

## Ordinance No. 2224, Exhibit 2

### Existing Comprehensive Plan Sections for Revision

## Goals, Vision and Framework Policies Element

(as part of update of several elements)

### Our Future Vision for Redmond in 2022

What would Redmond be like as a place to live, work, or visit if the community's values and preferences were achieved? The vision statement describes Redmond in the year 2022 if the Comprehensive Plan were implemented.

#### Vision Statement

In 2022, Redmond citizens describe their community as one that is complete, offering a wide range of services, opportunities, and amenities. It's a community that has gracefully accommodated growth and change while ensuring that Redmond's high quality of life, cherished natural features, and distinct places and character are not overwhelmed. It's a place where people are friendly, diversity and innovation are embraced, and action is taken to achieve community objectives. It's a place that is home to people from a variety of ethnic backgrounds, which contribute to the richness of the city's culture.

These goals were hard to achieve, but over the past 20 years through the clear, shared direction contained in the Comprehensive Plan, the vision has taken shape and throughout Redmond, the results are apparent.

**Downtown is an outstanding place to work, shop, live and recreate** and is a destination for many in Redmond and in the region. Attractive offices, stores, services, and residential developments have contributed to a new level of vibrancy while retaining a small town feel that appeals to residents and visitors alike. Many more people live Downtown, and housing choices include a significant share of moderately priced residences. Strategic public and private investments have created a true multidimensional urban center with several new and expanded public amenities, including a city hall campus and central park that is a gathering place for the community, an arts and cultural center, a technology museum, a pedestrian connection to Marymoor Park, a Saturday market that is open all year, and a variety of quality arts and cultural programs and performances.

Various portions of Downtown have their own identity, design and appeal yet it is easy to walk, bicycle, use transit or drive between them as well as to the rest of Redmond. Many visitors park in one of the conveniently located garages and walk or take transit to get to their destinations ~~where they want to go~~. While pedestrian and bicycle access are emphasized, Downtown also

provides for vehicular access and those who wish to drive through have other preferred routes to use. The congestion of 20 years ago has been tempered primarily by providing reasonable and practical transportation alternatives together with improved operations and then increased capacity in strategic locations, such as SR 520 and important connections in the street grid.

**Old Town thrives as a focus for retail activity that attracts pedestrians**, providing a distinctive selection of stores, restaurants, boutiques, galleries, and theater entertainment, as well as varied housing opportunities. New buildings blend with refurbished buildings, retaining the area's historic character. Cleveland Street is a pleasant place to walk or sit and people fill the street during the day and evening, ~~particularly during the weekend~~. The former railroad right-of-way has been transformed to an urban green space that people of all ages enjoy, with places to stroll, gather and talk with others, celebrate, or stop and peek in store windows while walking to Old Town or Redmond Town Center.

Large open spaces, such as the Sammamish River, Anderson Park, and Bear Creek, as well as abundant landscaping and a system of parks and other gathering places, create a sense of Downtown as an urban place area within a rich natural environment. A network of walkways, trails, vista points, and plazas enable people to enjoy the natural beauty of the river, views of surrounding hillsides and mountains and other points of interest. Recent developments along the Sammamish River are oriented to and embrace the river, while maintaining adequate natural buffers.

**Overlake has become recognized as a regional urban center** that is the location of internationally known companies, corporate headquarters, high technology research and development companies, and many other businesses. While intensively and efficiently developed, the employment areas retain their campus-like feel due to attractive landscaping and the protection of significant trees and other important natural features. During the past 20 years, redevelopment of the area in the southernmost part of Overlake has brought retail storefronts closer to the street and improvements to streetscapes to reflect the green character of Redmond, making the area more hospitable to transit, pedestrians and bicyclists. This portion of Overlake has also become much more diverse, featuring small neighborhoods with a mix of housing, small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, and trails. In many ways Overlake has demonstrated that high technology uses can thrive in a balanced urban setting that offers opportunities to live, work, shop, and recreate to an increasingly diverse workforce.

**Residential neighborhoods are treasured for their attractiveness, friendliness, diversity, safety, and quietness.** Redmond includes a broad choice of housing types at a range of prices, including affordable homes. During the past 20 years, there has been a lot more variety in the types and prices of new homes constructed in neighborhoods, including more cottages, accessory units, attached homes, and other smaller single-family homes. New homes blend with existing homes and the natural environment, retaining ~~the unique character~~ valued characteristics of existing neighborhoods as they continue to evolve. Through careful planning and community involvement, changes and innovation in housing styles and development have been successfully embraced by the whole community.

Redmond has maintained a **strong economy and a diverse job base**. The City is the home to many small, medium-size and locally owned businesses and services, as well as nationally and internationally recognized corporations. Redmond is widely recognized as a community that is inviting for advanced technology, and businesses are proud to be partners in the community. The City provides a business climate that attracts sustainable development to the community and retains existing businesses. Likewise, the successful companies return benefits directly and indirectly to the community. A prime example of this is the support that both the residents and the business community have given to the school system to create an excellent educational system that serves the needs of citizens of all ages.

**Neighborhood and community parks contribute to a high quality of life** in Redmond by providing a full range of opportunities ranging from active recreation, such as sports and games, to more restful and reflective activities, such as walking and viewing wildlife. Residents enjoy larger natural areas, such as Watershed and Farrel-McWhirter Park, as well as smaller open spaces and gathering places located throughout the City close to residences and work places. Indoor and outdoor recreational facilities and programs meet the needs of residents of all ages. The bicycle capital of the Northwest has developed an excellent system of bike paths and trails that are used for recreation, commuting and riding to schools, parks, and other destinations.

Redmond has embraced **energy efficient and environmentally sound transportation systems**. The City has invested strategically and leveraged regional funds to improve transportation choices and mobility, and every year more people walk, bicycle, carpool, or use transit or alternative fuel vehicles to travel. Transit service links all of Redmond's neighborhoods to the hubs of Downtown and Overlake, creating an attractive and practical transportation alternative. Overlake and Downtown are extensively served by high capacity transit that provides easy access to many destinations in the region. Transit stations along the route include shops, restaurants, offices, and residences.

**People spend less time traveling and more time where they want to be.** All Redmond homes, schools and businesses have high-speed access to information and communication ~~the Internet~~. More neighborhoods and workplaces are served by nearby stores and services that are small in scale and well designed. Significant investments in SR 520, I-405, and regional and local transit routes have improved mobility for people and goods. In Redmond, roadway projects have been built where needed to improve safety and operating efficiency, and the City has maintained a good system of access and circulation for delivery and freight. Most streetscapes are attractive and functional for various travel modes, with street trees and landscaped areas that separate pedestrians from traffic.

**Infrastructure and services have been provided to meet the needs of a growing population as well as to correct existing deficiencies.** Redmond has excellent police and fire protection and well-maintained and dependable public facilities. Redmond citizens embrace and support the high quality educational, cultural, and recreational facilities in the community. The City works as a partner with schools, businesses, service providers, and other organizations and jurisdictions to help strengthen a human services network that provides vulnerable ~~low-income families and persons with special needs~~ the food, shelter, job training, child care, and other services they need

to become more independent. All the areas of urban unincorporated King County have been annexed so that they may receive a full range of urban services.

**Redmond in 2022 has maintained a very green character.** The City is framed within a beautiful natural setting and open spaces and an abundance of trees continue to define Redmond's physical appearance. A system of interconnected open spaces provides habitat for a variety of wildlife. The City prides itself for its environmental stewardship, including an emphasis on sustainable land use and development patterns, landscaping that requires little watering, and other techniques to protect and conserve the natural environment while flourishing as a successful urban community. Lake Sammamish and the Sammamish River, noted for their water quality, are used for boating, swimming, and other types of recreation. Through many cooperative efforts, the improved water quality is demonstrated annually in the increasing salmon runs. Public access to shorelines has been enhanced while protecting the natural environment and property owners' rights. The open space and agricultural character of the north Sammamish Valley has been maintained and is highly valued by the community. Through the joint efforts of cities and the county, the Bear Creek and Evans Creek valleys remain rural, as do the areas north and east of the City.

**Though the City has experienced growth and change during the past 20 years, Redmond has maintained its distinctive character.** The quality design of new development is a reflection of the value Redmond citizens place on the community's appearance. Care has also been taken to employ special treatments on identified streets and pathways, and to enhance the comfort, safety, and usability of public places. Public view corridors and entryways have been identified, preserved, and enhanced. The City's historic roots are still apparent through preservation of special sites, structures, and buildings. Interpretive signage has been used in addition to enhance the City's sense of its heritage.

**Community gathering places are found throughout the City.** Spaces for parks and plazas have been acquired and improved by the City or incorporated into new developments. Both public and private investment into place-making has created spaces where informal social gatherings occur. The City has continued to sponsor community events in public places.

**Care has been given to preserve elements of the natural environment.** Landscaping regulations have ensured preservation of special natural areas and significant trees that define the character of the City. New landscaping has, when appropriate, incorporated native plants. Areas of open space and forested groves near Town Center, along Redmond Way, and in other locations have been preserved. Through creative design, public and private projects have incorporated natural features and enhanced natural systems.

Redmond is an effective, responsive local government that responds to and anticipates the changing needs of the community. **Many citizens actively participate** in Redmond's planning process and system improvements, and their preferences are incorporated so that Redmond continues to be the community desired by its citizens.

**In 2022, as in 2003, Redmond is a community of good neighbors.**

FW-10 Ensure that the land use pattern in Redmond meets the following objectives:

- Takes into account the land’s characteristics and directs development away from environmentally critical areas and important natural resources.
- Encourages redevelopment of properties that are underutilized or inconsistent with the Comprehensive Plan designation.
- Preserves land ~~in the North Sammamish Valley and rural land~~ north and east of the City, outside of the Urban Growth Area, for long-term agricultural use, recreation, and uses consistent with rural character.
- Provides for attractive, affordable, high quality, and stable residential neighborhoods that include a variety of housing choices.
- Focuses and promotes office, housing, and retail development in the Downtown and in Overlake.
- Retains and encourages research and development, high technology, and manufacturing uses in portions of Overlake, Downtown, Willows, and SE Redmond.
- Provides for industrial uses in suitable areas, such as portions of the Bear Creek Neighborhood.
- Provides opportunities to meet daily shopping or service needs close to residences and work places.
- Maintains and enhances an extensive system of parks, trails, and open space.

## **Interim Update to the Neighborhoods Element**

(as part of update of the Land Use Element)

NP-4 In preparing neighborhood plans, the following issues and opportunities should be addressed:

- Issues and opportunities raised by neighborhood residents, businesses, property owners and other interested groups and individuals.
- Implementation of the citywide Comprehensive Plan.
- The vision for the neighborhood.

- Land use.
- Whether duplexes, triplexes, fourplexes, and townhouses may be allowed ~~in new subdivisions within the neighborhood. If allowed, these uses shall be in new subdivisions which are visually separated from existing single family residences and which access a collector or arterial.~~ The neighborhood policies may include special conditions that apply to these uses.
- Designation of neighborhood commercial areas, including special conditions that should apply to these areas
- Neighborhood transportation, including transit service, pedestrian, bicycling and equestrian paths and traffic management.
- Natural features and sensitive areas.
- Parks, open space and community facilities.
- Neighborhood character.
- Utilities and energy conservation.
- The conservation and enhancement of historic, archaeological, or cultural sites.

The weight given to each of these areas shall vary with its significance to the neighborhood.

### **Delete the Neighborhood Commercial Policies below (NP-12 to NP-15).**

Proposed neighborhood commercial section of the Land Use Element incorporates the substance of these policies since they provide general direction rather than direction for a specific neighborhood.

### **Neighborhood Commercial Policies**

Neighborhood commercial areas may be designated as part of neighborhood plans. The following policies supplement the Neighborhood Commercial designation in the Land Use Chapter for siting and developing of neighborhood commercial areas. Neighborhoods may also develop policies specific to their area.

Neighborhood commercial areas contain businesses that provide nondurable household goods and services that are purchased frequently. They often include grocery stores, cleaners and other convenience goods and services. Allowing small-scale commercial areas in neighborhoods has many advantages. They can give neighborhoods a sense of identity. They can reduce distances

people have to travel to pick up convenience goods, reducing traffic congestion, energy consumption and air pollution. If well-designed and located, they also can encourage people to use alternative travel modes, such as walking and biking. The Neighborhood Commercial designation describes the uses allowed in these areas and criteria to site them.

NP-12 Neighborhood commercial areas may locate so that most residences in Redmond are within a half-mile of a neighborhood commercial area. To meet this criteria, Neighborhood Commercial designations should be spaced so they are no less than a mile apart whether within a Neighborhood Commercial designation or another Comprehensive Plan designation that allows neighborhood commercial zoning.

NP-13 Retail uses within neighborhood commercial areas should locate on one corner of a street intersection to prevent cross traffic that would interrupt arterial flows, to allow convenient pedestrian travel between stores and to minimize conflicts between adjacent uses. Stores should be closely grouped to encourage walking between them. Sidewalks and paths should connect the stores.

NP-14 Neighborhood commercial areas are encouraged to include residential units on the second or higher stories of commercial buildings. Where neighborhood commercial areas are adjacent to primarily single-family neighborhoods, the density within the area shall not exceed 12 units per gross acre. Where adjacent to other neighborhoods, the density should follow the density of any adjoining residential neighborhoods or 30 units per gross acre, whichever is less. Neighborhood planning policies may provide for higher residential densities.

NP-15 The design of neighborhood commercial areas should promote compatibility with adjacent uses by placing parking away from residential areas, discouraging traffic from directly accessing primarily residential streets and keeping the buildings at a scale and design that enhances the adjacent uses. Signs and lighting should be regulated to prevent glare from spilling over into adjacent neighborhoods. Parking lots should be limited to encourage the use of alternative travel modes and discourage large areas of paved surfaces. Landscaping should be used to enhance compatibility by screening unattractive areas and providing transitions between uses.

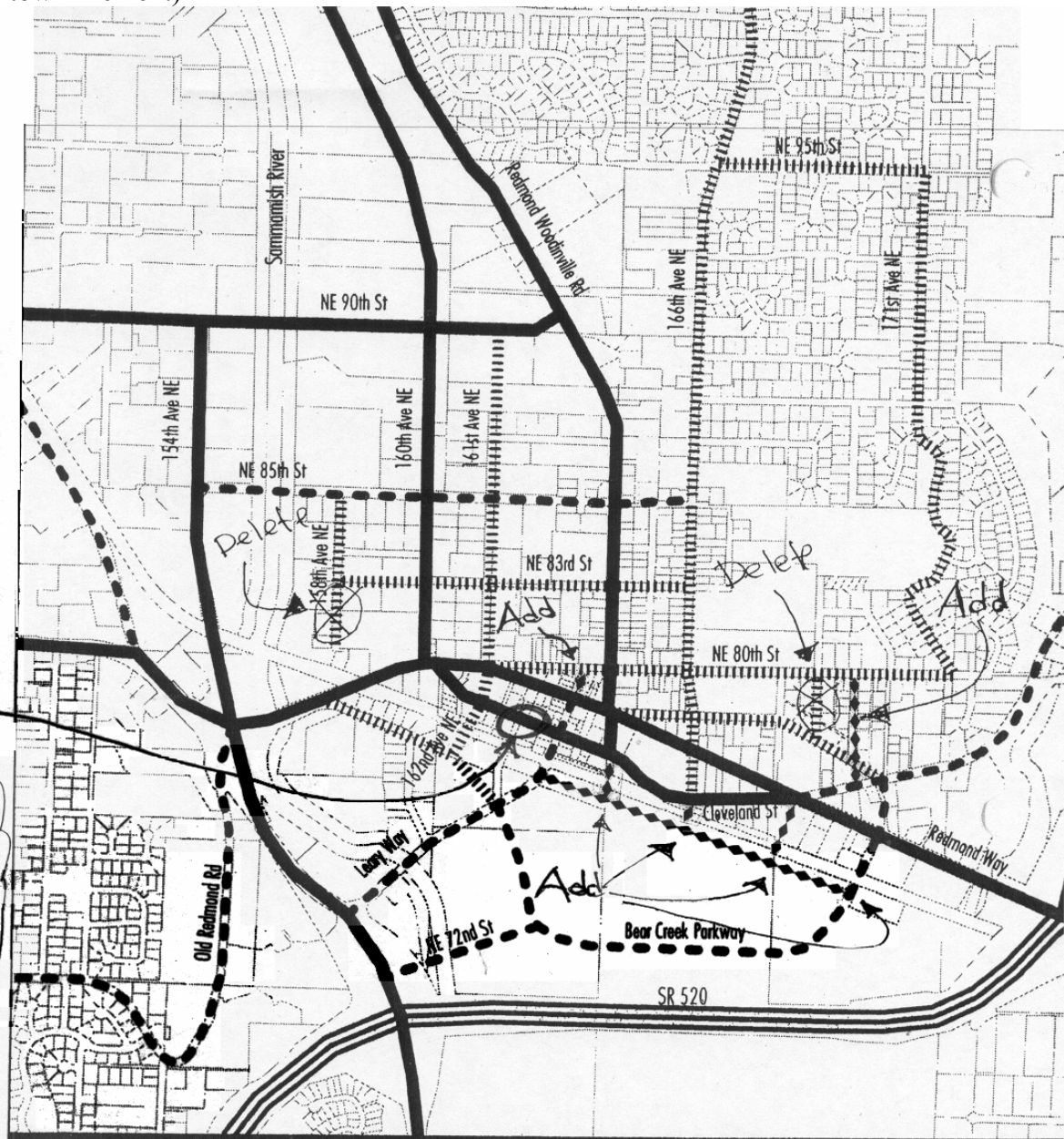
## **Interim Update to Capital Facilities Element**

(as part of update of the Downtown Element)

CF1A Require that properties, when they develop or redevelop, construct or contribute to improvements as identified in adopted plans.

# Interim Updates to Transportation Element (as part of update of the Downtown Element)

*Change Cleveland St. to Local Street - KD/R 4/21*



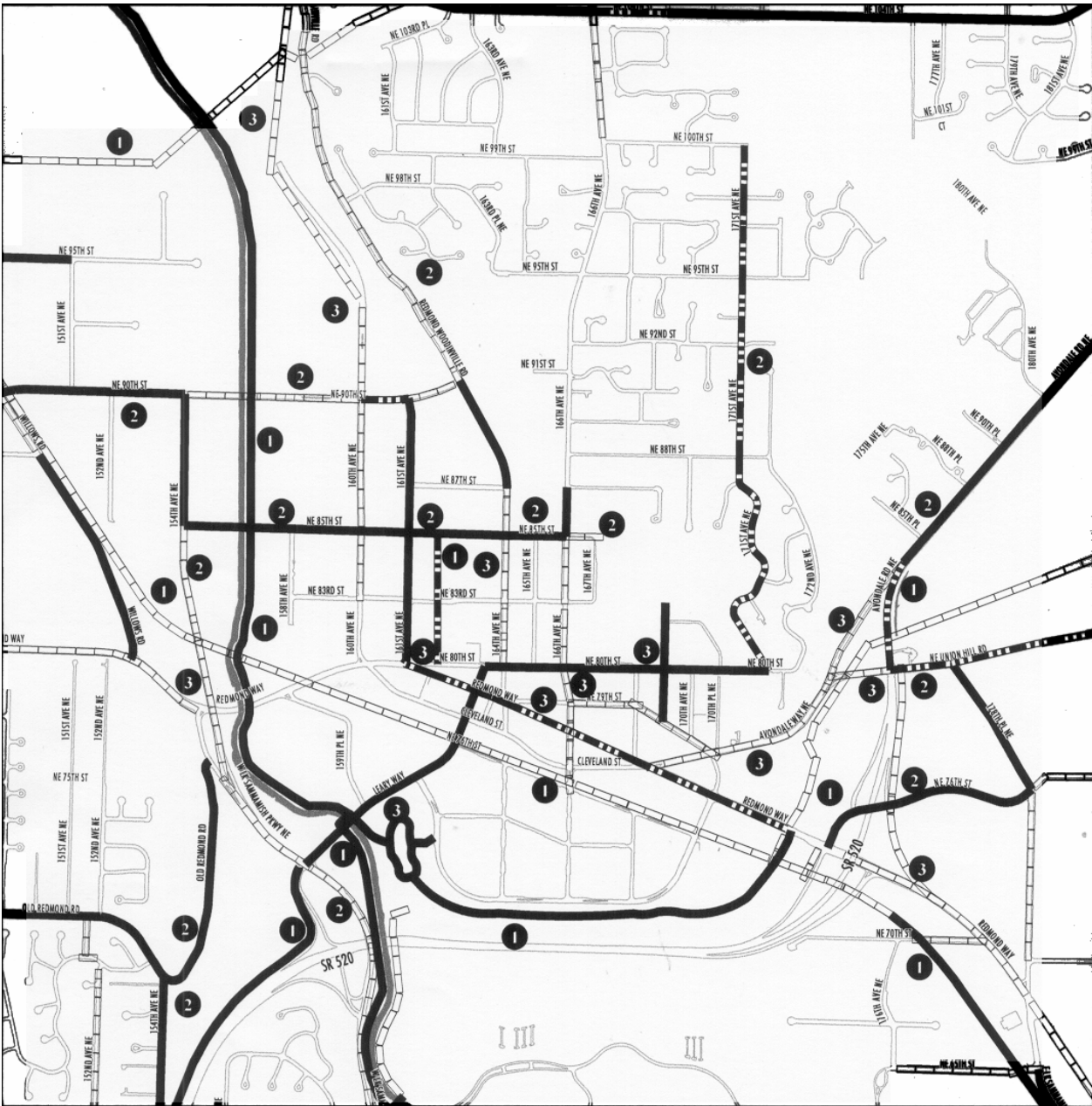
*Proposed Collector Arterial*

<p><b>Legend</b></p> <ul style="list-style-type: none"> <li> Freeway</li> <li> Principal Arterial</li> <li> Minor Arterial</li> <li> Collector Arterial</li> </ul>	<p style="text-align: center;">  N  <b>Downtown Redmond City Center</b>  <b>Arterial Street Plan</b> </p> <p style="text-align: right;">  200'         </p>
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
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REDMOND COMPREHENSIVE PLAN





**Legend**

-  Existing Bikeway
-  Partially Complete Bikeway
-  Proposed Bikeway
- Class I Bikeway**
- Class II Bicycle Lane**
- Class III Bicycle Route**



# Redmond Downtown Bicycle Plan

**Notes:**

**Bikeway (Class I):** A bicycle facility physically separated from motorized vehicular traffic by an open space or barrier and either within road right-of-way or within an independent right-of-way. The minimum width when exclusively used by bicycles is 5 ft. for one-way travel and 8 ft. for two-way travel. The minimum width when shared with pedestrians is 12 ft.

**Bicycle Lane (Class II):** A portion of roadway which has been designated by striping, signing and pavement markings for the preferential use of cyclists. Bicycle lanes are one-way facilities. The minimum width

when abutting the curb is 5.5 ft. When adjacent to parking, the minimum width is 5 ft.

**Bicycle Route (Class III):** A roadway shared by bicycles and motor vehicles with a wide shared curb lane or paved shoulder and signage. The desirable width of a curb lane is 12 to 14 feet.

OK 4/21