areas to reduce costs; and
- Implement regional stormwater solutions that improve habitat, accommodate growth, and encourage private sector investment by allowing property owners to focus on developing and maintaining their properties.

In implementing this strategy, the City and its partners will serve the following customers:

- Residents, by investing in existing and new infrastructure to maintain the high quality of life that Redmond residents expect;
- Businesses, by investing in infrastructure design and construction to support growth and by improving mobility for employees and customers; and
- Visitors and the community at large, by partnering with other agencies and the private sector to deliver a lively, attractive, and successful Overlake.

## Outcomes: The Return on Investment

At the end of the 2013-2018 CIP period, the City's infrastructure in Overlake will appear largely unchanged to the casual onlooker. That is for two reasons:

- 1) This CIP is weighted toward project design and leveraging the actions of others, rather than toward construction; and
- 2) The major infrastructure that will be built will be underground and in areas away from public view.

Nevertheless, advances in design and construction will catalyze private investment by showing the public's commitment to improvements necessary for redevelopment, especially near the Overlake Village light rail station. The advances will also help maintain and improve the quality of life throughout the neighborhood. Specific actions to achieve the vision are described according to the following project packages.

### Overlake Transit Center: Multimodal and Employment Hub

Investments by the City and its partners will begin transforming the Overlake Transit Center during this CIP period. By the end of the period, Sound Transit will be well into construction of the East Link extension that will have an interim terminus at the Overlake Transit Center. The City will leverage significant private funds to ensure that a pedestrian and bicycle bridge is designed and then built over SR 520 to connect a major employment center and the SR 520 Trail on the west with the transit center to the east. This will dramatically improve walkability and bikeability to the station when light rail service commences in 2023. Simultaneous to bridge design, the City will design a grade separation of the SR 520 trail at Northeast 40th Street. This will ultimately resolve the most significant pedestrian-bicycle-vehicle conflict point in Redmond in a way that is seamlessly integrated with the new pedestrian-bicycle bridge and the light rail station. The projects at the Overlake Transit Center must proceed during this CIP period principally because Sound Transit has entered final design for East Link and will begin construction in 2015. This is the City's only opportunity to influence light rail design and the design of complementary infrastructure.

This package supports the CIP purchasing strategies by:

- Advancing the vision for the Overlake urban center, especially the transportation portion;
- Protecting stream habitat (via stormwater bypass extension);
- Leveraging significant private dollars through partnerships for the pedestrian-bicycle bridge; and
- Implementing critical policy direction in the Comprehensive Plan related to light rail and mobility choices.

This package includes:

- Overlake Transit Center Pedestrian-Bicycle Bridge over SR 520 (design);
- State Route 520 Trail Undercrossing at Northeast 40<sup>th</sup> Street (design and right-of-way acquisition);
- Northeast 40<sup>th</sup> Street Stormwater Bypass Extension (design); and
- East Link Light Rail Station Planning.

## Overlake Village Station: Linchpin to the Village

The Overlake Village Station Area is the early linchpin to achieving the vision for Overlake Village. At full build out, the station area will be home to about 1,000 residences and hundreds of thousands of square feet of commercial floor area built to leverage investments in transit, open space, stormwater, and attractive streetscapes. To advance those outcomes during this CIP period, the City will: 1) work proactively with Sound Transit to ensure that the Overlake Village light rail station helps achieve the vision for Overlake Village, 2) design a second pedestrian-bicycle bridge to connect the Overlake Village light rail station to residential and employment on the north side of SR 520, and 3) acquire property necessary to implement the regional stormwater facilities plan for Overlake adopted in 2010.

All of these activities will be coordinated to provide maximum benefit to the community. The pedestrian-bicycle bridge will be designed hand-in-hand with the light rail station itself, ensuring that the walkability and bikeability improvements that are anticipated fully materialize. Simultaneously, the City will work with Sound Transit and private property owners to acquire land needed for one of two stormwater infiltration vaults in Overlake Village. Since this vault doubles as the station area plaza, it is critical for property acquisition and design to proceed concurrently with station design.

The projects at the Overlake Village Station must proceed during this CIP period for two reasons: 1) Sound Transit has entered final design for East Link and will begin construction in 2015; the City's opportunity to work with Sound Transit to achieve the vision is now, and 2) large properties proximate to the light rail station are for sale now and the City must act to design infrastructure now in order to express commitment to the private sector and encourage private sector investment.

This package supports the CIP purchasing strategies by:

- Advancing the vision for the Overlake urban center, especially the transportation portion;
- Protecting stream habitat (via regional vault system progress);
- Using grant money to supplement City funds to complete pedestrian-bicycle bridge design; and
- Implementing critical policy direction in the Comprehensive Plan related to light rail and mobility choices.

This package includes:

- Overlake Village Station Pedestrian-Bicycle Bridge (design);
- East Link Light Rail Station Planning; and
- Overlake Stormwater Vault Property Acquisition.

## Overlake Village Critical Infrastructure

Overlake Village will be Redmond's most intensely developed area and will experience the most dramatic transformation in urban form over the next 20 years. During the upcoming CIP period, the City and its partners will prepare for this by investing in projects that will provide new and enhanced connections for vehicles, bicycles, and pedestrians (Northeast 31st Street bicycle lanes, 148th Avenue Northeast and Overlake Access Ramp design, and 156th Avenue Northeast/Bel-Red Road intersection improvements); regional stormwater detention capacity to serve existing needs and growth (South Detention Vault construction); and master plans for a future park, most likely at the Group Health site.

These investments will ultimately result in the ability to accommodate growth without sacrificing time, land, or expertise on private stormwater systems; improved ability to access dozens of Redmond businesses and regional transportation infrastructure; and the addition of parks and open spaces in an area with zero existing public open space.

The City will leverage funds from developers, Microsoft, the City of Bellevue, and the State to complete these projects.

These projects are timely now because: 1) existing transportation infrastructure along 148th Avenue Northeast is at or over capacity, while significant new growth is anticipated; 2) the Washington State Department of Transportation will be designing the Overlake Access Ramp during this CIP period and the City's opportunity to influence that design is now; 3) large properties in the Village are for sale now and the City must act to ensure that adequate stormwater detention capacity exists to serve that growth; 4) the City is obligated to provide stormwater detention for the Microsoft Campus and Northeast 36th Street Bridge project; and 5) there is high market demand for housing in Overlake Village, which will only increase the need for open space over time.

This package supports the CIP purchasing strategies by:

- Advancing the vision for the Overlake urban center, especially the transportation and parks and open space portions;
- Protecting stream habitat (via South Detention Vault construction);
- Leveraging the funds and other in-kind contributions of City partners; and
- Implementing critical policy direction in the Comprehensive Plan related to mobility and stormwater.

This package includes:

- Overlake Stormwater Vault Property Acquisition;
- Northeast 31<sup>st</sup> Street Bicycle Lanes (constructed by Microsoft);
- 148<sup>th</sup> Avenue Northeast Corridor Transportation Improvements (preliminary design);
- Overlake Access Ramp (preliminary design by Washington State Department of Transportation);
- Overlake Stormwater Facility 1 – South Detention Vault (construction);
- Overlake Park Master Plan; and
- 156<sup>th</sup> Avenue Northeast/Bel-Red Road Intersection Improvements (constructed by Microsoft).

## **Maintaining Natural Assets**

The habitat in Redmond's rivers, streams, and lakes is important to protecting the area's high quality of life, valuable aquatic resources, and the area's natural beauty. Today, the City and developers routinely integrate flow control and water quality features with urban development projects. These help keep streams healthy for fish and wildlife, and protect nearby properties by reducing erosion; however, many stream basins are built with no flow control or water quality features, and are continually eroding (literally and figuratively), reducing the ecosystem services they provide and increasing hazards to nearby property owners. Redmond has a long-term commitment to retrofitting stream basins with flow control and water quality features to protect fish and wildlife, property, and human health.

During this CIP period, the City will focus on retrofitting Tosh Creek and its contributing watercourses. Tosh Creek represents the biggest bang for the buck among stream rehabilitation opportunities in Redmond. In addition to retrofitting the contributing basin areas with flow control and water quality features, the City will replace a substandard culvert at West Lake Sammamish Parkway with a culvert that is fish-passable. Taken together, these investments will improve water quality, reduce erosion, reduce hazards to private property, reduce hazards to human health, and improve habitat for fish and wildlife.

These projects are important to complete in this CIP period because: 1) inaction will result in continuing degradation of the basin; 2) the projects will increase habitat area for threatened salmon runs; and 3) the contributing basin is largely built out, so there are no other ways to remedy the existing situation.

This package supports the CIP purchasing strategies by:

- Protecting and enhancing stream habitat (via South Detention Vault construction);
- Focusing on stream habitat improvements that provide a big bang for the buck; and
- Implementing recurring policy direction in the Comprehensive Plan related to healthy streams.

This package includes:

- Tosh Creek at West Lake Sammamish Parkway Realignment and Culvert Replacement; and
- Tosh Creek Flow Control and Water Quality.

## **Maintaining and Enhancing Quality of Life**

Lastly, to achieve the vision, the City will invest in basic utility and park infrastructure to serve customers in largely built-out areas of Overlake. First, the existing sewer main in a one-block length of Northeast 51st Street will be diverted in order to provide sufficient capacity for growth. The result of this replacement is unlikely to be noticed by anyone, and that is how it should be. Our customers expect wastewater to disappear quickly and effortlessly at reasonable cost; staying on top of incremental needs in developed neighborhoods makes this possible. Second, Westside Park is in need of a major renovation. The renovation will proceed according to a Master Plan completed in 2009, which calls for increasing the capacity of the playground, improving trails, continuing the re-vegetation of the park, and creating better trail connections to the Bridle Crest Trail. Maintaining existing assets is important to avoid the costs of deferred maintenance.

This package supports the following CIP purchasing strategies by:

- Providing higher quality facilities for neighbors to gather and recreate;
- Rehabilitating an existing park asset and maintaining the function of existing sewer assets; and
- Implementing recurring policy direction in the Comprehensive Plan related to high-quality services and a well-distributed neighborhood park system.

This package includes:

- Westside Park (design and construction); and
- Northeast 51<sup>st</sup> Street Sewer Bypass.

## **Bringing it All Together**

Overlake is on the leading edge of a major transformation. During the last six years, the City has invested in more specific plans, which has resulted in a much clearer picture of the need for public infrastructure and how that need should be fulfilled over time. Now that the need and general timing is known, it is time to work with our partners to advance plans to designs, and designs to construction. Operational offers from the Planning, Parks, and Public Works Departments provide the capacity for future planning efforts that support the visions, as well as day-to-day maintenance of existing infrastructure in Overlake. In coordination with those offers, this proposed package delivers what is needed to keep Overlake moving forward so that the community's long-term vision is realized.

**2013 - 2018 Capital Investment Program**

**Overlake Urban Center**

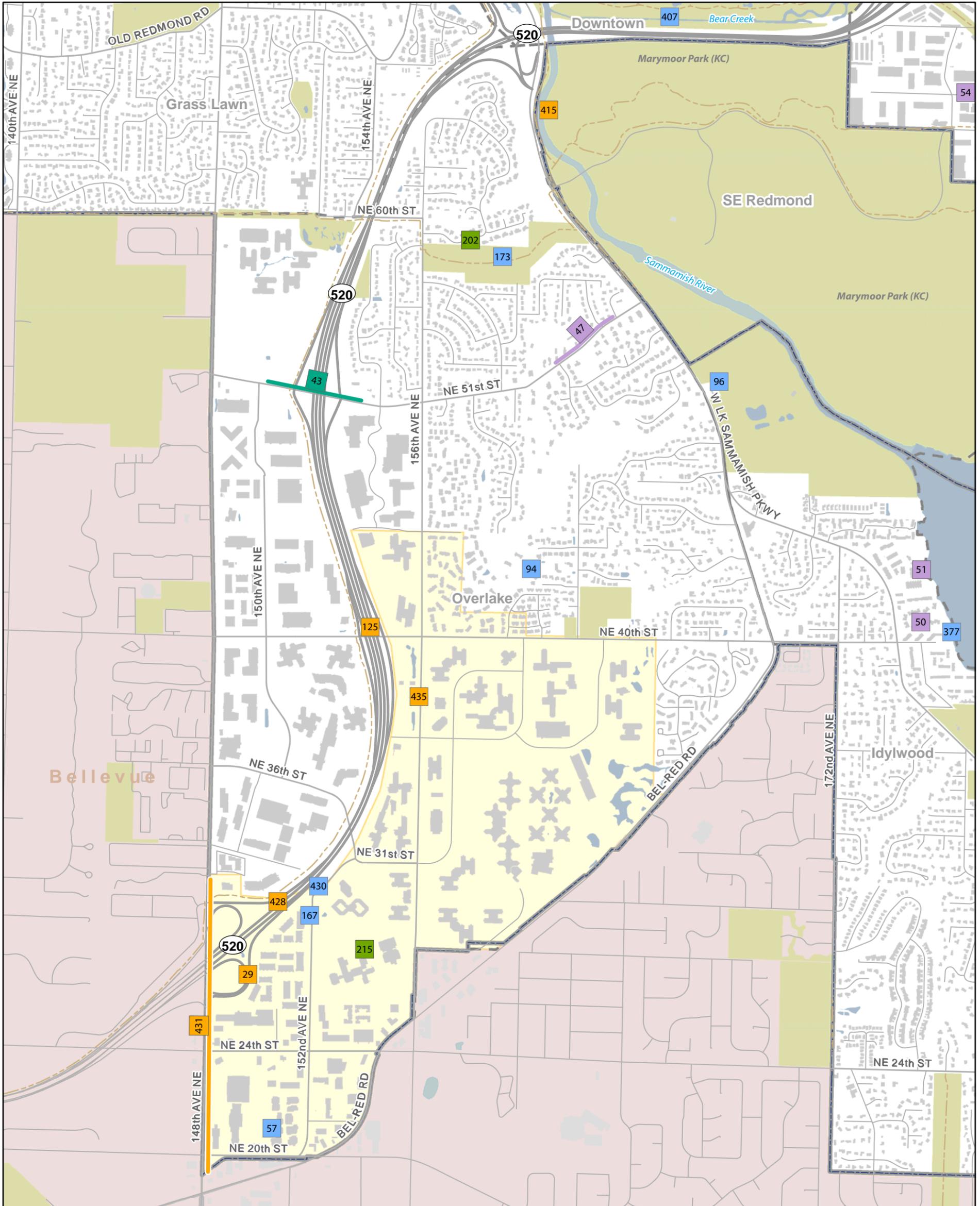
Map #	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
	<b>Overlake Village Station</b>				
430	<b><i>Ped Bridge - Design</i></b> - Provide a new \$10-\$12 million pedestrian and bike connection over State Route 520 between the Overlake Village light rail station and the Microsoft campus. Includes \$1.6 million grant from Puget Sound Energy to support this project.  Project timeframe: 2013-2018	Infrastructure & Growth  Transportation	Existing	\$ 2,636,256	\$ 2,886,256
167	<b><i>Overlake - Stormwater Facilities</i></b> - Property rights acquisition for the Overlake regional stormwater facilities.	Infrastructure & Growth  Stormwater	Existing	\$ 0	\$ 10,312,003
		<b>Total Overlake Village Station</b>		\$ 2,636,256	\$ 13,198,259
	<b>Overlake Critical Infrastructure</b>				
29	<b><i>Overlake Access Ramp - Preliminary Design</i></b> - Adding an eastbound off-ramp from SR 520 under 148th Avenue NE and connecting directly to 152nd Avenue NE. The project is a key element of the City's plans for the Overlake Urban Center. This project is in collaboration with Washington State Department of Transportation (WSDOT) and the City of Bellevue.  Project timeframe: 2013	Infrastructure & Growth  Transportation	Existing	\$ 278,159	\$ 500,000
215	<b><i>Overlake Park Master Plan</i></b> - As development occurs in Overlake, the Master Plan process for the City's first Overlake Park will begin.  Project timeframe: 2013	Community Building  Parks	New	\$ 400,000	\$ 400,000
57	<b><i>Overlake - Facility #1 - South Vault</i></b> - Construct a large regional stormwater detention vault south of NE 24th Street. This is the first facility proposed in the Overlake surcharge area.  Project timeframe: 2011-2014	Infrastructure & Growth  Stormwater	Existing	\$ 12,950,000	\$ 15,200,000
		<b>Total Overlake Critical Infrastructure</b>		\$ 13,628,159	\$ 16,100,000

**2013 - 2018 Capital Investment Program  
Overlake Urban Center**

Map #	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
428, 435	<p><b>Sound Transit Eastlink</b></p> <p>Sound Transit is moving forward rapidly with design for extension of light rail from Downtown Seattle to the two stations in Redmond's Overlake Urban Center. The effort requires substantial City attention to Sound Transit's design to achieve a light rail system that is consistent with Redmond's interests. The planning effort requires both City staff time and access to consultants who are experienced in light rail design and operation and how it fits with land use. The key areas of Redmond's interest are station access (e.g. pedestrian and bike facilities, additional street and access connections, and transit), station design, how the system will fit with future development and efforts to extend light rail to Downtown Redmond.</p> <p>Project timeframe: 2013</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 100,000	\$ 300,000
125	<p><b>Overlake Transit Center</b></p> <p><i>State Route 520 Trail at NE 40th Street</i> - SR 520 Trail at NE 40th Street is included in the Overlake Neighborhood Master Plan and Implementation Strategy and is further supported by the results of the NE 40th St Corridor Study. The project grade separates the 520 Trail at NE 40th Street to improve bicycle and pedestrian access along the 520 Trail, reduces conflicts between vehicles and non-motorized users and improves vehicle operations at the intersection.</p> <p>Project timeframe: 2017-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	New	\$ 0	\$ 2,000,000
377	<p><i>40th Street Stormwater Bypass Extension</i> - Extend the 40th Street stormwater bypass to Lake Sammamish to accommodate development.</p> <p>Project timeframe: 2018</p>	<p>Infrastructure &amp; Growth</p> <p>Stormwater</p>	New	\$ 0	\$ 200,000
<b>Total Overlake Transit Center</b>				\$ 0	\$ 2,200,000
94	<p><b>Tosh Creek</b></p> <p><i>Flow Control &amp; Water Quality</i> - Install flow control and water quality treatment in the contributing drainage area as part of rehabilitating Tosh Creek.</p>	<p>Infrastructure &amp; Growth</p> <p>Stormwater</p>	New	\$ 1,000,000	\$ 2,850,000
96	<p><i>Realignment and Culvert Replacement</i> - Relocate and enhance approximately 500 feet of stream channel downstream of West Lake Sammamish Parkway and replace the culvert crossing to reduce flooding, enhance fish habitat, and reduce culvert maintenance.</p> <p>Project timeframe: 2013-2018</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	Existing	\$ 1,054,075	\$ 1,446,175
<b>Total Tosh Creek</b>				\$ 2,054,075	\$ 4,296,175

**2013 - 2018 Capital Investment Program  
Overlake Urban Center**

Map #	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
202	<p><b>Westside Park</b></p> <p>Design and construct one of Redmond's oldest neighborhood parks. The master plan was completed in 2009.</p> <p>Project timeframe: 2017-2018</p>	<p>Community Building</p> <p>Parks</p>	New	\$ 0	\$ 900,000
47	<p><b>Northeast 51st Street Bypass</b></p> <p>Construct approximately 200 lineal feet of sewer main in NE 51st Street, from 162nd Avenue NE to 163rd Court NE, to allow the southwestern portion of the basin to discharge through the subdivision of Sunny Slope Farms.</p> <p>Project timeframe: 2015-2016</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 0	\$ 500,000
173	<p><b>Clise Creek Main Stem Large Woody Debris</b></p> <p>The Clise Creek Main Stem Project includes large wood supplementation and bioengineering to stabilize the channel, store sediment and increase in-stream habitat diversity in coordination with Park improvements.</p> <p>Project timeframe: 2017 - 2018</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	New	\$ 0	\$ 478,000
43	<p><b>Northeast 51st Street Crossing at State Route 520</b></p> <p>New waterline under State Route 520 to replace the existing water line that will be impacted by Sound Transit's light rail project.</p> <p>Project timeframe: 2017-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Water</p>	Existing	\$ 0	\$ 1,000,000
<b>Total Overlake Urban Center</b>				\$ 18,418,490	\$ 38,972,434



**Projects**

- |  |  |  |
|--|--|--|
|  Parks              |  Parks          |  Urban Center |
|  Stormwater         |  Stormwater     |  |
|  Transportation     |  Transportation |  |
|  Wastewater         |  Wastewater     |  |
|  Water              |  Water          |  |
|  General Government |  |  |



**Capital Investment Projects  
2013 - 2018**

**Overlake**



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**UNFUNDED OVERLAKE PROJECT**

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**2013 - 2018 Capital Investment Program**

**Unfunded - Overlake Project**

Project Description & Timeframe	Priority & Functional Area	Project Status	Unfunded Amount
<p><b><i>148th Ave NE Corridor - Preliminary Design</i></b> - The 148th Avenue NE Corridor Project is a collaboration with the City of Bellevue to establish the ultimate street and streetscape design for the corridor. It is included in the Transportation Master Plan and the Transportation Facility Plan.</p> <p>Project timeframe: 2014</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	<p>Existing</p>	<p>\$ 247,899</p>

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## **REDMOND NEIGHBORHOODS**

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## Redmond Neighborhoods CIP Narrative



### 2030 Vision

As neighborhoods outside of Redmond’s urban centers continue to mature, they build on assets such as natural beauty and diversity, maintain a welcoming atmosphere through gathering places, and continue improving public aspects such as safety and transportation.

Neighborhood parks help residents enjoy a feeling of connectedness to their immediate neighborhood and to the community as a whole. An array of recreational opportunities, programs, and park facilities enrich the lives of all residents.

Redmond is known as the bicycle capital of the Northwest and throughout its neighborhoods, the City has developed an extensive system of bike paths and trails that are used for recreation, commuting and riding to schools, parks, and other destinations. Basic maintenance (including streets, utilities and improvements to all modes of transportation) provides needed services and mobility options for people, whether walking safely down the street or moving efficiently across town.

As Redmond grows, residents want the community to weave the small town feel of older, established neighborhoods with the energy and vitality of Redmond’s emerging urban centers. These efforts will result in comfortable, friendly sense of place, a place where diversity and innovation are embraced and

action is taken to achieve community objectives. It's a place that is home to people from a variety of ethnic backgrounds, which contribute to the richness of the City's culture.

## **Achieving the Vision: Strategic Approach**

In 2011, the City adopted *Vision Blueprint: Redmond's Capital Investment Strategy, 2013-2030*. This document describes a long-term strategy for achieving Redmond's vision. The chief component of this strategy is to invest in critical infrastructure to support growth and for Redmond's neighborhoods to be connected and maintained consistent with the vision for the neighborhoods. This strategy involves major improvements outside of Redmond's urban centers in the Bear Creek, North Redmond, Southeast Redmond and Willows/Rose Hill neighborhoods, as well as improvements in other neighborhoods.

The package of offers articulates a six-year strategy that is consistent with the long-term strategy developed in *Vision Blueprint*. The six-year strategic approach focuses on the near-term (2013 to 2018 capital investments). The approach includes logical packaging of projects as possible to take advantage of geographic overlap and partnership opportunities. Perhaps most importantly, the approach focuses on projects that should be completed during this CIP period for a variety of reasons explained below.

Specifically, to advance the vision for Redmond's neighborhoods during the 2013-2018 CIP period, the City and its partners will continue to preserve and provide basic maintenance of infrastructure including streets, utilities, and a transportation system that provides mobility options including vehicular, pedestrian, bicycle, and transit. Proactive maintenance and improvements, as well as replacement of aging and failing infrastructure will help improve reliability and safety of the infrastructure systems. In addition, strategic improvements to transportation and utility infrastructure are intended to ensure efficient use of funds to maintain service to existing customers while also taking into account anticipated needs of future customers. This package also includes investments to design and construct improvements to parks in Redmond's neighborhoods to meet existing needs.

## **Outcomes: The Return on Investment**

Capital improvements in Redmond's neighborhood during 2013-2018 will ensure long-term neighborhood sustainability in the context of preserving a cherished setting for the Redmond community to live, work, recreate, and travel. Stability, safety, and welcoming neighborhoods continue to foster neighborhood pride in Redmond as a whole and in each of the City's neighborhood planning areas. Attention to the natural environment also helps ensure that Redmond remains a leader in managing public and natural resources and makes positive contributions to the central Puget Sound region.

## **North Redmond**

The North Redmond neighborhood significantly evolved between 2004 and 2009 with a variety of new residential development with densities averaging four dwellings per acre. Enhancements to infrastructure continue to be in high demand throughout the neighborhood as part of the neighborhood's transition from a rural to urban character. The development community provides new infrastructure associated with respective plats. The City continues to plan for and invest in the remaining portions of the neighborhood where and when warranted or feasible. These enhancements not only respond to current neighborhood

needs such as maintaining safe conditions along arterials and pedestrian corridors, but also consider the future by partnering with private developers to reserve funding for additional transportation safety and environmental improvements.

Improvements such as the 116<sup>th</sup> Street and 172<sup>nd</sup> Avenue Northeast Roundabout and associated connections for portions of pedestrian and bicycle infrastructure in the Northeast 116<sup>th</sup> Street corridor are the highest transportation priorities in neighborhoods outside of Redmond's urban centers. Proposed transportation improvements in North Redmond, such as the roundabout and proposed improvement of 162<sup>nd</sup> Avenue Northeast, demonstrate partnerships between the City and development community.

The City acquired 10 acres for the first public park in the North Redmond neighborhood. Older residential and farm structures on the park site require demolition. Subsequent interim improvements will help provide access, open space, and recreational opportunities to the neighborhood. This project responds to significant resident interest regarding access to a local park and will continue to involve partnership with the neighborhood during implementation and ongoing maintenance.

Class II streams (High School Creek and Monticello Creek) in the North Redmond Neighborhood are high priority for stormwater and habitat improvements to help address salmon recovery. Projects within those stream basins are being coordinated with the above Transportation and Parks projects, ongoing development, and stream basin plans that are proposed within the next six years.

These improvements support the CIP purchasing strategies by:

- Improving infrastructure systems in Redmond's established neighborhoods;
- Providing enhancing stream habitat;
- Working in partnership with the private sector; and
- Implementing policy direction in the Comprehensive Plan related to environmental quality, access to parks and mobility choices.

## **Willows/Rose Hill and Sammamish Valley**

The Willows/Rose Hill neighborhood includes a variety of land uses ranging from preserved forests and semi-rural areas to residences, business parks, small retail and light manufacturing. Similar to North Redmond, this neighborhood features a significant portion of Redmond's annexation area. Recent annexations introduced new interest in City services including transportation and utility infrastructure. Willows Road runs north-south, adjacent to employment concentrations as well as recreational amenities within the Sammamish Valley neighborhood.

Three major north-south transportation corridors directly serve Redmond: Willows Road, Redmond-Woodinville Road, and Avondale Road. As travel choices evolve and employment opportunities particularly in Overlake continue to increase, demand along Willows Road increases commensurately. The Willows Road Sidewalk Improvement project will help support pedestrian mobility along this corridor. As opportunities allow, stormwater enhancements will also be undertaken in coordination with transportation improvements and will include Willows Creek at Puget Sound Energy (PSE) and Willows Creek at Willows Road Culvert.

The 148th Avenue Northeast Bridge supports travel along this primary north-south corridor. This corridor is a federally designated principal arterial directly connecting with freeways (State Route 520 and Interstate 90). In addition, this corridor connects destinations across jurisdictions including Redmond's two urban centers (Downtown and Overlake). Due to high travel demand for this corridor, the 148th Avenue Northeast Bridge experiences significant traffic volume, approximately 18,000 vehicles per day. Increases in traffic volume are anticipated as planned growth continues in the two urban centers, particularly along the 148th Avenue Northeast corridor. The bridge was constructed in 1991 and has been a top candidate among all Redmond bridges for seismic retrofit because of structural elements that contribute to potential vulnerability in seismic activities including columns with variable exposed height in a single bent and its location on a steep slope. A 2010 preliminary assessment supports the proposed enhancements including a detailed seismic analysis to determine soil slope stability and model likely bridge behaviors and performance during major earthquake loadings and a seismic retrofit.

The City will design a potential Urban Center Mitigation Site at the Sammamish Valley Park to allow private developers and the public sector to mitigate for trees, wetlands, and streams that will be affected during construction projects. In the near-term, this site will provide an opportunity for Group Health's tree mitigation.

These improvements support the CIP purchasing strategies by:

- Improving infrastructure systems in Redmond's established neighborhoods;
- Rehabilitating existing transportation facilities and providing stormwater system enhancements;
- Working in partnership with the private sector to provide space for mitigation of impacts to trees and critical areas; and
- Implementing policy direction in the Comprehensive Plan related to mobility choices and environmental quality.

## **Bear Creek and Southeast Redmond**

The Bear Creek and Southeast Neighborhoods are where residential, manufacturing, industrial, and commercial uses meet the rural uses of King County. This edge of the City also adjoins the urban growth boundary.

The eastern edge of Redmond provides opportunities for many partnerships including King County in the form of improvements to transportation infrastructure, water service and fire flows to properties within the City limits, and the natural environment including several Class 1 and 2 streams and large portions of associated wetlands. Novelty Hill Road and Union Hill Road connect to Redmond Ridge in unincorporated King County and carry significant volumes of peak-hour traffic. Redmond considered this area in the Southeast Redmond Transportation Study completed in 2010 and has worked with King County regarding Novelty Hill, 196<sup>th</sup> Avenue Northeast, and Union Hill Road improvements for over 15 years. The City will continue this effort and anticipates completing the final phase of Union Hill Road Improvements in 2014. This area includes the Taylor property and will include street enhancements associated with future private development: 188<sup>th</sup> Avenue Northeast and Northeast 76<sup>th</sup> Street. The streets provide significant connections within the Southeast Redmond neighborhood. Demonstrating efficiency and partnership, stormwater ponds including a regional facility will address stormwater needs associated with street and private development in this vicinity. Water system improvements along Union

Hill Road will support and provide safety to commercial and park properties by extending 700 feet of waterline to the City limits. The Evans Creek Relocation project will involve partnership with Washington State Department of Transportation (WSDOT) to relocate and enhance 4,500 feet of stream channel consistent with the Chinook Salmon Recovery Plan, allowing suitable redevelopment of industrial properties to the south of the ultimate stream channel and associated buffers. Consistent with and a priority of the Chinook Salmon Recovery Plan, the Keller Farm Wetland Bank will involve partnership with private organizations to acquire property and enhance the wetland area including daylighting Perrigo Creek and restoring Bear Creek. In addition, the Northeast 95<sup>th</sup> Street Bridge Replacement project, a partnership including Natural Resources and Transportation, will replace a 20-foot span of wooden bridge that has exceeded its useful lifecycle. This project will address a major stream constriction regarding salmon passage and by completing in 2016, the project will meet conditions set forth by the Washington State Department of Ecology (WSDOE).

The restrooms at Farrel-McWhirter Park require urgent upgrades to maintain the park's level of community service. The restrooms are antiquated and unheated; they have been subsequently decommissioned during winter months to prevent water pipes from freezing and breaking. King County's enhancements to 196<sup>th</sup> Avenue Northeast will eliminate parking adjacent to Perrigo Park (26 acres that includes a 150 person picnic shelter, 2 multi-purpose sports fields, 4 basketball courts, 3 tennis courts, and 2 volleyball courts). In partnership with King County, an expansion to the existing parking facility will help accommodate the needs of Perrigo Park's customers and prevent illegal parking in the adjacent (196<sup>th</sup>) bike lane. The City also acquired Southeast Redmond Park during development of residential properties in the Southeast Redmond neighborhood. A master plan for this park is necessary to prepare for the park's development and to work with people in the area to address the single, public park within this neighborhood. Also proposed is funding to build phase 1 of the park improvements.

These improvements support the CIP purchasing strategies by:

- Providing improvements to transportation, stormwater and other utilities, and park systems in Redmond's established neighborhoods;
- Rehabilitating existing park facilities;
- Working in partnership with WSDOT, King County, private organizations and others; and
- Implementing policy direction in the Comprehensive Plan related to environmental quality access to parks and mobility choices.

## Education Hill

The Education Hill neighborhood is another area of Redmond's early suburban forms of residential development; 166<sup>th</sup> Avenue Northeast functions as a secondary north-south connection between the Downtown and residences in Education Hill as well as to the north. Recent conversions along this corridor and intersection improvements at Northeast 104<sup>th</sup> Street helped provide safe pedestrian and bicycle amenities along portions of the corridor used by local school students. Continued enhancements along the 166<sup>th</sup> corridor will help address traffic volumes and speeds while helping provide more walkable and bikeable systems for the community and particularly for school students.

Proposed investments will also continue development of the Redmond Bike Park to help increase recreational opportunities for Education Hill families.

These improvements support the CIP purchasing strategies by:

- Providing improvements to transportation and park systems in Redmond's established neighborhoods; and
- Implementing policy direction in the Comprehensive Plan related to mobility choices and access to parks.

## Neighborhood Utilities

Wastewater and water utility services have been maintained in Redmond's neighborhoods to ensure reliable and safe access on behalf of the Redmond community and the natural environment. Significant portions of the City's system were established prior to annexation and provided capacity to service areas of lesser density than in place today and considered for the future. Having addressed the integrity of these systems for many years with shorter-term and cost-efficient solutions, many components have reached the end of their useful or serviceable lifecycle. Improvements described in this offer address urgent enhancements and replacements that will continue to support the systems' customers as well as the needs of anticipated future customers. Redmond prioritizes a variety of utility service aspects for the people that live, work, and visit the City: safety and health, conservation and stewardship, appropriate treatment and transport, and system security. The community expects a utility system that delivers water and manages waste without any need for personal concern. System enhancements including technology upgrades will help ensure that the Redmond community can continue relying on these services that ultimately meet their daily life needs. Efficiencies as a result of the system improvements include protection against flooding, preventing illegal access to system operations, and replacement of infrastructure with systems that take advantage of natural gravity flow.

These improvements support the CIP purchasing strategies:

- Providing improvements to water and wastewater systems in Redmond's established neighborhoods;
- Undertaking improvements to maintain and improve the reliability of the system; and
- Implementing policy direction in the Comprehensive Plan related to ensuring the adequacy of the utility system.

## Bringing it All Together

These proposed 2013-2018 capital improvements effectively address maintaining services and systems on behalf of the community. When warranted, new projects help address situations that no longer respond to interim enhancements or those that have recently emerged and demand timely solution.

Redmond is a city in which the community takes great pride as it has earned worldwide recognition. With this achievement comes a great responsibility to foster welcoming, sustainable and safe neighborhoods to live, work, recreate, and travel. The proposed 2013-2018 projects work together in the neighborhoods to carry out the vision of stable, mature neighborhoods.

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
157 SE	<b>Southeast Redmond - Pond C</b>  Property rights acquisition for Southeast Redmond pond.  Project timeframe: 2015	Infrastructure & Growth  Stormwater	Existing	\$ 0	\$ 1,000,000
22 SE	<b>Northeast 95th Street Bridge Replacement</b>  The NE 95th Street Bridge over Bear Creek is a 20 foot span wooden bridge needing replacment. Deteriorating wood and the short span which is constricting a major salmon stream, does not meet State requirements. The bridge will be replaced by a 40 foot span concrete structure.	Infrastructure & Growth  Transportation	New	\$ 0	\$ 330,000
86 SE	At the same time Stormwater will install in-stream habitat structures to provide habitat complexity. Control invasive weeds and install native trees and shrubs to restore stream buffer to benefit salmon.  Project timeframe: 2015-2016	Stormwater	Existing	\$ 0	\$ 450,000
<b>Total 95th ST Bridge Replacement</b>				\$ 0	\$ 780,000
62 SE	<b>SE Redmond - NE 84th Conveyance &amp; Pond B</b>  The existing NE 84th Street has no stormwater infrastructure for the roadway. The NE 84th Conveyance Project will construct new stormwater collection and conveyance system, as well as Phase I of the SE regional stormwater pond B for flow control and water quality treatment.  Project timeframe: 2013-2015	Infrastructure & Growth  Stormwater	Existing	\$ 1,800,000	\$ 4,000,000
420 SE	<b>SE Redmond - Pond D, Phase 1</b>  Construct regional stormwater pond on the King County Cadman site. The SE Redmond - Pond D, Phase I Project will coordinate with the Union Hill Road, Phase III transportation project.  Project timeframe: 2012-2016	Infrastructure & Growth  Stormwater	Existing	\$ 486,317	\$ 3,500,000
421 NR	<b>Farrell McWhirter Restrooms</b>  Design and build new restrooms at Farrell McWhirter Park.  Project timeframe: 2014	Community Building  Parks	New	\$ 175,000	\$ 175,000

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
146 NR	<b>166th Avenue NE Rechannelization</b>  Convert remaining four lane section of 166th to three lanes, with bike lanes and a center turn lane from NE 97th Street to NE 85th Street.  Project timeframe: 2013-2014	Infrastructure & Growth  Transportation	Existing	\$ 850,000	\$ 850,000
78 SE	<b>Mackey Creek Rehabilitation</b>  Add large woody debris, enhance in-stream complexity and improve fish passage. Fence banks for buffer protection. Coordinate with Parks.  Project timeframe: 2014-2015	Clean & Green  Stormwater	New	\$ 100,000	\$ 500,000
23 SE	<b>Union Hill Road Phase III</b>  Widen Union Hill Rd from 188th Place NE to east City Limits. Improvements include the through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, water detention and treatment facilities, retaining wall, underground power and utility pole relocation, right-of-way and easement acquisition.  382 SE At the same time, install approximately 700 feet of waterline in Union Hill Road from 192nd Ave NE to the City Limits to provide water service and fire flows to parcels currently not served.  Project timeframe: 2013-2015	Infrastructure & Growth  Transportation	Existing	\$ 4,282,980	\$ 4,383,000
		Water	Existing	\$ 100,000	\$ 350,000
		<b>Total Union Hill Road Phase III</b>		\$ 4,382,980	\$ 4,733,000
21 NR	<b>NE 116th St and 172nd Ave NE Roundabout and Improvements</b>  In addition to a roundabout at 172nd Avenue NE, this project constructs sidewalks, bicycle lanes, and turn lanes (from 167th Avenue NE to 174th Ave NE) to connect the existing facilities into a safe and complete street for this growing north Redmond residential area.  Project timeframe: 2013-2015	Infrastructure & Growth  Transportation	Existing	\$ 3,721,831	\$ 6,500,000
434 SE	<b>Connection to King County - Avondale</b>  Upgrade sewer connection to King County Metro transmission line at Avondale.  Project timeframe: 2016	Infrastructure & Growth  Wastewater	Existing	\$ 0	\$ 250,000

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
53 SE	<p><b>Pump Station 10 Upgrades</b></p> <p>Replace existing generator in sound attenuating enclosure that meets City noise regulations. The pump station upgrades also include a new transfer switch, control panel and electrical system. In addition, a permanent fall arrest system for access to the station will be provided.</p> <p>Project timeframe: 2012-2014</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 786,000	\$ 900,000
385 SE	<p><b>Pump Station 11 Upgrades</b></p> <p>Replace existing generator in sound attenuating enclosure that meets City noise regulations. The pump station upgrades also include a new transfer switch, control panel and electrical system. In addition, a permanent fall arrest system for access to the station will be provided.</p> <p>Project timeframe: 2017-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 0	\$ 750,000
386 SE	<p><b>Pump Station 12 Upgrades</b></p> <p>In the Pump Station 12 Project, the City will replace aging pumps, a control panel and electrical system. In addition, the hatch and top slab of the wet well will be replaced and a permanent fall arrest system for access to the station will be provided.</p> <p>Project timeframe: 2011-2014</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 921,000	\$ 1,200,000
54 SE	<p><b>Pump Station 13 Replacement</b></p> <p>A marginally adequate pump to minimize the potential of a sanitary sewer overflow will be replaced in Pump Station 13.</p> <p>Project timeframe: 2017-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 0	\$ 1,800,000
56 SE	<p><b>18000 NE 76th St Groundwater Protection</b></p> <p>Construct detention/water quality facilities and conveyance pipe to address existing system capacity and water quality issues, as well as accommodate stormwater currently being infiltrated in the wellhead protection zone.</p> <p>Project timeframe: 2011-2016</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	Existing	\$ 200,000	\$ 2,425,000

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
439 NR	<p><b>116th Culvert &amp; Stream Relocation at Fischer Village</b></p> <p>Relocate and enhance approximately 400 feet of stream channel away from NE 116th Street. Control invasive weeds and install native trees and shrubs to restore stream and wetland buffers. Replace the culvert under NE 116th Street.</p> <p>Project timeframe: 2014-2015</p>	Clean & Green  Stormwater	Existing	\$ 200,000	\$ 800,135
42 SE	<p><b>Education Hill 565 Zone Improvements</b></p> <p>Expand the existing 565 pressure zone to improve service pressures and fire flows in high elevation area.</p> <p>Project timeframe: 2013-2014</p>	Infrastructure & Growth  Water	Existing	\$ 2,500,000	\$ 2,500,000
275 SE	<p><b>Keller Farm Wetland Bank</b></p> <p>Purchase property for a wetland mitigation bank.</p> <p>Project timeframe: 2015</p>	Clean & Green  Stormwater	New	\$ 0	\$ 2,500,000
115 SE	<p><b>Decant Facility Upgrades</b></p> <p><b>Enlarge Decant Facility</b> - Construction of an additional decant bay to increase capacity and a bioretention swale to treat stormwater runoff. The Decant Facility Upgrades Project includes extending the roof and regarding the roofed areas to drain clean runoff towards the decanting bays and installing a roof infiltration system to reduce stormwater runoff.</p> <p>Project timeframe: 2012 - 2013</p>	Infrastructure & Growth  Stormwater	Existing	\$ 1,492,000	\$ 1,692,000
437 SE	<p><b>Enhance Infrastructure</b> - Construction of a wastewater pretreatment infrastructure to pipe the wastewater portion of the facility directly to the sanitary sewer.</p>	Wastewater	Existing	\$ 85,000	\$ 100,000
<b>Total Decant Facility Upgrades</b>				\$ 1,577,000	\$ 1,792,000
422 SE	<p><b>Evans Creek Relocation</b></p> <p>Relocate and enhance approximately 4,500 feet of stream channel to the north and east of industrial properties to establish adequate buffers. The project includes significant in-stream and buffer improvements, and may foster redevelopment of industrial properties.</p> <p>Project timeframe: 2011 - 2016</p>	Clean & Green  Stormwater	Existing	\$ 863,058	\$ 7,644,611

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
423 SE	<p><b>Perrigo Park Parking Lot</b></p> <p>Construct an additional 42 regular spaces and 5 accessible space to meet growing needs at Perrigo Park. In addition, stormwater improvements will be added to accommodate the new surface.</p> <p>Project timeframe: 2013</p>	<p>Community Building</p> <p>Parks</p>	New	\$ 800,000	\$ 800,000
N/A	<p><b>Seidel Creek Dam Fish Ladder &amp; Beaver Deceiver</b></p> <p>Construct a fish ladder or stepped channel over the existing concrete dam to provide fish passage into extensive high quality habitat upstream.</p> <p>Project timeframe: 2011-2013</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	Existing	\$ 200,000	\$ 278,000
213 SE	<p><b>SE Neighborhood Park</b></p> <p>Design/Build new park in SE Redmond.</p> <p>Project timeframe: 2017-2018</p>	<p>Community Building</p> <p>Parks</p>	New	\$ 0	\$ 650,000
425 SV	<p><b>SR202/124th St Monitoring</b></p> <p>Ten years of annual monitoring of habitat improvements required for construction of SR 202/124th Intersection Improvements.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	New	\$ 20,000	\$ 70,000
426 NR	<p><b>Redmond Bike Park</b></p> <p>The Redmond Bike Park Project will help meet the demand for mountain biking in the neighborhood. This type of activity has occurred at the site for more than 20 years. The project will improve the safety and environmental conditions at the site, while using the land more efficiently by providing more bike features and trails for all skill levels.</p> <p>Project timeframe: 2013</p>	<p>Community Building</p> <p>Parks</p>	Existing	\$ 40,000	\$ 40,000

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
178 NR	<b>Monticello Creek Channel Rehab upstream of NE 122nd</b>  Rebuild the outlet from the pond into Northeast Redmond Neighborhood Park for fish passage. Plant conifers along the stream and restore east bank, possibly fencing selected locations.  Project timeframe: 2018	Clean & Green  Stormwater	New	\$ 0	\$ 100,000
195 NR	<b>High School Flow Control, Low Impact Development &amp; Water Quality Treatment</b>  Install flow control and water quality controls in the contributing drainage area as part of efforts to rehabilitate High School Creek.  Project timeframe: 2017-2018	Infrastructure & Growth  Stormwater	New	\$ 0	\$ 1,000,000
92 NR	<b>High School Main Stem Abbey Rd Pond Inlet and Stream Stabilization</b>  Stabilize stream channel to reduce maintenance and sediment load to pond.  Project timeframe: 2017-2018	Clean & Green  Stormwater	Existing	\$ 0	\$ 200,000
427 SE	<b>Sidewalk on 185th (67th to 68th)</b>  Construct a new sidewalk on 185th Avenue NE from 67th Street to NE 68th Street to improve pedestrian and transit access to businesses in the area.  Project timeframe: 2013	Infrastructure & Growth  Transportation	Existing	\$ 54,400	\$ 54,400
18 SE	<b>Bear Creek Bridge Rehabilitation (Avondale)</b>  The Bear Creek Bridge Rehabilitation Project consists of replacing some deteriorating timber piles and repairing undermined abutment walls.  Project timeframe: 2017	Infrastructure & Growth  Transportation	Existing	\$ 0	\$ 100,000
207 NR	<b>NE Neighborhood Park Building Demolition and Interim Improvements</b>  Demolish the existing old buildings and barns on the Smith property and provide interim use improvements.  Project timeframe: 2013	Community Building  Parks	New	\$ 100,000	\$ 100,000

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
150 NR	<p><b>162nd Avenue NE Improvements</b></p> <p>Street improvements needed on 162nd south of NE 124th Street in conjunction with a future traffic signal at the existing intersection.</p> <p>Project timeframe: 2016</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 0	\$ 275,000
59 SV	<p><b>152nd Pipe Repair</b></p> <p>Replace existing failed pipe system along 152nd and east to 154th Avenue NE.</p> <p>Project timeframe: 2012-2013</p>	<p>Infrastructure &amp; Growth</p> <p>Stormwater</p>	Existing	\$ 230,000	\$ 325,000
45 SV	<p><b>Redmond Way - 147th to King County</b></p> <p>Replace existing 10-inch main with 16-inch main along Redmond Way between 147th Avenue NE and King County Trunk at Sammamish River.</p> <p>Project timeframe: 2018-2019</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 0	\$ 300,000
35 SV	<p><b>North Rosehill Booster Pump Station Replacement</b></p> <p>Replacement of North Rose Hill Booster Pump Station, a shared facility with the City of Kirkland. The station is undersized for the needs of the area.</p> <p>Project timeframe: 2015-2016</p>	<p>Infrastructure &amp; Growth</p> <p>Water</p>	Existing	\$ 0	\$ 340,000
387 GL	<p><b>Pump Station 14 Abandonment</b></p> <p>Abandon pump station 14 by extending approximately 500 lineal feet of gravity main from NE 89th Court to 133rd Court NE and remove existing equipment.</p> <p>Project timeframe: 2011-2013</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 320,000	\$ 400,000
412 GL	<p><b>Pump Station 15 Upgrades</b></p> <p>At pump station 15, replace aging pumps, control panel, electrical system, and generator. Provide permanent fall arrest system for access to station.</p> <p>Project timeframe: 2012-2014</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 853,000	\$ 1,000,000

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
48 I	<p><b>Pump Station 2 Replacement</b></p> <p>Relocate pump station 2 to outside of the flood plain. Replace aging pumps, control panel, and electrical system, and provide permanent fall arrest system for access to station.</p> <p>Project timeframe: 2011-2014</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 2,297,500	\$ 2,700,000
49 I	<p><b>Pump Station 3 Replacement</b></p> <p>At pump station 3 replace aging pumps, control panel, electrical system, and generator. Provide permanent fall arrest system for access to station, reconstruct wet well, and provide better access to site.</p> <p>Project timeframe: 2011-2014</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 1,431,750	\$ 2,279,750
50 I	<p><b>Pump Station 5 Upgrades</b></p> <p>At pump station 5, replace aging pumps, control panel, electrical system, and generator, as well as provide permanent fall arrest system for access to station.</p> <p>Project timeframe: 2014-2015</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 100,000	\$ 750,000
51 I	<p><b>Pump Station 6 Upgrades</b></p> <p>At pump station 6, replace aging pumps, control panel, electrical system, and generator. Provide permanent fall arrest system for access to station.</p> <p>Project timeframe: 2014 - 2015</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 100,000	\$ 750,000
76 SV	<p><b>NE 95th Street Trunk</b></p> <p>Increase conveyance capacity on the NE 95th Street Trunk main stormwater line to alleviate flooding of commercial properties.</p> <p>Project timeframe: 2018</p>	<p>Infrastructure &amp; Growth</p> <p>Stormwater</p>	Existing	\$ 0	\$ 250,000

**2013 - 2018 Capital Investment Program**

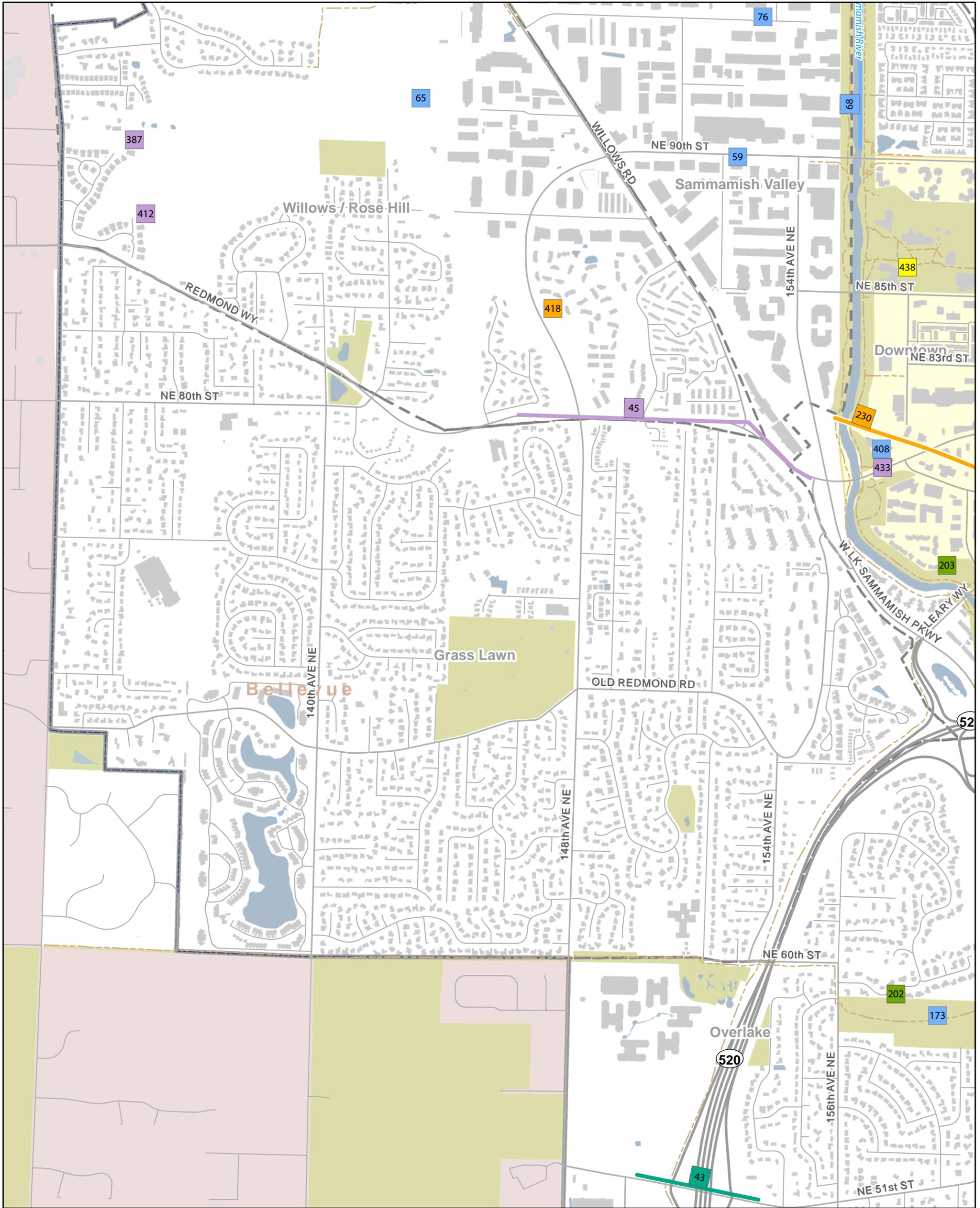
**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
413 SV	<p><b>Sidewalk on Willows Road (117th to 118th)</b></p> <p>Extend existing sidewalk north to additional employment area by constructing a new section of sidewalk on Willows Road from NE 117th Street to NE 118th Street. This will improve pedestrian and transit access by providing a connection to existing sidewalk. The traffic signal at NE 116th St will also facilitate improved crossings.</p> <p>Project timeframe: 2013</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 45,600	\$ 45,600
384 I	<p><b>West Lake Sammamish Parkway (WLSP) Sewer Manhole 2</b></p> <p>Install new manhole along sewer lake line between Pump Stations #2 and #3.</p> <p>Project timeframe: 2014-2015</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	Existing	\$ 1,529,481	\$ 1,800,000
415 O	<p><b>West Lake Sammamish Parkway (WLSP) Monitoring</b></p> <p>Ten years of annual monitoring of habitat improvements required for construction of WLSP near Marymoor Park.</p> <p>Project timeframe: 2013-2015</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 14,000	\$ 56,999
416 SV	<p><b>York Bridge Monitoring</b></p> <p>Ten years of annual monitoring of habitat improvements required for construction of the York bridge.</p> <p>Project timeframe: 2013-2016</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 15,000	\$ 66,677
N/A	<p><b>Rosehill Supply Station 3 Improvements</b></p> <p>Rehabilitate the Rosehill water supply facility that is jointly owned with the City of Kirkland.</p> <p>Project timeframe: 2013</p>	<p>Infrastructure &amp; Growth</p> <p>Water</p>	Existing	\$ 70,000	\$ 70,000
N/A	<p><b>Joint Use Water System Security Improvements</b></p> <p>The Water System Security Program supports updating and replacing security equipment and software for the City's water system.</p> <p>Project timeframe: 2015-2016</p>	<p>Infrastructure &amp; Growth</p> <p>Water</p>	Existing	\$ 0	\$ 285,000

**2013 - 2018 Capital Investment Program**

**Redmond Neighborhoods**

Map # Map Title	Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
65 GL	<p><b>Willows Creek through Puget Sound Energy Open Space</b></p> <p>Reestablish stream channels through a degraded wetland. A deeper channel may alleviate flooding potential for commercial properties to the east.</p> <p>Project timeframe: 2016</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	Existing	\$ 0	\$ 100,000
87 SV	<p><b>Willows Creek at Willows Road Culvert Replacement</b></p> <p>Replace the undersized culvert crossing at Willows Road, and associated culverts immediately downstream under the Burlington Northern Santa Fe tracks, with fish passable structures.</p> <p>Project timeframe: 2016-2017</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	New	\$ 0	\$ 650,000
N/A	<p><b>Urban Center Mitigation Site</b></p> <p>Design an urban center mitigation site for possible tree plantings and wetland mitigation for private and city developments.</p> <p>Project timeline: 2013</p>	<p>Clean &amp; Green</p> <p>Parks</p>	New	\$ 75,000	\$ 75,000
418 SV	<p><b>148th Ave NE Bridge - Seismic Improvements</b></p> <p>Seismically retrofit the 148th Avenue NE Bridge (Bridge No. 70) to reduce the risk of bridge collapse resulting from earthquakes.</p> <p>Project timeframe: 2013-2014</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	New	\$ 2,100,000	\$ 2,100,000
				\$ 28,958,917	\$ 61,831,172



**Projects**

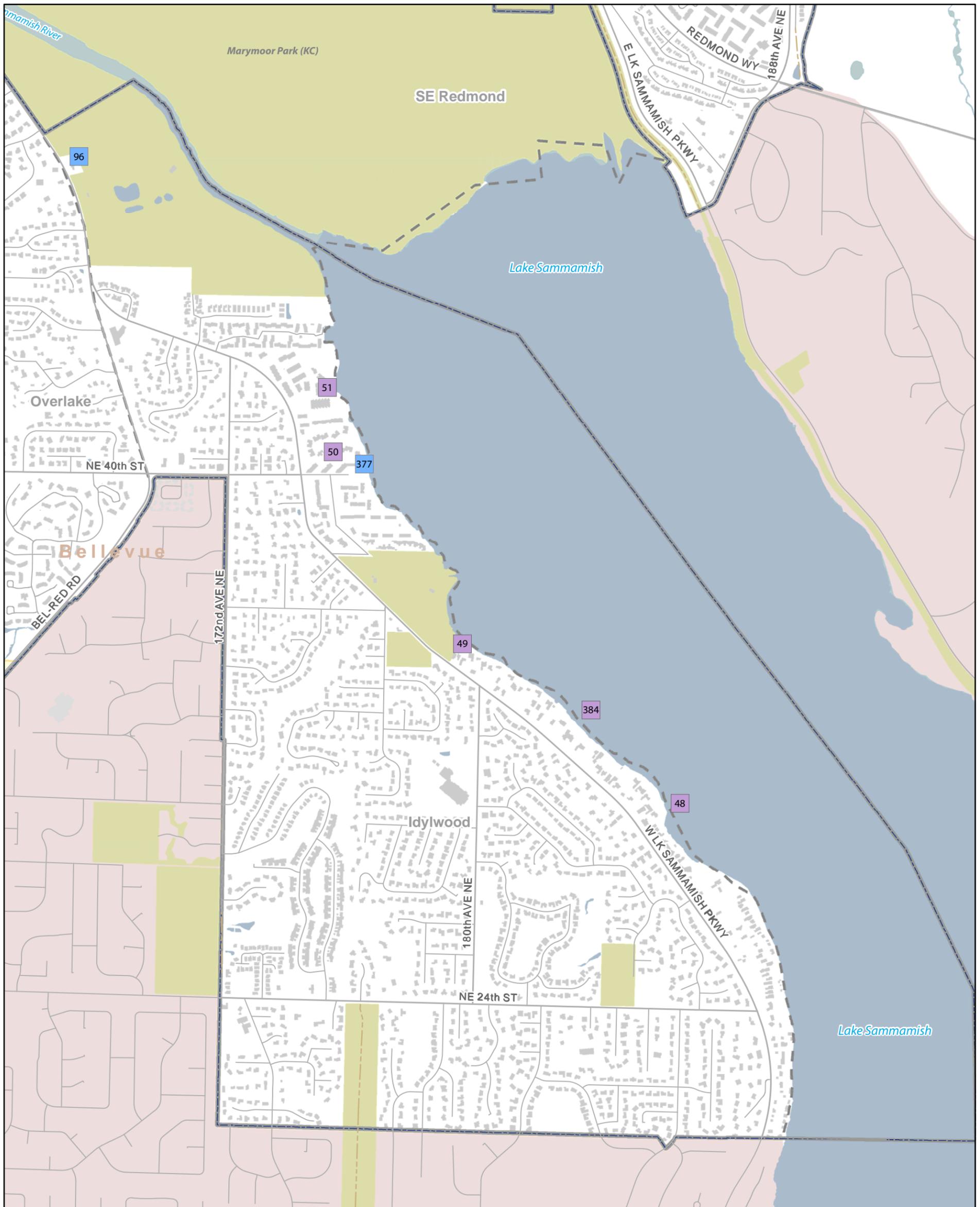
- |  |  |  |
|--|--|--|
|  Parks              |  Parks          |  Urban Center |
|  Stormwater         |  Stormwater     |  |
|  Transportation     |  Transportation |  |
|  Wastewater         |  Wastewater     |  |
|  Water              |  Water          |  |
|  General Government |  |  |



**Capital Investment Projects  
2013 - 2018**

**Grass Lawn**





**Projects**

- |  |  |  |
|--|--|--|
|  Parks              |  Parks          |  Urban Center |
|  Stormwater         |  Stormwater     |  |
|  Transportation     |  Transportation |  |
|  Wastewater         |  Wastewater     |  |
|  Water              |  Water          |  |
|  General Government |  |  |

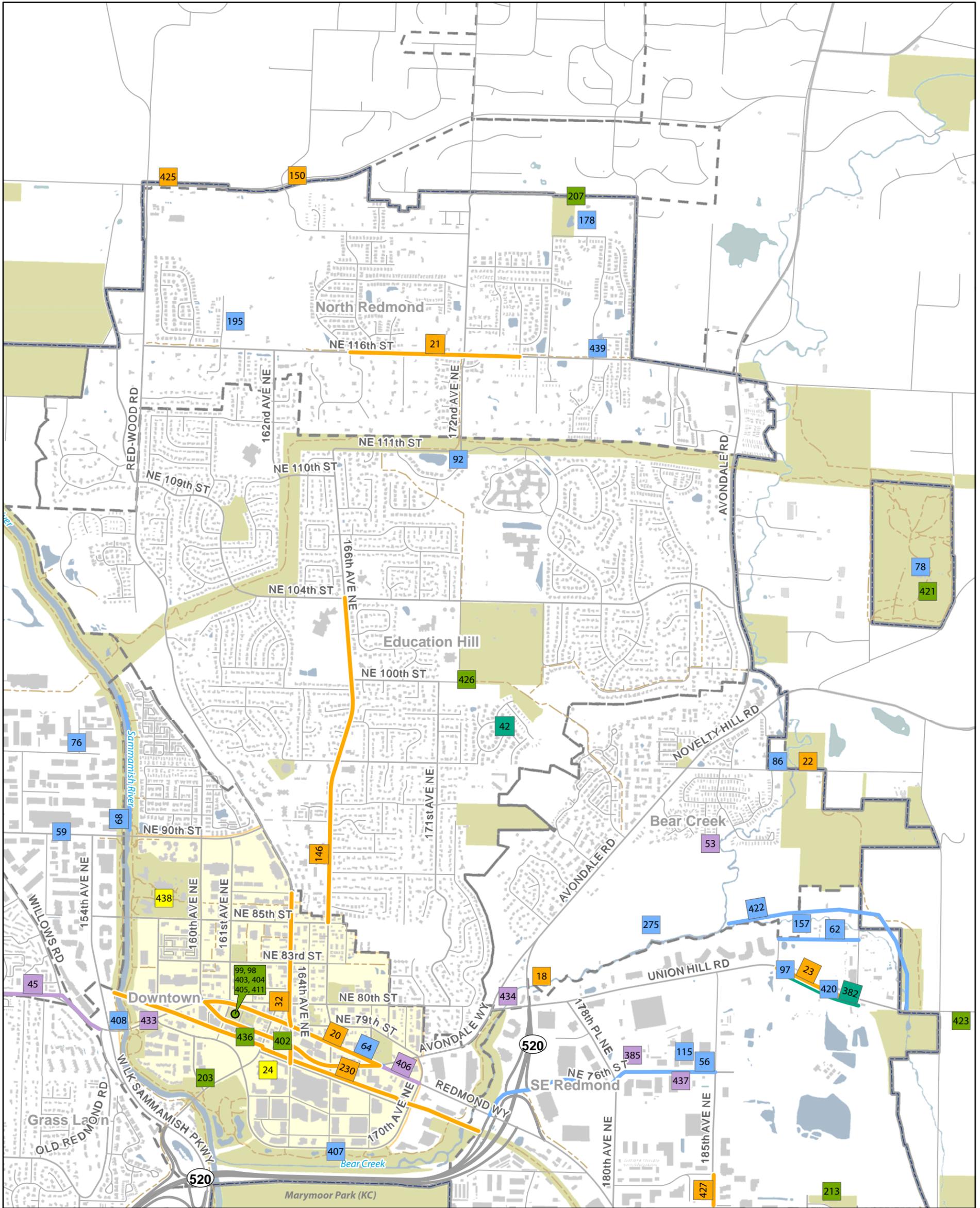


City of Redmond  
WASHINGTON

**Capital Investment Projects  
2013 - 2018**

**Idylwood**





**Projects**

- Parks
  - Stormwater
  - Transportation
  - Wastewater
  - Water
  - General Government
- Parks
  - Stormwater
  - Transportation
  - Wastewater
  - Water
- Urban Center

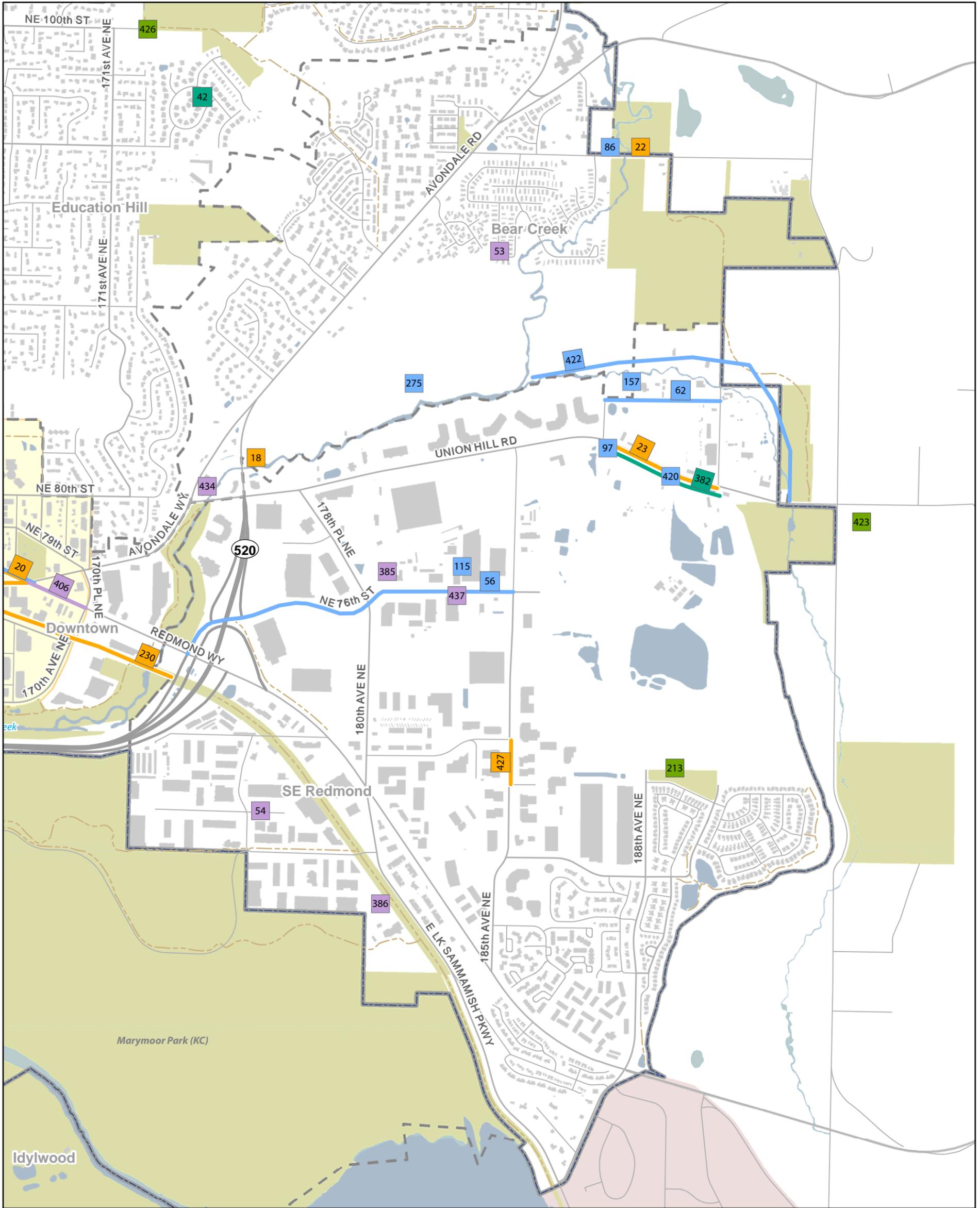


**Capital Investment Projects  
2013 - 2018**

**North Redmond, Education Hill**







**Projects**

- |  |  |  |
|--|--|--|
|  Parks              |  Parks          |  Urban Center |
|  Stormwater         |  Stormwater     |  |
|  Transportation     |  Transportation |  |
|  Wastewater         |  Wastewater     |  |
|  Water              |  Water          |  |
|  General Government |  |  |



**Capital Investment Projects  
2013 - 2018**

**SE Redmond**



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**UNFUNDED REDMOND NEIGHBORHOODS PROJECT**

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**2013 - 2018 Capital Investment Program**

**Unfunded - Redmond Neighborhoods Project**

Project Description & Timeframe	Priority & Functional Area	Project Status	Unfunded Amount
<p><b>Neighborhood Planning and Community Connections</b></p> <p>The Neighborhood Planning and Community Connections Program (formerly Neighborhood Spotlight) provides neighborhood partnership improvement funds for neighborhood matching grants for small size projects, and neighborhood priority grants for moderate sized projects. The program offers a venue for residents to gather together, to volunteer, establish partnerships and emphasize and celebrate the unique characteristics of neighborhoods.</p> <p><b>Scalability recommended:</b> New request reduced by \$140,000.</p>	<p>Community Building</p> <p>General Government</p>	<p>Existing</p>	<p>\$ 140,000</p>

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## **CITYWIDE PROGRAMS**

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## Citywide Programs

### 2030 Vision

Redmond provides high-quality public services and well-maintained dependable public facilities. The community continues to enjoy excellent fire and emergency response times, professional police service, beautiful parks, clean drinking water and effective wastewater and stormwater management, because the capital facilities needed to provide these services were, and still are, planned and maintained for the long-term. Redmond is a place where residents and businesses alike enjoy facilities and infrastructure that are safe, up to date and meet the City's goal for a sustainable future.

### Achieving the Vision: Strategic Approach

In 2011, the City adopted Vision Blueprint: Redmond's Capital Investment Strategy, 2013-2030. This document describes a long-term strategy for achieving Redmond's vision. The focus of this strategy is to invest in critical infrastructure that will protect Redmond's existing infrastructure as well as support growth in the future. The projects that fall within the Citywide Programs portion of the Capital Investment Program (CIP) include major maintenance of buildings as evidenced by the replacement of the roof and siding on the Public Safety Building that houses Redmond's Police Department and Emergency Communications Center. Other projects are to protect the safety and welfare of the community through installing reader boards in school zones and securing the City's water supply. While additional projects focus on creating opportunities and leveraging dollars through contributions to affordable housing construction and supplying neighborhood grants to upgrade neighborhood-owned facilities. Still other projects speak to planning and development of future infrastructure and making connections with and through neighborhoods, including:

- Constructing missing links in the trail system;
- Continuing to place overhead utility infrastructure underground;
- Collecting transportation performance data and managing the traffic forecast model to inform future transportation improvements;
- Forming partnerships with the Lake Washington School District to share recreational facilities between residents and students;
- Continuing volunteer effort to install native plants to the City's stream banks; and
- Coordinating projects between various capital functional areas to minimize construction impacts on residents and businesses.

### Outcomes: The Return on Investment

Through the 2013-2018 capital investment timeframe the City will continue to focus its efforts on the infrastructure that makes Redmond a safe place to live, work and play, protect the investment in existing assets, create connections, seek opportunities to leverage dollars to further the City's vision and plan for future infrastructure needs of the community. Although many of the projects in the citywide area will go

largely unseen, Redmond will continue to use available resources on safety, maintenance and planning projects to preserve existing public infrastructure in a manner which:

- Supports the provision of city services consistent with the expectations of the community;
- Preserves levels of existing services;
- Provides facilities that meet the unique needs of the City;
- Fosters partnerships between Redmond’s residents, neighborhood, businesses and stakeholders; and
- Rehabilitates and/or replaces the City’s infrastructure to extend useful life and assure continued efficiency.

## **Creating a Safe and Well-Maintained Environment**

Creating a safe place for community members to live, work and play is a priority for Redmond as well as rehabilitating and repairing aging infrastructure. Many times investments in safety go hand-in-hand with maintenance components of projects. These two categories of projects are the largest component of the citywide Capital Investment Strategy. The investments in this category include:

- Installing reader boards and lights in elementary school safety zones;
- Preserving City buildings;
- Repairing hardscape in Redmond parks;
- Replacing and repairing turf on recreational fields;
- Maintaining park infrastructure;
- Rehabilitating the City’s bridges;
- Refurbishing crosswalks and stop bars on Redmond streets;
- Calming traffic and targeting safety challenges in neighborhoods;
- Rehabilitating asphalt on aging roads;
- Providing additional street lights where necessary;
- Undergrounding overhead utility infrastructure;
- Restoring plantings and maintaining the City’s streams and natural environment; and
- Securing Redmond’s water system and replacing aging pipes.

## **Making Connections and Leveraging Dollars**

One of Redmond’s goals is to create a well-connected community working together with others in the region to implement a common vision for Redmond’s sustainable future. Citywide projects and programs reflect the forging of partnerships through:

- Creating new affordable housing opportunities in partnership with A Regional Coalition for Housing (ARCH);
- Preserving Redmond’s history in conjunction with the Redmond Historical Society through the Community Treasures Fund;
- Collaborating with neighborhoods on small scale projects through the Neighborhood Spotlight program;
- Connecting missing pieces in the City’s trail and sidewalk systems;

- Working together with regional partners to reduce single occupancy vehicles through transportation demand management programs; and
- Connecting our wellheads to protect them from hazards to Redmond's drinking water.

## **Preparing for the Future**

Consistent with the City's Comprehensive Plan, Redmond funds programs that help further the vision. Redmond residents have said they want a complete community, one that is well-maintained and offers a wide variety of opportunities, amenities and services. Citywide programs support that vision through:

- Preparing preliminary design and studies to support capital construction;
- Partnering with the school district to provide recreational and athletic facilities; and
- Planning for trails and bicycle improvements in the City's two urban centers.

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Public Works Trust Fund Loan Debt Service</b></p> <p>Payment of outstanding debt to the Public Works Trust Fund Loans that funded construction of Transportation capital projects, including 148th Street Rehabilitation, 76th/185th Improvements, Union Hill and Willows Road.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 470,059	\$ 916,381
<p><b>Bridge Repair Program</b></p> <p>The Bridge Repair Program is a program to maintain the structural integrity and safety of all eighteen of the City's bridges. Bridge records including construction, inspection, and maintenance are maintained in a filing system in accordance with the State's guidelines. These records are also included in a State of Washington database. Bridge inspections are done every two years for most bridges and yearly for bridges with scoring potential. Bridge work orders are generated from the inspections and prioritized. All work is then scheduled and completed.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 150,000	\$ 450,000
<p><b>Neighborhood Planning and Community Connections</b></p> <p>The Neighborhood Planning and Community Connections Program (formerly Neighborhood Spotlight) provides neighborhood partnership improvement funds for neighborhood matching grants for small size projects, and neighborhood priority grants for moderate sized projects. The program offers a venue for residents to gather together, volunteer, establish partnerships and emphasize and celebrate the unique characteristics of neighborhoods.</p> <p>Project timeframe: Ongoing</p>	<p>Community Building</p> <p>General Government</p>	Existing	\$ 58,090	\$ 58,090

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Targeted Safety Program</b></p> <p>The Targeted Safety Program constructs improvements to ensure the highest priority safety needs are regularly met for all travel choices. This program identifies existing and potential traffic safety problem areas and implements projects to prevent incidents, injuries, deaths, and their related losses – through proactive collision prevention, reactive collision response and multi-modal safety consistent with the Transportation Master Plan, ultimately providing improved safety to the community.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	<p>Existing</p>	<p>\$ 950,000</p>	<p>\$ 2,750,000</p>
<p><b>Pavement Management Program</b></p> <p>The Redmond Pavement Management (RPM) Program is a comprehensive street preservation program that includes all pavement related activities on the City's 144 miles of pavement. At its core is a database/geographic information system that tracks the history of construction and maintenance as well as surface conditions that are surveyed every other year. The yearly street repair and resurfacing project selects street segments that are most in need of resurfacing or reconstruction.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	<p>Existing</p>	<p>\$ 3,027,590</p>	<p>\$ 8,727,590</p>
<p><b>Sidewalk Improvement Program</b></p> <p>The Sidewalk Improvement Program helps create a quality walking environment to encourage more people to use walking as a form of transportation. This is accomplished by completing missing links in the sidewalk system in accordance with the Transportation Master Plan to provide new pedestrian connections in and between neighborhoods, improve transit access, improve pedestrian safety and enhance an energy efficient transportation alternative to driving.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	<p>Existing</p>	<p>\$ 4,397,139</p>	<p>\$ 9,997,139</p>

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Preserving &amp; Sharing Redmond's History</b></p> <p>The Community Treasures Fund provides resources to maintain Redmond's historical treasures, contributes to Redmond's unique identity, enhances gathering places and provides education on historically significant features of the community.</p> <p>Project timeframe: Ongoing</p>	<p>Community Building</p> <p>General Government</p>	Existing	\$ 71,118	\$ 71,118
<p><b>Addressing Redmond's Housing Needs</b></p> <p>The Affordable Housing Program provides for improved affordable housing choices for a diverse population, including seniors, those with special housing needs and low-income families. The City participates in funding affordable housing through a Regional Coalition For Housing (ARCH) in collaboration with other eastside King County cities.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>General Government</p>	Existing	\$ 337,732	\$ 1,137,732
<p><b>Channelization Program</b></p> <p>The Channelization Program represents shared resources used by Maintenance and Operations Center (MOC) and Traffic Operations to install new channelization and maintain existing crosswalks and stop bars in order to improve safety. The channelization funding from this program is shared between MOC and City Hall staff. A portion of the funds are used for new channelization improvements needed to enhance safety or operations. The remainder is used for the yearly maintenance of crosswalks and stop bars in the City.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 150,000	\$ 450,000

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Bicycle Facilities Improvement Program</b></p> <p>The Bicycle Facilities Improvement Program improves and completes the City's network of bicycle facilities according to the Transportation Master Plan to create a more comfortable bicycling environment that attracts cyclists of all skill levels. This is accomplished by providing new and improving existing bicycle connections, improving transit access by bike, addressing bicycle safety issues, providing cyclist education and encouragement, and providing bicycle parking and wayfinding.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	<p>Existing</p>	<p>\$ 1,123,302</p>	<p>\$ 2,923,302</p>
<p><b>Infrastructure Replacement Program</b></p> <p>The Infrastructure Replacement Program will allow for the systematic replacement of aging pipe infrastructure over a 20-year timeframe.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Stormwater</p>	<p>New</p>	<p>\$ 0</p>	<p>\$ 3,000,000</p>
<p><b>Neighborhood Traffic Calming Program</b></p> <p>The Neighborhood Traffic Calming Program implements and fulfills safety policies specified in the Comprehensive Plan and Transportation Master Plan. It investigates and evaluates neighborhood traffic safety problems using a two-phase "3E's" (education, enforcement &amp; engineering) approach, and where needed coordinates design, development and implementation of context sensitive mitigation solutions. The program consults and advises on traffic calming as it relates to City standards, best-practices for transportation policy, neighborhood planning, CIP and private development projects, investigates traffic safety issues pertaining to school walk routes, pedestrian safety and crosswalk marking, coordinates with Redmond police (enforcement component), traffic safety specialist (education component), Redmond Fire Department and Lake WA School District.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	<p>Existing</p>	<p>\$ 326,045</p>	<p>\$ 926,045</p>

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Preserve City Buildings</b></p> <p>The Preserve City Buildings Program funds specific projects that have been identified as critical to keeping the buildings at the level expected by the citizens of Redmond and necessary to the employees who work there.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>General Government</p>	Existing	\$ 150,000	\$ 450,000
<p><b>Replacement of Roof/Siding of Public Safety Building</b></p> <p>Public Safety building major maintenance.</p> <p>Project timeframe: 2013</p>	<p>Responsible Government</p> <p>General Government</p>	Existing	\$ 1,000,000	\$ 1,000,000
<p><b>Capital Investment Program (CIP) Management Program</b></p> <p>The CIP Management Program funds one Full Time Equivalent employee dedicated to providing conceptual, preliminary, and engineering studies to help advance the Transportation Facilities Plan and leverage the City for funding projects through grants, developer agreements, and in collaboration with outside agencies.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 200,619	\$ 795,549
<p><b>Street Lighting Program</b></p> <p>The Street Lighting Program is used to fund improvements to the City's street lighting system. The funds are used to design and construct new street lights at key locations where additional illumination would benefit safety and user accessibility.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 143,024	\$ 343,024
<p><b>Wastewater System Rehabilitation Program</b></p> <p>The Wastewater System Rehabilitation Program funds the replacement of aging or undersized wastewater facilities throughout the City.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Wastewater</p>	New	\$ 247,500	\$ 960,288

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Stormwater Right-of-Way Infrastructure Replacement Program</b></p> <p>The Stormwater Right-of-Way Infrastructure Replacement Program coordinates design and construction with Transportation projects and programs to address stormwater issues in the immediate area.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p align="center">Stormwater</p>	<p>Existing</p>	<p>\$ 300,000</p>	<p>\$ 1,171,435</p>
<p><b>Pressure Reducing Valves and Meter Vault Program</b></p> <p>The Pressure Reducing Valves and Meter Vault Program replaces aging or undersized pressure reducing valves and large meters and vaults throughout the City.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p align="center">Water</p>	<p>Existing</p>	<p>\$ 800,000</p>	<p>\$ 2,522,000</p>
<p><b>City Building Maintenance Master Plan</b></p> <p>The City Building Maintenance Master Plan will outline repair needs of the City's aging buildings and the timing for needed major maintenance.</p> <p>Project timeframe: 2013 - 2014</p>	<p>Infrastructure &amp; Growth</p> <p align="center">General Government</p>	<p>New</p>	<p>\$ 300,000</p>	<p>\$ 300,000</p>
<p><b>Water System Replacement Program</b></p> <p>The Water System Replacement Program is an ongoing program for the replacement of aging or undersized water facilities or facilities that need to be relocated as part of a transportation project.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p align="center">Water</p>	<p>Existing</p>	<p>\$ 1,155,000</p>	<p>\$ 3,588,638</p>

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Transportation Concurrency Program</b></p> <p>The Transportation Concurrency Program includes collecting transportation performance data, managing the traffic forecast models, analysis of data and model results for decision making, use of data to forecast future conditions on our transportation system and monitoring of measures. Transportation system performance monitoring ensures the City is meeting its established transportation concurrency level of service and other transportation performance measures established in the annual Mobility Report Card and reported in the City's Dashboard Measures.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 200,000	\$ 600,000
<p><b>Transportation Management Program</b></p> <p>The Transportation Management Program funds administration of programs that were put in place as a condition of development and is a key element in maintaining our transportation infrastructure. This program ensures that property owners/managers work with their tenants to provide and implement on-going commute options to mitigate transportation impacts at the site. This program anchors property owner/manager involvement and leverages additional private sector investment in mitigating traffic impacts in the City and compliments commute trip reduction programs implemented by only the largest employers.</p> <p>Project timeframe: 2015-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 0	\$ 340,000
<p><b>Buffer Enhancement Program</b></p> <p>The Buffer Enhancement Program includes the removal of invasive weeds, installation of native plants and maintenance of previous Sammamish ReLeaf sites. Resources also support volunteer and other planting efforts to reestablish buffer plantings.</p> <p>Project timeframe: Ongoing</p>	<p>Clean &amp; Green</p> <p>Stormwater</p>	Existing	\$ 50,000	\$ 282,011

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Hardscape Renovation Program</b></p> <p>The Hardscape Renovation Program funds repair and replacement of hard service trails, sport courts, tennis courts and other hard surface features in the City's parks.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Parks</p>	<p>New</p>	<p>\$ 200,000</p>	<p>\$ 600,000</p>
<p><b>Trail Development Program</b></p> <p>The Trail Development Program supports development of trail links and provides opportunities for grants and partnerships with other city departments for future trail development projects.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Parks</p>	<p>New</p>	<p>\$ 300,000</p>	<p>\$ 1,000,000</p>
<p><b>Turf Replacement Program</b></p> <p>The Turf Replacement Program funds repairs and replacement of artificial turf in existing community parks.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Parks</p>	<p>New</p>	<p>\$ 365,000</p>	<p>\$ 965,000</p>
<p><b>City of Redmond/Lake Washington School District (LWSD) Park Plan</b></p> <p>The City of Redmond/Lake Washington School District Park Plan is a partnership with the Lake Washington School District at selected school sites to improve school facilities and promote shared use.</p> <p>Project timeframe: 2013</p>	<p>Infrastructure &amp; Growth</p> <p>Parks</p>	<p>New</p>	<p>\$ 75,000</p>	<p>\$ 75,000</p>
<p><b>Small Capital Projects Program</b></p> <p>The Small Capital Projects Program addresses the rehabilitation or replacement of existing facilities via small stormwater and stream/habitat projects that cost less than \$100,000. These projects are often combined into a larger package for construction.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Stormwater</p>	<p>Existing</p>	<p>\$ 800,000</p>	<p>\$ 2,705,801</p>

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Water System Security Program</b></p> <p>The Water System Security Program supports updating and replacing security equipment and software for the City's water system.</p> <p>Project timeframe: 2017</p>	<p>Infrastructure &amp; Growth</p> <p>Water</p>	<p>New</p>	<p>\$ 0</p>	<p>\$ 200,000</p>
<p><b>Water System Security Program</b></p> <p>The Water System Security Program supports updating and replacing security equipment and software for the City's water system.</p> <p>Project timeframe: 2017</p>	<p>Infrastructure &amp; Growth</p> <p>Novelty Hill</p>	<p>New</p>	<p>\$ 0</p>	<p>\$ 250,000</p>
<p><b>Undergrounding Program</b></p> <p>The City's Undergrounding Program provides funding to place overhead utilities underground for improved reliability and aesthetics of utilities. The undergrounding of overhead utilities is accomplished to improve reliability, safety and aesthetics as outlined in the Redmond Comprehensive Plan, Redmond Zoning Code and Transportation Master Plan.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	<p>Existing</p>	<p>\$ 100,000</p>	<p>\$ 300,000</p>
<p><b>Underdrain Program</b></p> <p>The Underdrain Program addresses groundwater seepage onto City sidewalks and roads, which can create ice issues in the winter and damage transportation infrastructure.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Stormwater</p>	<p>Existing</p>	<p>\$ 50,000</p>	<p>\$ 198,354</p>
<p><b>Telemetry System Upgrades Program</b></p> <p>The Telemetry System Upgrades Program supports updating and replacing the control system that runs the water and wastewater systems.</p> <p>Project timeframe: 2017</p>	<p>Infrastructure &amp; Growth</p> <p>Water, Wastewater, Novelty Hill</p>	<p>New</p>	<p>\$ 0</p>	<p>\$ 1,100,000</p>

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>Infrastructure Repair and Restoration Program</b></p> <p>The Infrastructure Repair and Restoration Program supports repair and replacement of small building structures (picnic shelters), electrical, lighting, and other utilities as they age in the City's parks system.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Parks</p>	New	\$ 200,000	\$ 600,000
<p><b>Engineering Contingency Program</b></p> <p>The Engineering Contingency Program provides funding for miscellaneous engineering and construction in response to emergency situations (e.g. a retaining wall failure) that occur during the year and are not covered by other programs or operating budgets.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 900,000	\$ 1,300,000
<p><b>Sammamish River Business Park Management</b></p> <p>Property management of the City's Sammamish River Business Park.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	Existing	\$ 60,000	\$ 180,000
<p><b>General Fund Indirect Costs</b></p> <p>City overhead charges to the Transportation Capital Investment Program.</p> <p>City overhead charges to General Government Capital Investment Program</p> <p>City overhead charges to Parks Capital Investment Program.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p> <p>General Government</p> <p>Parks</p>		<p>\$ 284,716</p> <p>\$ 126,776</p> <p>\$ 754,906</p>	<p>\$ 936,870</p> <p>\$ 416,258</p> <p>\$ 2,053,546</p>
	<b>Total General Fund Indirect Costs</b>		\$ 1,166,398	\$ 3,406,674
<p><b>Computer Aided Dispatch (CAD) Replacement</b></p> <p>Funding for replacement of the current police dispatch system.</p> <p>Project timeframe: 2015</p>	<p>Responsible Government</p> <p>General Government</p>	Existing	\$ 0	\$ 2,500,000

**2013 - 2018 Capital Investment Program**

**Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	2013-2014 Investment	Project Investment (through 2018)
<p><b>School Safety Zone Project</b></p> <p>The School Safety Zone Project will install school safety zone reader boards around schools. Resources represent reimbursement from King County for red-light-camera fines.</p> <p>Project timeframe: 2013-2014</p>	<p align="center">Safety</p> <p align="center">General Government</p>	<p align="center">New</p>	<p align="center">\$ 850,197</p>	<p align="center">\$ 850,197</p>
<p><b>Infiltration Retrofit Program</b></p> <p>The program makes improvements to infiltration systems to protect the aquifer the supplies the City's wells.</p> <p>Project timeframe: 2013-2016</p>	<p align="center">Infrastructure &amp; Growth</p> <p align="center">Water</p>	<p align="center">New</p>	<p align="center">\$ 2,000,000</p>	<p align="center">\$ 4,000,000</p>
			<p align="center">\$ 22,673,813</p>	<p align="center">\$ 63,991,368</p>

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## **UNFUNDED CITYWIDE PROGRAMS**

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**2013 - 2018 Capital Investment Program  
Unfunded - Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	Unfunded Amount
<p><b>Preserving &amp; Sharing Redmond's History</b></p> <p>The Community Treasures Fund provides resources to maintain Redmond's historical treasures, contributes to Redmond's unique identity, enhances gathering places and provides education on historically significant features of the community.</p> <p>This unfunded portion of the program was a new request by the Planning Department.</p> <p>Project timeframe: Ongoing</p>	<p>Community Building</p> <p>General Government</p>	<p>Existing</p>	<p>\$ 100,000</p>
<p><b>Septic To Sewer Conversion Program</b></p> <p>The Septic to Sewer Conversion Program is a pilot project to install sewer in areas of the City with septic systems. A policy discussion should take place to decide how and when the City should pursue a solution to the conversion process. The total cost of the project is projected at \$20,000,000.</p> <p>Project timeframe: 2013-2018</p>	<p>Clean &amp; Green</p> <p>Water Wastewater</p> <p>General Government</p>	<p>Existing</p>	<p>\$ 750,000</p>
<p><b>School Safety Zone Project</b></p> <p>The School Safety Zone Project will install school safety zone reader boards around schools. Resources represent reimbursement from King County for red-light-camera fines.</p> <p>The amount of the project was reduced commensurate with the remaining red light camera funds available.</p> <p>Project timeframe: 2013-2014</p>	<p>Infrastructure &amp; Growth</p> <p>Transportation</p>	<p>New</p>	<p>\$ 149,881</p>
<p><b>Communication Infrastructure</b></p> <p>Ongoing project to connect City facilities with high speed communications network.</p> <p>The project was put on hold while assessing needs in the update to the Information Services Strategic Plan.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>General Government</p>	<p>New</p>	<p>\$ 1,250,000</p>

**2013 - 2018 Capital Investment Program**  
**Unfunded - Citywide Programs**

Project Description & Timeframe	Priority & Functional Area	Project Status	Unfunded Amount
<p><b>City Hall Common Area</b></p> <p>The program will provide repair, maintenance, replacement and upgrades of common area spaces for the City Hall building.</p> <p>This project was combined with the Preservation of City Buildings Project.</p> <p>Project timeframe: 2013-2018</p>	<p>Infrastructure &amp; Growth</p> <p>General Government</p>	<p>New</p>	<p>\$ 100,000</p>
<b>Total Citywide Programs Unfunded:</b>			<b>\$ 2,349,881</b>