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MEMORANDUM

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**TO:** HEARING EXAMINER  
**FROM:** STAFF, SARAH VANAGS, ASSOCIATE PLANNER  
**SUBJECT:** COMPREHENSIVE PLAN POLICES, LAND-2014-02117  
**DATE:** AUGUST 5, 2015  
**CC:** FILE

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Below is a list of Comprehensive Plan Policies that pertain to the project. All of the policies listed below are exercised and/or met through the project's proposal as reviewed and confirmed by staff.

- LU-2**     **Ensure that development regulations, including the allowed density, uses and site requirements, provide for achievement of Redmond's preferred land use pattern.**
  
- LU-3**     **Allow new development only where adequate public facilities and services can be provided.**
  
- LU-4**     **Encourage sustainable development of both public and private lands in Redmond through the use of techniques, such as green building and green infrastructure.**
  
- LU-5**     **Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for predictability in decision making. Achieve this through measures such as clustering that preserve open space and administrative variances for minor variations.**
  
- LU-31**    **Consider allowing incentives, such as residential density bonuses, variations in allowed housing type, or flexibility in regulations, if a proposal meets community goals for affordable, senior, size-limited or other types of innovative housing. If not permitted outright or through discretionary review processes, provide for these incentives through pilot programs or other innovative measures.**
  
- HO-34**    **Promote a mix of housing for all income levels, including a portion of housing that is affordable to households earning 80 percent or less of the King County Median Income, as well as housing that is affordable to households earning between 80 to 120 percent of median income and above. In addition, support the development of**

housing that is affordable to households earning 50 percent or less of the King County Median Income, including housing affordable to households earning less than 30 percent of median income, to address affordable housing targets.

**HO-37** Provide incentives and bonuses intended to minimize or eliminate any additional costs to the developer/builder associated with providing housing that is affordable to low- and moderate- income households.

**N-NR-11** Require that new development be designed in a manner that demonstrates respect of the natural features of the neighborhood, such as terraces, ravines, woodlands, streams and wetlands.

**N-NR-52** Ensure that new single-family dwellings are designed to have living space as the dominant feature of the street elevation to encourage active, engaging and visually appealing streetscapes with landscaping and design features that bring the living space toward the front street. Minimize the garage feature at the street elevation, unless the home is located on an arterial and design options to minimize the appearance of the garage are limited.

## **Attachment 21 Comprehensive Plan Polices**

**Citywide Policies.** The Comprehensive Plan contains certain policies applicable to all areas within the City and land use designations within the community. The policies applicable to the Beuca Preliminary Plat development are listed below.

### Framework Policies

FW-12            Ensure that the land use pattern accommodates carefully planned levels of development, fits with existing uses, safeguards the environment, reduces sprawl, promotes efficient use of land and provision of services and facilities, encourages an appropriate mix of housing and jobs, and helps maintain Redmond's sense of community and character.

### Natural Environment Policies

NE-21            Conserve and protect environmentally critical areas from loss or degradation. Maintain as open space hazardous areas and significant areas of steep slopes, undeveloped shorelines and wetlands.

NE-24:           Encourage use of creative and appropriate site design and housing types to balance environmental protection and achievable density. Encourage Planned Residential Developments (PRDs), Planned Commercial Developments (PCDs), clustering, and density transfers for both commercial and residential development to help retain significant natural features and critical areas as open space.

### Land Use Policies

LU-3            Allow new development only where adequate public facilities and services can be provided.

LU-6            Encourage infill development on suitable vacant parcels that may have been passed over and redevelopment of underutilized parcels. Ensure that the height, bulk, and design of infill and redevelopment projects are compatible with their surroundings.

**Neighborhood Policies.** The Beuca site is located within the North Redmond Neighborhood as defined in the Neighborhoods Element of the City of Redmond Comprehensive Plan. The following neighborhood policies apply to the project:

### General Land Use Policies

N-NR-4           Conserve and strive to enhance existing significant natural features, including steep slopes, wetlands, streams, creeks, trees, and fish and wildlife habitat conservation areas.

- N-NR-5 Encourage innovative development techniques that provide for a variety of lot sizes, housing types, styles, and sizes, and a variety of affordability levels within the neighborhood.

Neighborhood Character and Design Policies

- N-NR-8 Promote the preservation of the area's important natural features through clustering and allowing innovative forms of housing that utilize less land area, particularly in the vicinity of critical areas as designated by the Critical Areas Ordinance.

- N-NR-11 Require that new development be designed in a manner that demonstrates respect of the natural features of the neighborhood, such as terraces, ravines, woodlands, streams and wetlands.

Environmental Protection Policies

- N-NR-19 Require the use of compost-amended soils, consistent with the guidelines of the Washington State Department of Ecology, in the required landscaping for all developments.

- N-NR-20 Encourage the use of native and habitat plants in required landscaping.

Parks, Recreation and Open Space Policies

- N-NR-41 Encourage the maintenance of pedestrian and bicycle connections on private streets and on public trails where vehicular access may otherwise be denied.

- N-NR-43 Require, within utility corridors and associated easements to off-site connections, the granting and/or improvement of pedestrian and other nonmotorized public access easements for all new development, when determined appropriate by the City's Technical Committee.

Housing Policies

- N-NR-47 Encourage the design and building of size-limited and affordable dwellings, including accessory dwelling units and air space condominium design.

- N-NR-49 Require a minimum of 10 percent of units in all new housing developments of 10 units or more in the North Redmond Neighborhood to be affordable, as defined in the Redmond Community Development Guide. Minimize development costs associated with this requirement by

providing bonuses and incentives.

N-NR-50 Promote the design of new single-family dwellings that maintain visual interest and provide a mix of home sizes and styles within new developments.

N-NR-52 Ensure that new single-family dwellings are designed to have living space as the dominant feature of the street elevation to encourage active, engaging, and visually appealing streetscapes with landscaping and design features that bring the living space toward the front street. Minimize the garage feature at the street elevation, unless the home is located on an arterial and design options to minimize the appearance of the garage are limited.

#### Transportation and Circulation Policies

N-NR-56 Ensure that as new development occurs on a property or configuration of adjacent properties, the developer plans, designs and implements linkages, as shown on the North Redmond Circulation Plan and North Redmond Supplemental Connections Map, in order to promote connections to schools, recreation and other developments. Accommodate a variety of motorized and non-motorized traffic in the neighborhood. Allow for flexibility in the general location and alignment of connections, while utilizing mitigation techniques to accommodate increased traffic, reduce impacts to corridor residents, and provide enhanced safety measures.

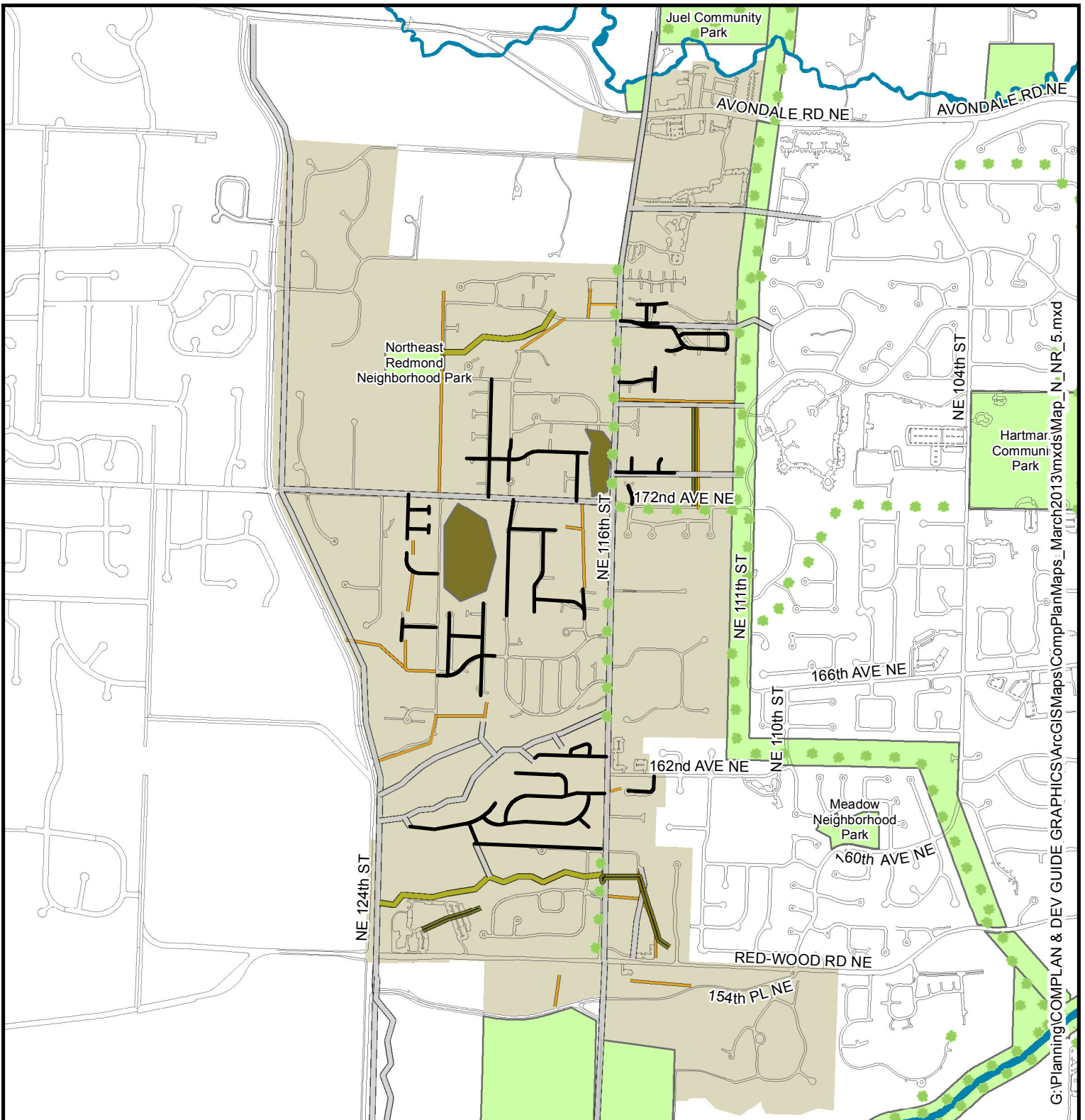
#### Utilities Policies

N-NR-78 Require the undergrounding of all new utilities in North Redmond and as older utility lines are updated, with the exception of the Puget Sound Energy high voltage transmission lines. Coordinate the undergrounding of existing overhead utilities as street construction or maintenance occurs in these service areas.

## Transportation Master Plan Policies

- Five Key Strategies
  - Increase Neighborhood connections – This strategy seeks to ensure that Redmond’s neighborhoods are connected to each other and are also internally well connected by all modes of travel. Particular emphasis will be placed in improving modal corridors, providing safe local streets and safe, convenient walking and bicycling connections.
- Transportation Dashboard – Six measures needed for effective management of the City’s overall transportation activities assess how the City is progressing towards achieving the Transportation vision
  - Connectivity: This measures how well properties or parcels are connected to the surrounding properties and describes mathematically how well our transportation network is connected to and accessible from the city’s land uses (where people live and work). This is especially important for the walking environment which is needed for completion of all trips and is sensitive to indirect, out-of-the-way connections.
- Connected Neighborhoods:
  - Redmond has identified critical modal corridors that serve as the backbone of our transportation system. The modal corridors include all principal and important minor arterial streets, the SR 520 corridor, and several key multi-purpose paths. These modal corridors, together with the remaining arterial streets, connecting local streets and paths are the city’s transportation network. All nine neighborhoods and the two urban centers are connected by these corridors. Completing these priority modal corridors and finishing the most critical “missing links” for the street grid, bridges, sidewalks, paths, bike lanes, and transit routes is essential to achieving our vision for 2030. At the same time, it is also important to keep up with maintenance needs and with operational improvements for these critical corridors and to ensure the entire transportation system is operating safely and efficiently, and is environmentally and economically sustainable.
  - Neighborhoods are to be well connected internally to local destinations such as parks, trails and schools
  - Large parts of the local street network were developed in our neighborhoods during the 1970s and 1980s when Redmond was a small suburban city with rapid growth in single family housing. This suburban-style network will not be sufficient to fully meet the needs of the future. Many of our older neighborhood streets and paths are not connected enough to provide functional access to pedestrian and bicycle facilities or to transit stops and stations. Completing missing street segments, connecting cul-de-sacs with pathways, adding lighting, connecting bike path segments, completing missing sections of sidewalks, and improving

existing sidewalks so they are better separated from cars are all part of the TMP's strategy for ensuring neighborhood connections.



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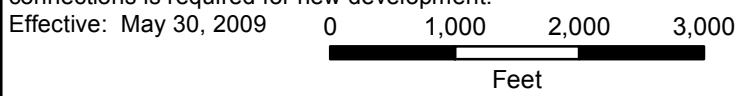
**Legend**

Existing Trails	Further Consideration Required**
Preliminary Local Street Alignments	North Redmond
Paved Ped/Cycling Trail, Priority 1	Right-of-Way
Soft-Surface Ped Trail, Priority 2	
Other Trail Descriptions	
Proposed Local Street Connections *	



## MAP N-NR-5 NORTH REDMOND SUPPLEMENTAL CONNECTIONS

Notes:  
 -- Arterial and collector streets are shown in Map N-NR-4  
 -- Connections represent a general alignment & infrastructure to support respective use along one or both sides of paved streets.  
 \* -- Connection types, cross-sections, and final alignment shall be considered by the City of Redmond's Technical Committee.  
 \*\* -- Further consideration by Technical Committee of future connections is required for new development.





# Transportation Dashboard

Critical to the success of any strategic program is a set of performance and monitoring metrics that demonstrate what progress is being made toward desired outcomes. While far from the only measures needed for effective management of the city's overall transportation activities, the six measures tracked using the Transportation Dashboard provide an "at-a-glance" assessment of how the city is progressing toward achieving the Transportation Vision.

## 1. Connectivity

This measures how well properties or parcels are connected to the surrounding properties and describes mathematically how well our transportation network is connected to and accessible from the city's land uses (where people live and work). This is especially important for the walking environment which is needed for completion of all trips and is sensitive to indirect, out-of-the-way connections.

**Desired trend: increasing**

## 2. Network Completion

This measures the completeness of the city's bicycle, street, and transit networks and indicates where improvement is needed whether through completion of "missing links" or through upgrading sub-standard facilities. The highest priority for network completion will be the "modal corridors" network for vehicles, bicycles, transit, and freight.

**Desired trend: increasing**

## 3. Mode Share

The percentage of all travel on an average weekday taken by means other than the single-occupancy vehicle, including carpools, transit, walking, and bicycling.

**Desired trend: increasing**

## 4. Vehicular Congestion

This is based on measurement of peak hour average travel delay per mile on arterials throughout the city. Success means that the measure of delay does not exceed the projected average delay for 2030.

**Desired trend: maintain reasonable level of delay**

## 5. Transit Ridership

This reports the number of transit riders boarding in Redmond on an average weekday. Steady growth in transit patronage with an emphasis on both regional express service and local service is needed to grow the market for light rail, in preparation for the arrival of East Link, first in Overlake and later in Downtown.

**Desired trend: increasing**

## 6. Concurrency

This measures the rate of transportation infrastructure development relative to the rate of land use development. The success of Redmond's plan-based concurrency system will require that completion of our 2030 Transportation infrastructure proceeds ahead of, or at least concurrent with, our land use development.

**Desired trend: maintain concurrency**