
CAPITAL INVESTMENT PROGRAM

OVERVIEW
DOWNTOWN URBAN CENTER
OVERLAKE URBAN CENTER
REDMOND NEIGHBORHOODS
CITYWIDE

CIP OVERVIEW

CITY OF REDMOND

CAPITAL INVESTMENT PROGRAM OVERVIEW

The 2015-2020 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, in 2011 the City adopted Vision Blueprint: Redmond's Capital Investment Strategy (CIS) that looked beyond the six years in pursuit of synergy between 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 that exists in the City's many neighborhoods.

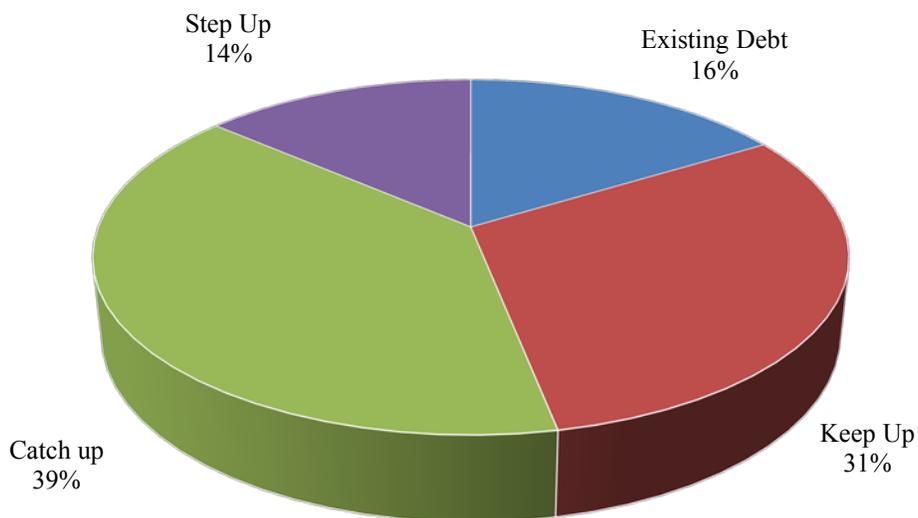
The City will continue to direct its limited resources, as well as federal and state funding, to those areas which are key to its future. The City of Redmond CIP is broken down into four sections – Downtown, Overlake, Redmond Neighborhoods and Citywide Projects and Programs which outline the long range 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 16 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

2015-2016 Project Cost by Classification

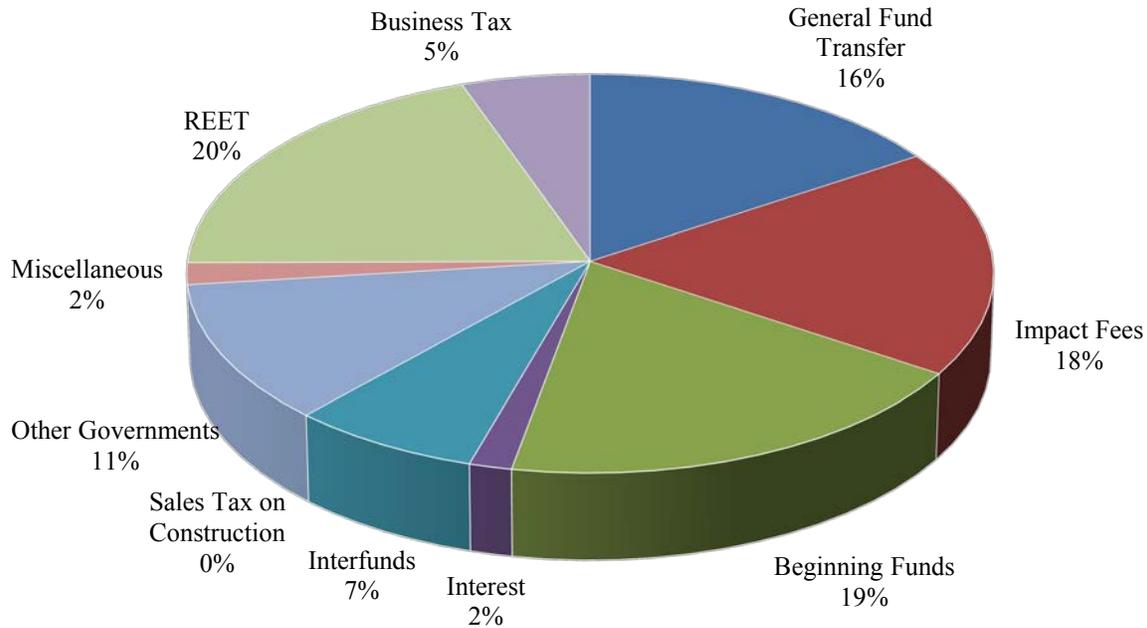


Beyond alignment with the Vision Blueprint, the City defines a CIP project as costing \$25,000 or more, with a useful life of five years or more. Redmond’s CIP is divided into general and utility capital investments. The General CIP is composed of Parks, Transportation and General Government with Water, 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 \$156 million between 2015 and 2020, including beginning fund balances. This is approximately 7% below the 2013-2014 projections primarily due to a decrease in one-time transfers from the General Fund in 2013 and a redirection of sales tax on construction revenue to the debt service fund to support City Hall debt approved by Council in September. The General CIP receives funds from a variety of sources as illustrated on the next page.

Total 2015-2020 General CIP Revenues
(\$156 million)



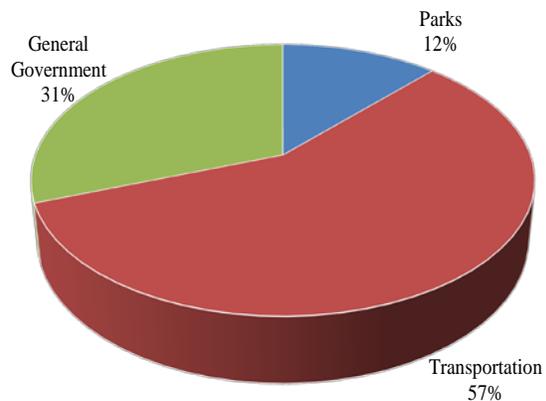
Some of the more significant projects programmed into the CIP in the near term include:

- **Downtown Park** – During the next six years, the City will focus efforts to construct the Downtown Park. Construction of the park is scheduled for the 2017-2018 biennium.
- **Cleveland Street/Redmond Way One-Way Conversion** – With construction currently underway, the City will convert Cleveland Street and Redmond Way from one-way into two-way streets. The project will enhance the pedestrian environment and improve transportation connectivity through the Redmond. During the current biennium, construction was or will be complete on the downtown water quality facilities, replacement of section of eroded sewer main and improvements to the streetscape along Cleveland Street.
- **Overlake Village Station Pedestrian Bridge** – In preparation for the redevelopment of the Overlake Urban Center, the City is funding \$3.9 million to support the Overlake Village Station Pedestrian Bridge. The City has also received a \$1.6 million grant for design and a \$5 million grant for construction. Of the \$10.5 million, the City will provide \$10.15 million in funding to Sound Transit for design, property rights and construction of the project per the Overlake Village Funding Agreement. The 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.
- **Computer Aided Dispatch (CAD) System** – Replacement of the Police dispatch system will occur within the six years.

- **Public Safety Building Rehabilitation** – The Public Safety Building is over twenty years old and needs to be renovated to upgrade and extend the useful life of the building. The rehabilitation project includes finishing roof upgrades of the original building, weatherproofing of the building envelope and upgrades to the structural, electrical and mechanical systems to meet current codes for energy efficiency, acoustics and seismic requirements. The project also includes enhancements to the building’s sub-drainage system to eliminate flooding in the building garage.
- **Infrastructure Deficiencies** – In keeping with the budget theme of “taking care of what we have,” funds have been budgeted to support building upgrades that were identified as observed deficiencies in the building infrastructure survey completed in 2014. Funds have been set aside for a facility strategic plan to assess the long term strategic investments needed to ensure the City’s buildings are maintained at an acceptable level.

Projected 2015-2016 General CIP expenditures total \$67.5 million, excluding ending fund balances and transfers.

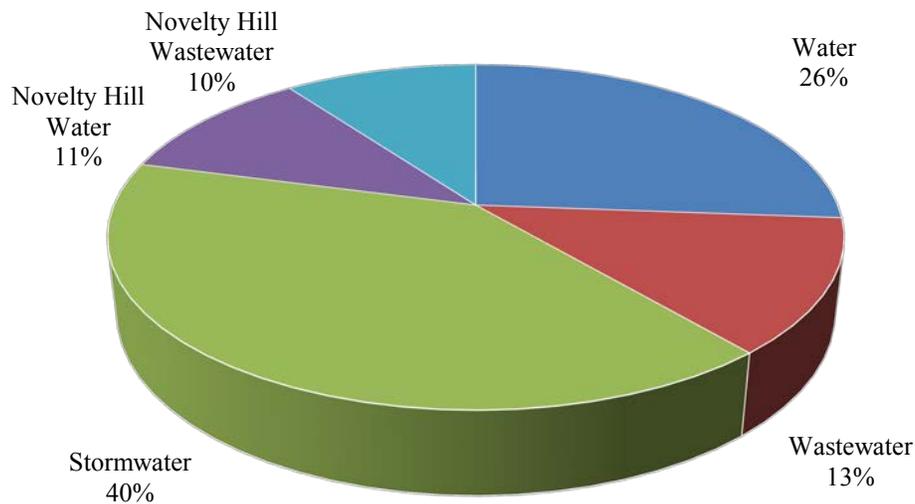
2015-2016 General CIP Expenditures by Functional Area
(excluding ending fund balances)



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 \$111.7 million in revenue (including beginning fund balances) is being proposed in the 2015-2020 Utilities CIP. This is approximately 19% below budgeted levels in 2013-2014. The decrease is attributable to an inflated 2013-2014 revenue budget which included revenue bond proceeds, as compared to the 2015-2016 revenue budget, which reflects decreases in fund balances due to continuing construction of the Overlake Facility #1 South Vault and Bear Creek Rehabilitation projects.

2015-2020 Revenues by Utility
(*\$111.7 million*)



Total 2015-2016 biennial expenditures in all five Utility CIP programs equal \$38.9 million (excluding ending fund balances), which is 25% below budgeted amounts in 2013-2014. The reduction is due to completion of several large Stormwater projects within 2013-2014, including the Overlake South Vault, Redmond Way Water Quality Facilities, Bear Creek Rehabilitation and Southeast Redmond Ponds B and D.

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 City. Most notably the Overlake Stormwater regional detention and water quality facilities, and wetland and stream health will allow other infrastructure improvements to move forward in the two neighborhoods.

- **Overlake Facility #1 South Vault** – The Overlake South Detention Vault is a regional stormwater facility that is the first in a series of three projects designed to fully retrofit a portion of the Overlake Neighborhood that drains through the Overlake Village Subarea. These regional facilities represent an efficient way to meet stormwater requirements and are supportive of future development. The completion of this project provides flow control for a large area, resulting in improved flow characteristics in salmon bearing Kelsey Creek downstream. The project is currently under construction and anticipated to be substantially complete and in-service by spring of 2015.

- Overlake Facility #2 Station Vault** – The Overlake Station Infiltration Vault is a regional stormwater facility that is the second of a series of three projects designed to fully retrofit a portion of the Overlake Neighborhood that drains through the Overlake Village Subarea. These regional facilities represent an efficient way to meet stormwater requirements and are supportive of future development. The completion of this project will provide flow control and treatment for a large area, resulting in improved flow characteristics in salmon bearing Kelsey Creek downstream. The project is proposed for construction as part of the future Sound Transit light rail station. The project is currently in preliminary design and the design/build contract with Sound Transit is being negotiated. Construction is scheduled to be substantially complete and in-service in 2017.
- Evans Creek Relocation** – Evans Creek is a Class I stream that has been heavily impacted by industrial development. Vegetated stream buffers are very narrow, exposing the channel to sunlight. The creek is isolated from its floodplain and existing habitat in the project reach is poor. The Washington State Department of Transportation (WSDOT) has completed extensive channel and buffer enhancements, creating a future stream corridor for the lower 1,100 feet of the proposed 4,300 foot channel. The City will relocate the channel away from the industrial area into adjacent open space, connecting to the new channel reach on WSDOT property. Project components include enhancing in-stream habitat and restoring floodplain wetlands and planting riparian buffers. Completion of this project will increase wild Chinook and Coho salmon runs and improve opportunities for passive recreation. The project is currently 30% designed and property negotiations are underway. The project is scheduled to be substantially complete and in-service in 2018.

Novelty Hill Service Area CIP Expenditures

The Novelty Hill Service Area 2015-2016 CIP projects include Water and Wastewater rehabilitation programs, telemetry systems improvements and Operations Center valve replacement.

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. 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 IMPACTS OF CAPITAL INVESTMENT PROGRAM (CIP) ON OPERATING BUDGET

Notes:

Estimates provided by departments in 2015-2020 Capital Investment Program

Assumed maintenance and operations costs begin in year following estimated completion

Proposed CIP Project	Total Project Cost 2015-2020	Estimated Impact of Capital Investments on Operating Budget
<i>Downtown Urban Center</i>		
Downtown Park Design & Construction	\$12,387,462	\$85,600 per year includes landscaping, irrigation, shrub bed and turf maintenance, litter pick-up, restroom cleaning, repair/replacement and utilities.
Cleveland Streetscape	\$1,500,000	\$25,000 per year includes landscape maintenance, lighting, permeable pavers, rain gardens, litter pick-up and furniture maintenance.
Redmond Way Water Quality Facility	\$1,484,622	\$400,000 per year for infrastructure plus filters.
Sammamish River Enhancements - 90th to Willows Creek	\$300,000	Monitoring \$35,000 per year (10 years) / maintenance \$15,000 per year.
Bear Creek Rehabilitation	\$291,328	Monitoring \$35,000 per year (10 years) / maintenance \$15,000 per year.
City Center Groundwater Protection - 90th Street Pond Retrofit	\$1,530,000	\$6,000 per year.
<i>Overlake Urban Center</i>		
Tosh Creek Flow Control and Water Quality	\$4,655,000	Dependent on final project selection.
Overlake Stormwater Facilities - South Vault	\$2,597,051	\$100,000 per year.
Overlake Stormwater Facilities - Station Vault	\$8,550,000	\$50,000 per year.
Overlake Village Station Pedestrian Bridge - Design/Construction	\$3,922,415	Annual routine maintenance (excluding future structural and major maintenance) is about \$1,500 to \$5,000.
Northeast 51st Street Crossing of SR 520	\$1,000,000	The program is replacing existing water mains and associated appurtenances. Operation and maintenance costs would remain approximately the same. Depreciation expense would increase.
<i>Redmond Neighborhoods</i>		
Northeast 95th Street Bridge Replacement	\$405,000	Monitoring \$8,000 per year (5 years) / maintenance \$5,000 per year.
Mackey Creek Rehabilitation	\$695,000	Monitoring \$8,000 per year (10 years) / maintenance \$8,000 per year.
Evans Creek Relocation	\$6,325,000	Monitoring \$35,000 per year (10 years) / maintenance \$15,000 per year.

ESTIMATED IMPACTS OF CAPITAL INVESTMENT PROGRAM (CIP) ON OPERATING BUDGET

Notes:

Estimates provided by departments in 2015-2020 Capital Investment Program

Assumed maintenance and operations costs begin in year following estimated completion

Proposed CIP Project	Total Project Cost 2015-2020	Estimated Impact of Capital Investments on Operating Budget
Northeast 76th Street Groundwater Protection	\$3,732,404	Dependent on final project selection.
Seidel Creek East Fork Flume Removal	\$281,250	Monitoring \$8,000 per year (5 years) / maintenance \$5,000 per year.
Farrel-McWhirter Park - Restroom Replacement	\$500,000	\$4,000 per year includes routine cleaning, repair/replacement and utilities.
Farrel-McWhirter Park - Arena Lights	\$45,000	\$550 per year for lighting maintenance.
Perrigo Park - Phase II	\$1,776,000	\$12,000 per year includes hard surface, shrub bed maintenance, litter pick-up, facility repair/replacement and utilities.
Southeast Neighborhood Park	\$2,650,000	\$7,500 per year includes playground, shrub bed, hard surface maintenance, repair/replacement, and utilities.
High School Maintenance and Sediment Abbey Road Pond Inlet and Stream Stabilization	\$303,750	Monitoring \$8,000 per year (5 years) / maintenance \$5,000 per year.
Northeast 116th Street and 172nd Avenue Northeast Roundabout	\$1,424,745	\$15,000 to \$20,000 per year includes landscape maintenance, lighting, sidewalks, bike lanes and utilities.
Stormwater Pond B and Northeast 84th Conveyance	\$800,000	\$10,000 per year.
Stormwater Pond D	\$750,000	\$10,000 per year.
Union Hill Phase III	\$2,464,906	\$500 to \$1,500 per year for maintenance of sidewalks, bike lanes and street lights.
Redmond Central Connector - Phase II	\$5,978,376	\$10,000 to \$15,000 per year for landscape and trail maintenance, litter pick-up, repair/replacement and utilities.

ESTIMATED IMPACTS OF CAPITAL INVESTMENT PROGRAM (CIP) ON OPERATING BUDGET

Notes:

Estimates provided by departments in 2015-2020 Capital Investment Program

Assumed maintenance and operations costs begin in year following estimated completion

Proposed CIP Project	Total Project Cost 2015-2020	Estimated Impact of Capital Investments on Operating Budget
<i>Citywide Programs and Projects</i>		
Bicycle Facilities Improvement Program	\$2,200,000	\$7,500 (assumes a 5% maintenance and operations [M&O] rate).
Bridge Repair Program	\$450,000	\$3,000 (assumes a 3% M&O rate and excludes coverage for full replacement).
Neighborhood Traffic Calming Program	\$682,000	\$7,500 (assumes a 5% M&O rate and excludes coverage for full replacement).
Targeted Safety Program	\$2,058,000	\$22,500 (5% of annual budget).
Pedestrian Program	\$8,010,000	\$43,000 (assumes 3% M&O rate, rehabilitation projects removed from cost). Note: Cleveland Street Rehabilitation project is a maintenance project, reducing existing maintenance costs.
Street Lighting Program	\$300,000	\$240 per year based on per light ongoing energy and maintenance cost.
Americans with Disabilities Act (ADA) Program	\$300,097	3% M&O rate.
Traffic Signal Central Control System	\$175,000	Software maintenance costs will be built into purchase price for first two years; \$3,000/year thereafter.
Stream Buffer Enhancement Program	\$150,000	Maintenance \$10,000 per year.
Energy Efficiency Improvements	\$1,420,000	The program does not increase maintenance, but rather should result in a decrease in ongoing M&O.
TOTAL	\$82,094,406	

DOWNTOWN URBAN CENTER



Downtown Urban Center

2030 Vision

Downtown Redmond is a vibrant mix of businesses, residences and open spaces. It is a destination where residents, employees and visitors: meet in their favorite coffee shop; enjoy a meal outside on the wide sidewalks along Cleveland Street; visit open-air markets or enjoy outdoor music and entertainment in the Downtown Park; stroll along the tree-lined streets from shop to shop; or bike, walk or run along the Sammamish River and Central Connector Trails. 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. Those who live or work here rarely use their cars to get around, as light rail, convenient bus service, and friendly walking and bicycling environments provide fun, interesting and healthy mobility options within the neighborhood, as well as the region.

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. The 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.

Project packages articulate a six-year strategy that is consistent with the long-term thinking 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 capital investment period for the reasons explained below.

Specifically, to advance the vision for Downtown during the 2015-2020 Capital Investment Program (CIP) period, the City and its partners will:

- Construct the Redmond Way and Cleveland Street one-way to two-way conversion
- Complete the Cleveland Street Streetscape project to enhance the “main street” character between 160th Avenue Northeast and 164th Avenue Northeast
- Complete design and begin construction of the Downtown Park
- Improve stream habitat, improve water quality, and protect the groundwater aquifer
- Coordinate stormwater and water line improvements with other functional areas to reduce costs and impacts
- 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 2015-2020 CIP period, the City’s infrastructure in Downtown will be nearly complete. Decades of vision, planning and investment will have become reality, 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 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.

Improving Mobility by Converting One-Way Streets

The City has made significant advancements in completing many of the street system improvements needed to provide a smooth operational transition from the one-way system to a two-way system. The final results will reduce confusion in navigating the one-way streets, enhance the street grid pattern, improve the pedestrian environment, and increase mobility and business visibility on our main streets of Downtown. 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. Completed projects include: the Bear Creek Parkway extension, finishing the State Route 520 improvements from State Route 202 to West Lake Sammamish Parkway that included a westbound

flyover ramp, the extension of 161st Avenue Northeast from Redmond Way to Bear Creek Parkway, the 164th Avenue Northeast Extension from Cleveland Street to Town Center, and improvements to Northeast 76th Street with the Redmond Central Connector.

This package includes continued investment to complete the Cleveland Street Streetscape project by early 2015. Redmond's new main street will serve as an economic stimulant in Downtown. With a surge of new residents, wide sidewalks for dining, inviting lighting and all new landscaping and urban amenities, Cleveland Street will be the catalyst for the desired lively environment of a vibrant urban center.

The conversion from the one-way to a two-way system is currently nearly 40% designed. This project will finalize design and re-construct all intersection and traffic signals required to convert to two-way operation. The project includes a \$5 million grant.

There are two utility system improvements packaged with the Couplet Conversion so that they are coordinated and completed while the work in the street is taking place. The complete package includes:

- Cleveland Street/Redmond Way Conversion and Improvements
- Water Lines - Couplet Conversion
- Cleveland Street at 166th Avenue Stormwater Improvements
- Cleveland Streetscape

Creating Vibrancy through Downtown Parks

Downtown Park will be a community hub for the City that includes integrated art infrastructure for performance and cultural activities. The park serves as a gathering place for residents, employees and visitors during the day and evening. The recreational amenity to the urban center enhances the attraction, livability, walkability and value of the neighborhood greatly, creating a positive economic impact and substantially completing the City's vision of Downtown Redmond.

The park site is located in the hub of Downtown Redmond between Redmond Way and Cleveland Street and is bordered by 161st Avenue Northeast on the west and The Stone House on the east. The grassy space that is present along 161st now is about $\frac{3}{4}$ acre, but when complete the ultimate size of the park will be two acres.

The property was acquired in 2009 and this package includes debt service payments for that purchase. This year the community has been heavily involved in the master planning process which will be completed in the fall of 2014. If the project is approved, design of the park will begin in 2015 with construction in 2017-2018. The following projects are included in the Downtown Park package.

- Downtown Park Design
- Downtown Park Debt Service Payments

Maintaining Natural Assets

Maintaining the health of Redmond's plentiful water resources, including rivers, streams, and the groundwater aquifer, are important to protecting the area's high quality of life, sustaining aquatic ecosystems, and enhancing the area's natural beauty. Within this budget cycle several projects are proposed to improve stream habitat, improve water quality and protect the groundwater aquifer that provides 40% of the City's drinking water. The City strives for its investments to meet regulatory

requirements while also having environmental benefits and supporting redevelopment of Downtown. For instance, the Redmond Way Water Quality Facility, the fifth project in the Downtown Stormwater Regional Facilities program, improves water quality to the Sammamish River by retrofitting existing development. The project supports economic development in Downtown as developers are drawn to the benefits of the regional facility which allows them to pay into the system instead of constructing onsite stormwater management facilities.

The Maintaining Natural Assets project package includes the following items, the first four of which are existing projects that include grant funding.

- Downtown Groundwater Network Enhancements
- Redmond Way Water Quality Facility
- Sammamish River Enhancements/90th to Willows Creek
- Bear Creek Rehabilitation
- City Center Groundwater Protection – 90th Street Pond Retrofit

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 planned growth can be adequately served. The private sector has positively responded with new real estate development and business development. The Downtown project package will continue to positively transform Downtown into vibrant urban center.

**2015 - 2020 Capital Investment Program
Downtown Urban Center Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
45	<p>CREATING URBAN VIBRANCY THROUGH DOWNTOWN PARKS</p> <p><i>Downtown Park Design & Construction</i></p> <p>On the heels of completing the master plan, staff will begin design and construction of the Downtown Park, with an anticipated construction start date of 2016 or 2017. This park will be the signature park in Redmond, with integrated art and landscape design. It will be a destination that helps bring people to our Old Town business community.</p> <p>Project timeframe: 2015 - 2018</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 2,387,462	\$ 12,387,462
46	<p><i>Parks Debt Payment for Downtown Park</i></p> <p>Acquisition of park land.</p> <p>Project timeframe: 2015 - 2020</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 1,794,176	\$ 5,384,128
47	<p>IMPROVING MOBILITY BY CONVERTING CLEVELAND STREET AND REDMOND WAY TO TWO-WAY STREETS</p> <p><i>Water and Wastewater Lines</i></p> <p>Replacement of water and wastewater lines that are too small or not ductile iron in locations being impacted by the construction of the Couplet Conversion project.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Water and Wastewater</p>	New	\$ 1,300,000	\$ 1,300,000
48	<p><i>Cleveland Street at 166th Avenue Stormwater Improvements</i></p> <p>Replacement of existing undersized pipe in poor condition adjacent to the Couplet Conversion project.</p> <p>Project timeframe: 2015 - 2016</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 85,000	\$ 85,000
49	<p><i>Cleveland Streetscape</i></p> <p>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.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 1,500,000	\$ 1,500,000

**2015 - 2020 Capital Investment Program
Downtown Urban Center Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
50	<p>IMPROVING MOBILITY BY CONVERTING CLEVELAND STREET AND REDMOND WAY TO TWO-WAY STREETS continued:</p> <p><i>Cleveland Street/Redmond Way Conversion and Improvements</i></p> <p>Conversion of Redmond Way and 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. Additionally it includes a westbound Business Access and Transit (BAT) lane from Avondale Way about 1,000 feet to the east will be constructed</p> <p>Project timeframe: 2015 - 2017</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 15,600,000	\$ 18,047,449
N/A	<p><i>Cleveland Street/Redmond Way Conversion and Improvement Public Works Trust Fund Loan Debt Service</i></p> <p>Project timeframe: 2015 - 2020</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	New	\$ 920,000	\$ 2,760,000
N/A	<p>MAINTAINING NATURAL ASSETS</p> <p><i>Downtown Groundwater Network Enhancements</i></p> <p>Installation of groundwater monitoring wells to pursue activation of cleanup sites in downtown and support modelling of the aquifer. Finalize groundwater and surface water interaction study.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Water</p>	Existing	\$ 60,000	\$ 60,000
52	<p><i>Redmond Way Water Quality Facility</i></p> <p>Construct Downtown Regional Facility water quality vault to treat 250 acres of downtown surcharge area that discharges to the Sammamish River near Redmond Way.</p> <p>Project timeframe: 2007 - 2015</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 1,484,622	\$ 1,484,622

**2015 - 2020 Capital Investment Program
Downtown Urban Center Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
53	<p>MAINTAINING NATURAL ASSETS continued:</p> <p><i>Sammamish River Enhancements - 90th to Willows Creek</i></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. This project may also provide compensatory storage fee in lieu of opportunities for downtown development.</p> <p>Project timeframe: 2019 - 2023</p>	<p>Clean & Green</p> <p>Stormwater</p>	Existing	\$ 0	\$ 300,000
54	<p><i>Bear Creek Rehabilitation</i></p> <p>Relocate and enhance the lower 3,400 feet of Bear Creek to enhance migration, rearing and spawning habitat for salmon. The project includes significant in-stream and buffer improvements.</p> <p>Project timeframe: 2015</p>	<p>Clean & Green</p> <p>Stormwater</p>	Existing	\$ 291,328	\$ 291,328
55	<p><i>City Center Groundwater Protection - 90th Street Pond Retrofit</i></p> <p>Construct improvements to address existing 90th Street pond subsidence and water quality issues, as well as accommodate untreated stormwater currently being infiltrated in the wellhead protection zone.</p> <p>Project timeframe: 2016 - 2019</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	New	\$ 153,000	\$ 1,530,000

OVERLAKE URBAN CENTER



CRANDALL ARAMBULA
Reimagining America's Cities

Visualization- Final Phase
May 27, 2011

Overlake Urban Center

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 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

Redmond's *Vision Blueprint: Redmond's Capital Investment Strategy, 2013-2030* 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. The strategy involves collaborating with partners to coordinate the provision of infrastructure and participating in the extension of East Link and improvements to State Route 520 to ensure that such improvements are consistent with Redmond's vision for the Overlake neighborhood. The project packages described here articulate a six-year approach that helps to carry out the long-term strategy developed in *Vision Blueprint*. The six-year approach focuses on the most critical capital investments to help support the growth that is happening now, serve existing needs in Overlake neighborhood as a whole and allow the City to coordinate with stakeholders to maximize the value of our partners' contributions. The proposed investments allow the City to continue design of some future capital projects to position them as grant candidates and otherwise prepare for timely construction. Finally, the approach emphasizes logical packaging of projects to take advantage of geographic overlap and partnership opportunities.

Specifically, to advance the vision for Overlake during the 2015-2020 CIP period, the City and its partners will:

- Design and construct new transportation connections serving all travel modes
- Leverage private and state investments in transit and mobility
- Maintain reliable utility services for customers in existing neighborhoods
- Build new utility infrastructure to help accommodate growth
- 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
- 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 2015-2020 CIP period the casual onlooker will notice changes in Overlake, with positive outcomes in mobility, the environment and quality of life. The community can expect the following results:

- **Mobility:** Sound Transit will be on its way to completing two light rail stations and associated pedestrian-bicycle bridges while the City and State will have advanced design of the Overlake

Access Ramp and local street connection. In addition, developers will have made new street connections and intersection improvements.

- **Environment:** City investments in stormwater infrastructure will dramatically improve downstream conditions in Sears Creek; the retrofit of the Tosh Creek basin will be nearing completion, improving conditions for salmon and providing a successful regional demonstration of the watershed approach to stormwater management.
- **Quality of life:** The City will provide new play equipment at Westside Park, the only Overlake Park with a play structure and sport courts and replace an aging and undersized water line on Northeast 51st Street, ensuring high-quality water service in the long term.

Overlake Transit Center (Redmond Technology Center): Multimodal and Employment Hub

Investments by the City and its partners will completely transform the Overlake Transit Center during this capital investment period. The City will coordinate with Sound Transit and Microsoft in the design and construction of East Link. Separately, Sound Transit will have nearly completed construction of the East Link extension that will have an interim terminus at the Overlake Transit Center. As part of that project Sound Transit will have constructed a privately-funded and City-owned pedestrian-bicycle bridge over State Route 520 providing access to the station from two employment hubs, the State Route 520 Trail and the State Route 520 flyer (transit) stops dramatically improving walkability and bike ability to the station. The City will work proactively with Sound Transit and other partners to ensure design and construction outcomes that are consistent with the City's vision for Overlake. Coordination with Sound Transit and Microsoft must occur during this CIP period 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 the design of light rail and complementary infrastructure.

The Overlake Transit Center package of projects includes:

- Sound Transit East Link Coordination
- East Link Light Rail with Pedestrian-Bicycle Bridge (construction completely funded by Sound Transit and Microsoft)

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 capital investment 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) construct a pedestrian-bicycle bridge with significant grant funding to connect the Overlake Village light rail station to residential and employment on the north side of State Route 520 and 3) fund the construction of a regional stormwater infiltration vault as called for in the regional stormwater facilities plan for Overlake adopted in 2010.

All of these activities will be coordinated to provide maximum benefit to the community. Subject to final agreement between the City and Sound Transit, Sound Transit will construct the light rail station, pedestrian-bicycle bridge and stormwater vault together, maximizing the anticipated transportation, urban design and environmental benefits.

The projects at the Overlake Village Station must proceed during the 2015-2020 capital investment period for three 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.
- 2) Large properties proximate to the light rail station are undergoing redevelopment and will require the use of this infrastructure.
- 3) The City must continue to express commitment to the vision through provision of infrastructure in order to encourage private sector investment.

The Overlake Village Station package of projects includes:

- Overlake Village Station Pedestrian-Bicycle Bridge (final design and construction)
- Overlake Village Station Stormwater Vault (final design and construction)
- East Link Light Rail (final design and construction by Sound Transit)

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 capital investment period the City will prepare for the changes by investing in the design of the Overlake Access Ramp (local street portion) and the 152nd Northeast Corridor which will provide new and enhanced connections for vehicles, bicycles and pedestrians. Additionally, the City plans to complete the South Detention Vault to serve existing and some future detention capacity needs. These investments will ultimately help accommodate growth without sacrificing time, land or expertise on private stormwater systems, improve ability to access dozens of Redmond businesses and regional transportation infrastructure and create great public spaces.

The City will leverage funds from developers, Microsoft and the State to complete these projects. Separately, Microsoft will construct intersection improvements at 156th Avenue Northeast and Bel-Red Road.

These projects are timely now because: 1) the Washington State Department of Transportation continues to design the state’s portion of the Overlake Access Ramp, 2) large properties in the Village are undergoing redevelopment and the City must act to ensure that adequate stormwater detention capacity exists to serve that growth, 3) the City is obligated to provide stormwater detention for the Microsoft Campus and the Northeast 36th Street Bridge project and 4) the City is on the crest of a residential growth wave. The Overlake Village Critical Infrastructure package of projects includes:

- Overlake South Detention Vault
- 152nd Avenue Northeast from Northeast 24th Street to Northeast 26th Street Overlake Access Ramp – Local Street Portion
- 156th Avenue Northeast / Bel-Red Road Intersection Improvements (funded 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 its 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 so are continually eroding, 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 capital investment period, the City will focus on retrofitting Tosh Creek and its contributing watercourses. Tosh Creek is a significant stream rehabilitation opportunity in Redmond. The project is also a regional test case for the watershed approach to stormwater management and stream restoration. As such it has been awarded grant funds for post-rehabilitation monitoring and is likely to earn grant funding for project construction. The City will retrofit the contributing basin areas with flow control and water quality features. In an earlier phase of this project the City replaced a substandard culvert at West Lake Sammamish Parkway with a culvert that is fish-passable. Together these investments will improve water quality, reduce erosion, reduce hazards to private property and improve habitat for fish and wildlife. Once projects are constructed developers may have the option to pay into improvements in the Tosh Creek basin as an alternate way of meeting some or all of their stormwater management requirements.

The Tosh Creek rehabilitation project is important to complete within the 2015-2020 investment period because: 1) grant funding is now available, 2) inaction will result in continuing degradation of the basin, 3) the projects will improve conditions for threatened salmon runs, 4) the contributing basin is largely built out, so there are no other ways to remedy the existing situation and 5) timely completion will allow communities across the region to assess the ability of taking a watershed approach to restore small streams.

The natural assets package of projects includes:

- Tosh Creek Flow Control & Water Quality

Quality of Life: Replacing Aging Infrastructure

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 water main under Northeast 51st Street as it crosses State Route 520 will be replaced due to age and 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. Redmond customers expect wastewater to disappear quickly and effortlessly at reasonable cost and staying on top of incremental needs in developed neighborhoods makes this possible. Second, the playground equipment in Westside Park is in need of a major renovation. Maintaining existing assets is important to avoid the costs of deferred maintenance.

This package includes:

- Westside Park Playground Equipment
- Northeast 51st Street Water Crossing of State Route 520

Bringing it All Together

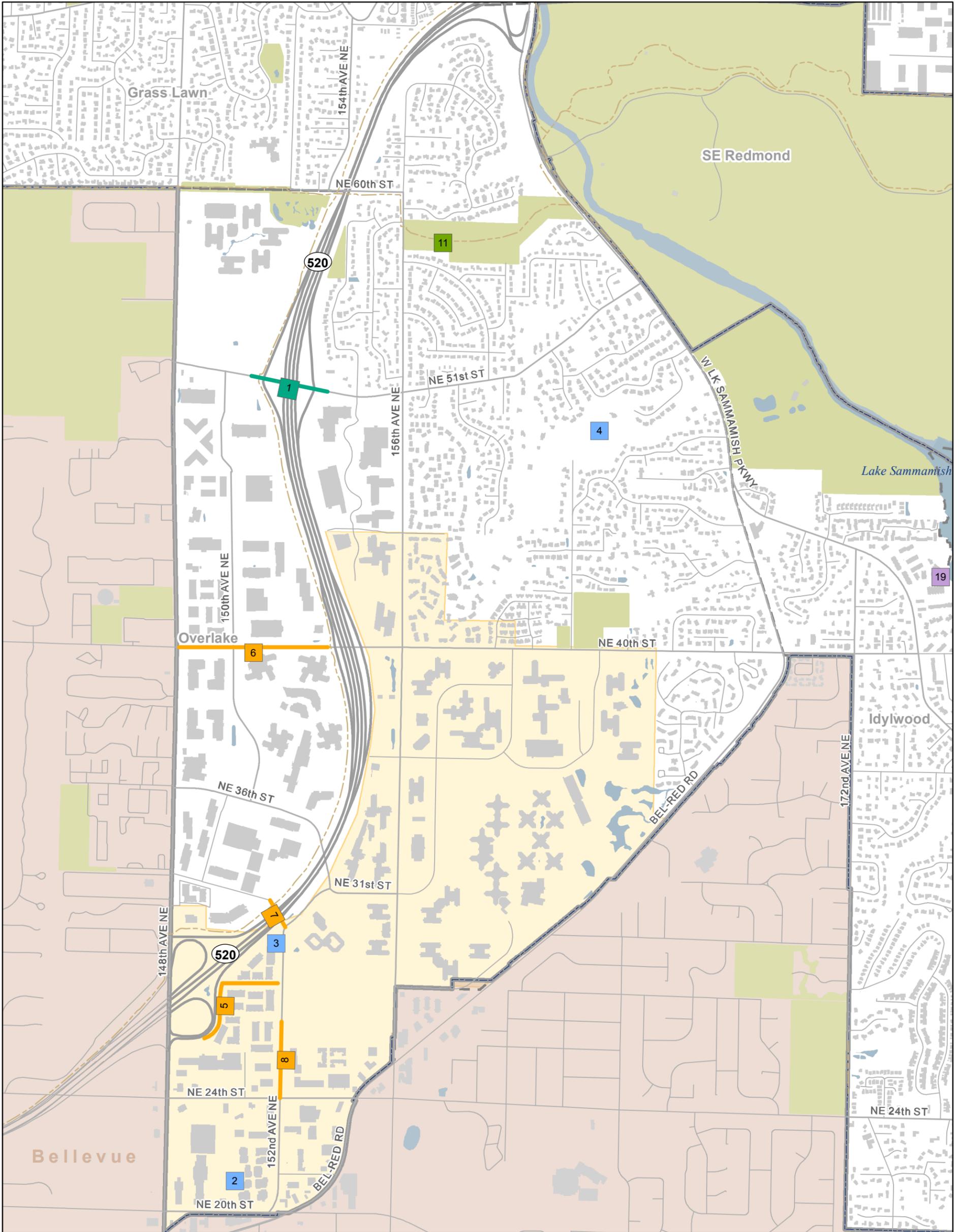
The transformation of Overlake has begun. During the last six years, the City has invested in specific plans, which has resulted in a much clearer picture of the need for public infrastructure and how that need should be fulfilled over time. In the last two years the City began construction of the first big pieces of infrastructure. Now is the time to keep those projects moving and work with our partners to complete some additional early-stage investments.

**2015 - 2020 Capital Investment Program
Overlake Urban Center Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
4	<p>MAINTAINING NATURAL ASSETS</p> <p><i>Tosh Creek Flow Control and Water Quality</i></p> <p>Install flow control and water quality treatment in the contributing drainage area as part of rehabilitating Tosh Creek upstream of West Lake Sammamish Parkway. Specific projects will be identified following completion of the stream basin plan.</p> <p>Project timeframe: 2015 - 2020</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 1,900,000	\$ 4,655,000
6	<p>OVERLAKE TRANSIT CENTER/OVERLAKE VILLAGE STATION</p> <p><i>Sound Transit Eastlink</i></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. This effort requires substantial City attention to Sound Transit's design to achieve a light rail system that is consistent with Redmond's interests. This 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: 2015 - 2020</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 79,649	\$ 79,649
2	<p>OVERLAKE VILLAGE STATION AND CRITICAL INFRASTRUCTURE</p> <p><i>Overlake Stormwater Facilities - South Vault</i></p> <p>Construct a large regional stormwater detention vault south of NE 24th Street. This is the first facility proposed in the Overlake surcharge area. Regulations require that this project be completed by 2015.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 2,597,051	\$ 2,597,051
5	<p><i>Overlake Access Ramp - Preliminary Design</i></p> <p>Eastbound off-ramp from SR 520 under 148th Avenue NE and connecting directly to 152nd Avenue NE. This project is a key element of the City's plans for the Overlake Urban Center and is in collaboration with the Washington State Department of Transportation (WSDOT) and the City of Bellevue.</p> <p>Project timeframe: 2015 - 2020</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 261,084	\$ 261,084

**2015 - 2020 Capital Investment Program
Overlake Urban Center Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
8	<p>OVERLAKE VILLAGE STATION AND CRITICAL INFRASTRUCTURE continued:</p> <p><i>152nd Avenue NE Improvements (24th - 26th Street) - Preliminary Design</i></p> <p>Full street improvements consistent with the 152nd Avenue NE Corridor Plan including expanded sidewalks, cycle tracks, southbound right turn lane and intersection improvements</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	New	\$ 775,000	\$ 775,000
3	<p><i>Overlake Facility #2 - Station Vault</i></p> <p>Construct a large regional stormwater infiltration vault at the light rail station. To be built by Sound Transit as part of their station construction.</p> <p>Project timeframe: 2015 - 2017</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 4,550,000	\$ 8,550,000
7	<p><i>Overlake Village Station Pedestrian Bridge - Design</i></p> <p>Provide a new pedestrian and bike connection over SR 520 between the Overlake Village light rail station and the Microsoft campus.</p> <p>Project timeframe: 2015 - 2020</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 922,346	\$ 3,746,484
1	<p>REPLACE AGING INFRASTRUCTURE</p> <p><i>Northeast 51st Street Crossing of SR 520</i></p> <p>Construct a new waterline under SR 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 & Growth</p> <p>Water</p>	Existing	\$ 0	\$ 1,000,000
11	<p><i>Westside Park - Phase I</i></p> <p>Westside park was developed in 1968. A master plan for the renovation of the park was completed in 2010. The funding in 2015-2016 will support rehabilitation of the existing play area.</p> <p>Project timeframe: 2017</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 0	\$ 150,000



Projects

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

Capital Investment Projects 2015 - 2020

Overlake

UNFUNDED OVERLAKE URBAN CENTER PROJECT

2015 - 2020 Capital Investment Program

Unfunded - Overlake Urban Center Project

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Overlake Village Art Plan</i></p> <p>Develop an art plan for Overlake Village, similar to the Downtown Cultural Corridor Plan, which outlines opportunities, strategies and policies for art in our urban center as it relates to new capital investments in both the public and private sectors.</p> <p>Project timeframe: 2016</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	<p>New</p>	<p>\$ 35,000</p>	<p>\$ 0</p>

REDMOND NEIGHBORHOODS



Redmond Neighborhoods

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. Healthy streams and natural environment contribute significantly to Redmond’s high and equitable quality of life.

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 a comfortable, friendly sense of place. In a place where diversity and innovation are embraced, local investments strengthen a community-wide sense of pride and identity and collaborative action is taken to achieve community objectives. It's a place that is home to people from a variety of ethnic backgrounds, which contributes 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. This strategy involves major improvements outside of Redmond's urban centers in the Bear Creek, Education Hill, Grass Lawn, Idylwood, North Redmond, Sammamish Valley, Southeast Redmond and Willows/Rose Hill neighborhoods.

This package of projects articulates a six-year strategy that is consistent with the long-term strategy developed in Vision Blueprint. Specifically, to advance the vision for Redmond's neighborhoods during the 2015-2020 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 and replacement of aging and failing infrastructure will help improve reliability and safety of infrastructure systems. Recommended projects will strengthen Redmond's economy and provide direct support to businesses such as in the Southeast Redmond and Willows/Rose Hill neighborhoods. Improvements to parks, trails and streets help neighborhoods become more connected and ensure equitable access to places and systems for community building. Key projects such as upgrades to water pressure zones strengthen Redmond's commitment to maintaining and enhancing community safety. In addition, 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.

Results: The Return on Investment

Capital improvements in Redmond's neighborhoods during 2015-2020 will ensure long-term neighborhood sustainability by preserving the cherished community setting in which people prefer to live, work, recreate, invest and travel. Many community attributes help foster neighborhood pride in Redmond as a whole and in each of the City's neighborhood planning areas. For example, fostering diversity and ensuring equity such as access to a variety of parks and natural areas and quality public services; maintaining safe, walkable and bikable neighborhoods; and promoting a welcoming and vibrant environment help Redmond remain a desirable city. Attention to efficient and high capacity transportation systems such as East Link Light Rail and the Redmond Central Connector, as well as strategic multi-benefit natural resources investments, such as the Keller Farm Wetland Bank and the Southeast Redmond Regional Ponds also help ensure that Redmond remains a leader in managing public and natural resources and in making positive contributions to the central Puget Sound region.

Education Hill and North Redmond

The Education Hill and North Redmond neighborhoods are predominantly residential and feature a majority of Redmond's K-12 schools. In this walkable neighborhood, people can take advantage of the close proximity to a variety of parks, trails, educational and religious institutions, and nearby neighborhood commercial. Particularly in the North Redmond neighborhood as the sense of community continues to emerge, infrastructure remains a high priority for establishing safe and a variety of mobility connections.

The Education Hill neighborhood is one of Redmond's earliest suburban areas and in some portions, includes aging infrastructure. Expansion to the 565 water pressure zone will improve peak service pressure and water flow for customers as well as for fire flows within this high elevation portion of the City. Additionally, this project provides transmission of water between the 470, 350 and 238 zones. This enhancement will improve the quality of life for people living in Education Hill and significantly enhance public safety specific to fire suppression.

To the north, the North Redmond neighborhood continues the residential growth that significantly increased starting in 2004. Private development establishes new infrastructure associated with respective plats while 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 116th Street and 172nd Avenue Northeast Roundabout, associated connections for portions of pedestrian and bicycle infrastructure in the Northeast 116th Street corridor and the 162nd Avenue Northeast Improvements are the highest transportation priorities in neighborhoods outside of Redmond's urban centers. The roundabouts provide much needed traffic calming along these central points of this developing neighborhood. Additionally, these improvements will provide stormwater flow control and water quality, particularly in association with Monticello Creek.

Class II streams (High School Creek and Monticello Creek) in these neighborhoods are high priority for stormwater and habitat improvements to help address salmon recovery as identified by the City's recently adopted Watershed Management Plan. These projects address stream erosion and stabilization, thus protecting the natural environment and nearby homes. Projects within those stream basins are being coordinated with the above transportation investments, ongoing development such as partnership with private development in the urban centers and stream basin restoration plans that are proposed within the next six years. In particular, the City plans to begin work on the Monticello Creek Basin Restoration Plan in partnership with King County and the Department of Ecology (grant funding). Education Hill and North Redmond neighborhood projects include:

- Education Hill 565 Water Pressure Zone Improvements
- Monticello Creek Flow Control, Local Improvement District (LID) and Water Quality Treatment High School Maintenance and Sediment Abbey Road Pond Inlet and Stream Stabilization

- Northeast 116th Street and 172nd Avenue Northeast Roundabout State Route 202/Northeast 124th Street Habitat Monitoring
- 162nd Avenue Northeast Improvements

Willows/Rose Hill and Sammamish Valley

The Willows/Rose Hill and Sammamish Valley neighborhoods include 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, Willows/Rose Hill features a significant portion of Redmond’s annexation area. Improvements to address aging and failing infrastructure will help maintain and enhance the quality of life and business operations in these neighborhoods. For example, the 152nd stormwater pipe repair, south of 90th in the business park area, will replace an existing failed pipe and add water quality treatment prior to discharge to the Sammamish River – a project that is necessary to meet current levels of service and state regulations.

The Redmond Central Connector has become a significant feature in Redmond’s Downtown neighborhood. This regional trail along the former Burlington Northern Santa Fe railroad right of way has been designed to provide connection across many of Redmond’s neighborhoods. Ultimately, people will have walking and bicycle access to Downtown from the Sammamish Valley at the City’s northern limit, from Southeast Redmond at the City’s southeastern limit and from adjacent neighborhoods. During 2015-2016, in partnership between Parks and Transportation, this project will complete Phase II, the northern portion from the trestle at the Sammamish River to the 9900 block near Overlake Christian Church. Notably, this connection will enhance travel between new and upcoming dwelling units in the Downtown and the DigiPen campus as well as other employment opportunities in the Willows/Rose Hill and Sammamish Valley neighborhoods.

Also in this portion of the City, Redmond partners with the City of Kirkland in ownership of water facilities in the area of the Willows/Rose Hill neighborhood. Several projects included in the Joint Use Water Facilities plan have been prioritized by the two cities for replace aging infrastructure and ensuring support to local businesses and area residents.

Willows/Rose Hill and Sammamish Valley neighborhood projects include:

- Redmond Central Connector Phase II
- Redmond Way – 147th Sewer Main to King County Trunk
- 152nd Avenue Northeast Pipe Repair
- Joint Use Water Facilities – Kirkland

Bear Creek and Southeast Redmond

The Bear Creek and Southeast Neighborhoods are where residential, manufacturing, industrial and commercial uses meet the rural uses outside of King County’s urban growth area. Neighborhood planning processes in both neighborhoods have helped identify a variety of aspects and long-term needs in this portion of Redmond including the significance of this area in serving the City’s aquifer, the confluence of regional traffic at the intersection of Avondale, State Route 202, and State Route 520, and anticipated light rail service and a primary Park & Ride facility.

The eastern edge of Redmond provides opportunities for many partnerships with state agencies such as Washington State Department of Transportation (WSDOT) and King County in the form of improvements to transportation infrastructure, water service and fire flows to properties within the City limits, parks 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, 196th Avenue Northeast and Union Hill Road improvements for over 15 years.

Demonstrating efficiency and partnership, initial phases of Southeast Redmond's regional stormwater ponds B and D will address stormwater needs associated with street and private development in this vicinity and are being designed and constructed with the Union Hill Road Improvements. In this environmentally sensitive area, these ponds provide stormwater flow control and water quality treatment that protects downstream surface waters of Bear and Evans Creeks. Water system improvements along Union Hill Road will support and provide safety to commercial and park properties by extending 700 feet of water line to the City limits. Additionally, the Northeast 76th Street Groundwater Protection project's new detention and water quality facilities and conveyance system will address water quality and system capacity for accommodating stormwater that is currently infiltrating in the wellhead protection zone. This enhancement meets Washington State Underground Injection Control Program guidelines and will contribute greatly to environmental protection, support for local businesses and Redmond's high quality of life.

Environmental restoration projects in these neighborhoods support businesses and the City's economy, and continue to enhance the quality of life for people who live, work and recreate in the eastern portion of Redmond. The Evans Creek Relocation project will involve partnership with WSDOT to relocate and enhance 4,500 feet of stream channel consistent with the Chinook Salmon Recovery Plan, and supporting industrial properties to the south of the ultimate stream channel and associated buffers. Consistent with 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. The Keller Farm Wetland Bank and Evans Creek Relocation are priority projects in the Salmon Recovery Plan because of the value that Bear and Evans Creeks provide to helping the endangered Chinook salmon. Similarly, removing fish barriers in Seidel Creek, located in the Redmond Watershed, will provide access for fish to pristine upstream habitat.

In addition, the Northeast 95th Street Bridge Replacement project, a partnership between Natural Resources and Transportation, will replace a 20-foot span of wooden bridge that has exceeded its useful life. This project will address a stream constriction and buffer enhancement. It will ultimately improve water quality in the salmon spawning area and must be constructed by 2017 to meet Department of Ecology conditions.

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. Natural Resources and Parks will continue to partner on a project to complete a critical area study of Farrel-

McWhirter Park to plan for future park improvements, restroom upgrades, and to prepare for design of the Mackey Creek stream rehabilitation. This rehabilitation project will improve this high priority stream's habitat, support it within a defined channel, and address ponding and high flows that impede trail use within the Park.

King County's recent street improvements to 196th Avenue Northeast eliminated on-street parking adjacent to Perrigo Park. This park includes 26 acres that includes a 150 person picnic shelter, two multi-purpose sports fields, four basketball courts, three tennis courts, two volleyball courts, and draws over 3,000 people per week during the spring. 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 (196th) bike lane. Bear Creek and Southeast Redmond neighborhood projects include:

- Union Hill Road Phase III, Stormwater Ponds (B & D), and Northeast 84th Street Conveyance
- Southeast Redmond Tank Painting and Seismic Upgrades
- Southeast Redmond Booster Pump Station Replacement
- Wastewater Connection to King County – Avondale
- Northeast 95th Street Bridge Replacement – Stormwater and Transportation Farrel-McWhirter Park – Restroom Replacement
- Mackey Creek Rehabilitation
- Keller Farm Wetland Bank
- Evans Creek Relocation
- Northeast 76th Street Groundwater Protection
- Seidel Creek East Fork Flume Removal
- Bear Creek Bridge Rehabilitation (Avondale)
- Perrigo Park Phase II

Idylwood

The Idylwood Neighborhood is a predominantly residential neighborhood located along the western shore of Lake Sammamish, the City's southern limit and east of Overlake. Its location, neighborhood character and the centrally located Audubon Elementary School with its English Language Learner (ELL) program make this a desirable neighborhood for living in close proximity to the Overlake employment area. West Lake Sammamish Parkway serves as a primary connection to Overlake and Downtown employment for those who live in and beyond this neighborhood. Additionally, Idylwood Beach Park is a popular seasonal destination for those who live well beyond this portion of the City.

Its adjacency to Bellevue provides the City opportunities for partnership such as through a joint use water facilities agreement. The Northeast 40th Street Tank Rehabilitation project has been prioritized for 2015-2016. This project replaces aging infrastructure and helps ensure an adequate and safe water source for people who live and work in this area.

Additionally, the installation of a new manhole along the West Lake Sammamish sewer line, between pump stations 2 and 3, helps the City ensure safe continued use of this utility which is located in very close proximity to the public beach at Idylwood Beach Park. The additional manhole will provide access

to the pipe for cleaning that is not able to occur under current conditions. Maintaining a clean system helps prevent blockages that could cause discharge into Lake Sammamish, impacting this natural resource and Redmond's high quality of life, particularly for nearby residents and park visitors.

Idylwood neighborhood projects include:

- Joint Use Water Facilities – Bellevue
- West Lake Sammamish Parkway Sewer Manhole 2

Other Neighborhood Utilities

As well as neighborhood-based projects, Wastewater Pump Station Improvements throughout all neighborhoods will help ensure safe and adequate service to the Redmond community. Replacing aging infrastructure over six years at pump stations 2, 3, 5, 6, 10, 11, 12, 13, 14 and 15 along with installing new wet wells, vaults, and completing other system enhancements will continue to support a healthy environment and quality services for those who live in, work in and visit Redmond.

Additionally, the City provides some utility service to Redmond Ridge, located northeast of the City along Novelty Hill Road. The Operations Center Valve Replacement ensures that the City will maintain current levels of water service, meet state regulations and improve its ability to operate these water tanks and pumps.

Utility projects throughout the neighborhoods and in the Redmond Ridge community include:

- Wastewater Pump Station Improvements
- Operations Center Valve Replacement

Bringing it All Together

The proposed 2015-2020 capital improvements in the neighborhoods effectively address maintaining services and systems on behalf of the community. The suite of neighborhood projects helps Redmond remain a great place for people to live, work, recreate, invest and visit by providing support to local businesses, connections between neighborhoods and the urban centers, leveraged and strategic public investments and partnerships, equitable and safe services, and a healthy and thriving natural environment. When warranted, new projects and significant system enhancements help address situations that no longer respond to interim upgrades or those that have recently emerged and demand timely solution.

Redmond is a city in which the community takes great pride in its neighborhoods and has earned worldwide recognition. With this achievement comes a great responsibility to foster welcoming, sustainable and safe neighborhoods.

**2015 - 2020 Capital Investment Program
Redmond Neighborhood Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
N/A	<p>BEAR CREEK AND SOUTHEAST REDMOND NEIGHBORHOODS</p> <p><i>Operations Center Valve Replacement</i></p> <p>Replacement of the valves in the Novelty Hill Operations Center.</p> <p>Project timeframe: 2015 - 2016</p>	<p>Infrastructure & Growth</p> <p>Water</p>	New	\$ 300,000	\$ 300,000
SE 14	<p><i>Southeast Redmond Tank Painting and Seismic Upgrades</i></p> <p>Painting of the Southeast Redmond Water Tank, along with constructing seismic upgrades to the tank to meet the current earthquake code requirements.</p> <p>Project timeframe: 2019 - 2020</p>	<p>Infrastructure & Growth</p> <p>Water</p>	New	\$ 0	\$ 2,000,000
SE 15	<p><i>Southeast Redmond Booster Pump Station Replacement</i></p> <p>Replacement of pump components, variable frequency drives (VFDs), telemetry system, control panel and building deficiencies.</p> <p>Project timeframe: 2015 - 2016</p>	<p>Infrastructure & Growth</p> <p>Water</p>	New	\$ 700,000	\$ 700,000
NR 22	<p><i>Wastewater Connection to King County - Avondale</i></p> <p>The existing connecting sewer trunk is a 24-27 inch trunk that was constructed in 1987 when much of the service area for the trunk was in unincorporated King County. County policy at that time restricted planning sewers for the county area so the connection to the Metro Trunk was limited to a 10 foot length of 18 inch pipe. The wastewater trunk is at capacity and needs to be replaced.</p> <p>Project timeframe: 2016</p>	<p>Infrastructure & Growth</p> <p>Wastewater</p>	Existing	\$ 250,000	\$ 250,000
NR 23 NR 34	<p><i>NE 95th Street Bridge Replacement</i></p> <p>The NE 95th Street Bridge over Bear Creek is a 20 foot span wooden bridge that has gone beyond its useful life and needs to be replaced for vehicular use and widened to accommodate pedestrian and bicycle access and to relieve a major constriction for salmon that does not meet State requirements. This project is in the conceptual design phase. It is anticipated that the current budget will not be sufficient to build the project.</p> <p>Project timeframe: 2015 - 2016</p>	<p>Infrastructure & Growth</p> <p>Stormwater Transportation</p>	Existing	\$ 855,000	\$ 855,000

Map # Key: GL-Grass Lawn; I-Idylwood; NR-North Redmond/Education Hill; SE-Southeast Redmond; SV-Sammamish Valley/Willows/Rose Hill.

2015 - 2020 Capital Investment Program
Redmond Neighborhood Projects

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
NR 26	<p>BEAR CREEK AND SOUTHEAST REDMOND NEIGHBORHOODS continued:</p> <p><i>Mackey Creek Rehabilitation</i></p> <p>Add large woody debris, enhance in-stream complexity and improve fish passage. Fence banks for buffer protection will be coordinated with Parks Farrel-McWhirter Restroom Improvement.</p> <p>Project timeframe: 2015 - 2016</p>	Clean & Green Stormwater	Existing	\$ 695,000	\$ 695,000
SE 27	<p>Keller Farm Wetland Bank</p> <p>Purchase property for a wetland mitigation bank. Public-private partnership opportunity with the City acquiring the property and a private entity developing and selling mitigation credits. Selling of credits would repay the City for purchase, Perrigo Creek would be daylighted, and the agricultural area returned to stream buffer and wetland areas. Restoration of this section of Bear Creek is a top priority in the City's Salmon Recovery Plan.</p> <p>Project timeframe: 2015</p>	Clean & Green Stormwater	Existing	\$ 2,500,000	\$ 2,500,000
SE 28	<p><i>Evans Creek Relocation</i></p> <p>Enhance approximately 4,500 feet of stream channel that currently runs through multiple industrial properties in a ditch by relocating to less developed areas in the north and east. This project will establish adequate buffers, improve in-stream habitat and will allow for redevelopment of industrial properties currently impacted by the stream.</p> <p>Project timeframe: 2015 - 2018</p>	Clean & Green Stormwater	Existing	\$ 550,000	\$ 6,325,000
SE 32	<p><i>NE 76th Street Groundwater Protection</i></p> <p>Construct detention and 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: 2015 - 2019</p>	Infrastructure & Growth Stormwater	Existing	\$ 300,000	\$ 3,732,404

**2015 - 2020 Capital Investment Program
Redmond Neighborhood Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
N/A	<p>BEAR CREEK AND SOUTHEAST REDMOND NEIGHBORHOODS continued:</p> <p><i>Seidel Creek East Fork Flume Removal</i></p> <p>Remove existing fish barriers. Rebuild channel for stability, fish passage and habitat complexity using large woody debris and bioengineering.</p> <p>Project timeframe: 2017 - 2019</p>	<p>Clean & Green</p> <p>Stormwater</p>	New	\$ 0	\$ 281,250
NR 39	<p><i>Bear Creek Bridge Rehabilitation (Avondale)</i></p> <p>The Bear Creek Bridge Rehabilitation Project consists of replacing deteriorating timber piles and repairing undermined abutment walls. King County Bridge Inspection services are monitoring a potential problem with the piers supporting the bridge and money will be set-aside to fund needed for repairs.</p> <p>Project timeframe: 2017</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 0	\$ 100,000
NR 41	<p><i>Farrel-McWhirter Park - Restroom Replacement</i></p> <p>The public bathroom at the 68 acre park has been closed for more than two years due to infrastructure health and safety reasons. The critical areas study is complete and design of the restroom is underway, before finalizing the master plan and construction.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 500,000	\$ 500,000
NR41	<p><i>Farrel-McWhirter Park Arena Lights</i></p> <p>As part of the City's 2013 Innovation Program, the small equestrian space near the Big Red Barn at Farrel-McWhirter Park was renovated. The renovation included a new drainage system, footing material, sprinkler system and fencing modifications. This renovation project resulted in many benefits including an increase in time efficiency, improved safety, enhanced riding experience and increased revenue generation. The addition of elevated lighting was part of the original project, but was eliminated as a result of a funding shortfall. The installation of lighting to the arena is important to the overall programming of this space, and will support evening classes during the months of April, September, and October. The result will be an additional \$5,400 in revenue per year. The return on investment will be approximately 8 years.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	New	\$ 45,000	\$ 45,000

**2015 - 2020 Capital Investment Program
Redmond Neighborhood Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
SE 42	<p>BEAR CREEK AND SOUTHEAST REDMOND NEIGHBORHOODS continued:</p> <p><i>Perrigo Park - Phase II</i></p> <p>Perrigo Park is one of three City community parks providing sports fields, playgrounds, trails and a large picnic shelter. Recently collected data show more than 3,000 people per week use this park in the spring, with numbers escalating in the summer. Recent road improvements on 196th Street have eliminated on-street parking near the park. A parking lot addition is needed to accommodate user demand.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 1,776,000	\$ 1,776,000
NR 18	<p>EDUCATION HILL AND NORTH REDMOND NEIGHBORHOODS</p> <p><i>Education Hill 565 Zone Improvements</i></p> <p>Expand the existing 565 pressure zone to improve service pressures and fire flows in high elevation area.</p> <p>Project timeframe: 2015 - 2016</p>	<p>Infrastructure & Growth</p> <p>Water</p>	Existing	\$ 2,441,193	\$ 2,441,193
NR 29	<p><i>Monticello Creek Flow Control, Low Impact Development (LID) & Water Quality Treatment</i></p> <p>Install flow control and water quality controls in the contributing drainage area as part of efforts to rehabilitate the Creek. Specific projects will be identified following completion of the stream basin plan.</p> <p>Project timeframe: 2015 -2020</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 264,000	\$ 264,000
NR 30	<p><i>High School Maint Stem, Abbey Road Pond Inlet and Stream Stabilization</i></p> <p>Stabilize channel to reduce maintenance and sediment load to Abbey Road pond.</p> <p>Project timeframe: 2018 - 2020</p>	<p>Clean & Green</p> <p>Stormwater</p>	Existing	\$ 0	\$ 303,750

**2015 - 2020 Capital Investment Program
Redmond Neighborhood Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
NR 37	<p>EDUCATION HILL AND NORTH REDMOND NEIGHBORHOODS continued:</p> <p><i>NE 116th Street and 172nd Avenue NE Roundabout</i></p> <p>In addition to a roundabout at 172nd Avenue NE this project constructs sidewalks, bicycle lanes and turn lanes to connect the existing facilities to a safe and complete street for the growing north Redmond residential area. The project is important for several reasons: greatly improves safety for all users of the intersection, provides traffic calming for both 172nd and 116th by reducing speeds through the roundabout, completes the sidewalk and bike connections through the intersection and connects to the completed portions of 116th east and west of the intersection, provides a distinctive gateway feature at the key North Redmond intersection. Current and anticipated levels of vehicular, pedestrian and bicycle users warrants traffic control improvements to this intersection to meet safety needs.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 1,424,745	\$ 1,424,745
NR 38	<p><i>SR202/124th Street - Habitat Monitoring</i></p> <p>Ten years of annual monitoring of habitat improvements required for construction of SR 202/124th Intersection Improvements.</p> <p>Project timeframe: 2015 - 2018</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 20,000	\$ 60,000
NR 40	<p><i>162nd Place NE Improvements between NE 124th Street and NE 122nd Street</i></p> <p>Street and intersection improvements needed on 162nd south of NE 124th Street to support growth in North Redmond and is needed when the overall growth triggers a requirement for a traffic signal at that intersection. The investment in 2018 is the commitment of developer funds to the future project.</p> <p>Project timeframe: 2018</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 0	\$ 275,000
N/A	<p>IDYLWOOD NEIGHBORHOOD</p> <p><i>Joint Use Water Facilities with Bellevue</i></p> <p>Redmond is a joint owner of several water facilities with the City of Bellevue. The following project has been identified in the Bellevue Water System Plan (NE 40th Street Tank rehabilitation). The facility is located in Bellevue and the project will be prioritized and implemented by Bellevue. Redmond will participate financially and programmatically as a joint owner on the projects.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Water</p>	New	\$ 100,000	\$ 100,000

Map # Key: GL-Grass Lawn; I-Idylwood; NR-North Redmond/Education Hill; SE-Southeast Redmond; SV-Sammamish Valley/Willows/Rose Hill.

**2015 - 2020 Capital Investment Program
Redmond Neighborhood Projects**

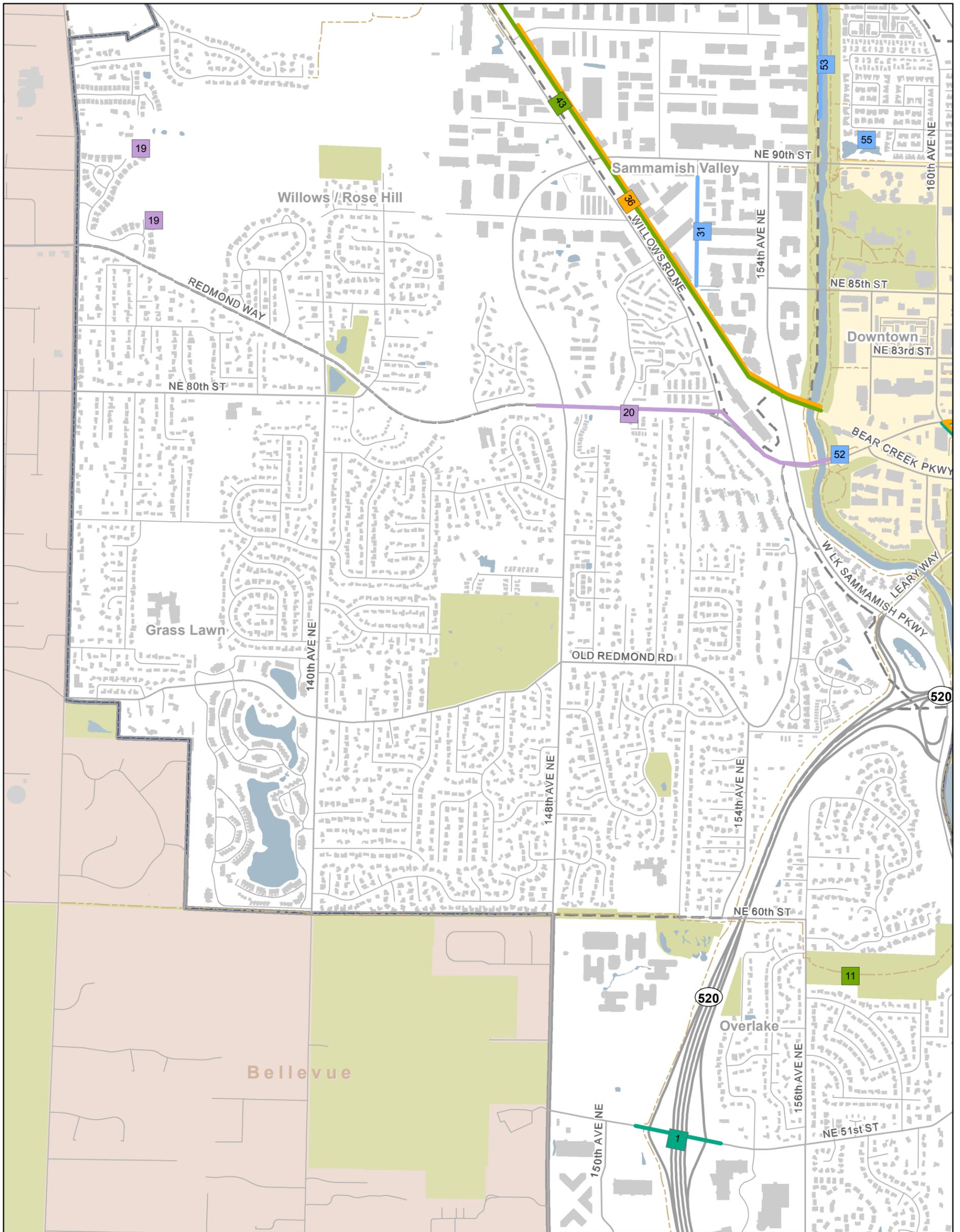
Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
I 21	<p>IDYLWOOD NEIGHBORHOOD continued:</p> <p><i>West Lake Sammamish Parkway Sewer Manhole 2</i></p> <p>Install new manhole along sewer lake line between Pump Stations 2 and 3. The existing sewer main between the pump stations is in the beach of Lake Sammamish. The sewer is approximately 3,000 feet long and the City is unable to clean the pipe. If it were to clog, sewage would be discharged into the lake. The addition of a manhole for access near the middle of this section improves the ability to keep the pipe clear of blockages.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Wastewater</p>	Existing	\$ 300,000	\$ 300,000
I 19	<p>OTHER NEIGHBORHOOD UTILITIES</p> <p><i>Wastewater Pump Station Improvements</i></p> <p>Many components of the City's wastewater pump stations have reached the end of their useful life and need to be addressed. Throughout the next six years pump stations 2, 3, 5, 6, 10, 11, 12, 13, 14, and 15 will be upgraded, replaced or abandoned. This work includes the installation of new wet well and vaults and complete replacement of pumps, motors, valves, controls, generator and all accessory equipment.</p> <p>Project timeframe: 2015 - 2018</p>	<p>Infrastructure & Growth</p> <p>Wastewater</p>	Existing	\$ 7,510,000	\$ 10,210,000
NR 24	<p>UNION HILL ROAD AND STORMWATER ENHANCEMENTS</p> <p><i>Stormwater Pond B and NE 84th Conveyance</i></p> <p>The existing NE 84th Street has no stormwater infrastructure for the roadway. The project would construct a new stormwater collection and conveyance system and Phase I of the Southeast Regional stormwater pond B for flow control and water quality treatment. The goal is to improve conditions for Bear/Evans Creek. The project will be coordinated with Union Hill Road Phase III.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 800,000	\$ 800,000
NR 25	<p><i>Stormwater Pond D</i></p> <p>Construct regional stormwater pond on King County Cadman site. This pond provides water quality and/or flow control for Bear/Evans Creek. Coordinated with Union Hill Road Phase III.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 750,000	\$ 750,000

**2015 - 2020 Capital Investment Program
Redmond Neighborhood Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
SE 35	<p>UNION HILL ROAD AND STORMWATER ENHANCEMENTS continued:</p> <p><i>Union Hill Phase III</i></p> <p>Widen Union Hill Rd from 188th Place NE to east City limits. Improvements include two 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.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 2,464,906	\$ 2,464,906
SV 16	<p>WILLOWS/ROSE-HILL AND SAMMAMISH VALLEY NEIGHBORHOODS</p> <p><i>Joint Use Water Facilities with Kirkland</i></p> <p>Redmond is a joint owner of several water facilities with the City of Kirkland. The following projects have been identified in the Kirkland Water System Plan: Rosehill Supply Station 3 Improvements, Water System Security Improvements and the North Rosehill Booster Pump Station Replacement. These facilities are located in Kirkland and the projects will be prioritized and implemented by Kirkland. Redmond will participate financially and programmatically as a joint owner on the projects.</p> <p>Project timeframe: 2015 - 2018</p>	<p>Infrastructure & Growth</p> <p>Water</p>	Existing	\$ 130,000	\$ 640,000
GL 20	<p><i>Redmond Way - 147th Sewer Main to King County Trunk</i></p> <p>The General Sewer Plan identifies that the sewer in this area is undersized to accommodate growth at build out. If this is the case pipes would become surcharged and may overflow. Prior to initiation of this project field flow monitoring will be performed to determine that the sewer modeling results are confirmed. Depending upon the results of the planned field monitoring the schedule for these improvements will be confirmed.</p> <p>Project timeframe: 2019 - 2020</p>	<p>Infrastructure & Growth</p> <p>Wastewater</p>	Existing	\$ 0	\$ 1,500,000
SV 31	<p><i>152nd Avenue NE Pipe Repair</i></p> <p>Replace existing failed pipe system along 152nd and east to 154th Avenue NE</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Stormwater</p>	Existing	\$ 350,000	\$ 350,000

**2015 - 2020 Capital Investment Program
Redmond Neighborhood Projects**

Map #	Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
GL 36/43	<p>WILLOWS/ROSE-HILL AND SAMMAMISH VALLEY NEIGHBORHOODS continued:</p> <p><i>Redmond Central Connector - Phase II</i></p> <p>The Redmond Central Connector - Phase II Project implements the Downtown Transportation Master Plan and a key element of the Parks, Arts, Recreation, Culture Conservation (PARCC) Plan. The project constructs 1.1 miles of hard-surfaced trail along the former Burlington Northern Santa Fe (BNSF) 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.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>Transportation and Parks</p>	Existing	\$ 6,278,376	\$ 6,278,376

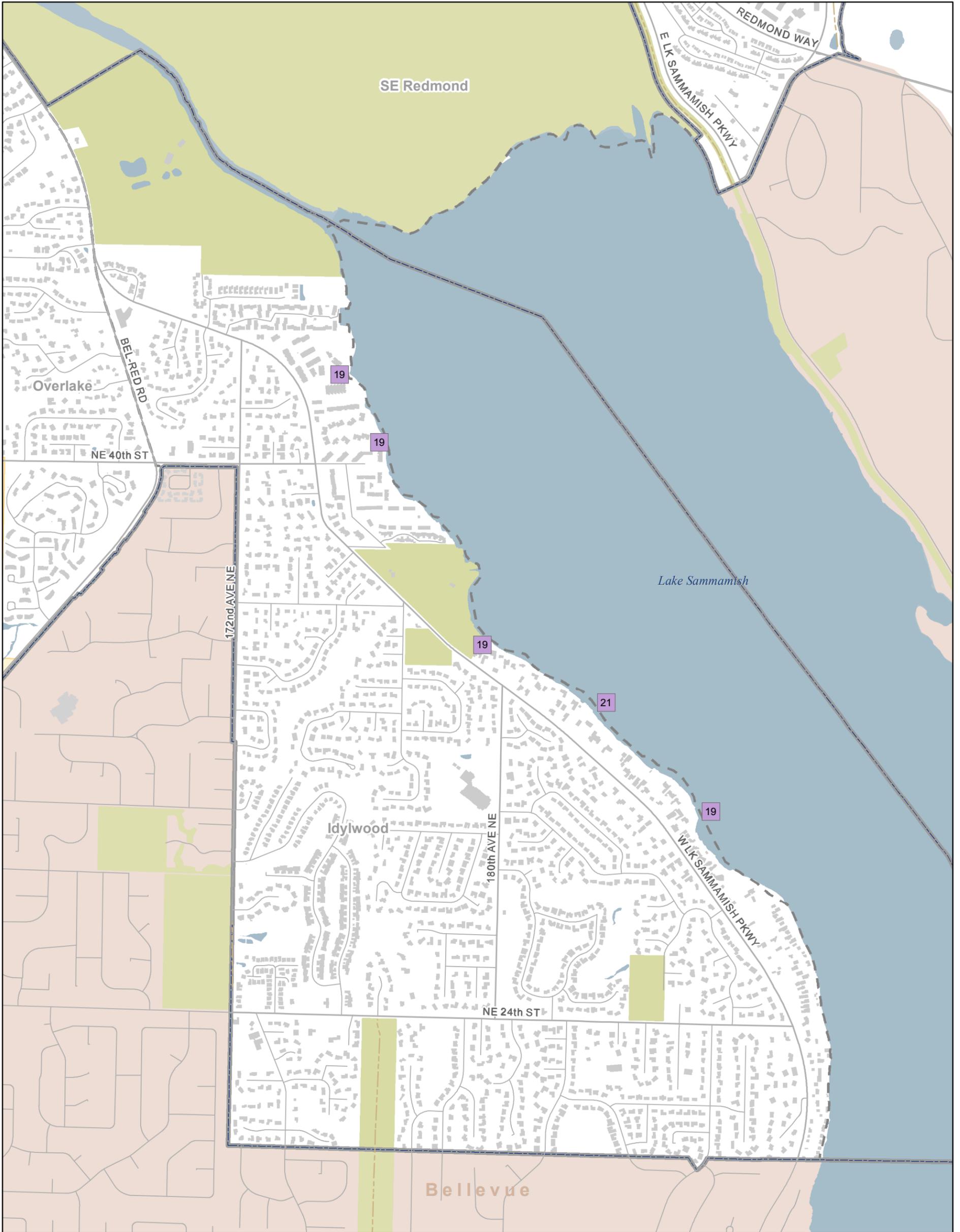


Projects

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

**Capital Investment Projects
2015 - 2020
Grass Lawn**

City of Redmond
WASHINGTON



Projects

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

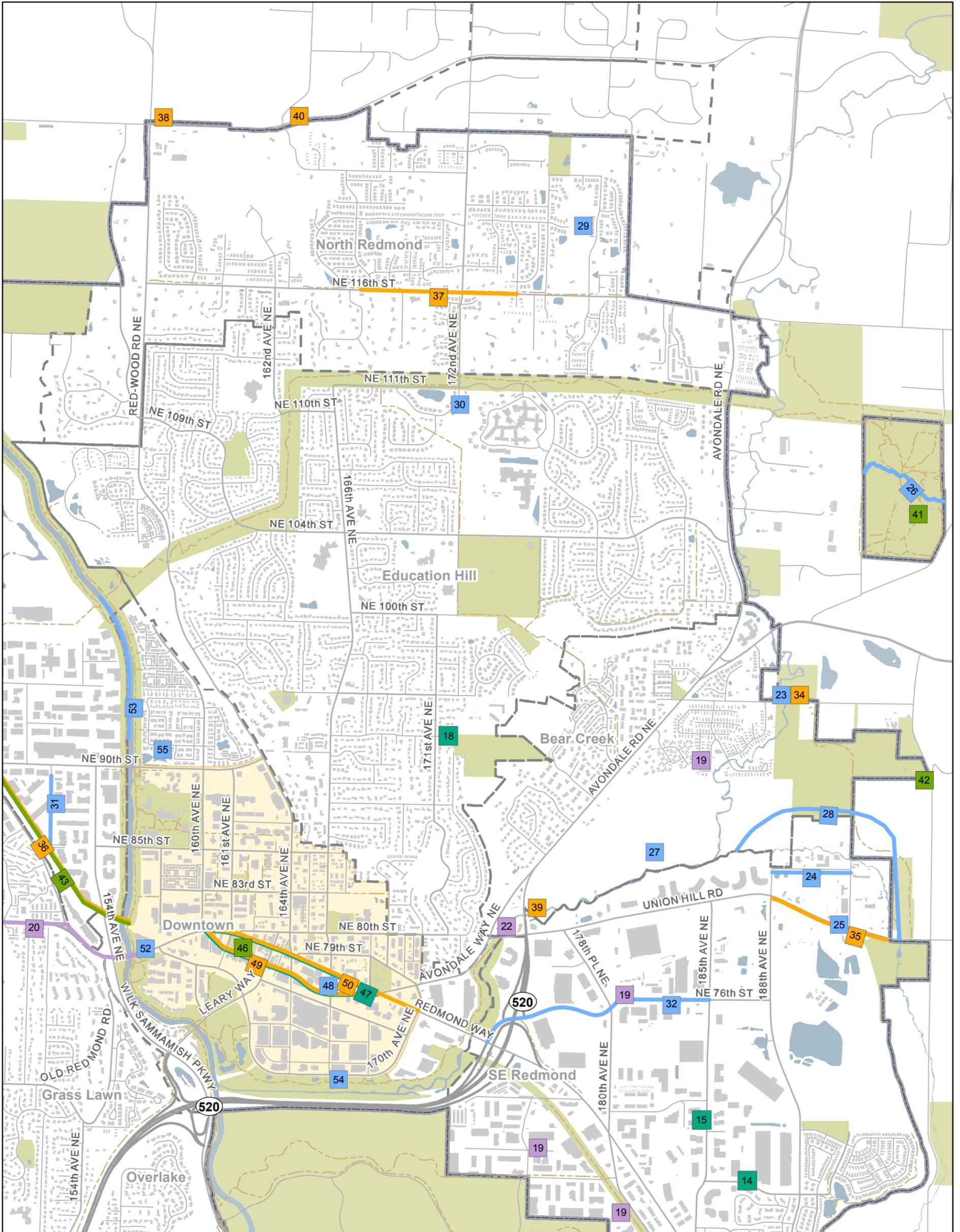
**Capital Investment Projects
2015 - 2020
Idylwood**



City of Redmond
WASHINGTON




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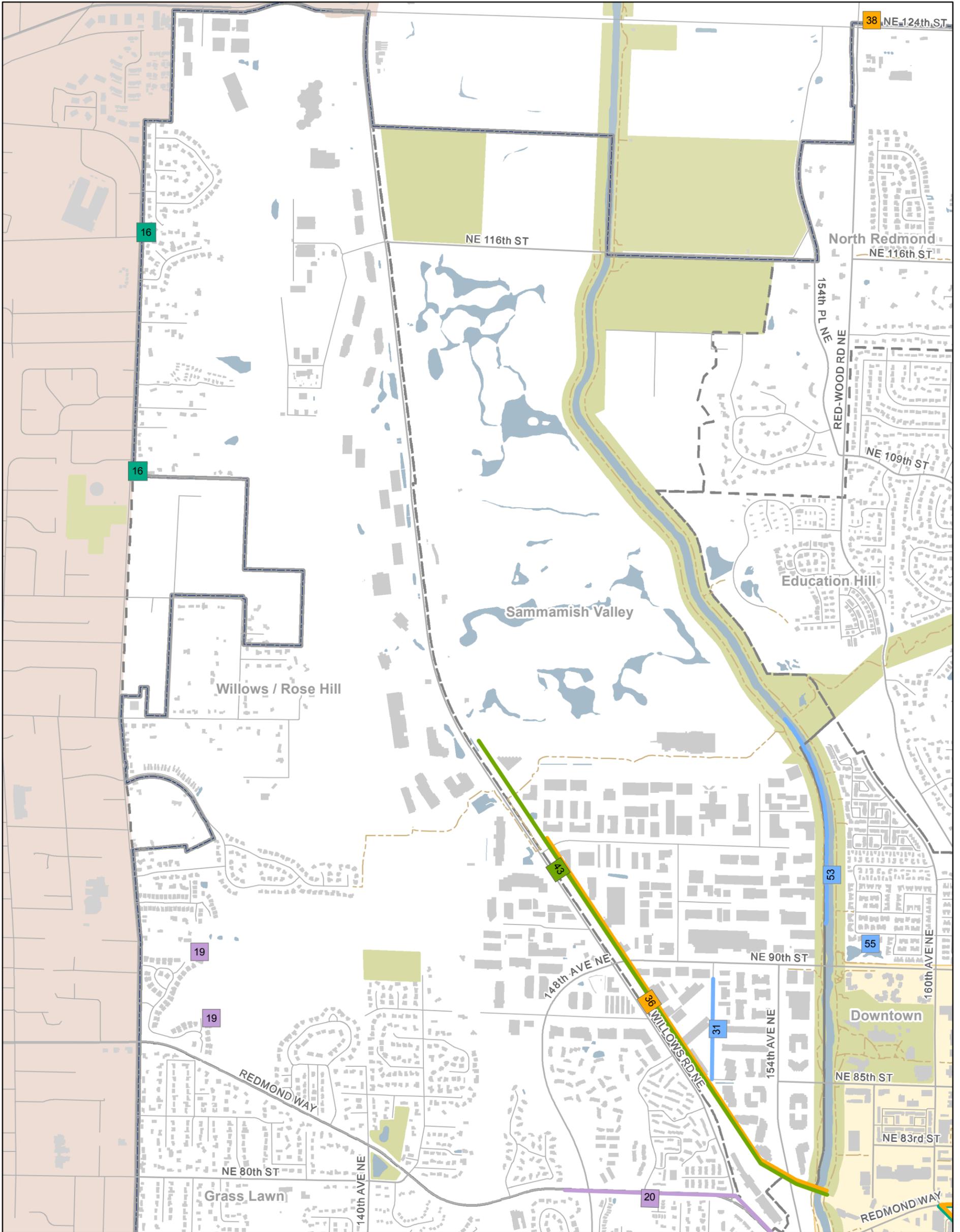
Projects

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



**Capital Investment Projects
2015 - 2020
North Redmond, Education Hill**





Projects

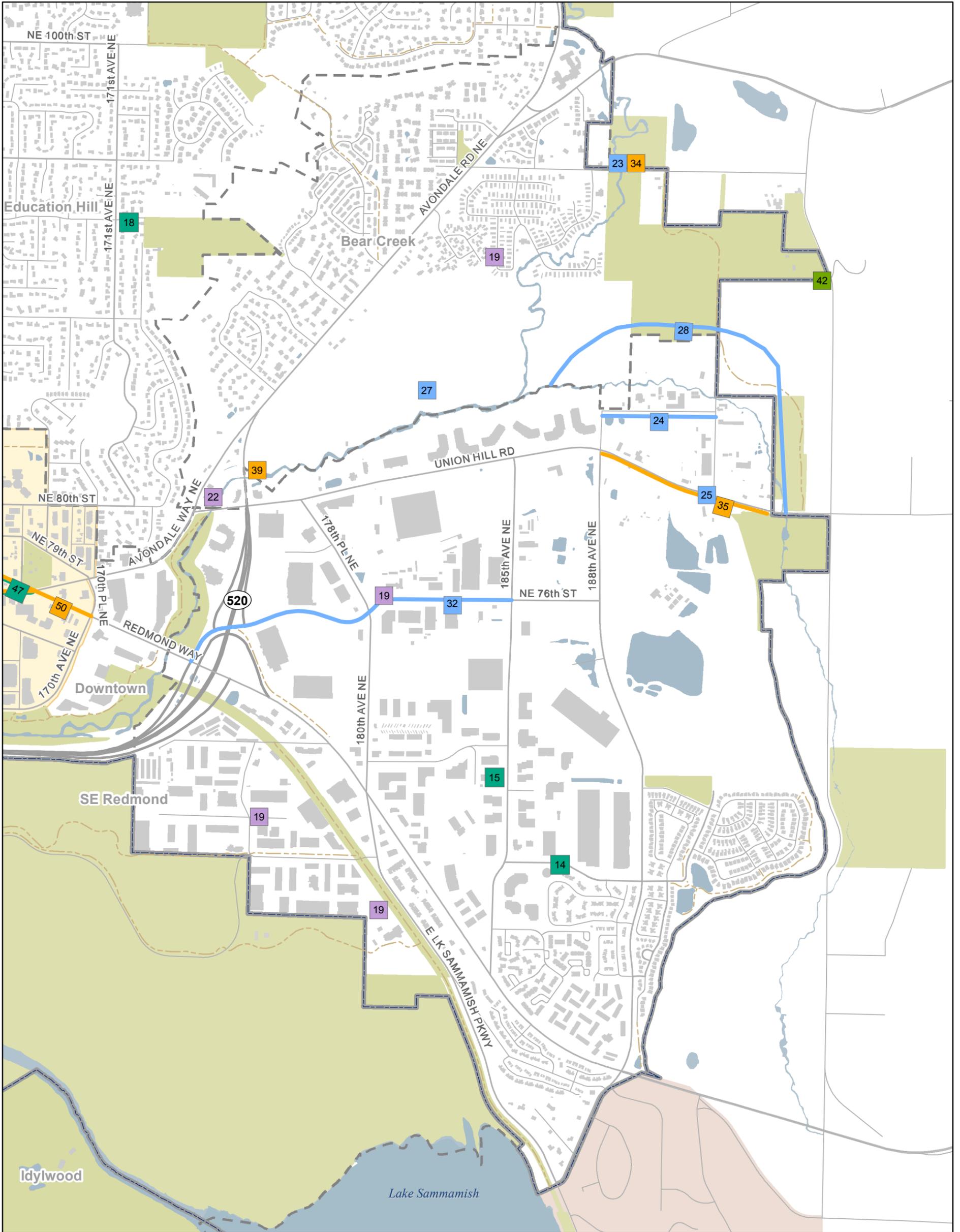
Parks	Parks	Urban Center
Stormwater	Stormwater	
Transportation	Transportation	
Wastewater	Wastewater	
Water	Water	
General Government		



**Capital Investment Projects
2015 - 2020**

Sammamish Valley, Willows / Rose Hill



Projects

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



Capital Investment Projects 2015 - 2020

SE Redmond




UNFUNDED REDMOND NEIGHBORHOOD PROJECT

2015 - 2020 Capital Investment Program

Unfunded - Redmond Neighborhood Project

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Southeast Neighborhood Park</i></p> <p>This property was acquired in 2002 to serve as the only park in Southeast Redmond. The residential neighborhood has been built out for a decade and the park has not yet been developed. Residents have expressed concern over the delay in building this park. The project is a high priority for staff and the Parks and Trails Commission.</p> <p>Project timeframe: 2018 - 2020</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	<p>New</p>	<p>\$ 0</p>	<p>\$ 2,650,000</p>

CITYWIDE



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, 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 projects 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 long-term planning for facility repair and replacement and 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 by investing in the City's computer aided dispatch and securing the City's water supply. Additional projects focus on creating opportunities and leveraging dollars through contributions to affordable housing construction and preserving Redmond's history. 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
- Collecting transportation performance data and managing the traffic forecast model to inform future transportation improvements
- Renovating and replacing the hardscape in City parks
- Continuing volunteer effort to install native plants to the City's stream banks
- Maintaining and preserving City facilities for future generations

Outcomes: The Return on Investment

Through the 2015-2020 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 and maintains levels of existing services
- Provides facilities that meet the unique needs of the City
- Fosters partnerships between Redmond's residents, neighborhood, businesses and stakeholders
- 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 enhancements 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:

- Preserving City buildings.
- Repairing hardscape in Redmond parks.
- Replacing and repairing turf on recreational fields.
- Maintaining park and utility 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.
- Restoring plantings and maintaining the City's streams and natural environment.
- Securing Redmond's water system.

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 and sharing Redmond’s history in conjunction with property and business owners and the Redmond Historical Society
- Collaborating with neighborhoods on small scale projects through the Neighborhood Planning and Community Connections program
- Connecting missing pieces in the City’s trail systems
- Working together with regional partners to reduce single occupancy vehicles through transportation demand management programs
- Improving pedestrian access to businesses and services
- Efficiently combining capital projects for design and construction

Bringing it All Together

Consistent with the City’s Comprehensive Plan for a sustainable future, Redmond supports 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
- Updating plans for future park and recreation needs
- Improving energy efficiency in the City’s buildings and facilities

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Public Works Trust Fund Loan Debt Service</i></p> <p>Pay back of outstanding debt to the Public Works Trust Fund Loans that funded construction of the Willows Road to 116th and 161st Avenue NE Extension projects.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 259,912	\$ 631,837
<p><i>Bicycle Facilities Improvement Program</i></p> <p>The Bicycle Facilities Improvement program enhances and completes the City's network of bicycle facilities according to the Transportation Master Plan (TMP) to create a more comfortable bicycling environment that attracts more cyclists of all skill levels. The goal is accomplished by providing new and improved existing bicycle connections, improving transit access by bike, addressing bicycle safety issues, providing cyclist education and encouragement and providing bicycle parking and wayfinding. The Targeted Safety Improvement Program, Bicycle Program and Pedestrian Program will be coordinated and managed together to best prioritize the projects needed during the biennium. Combining these programs will also be beneficial for leveraging grants.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 225,000	\$ 675,000
<p><i>Bridge Repair Program</i></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 accordance with State 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 scouring (the removal of sediment) potential. Bridge work orders are generated from the inspections and prioritized for implementation.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 150,000	\$ 450,000
<p><i>Channelization Program</i></p> <p>The project installs new channelization and maintains existing crosswalks and stop bars to improve safety. 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: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 150,000	\$ 450,000

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>CIP Program Management</i></p> <p>Funds one full-time equivalent (FTE) employee for grant research, development, applications and administration. Additionally, the position provides conceptual and preliminary engineering studies to position projects for grant applications, collaboration with outside agencies in delivery of the Transportation Master Plan (TMP) and assisting with developer requirements to implement TMP projects.</p> <p>Project timeframe: 2015-2016</p>	<p align="center">Infrastructure & Growth Transportation</p>	<p align="center">Existing</p>	<p align="center">\$ 278,671</p>	<p align="center">\$ 278,671</p>
<p><i>Transportation Demand Management Program</i></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 ongoing commute options to mitigate transportation impacts at the site. This program anchors property owner/manager investment in mitigating traffic impacts in the City and compliments commute trip reduction programs implemented by only the largest employers.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Transportation</p>	<p align="center">Existing</p>	<p align="center">\$ 170,000</p>	<p align="center">\$ 510,000</p>
<p><i>Neighborhood Traffic Calming Program</i></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 & engineering) approach; and where needed, coordinates design, development and implementation of context sensitive mitigation solutions. Other activities include: consulting and advising on traffic calming as it relates to City standards, best-practices for transportation policy, neighborhood planning, Capital Investment Program (CIP) and private development projects; investigating traffic safety issues pertaining to school walk routes, pedestrian safety and crosswalk marking; coordinating with Redmond Police (enforcement component), Traffic Safety Specialist (education component), Redmond Fire Department and Lake WA School District; and chairing the intra-departmental Traffic Safety Committee.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Transportation</p>	<p align="center">Existing</p>	<p align="center">\$ 200,000</p>	<p align="center">\$ 600,000</p>

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Pavement Management Program</i></p> <p>The Redmond Pavement Management (RPM) Program is a comprehensive street preservation program that includes all pavement related activities on our 144 miles of pavement. At its core is a database/geographic information system (GIS) 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: Ongoing</p>	<p align="center">Infrastructure & Growth Transportation</p>	<p align="center">Existing</p>	<p align="center">\$ 4,068,000</p>	<p align="center">\$ 8,868,000</p>
<p><i>Targeted Safety Improvement Program (TSIP)</i></p> <p>Annual construction of 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. The Targeted Safety Improvement Program, Bicycle Program and Pedestrian Program will be coordinated and managed together to best prioritize the projects needed during the biennium. Combining these programs will also be beneficial to leverage grants.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Transportation</p>	<p align="center">Existing</p>	<p align="center">\$ 450,000</p>	<p align="center">\$ 1,350,000</p>
<p><i>Pedestrian Program</i></p> <p>The Pedestrian Program helps create a quality walking environment which will encourage more people to get out walking. This is accomplished by completing missing links in the pedestrian system in accordance with the Transportation Management Program to provide new pedestrian connections in and between neighborhoods, improve transit access, improve pedestrian safety and enhance an energy efficient transportation alternative to driving. The Targeted Safety Improvement Program, Bicycle Program and Pedestrian Program will be coordinated and managed together to best prioritize the projects needed during the biennium. Combining these programs will also be beneficial to leverage grants.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Transportation</p>	<p align="center">Existing</p>	<p align="center">\$ 2,100,000</p>	<p align="center">\$ 4,900,000</p>

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Street Lighting Program</i></p> <p>The Street Lighting Program is used to fund improvements to the City's street lighting system. The funds support activities such as design and construction of new street lights at key locations where additional illumination would benefit safety and user accessibility. Funding from the program is also added to other CIP projects to help complete missing links in the street light system.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 100,000	\$ 300,000
<p><i>Transportation Concurrency Program</i></p> <p>The Transportation Concurrency Program funds the City's state-mandated concurrency tracking system and the generation of transportation performance monitoring information. This includes maintenance of traffic forecast models, analysis of data and model results for decision making, use of data to forecast future conditions on the transportation system and the production of performance measures for the annual Community Indicators report.</p> <p>Project timeframe: 2015-2016</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 200,000	\$ 200,000
<p><i>Transportation Master Plan (TMP) Update</i></p> <p>Completes periodic major update to the Transportation Master Plan. Work requires consultant assistance to update TMP, traffic forecast modeling, travel diary survey, cost estimation updates and revision to impact fees.</p> <p>Project timeframe: 2019</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 0	\$ 200,000
<p><i>Americans with Disabilities Act (ADA) Program</i></p> <p>Provides a designated amount of funding to make improvements to the City's infrastructure such as the construction of curb ramps to accommodate people with disabilities under the Americans with Disabilities Act (ADA). This program utilizes funding from the Undergrounding Program.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	New	\$ 100,097	\$ 300,097
<p><i>Traffic Signal Central Control System</i></p> <p>Replaces existing signal control system. This system monitors traffic signals in the City and allows modifications to their operation remotely from City Hall.</p> <p>Project timeframe: 2016</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	New	\$ 175,000	\$ 175,000

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Property Management</i></p> <p>Property management and associated costs for Sammamish River Business Park.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 60,000	\$ 180,000
<p><i>Overhead</i></p> <p>City General Fund and Information Technology overhead charges to Transportation, Parks and General Government.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Transportation</p>	Existing	\$ 445,470	\$ 1,321,652
<p><i>Hardscape Renovation and Repair Program</i></p> <p>Ongoing program to repair and replace hard surface trails, sport courts, tennis courts, parking lots and other hard surface features in parks.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 100,000	\$ 300,000
<p><i>Infrastructure Program</i></p> <p>Ongoing program to repair and replace small building structures (picnic shelters), electrical, lighting and other utilities as they age.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 100,000	\$ 300,000
<p><i>Trail Development Program</i></p> <p>Ongoing program to develop trail links and provide opportunity for grants and partnerships with other City departments for future trail development.</p> <p>Project timeframe: 2017-2020</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 0	\$ 800,000
<p><i>Turf Replacement Program</i></p> <p>Ongoing program to repair and replace artificial turf in existing community parks.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 400,000	\$ 800,000
<p><i>Parks Administration Costs</i></p> <p>2.75 FTEs in Park Planning & Administration are charged to CIP.</p> <p>Project timeframe: Ongoing</p>	<p>Infrastructure & Growth</p> <p>Parks</p>	Existing	\$ 640,329	\$ 1,984,533

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Parks Arts Recreation Culture Conservation (PARCC) Plan Update</i></p> <p>Citywide functional plan update for parks as required by City ordinance and state regulations. The funding will support statistically valid survey, mailings and outreach for at least six public meetings and three sets of steering committee meetings. Consultant assistance for art chapter on Citywide art plan, including gateways, art in park, art in public realm throughout City will also be included.</p> <p>Project timeframe: 2015</p>	<p align="center">Infrastructure & Growth Parks</p>	<p align="center">New</p>	<p align="center">\$ 100,000</p>	<p align="center">\$ 100,000</p>
<p><i>Telemetry System Upgrades</i></p> <p>Program for updating and/or replacing the control system that runs the water and wastewater systems. The telemetry system links all major water and sewer facilities and monitors and controls the facilities. The telemetry system is an independent computer network that operates, monitors and directs the control devices that are distributed throughout the City and Novelty Hill, and are interconnected using the phone system. The technology of the computers, controllers, software and phone system are continually evolving and need upgrade or replacement similar to a home computer.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Water/Wastewater</p>	<p align="center">Existing</p>	<p align="center">\$ 1,110,000</p>	<p align="center">\$ 1,960,000</p>
<p><i>Infiltration Retrofit Program</i></p> <p>The Infiltration Retrofit Program provides funds for retrofitting existing private infiltration facilities that pose a significant groundwater hazard in wellhead protection zones 1 and 2, to meet State and City regulations for groundwater protection. Focus for 2015-2018 is on the Group I highest risk properties.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Water</p>	<p align="center">Existing</p>	<p align="center">\$ 2,000,000</p>	<p align="center">\$ 3,500,000</p>
<p><i>Water System Security</i></p> <p>Program for updating and replacing City and Novelty Hill security equipment and software for Redmond's water system.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Water</p>	<p align="center">Existing</p>	<p align="center">\$ 515,000</p>	<p align="center">\$ 1,015,000</p>

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Water System Replacement Program</i></p> <p>Ongoing program for the replacement of aging or undersized water facilities or facilities that need to be relocated as part of a transportation project for the City and Novelty Hill water systems. Water mains need replacement when they reach the end of their useful lives and when they are undersized to meet system demands. Also street improvements may create the need for new water mains or trigger upgrades and replacements of existing pipe and appurtenances. The utility continually evaluates the water system to determine where improvements are needed and then prioritizes those needs.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Water</p>	<p align="center">Existing</p>	<p align="center">\$ 2,300,000</p>	<p align="center">\$ 6,900,000</p>
<p><i>Pressure Reducing Valve (PRV) and Meter Vault Program</i></p> <p>Program for replacing aging or undersized pressure reducing valves and large meters and vaults. Many pressure reducing valves and large meters are reaching the end of their useful life. An asset management inspection program is currently underway to determine the condition of the pressure reducing valve stations. After completion of the inspection program, the needs for replacement will be documented and prioritized. The large meter stations will be inspected and prioritized following the pressure reducing valves.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Water</p>	<p align="center">Existing</p>	<p align="center">\$ 850,000</p>	<p align="center">\$ 2,550,000</p>
<p><i>Wastewater System Rehabilitation Program</i></p> <p>Program for replacing aging or undersized wastewater facilities in the City and Novelty Hill. Sewer mains need replacement when they reach the end of their useful lives and when they are undersized to meet system demands. Also, street improvements may create the need to new sewer mains or trigger upgrades and replacements of existing pipe and appurtenances. Sewers can become damaged by corrosive waters and can separate at joints and leak into the groundwater. The utility continually inspects the sewer system to identify where rehabilitation and replacement is needed and then prioritizes those identified needs.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth Wastewater</p>	<p align="center">Existing</p>	<p align="center">\$ 900,000</p>	<p align="center">\$ 2,700,000</p>

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Revenue Bond Debt Service</i></p> <p>Pay outstanding debt for revenue bonds issued to fund the 2008 upgrades to the City's water and wastewater systems as well as 2014 Revenue Bonds to fund Overlake Stormwater Facilities capital projects.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth</p> <p align="center">Utilities</p>	Existing	\$ 8,139,493	\$ 8,139,493
<p><i>Stormwater Right of Way (ROW) Infrastructure Replacement Program</i></p> <p>The focus of this program is to identify and provide funding to design and construct improvements, rehabilitation or replacement of existing stormwater facilities that are coincident with Transportation Program projects or associated with larger Transportation efforts. Projects are identified on an annual basis in coordination with Transportation.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth</p> <p align="center">Stormwater</p>	Existing	\$ 300,000	\$ 1,200,000
<p><i>Stormwater Infrastructure Replacement Program</i></p> <p>The Stormwater Infrastructure Replacement Program will allow for the systematic replacement of aging corrugated metal pipe throughout the City as it reaches the end of its useful life over a 20-year timeframe.</p> <p>Project timeframe: 2019-2020</p>	<p align="center">Infrastructure & Growth</p> <p align="center">Stormwater</p>	Existing	\$ 0	\$ 250,000
<p><i>Stormwater Small Capital Projects Program</i></p> <p>The Stormwater Small Capital Projects Program addresses the rehabilitation or replacement of existing facilities via small stormwater and stream/habitat projects that cost less than \$150,000 and are often combined into a larger package for construction. These projects are reviewed and prioritized on an annual basis. The focus for the 2015-2016 biennium is on small habitat projects and emergency stormwater projects.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth</p> <p align="center">Stormwater</p>	Existing	\$ 200,000	\$ 1,200,000

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Stream Buffer Enhancement Program</i></p> <p>The Stream Buffer Enhancement Program focuses on preservation and restoration (planting) of stream buffer areas which are two of the highest priorities identified in the Chinook Salmon Recovery Plan. Overall top priorities include the Bear/Evans basin and the priority Class II streams due to temperature impairments. This program is designed to be flexible to take advantage of opportunities to coordinate with volunteers and neighborhood groups, as well as City projects and other agencies.</p> <p>Project timeframe: Ongoing</p>	<p>Clean & Green</p> <p>Stormwater</p>	Existing	\$ 50,000	\$ 150,000
<p><i>City Hall Customer Service Improvements</i></p> <p>In 2013, City Hall space was analyzed to identify customer service deficiencies in the building. Other goals of the project were to enhance City Hall security, increase conference room space and update technology. The funding for this project will improve customer service by establishing a customer service counter on the second floor of City Hall.</p> <p>Project timeframe: 2015</p>	<p>Infrastructure & Growth</p> <p>General Government</p>	New	\$ 250,000	\$ 250,000
<p><i>Preserve City Buildings</i></p> <p>The dollars in this offer will be used for major maintenance projects that have been identified as critical to keep the City buildings at the level expected by the citizens of Redmond and necessary for the employees who work there.</p> <p>Project timeframe: 2015 - 2020</p>	<p>Infrastructure & Growth</p> <p>General Government</p>	Existing	\$ 230,000	\$ 530,000
<p><i>Public Safety Building Upgrades - Phase II</i></p> <p>The Public Safety Building Improvement Phase II project is a comprehensive building repair and upgrade to extend the service life of the building another thirty years. This project includes finishing roof upgrades of the original building and weatherproofing of the building envelope and upgrades to the structural, electrical and mechanical systems to meet current codes for energy efficiency, acoustics and seismic requirements. This project also includes enhancements to the building's sub-drainage system to eliminate flooding in the building garage.</p> <p>Project timeframe: 2015 - 2016</p>	<p>Infrastructure & Growth</p> <p>General Government</p>	Existing	\$ 10,400,000	\$ 10,400,000

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Senior Center Renovation and Expansion Design Services</i></p> <p>The Recreation Buildings Master Plan identified design of an aquatics community center to replace the Redmond Pool at Hartman Park and renovation/expansion of the existing Senior Center as priority projects. The proposed architectural design services work will begin the development of design documents and refine the estimated project budgets. The work will address the Facilities Condition Assessment observed deficiencies at the Senior Center, including water infiltration, leaking main entry and greenhouse, replacement of aged mechanical and electrical systems and equipment, and installation of new windows, insulation and exterior envelope, and define the scope of the renovation and expansion (up to 4,000 square feet). Alternatively, and pending Council direction, this funding would initiate the design work for a combined Aquatics Community Center/Senior Center on the municipal campus.</p> <p>Project timeframe: 2019</p>	<p align="center">Infrastructure & Growth Parks</p>	<p align="center">New</p>	<p align="center">\$ 0</p>	<p align="center">\$ 500,000</p>
<p><i>Facilities Observed Deficiencies</i></p> <p>The Observed Deficiencies Repair Program addresses high priority correction and repair of key City facilities as identified in the 2013 Facility Condition Assessment conducted by MENG Analysis. The most serious deficiencies that will be addressed are based on risks to City employees and the public related to fire protection, structural/seismic, electrical, roof and heating ventilation and air conditioning (HVAC) issues. Key facilities the report identified include the Public Safety Building (funded in a separate project), Old Redmond School House Community Center, Pool, Sammamish River Business Park, Teen Center and the Senior Center Building. These urgent deficiencies should be addressed while the Strategic Facility Master Plan is developed which will address the long term need, use, major maintenance, level of service, costs, schedule and renewal of the City's facilities.</p> <p>Project timeframe: 2017-2020</p>	<p align="center">Infrastructure & Growth General Government</p>	<p align="center">New</p>	<p align="center">\$ 0</p>	<p align="center">\$ 4,000,000</p>

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Facilities Strategic Plan</i></p> <p>The Facilities Strategic Plan is a comprehensive plan to manage the City's facilities as a portfolio of assets that supports delivering City services at desired levels. The strategic plan will guide the planning, management and operation, of City facilities, and serve as the foundation for decision making, capital investment and operations and maintenance program development and implementation. The first phase of the plan was started in 2014. This completes the second and final phase of the plan including: developing budget models, completing assessments needed to populate the budget models, developing short and long term operation and maintenance plans and strategies and completing the implementation plan. The planning activities will also include master planning of the Maintenance and Operations Center site.</p> <p>Project timeframe: 2015</p>	<p align="center">Infrastructure & Growth General Government</p>	<p align="center">Existing</p>	<p align="center">\$ 400,000</p>	<p align="center">\$ 400,000</p>
<p><i>City Hall Debt Service & Maintenance</i></p> <p>Principal and interest costs on the Limited Tax General Obligation Bonds for the City Hall Building and the maintenance contract with Wright Runstad</p> <p>Project timeframe: 2015 - 2020</p>	<p align="center">Responsible Government General Government</p>	<p align="center">Existing</p>	<p align="center">\$ 7,900,333</p>	<p align="center">\$ 24,721,003</p>
<p><i>Computer Aided Dispatch (CAD) Replacement</i></p> <p>Replacement of Police Computer Aided Dispatch system. A portion of this project is funded through the Capital Equipment Replacement Fund.</p> <p>Project timeframe: 2015</p>	<p align="center">Responsible Government General Government</p>	<p align="center">Existing</p>	<p align="center">\$ 2,348,930</p>	<p align="center">\$ 2,348,930</p>

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Housing Trust Fund</i></p> <p>The Housing Trust Fund Program provides for increased affordable housing choices for a diverse population through contributions to A Regional Coalition for Housing (ARCH). ARCH was formed in 1993 by interlocal agreement of four East King County jurisdictions: Redmond, Kirkland, Bellevue and King County. It is now comprised of 16 jurisdictions (including King County) serving the housing needs of East King County. It has received national recognition as a model for local governments in providing affordable and special needs housing. In addition to the direct allocation of funds to housing developers to create housing, ARCH provides support for other affordable housing planning, promotion and implementation activities for its member jurisdictions. In its 20 year history, ARCH allocations of \$42.8 million from its member jurisdictions have leveraged a total of \$427 million in funding for housing construction in East King County.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Infrastructure & Growth General Government</p>	<p align="center">Existing</p>	<p align="center">\$ 489,815</p>	<p align="center">\$ 1,540,550</p>
<p><i>Neighborhood Fund Program</i></p> <p>Neighborhood improvements support communities in terms of physical improvements and community building. This includes the Neighborhood Spotlight Fund, which is used primarily to combine neighborhood projects with City CIP projects, as well as the Neighborhood Matching Grant Fund, which allows small grants of \$5,000 for neighborhood improvements when matched by the community through donations of cash, materials, professional services or labor.</p> <p>Project timeframe: 2015</p>	<p align="center">Community Building General Government</p>	<p align="center">Existing</p>	<p align="center">\$ 58,090</p>	<p align="center">\$ 58,090</p>

**2015 - 2020 Capital Investment Program
Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Community Treasures</i></p> <p>The Community Treasures Program supports landmarked properties and other historic treasures and enhances Redmond's shared history and identity by providing funds to maintain community treasures, that contribute to Redmond's unique and positive identity; focusing activity within Redmond to maintain and enhance gathering places; celebrating the identity of the Downtown neighborhood where a majority of our historic resources are located and where our Comprehensive Plan calls out the importance of historic resources; supporting the creation of long-lasting interpretive materials, such as street signs and plaques describing historic resources that provide education to the entire community; and leveraging actions and resources by others, such as other grant program funding and work previously undertaken by historic property owners.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Community Building General Government</p>	<p align="center">Existing</p>	<p align="center">\$ 68,066</p>	<p align="center">\$ 68,066</p>
<p><i>Energy Efficiency Improvements</i></p> <p>The Energy Efficiency Improvements Program allows for a consolidated approach and logical strategy for energy efficiency funding and improvements to city facilities. It is a value proposition for spending money now for energy improvements which result in operating cost reductions and energy savings over time. This program includes light-emitting diode (LED) street light retrofits, park energy efficient lighting conversions, energy efficiency improvements to city buildings and facilities and an energy consultant to help strategically prioritize energy improvements based on opportunities and return on investment, electric vehicle charging station infrastructure, smart buildings pilot project in partnership with Microsoft and establishment of a Revolving Energy Fund to provide a sustaining mechanism for ongoing energy efficiency improvements and matching grant dollar source.</p> <p>Project timeframe: Ongoing</p>	<p align="center">Clean & Green General Government</p>	<p align="center">New</p>	<p align="center">\$ 820,000</p>	<p align="center">\$ 1,420,000</p>

UNFUNDED CITYWIDE

**2015 - 2020 Capital Investment Program
Unfunded - Citywide Programs and Projects**

Package/Project Description & Timeframe	Priority & Functional Area	Project Status	2015-2016 Investment	2015-2020 Investment
<p><i>Senior Center Renovation and Expansion Construction</i></p> <p>The Recreation Buildings Master Plan identified renovation and expansion of the Senior Center as a priority project. This architectural design services work proposed in 2015-2016 would address the Facilities Condition Assessment observed deficiencies, including water infiltration, leaking main entry and greenhouse, replacement of aged mechanical and electrical systems and equipment, and installation of new windows, insulation and exterior envelope. In addition, it would define the scope of the expansion (up to 4,000 Square Feet), design the project through construction and permitting documents and refine the estimated budget.</p> <p>Project timeframe: 2017</p>	<p align="center">Infrastructure & Growth Parks</p>	<p align="center">New</p>	<p align="center">\$ 0</p>	<p align="center">\$ 8414,000</p>
<p><i>Teen Center Replacement Design Services</i></p> <p>The Recreation Buildings Master Plan recommended replacement of the existing Old Fire House Teen Center with a new building at an estimated cost of \$3.4 million to continue to provide teen services in a quality building. The Teen Center building received a qualitative assessment condition score of 3.4 (fair to poor) in the MENG Facilities Condition Assessment. To progress with design for a replacement building, the project design services scope would include a list of program spaces and sizes, bubble diagrams and a refined budget estimate for a separate, stand-alone building on a site to be determined.</p> <p>Project timeframe: 2015</p>	<p align="center">Infrastructure & Growth Parks</p>	<p align="center">New</p>	<p align="center">\$ 15,000</p>	<p align="center">\$ 15,000</p>
<p>Note: The above two projects are being evaluated as a part of the larger Recreation Building discussion.</p>				