

# **Ordinance No. 2224, Exhibit 1: Redmond Comprehensive Plan Sections for Adoption**

## **Downtown Element**

### ***Future Vision for Redmond - Downtown***

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 in 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.

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. 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.

Old Town thrives as focus for retail activity that attracts pedestrians, providing a distinctive selection of stores, restaurants, boutiques, and theaters, 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 stroll the street during the day and evening.

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 within a rich, natural environment. A network of walkways, trails, vista points, and plazas enables 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.

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## Introduction

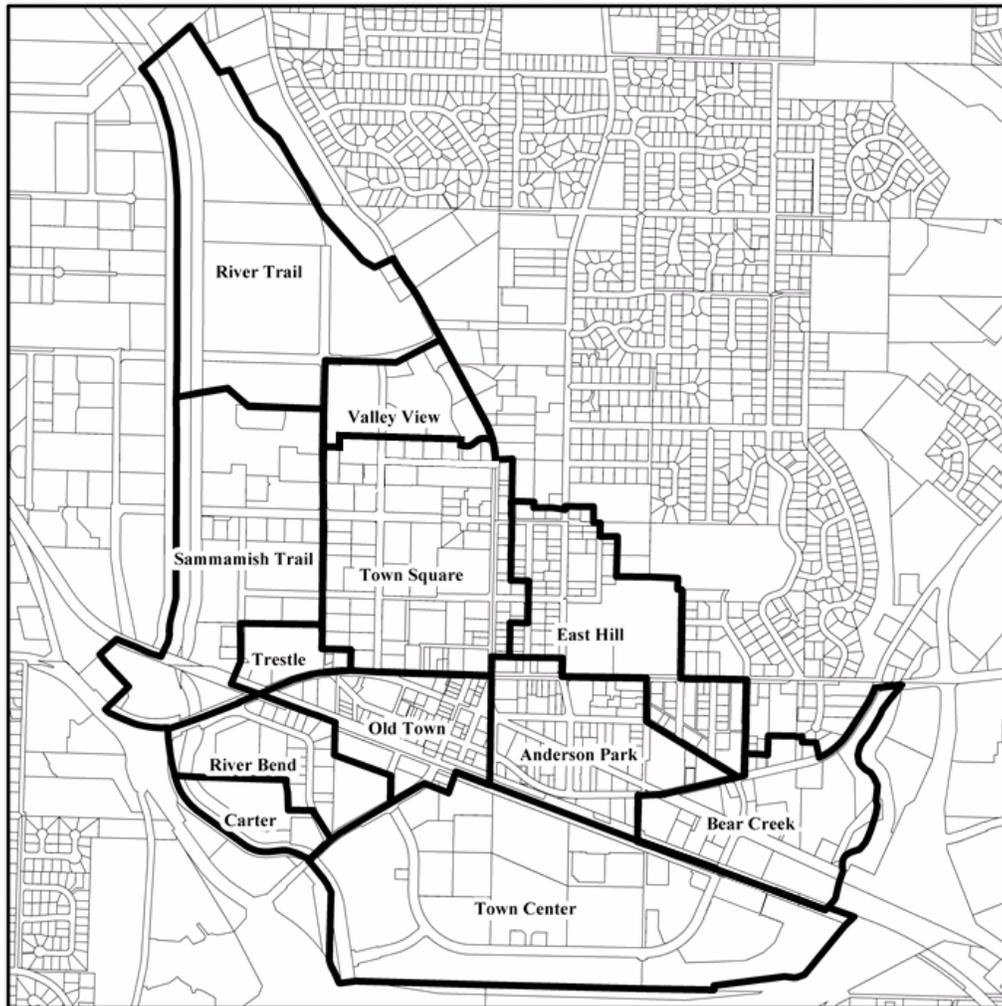
The community's vision for Downtown Redmond is based upon many years of workshops and forums with people who live and work in Redmond. At these workshops, citizens have agreed that the Downtown should be a place that:

- Meets community needs for employment, shopping, recreation, civic activities, cultural, and night life opportunities – in other words, an 18-hour downtown;
- Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, and plazas and parks;
- Is oriented to pedestrians and bicycles, with attractive “local” streets appropriate for a destination environment;
- Is an urban area enhanced by a rich natural setting, including open space, trees and other landscaping, and a focus on the Sammamish River; and
- Is a place where people want to be, that maintains its small-town feel and sense of Redmond's history and historic buildings.

The policies in this element are designed to help the community achieve its vision of a strong and lively downtown, and thus contribute positively to the richness of Redmond's quality of life. To fulfill the future vision, the Comprehensive Plan requires both private and public actions. Private actions are needed to provide desired developments and high quality design, while public

investments and programs are necessary to draw people to the heart of the City, beautify city facilities, and encourage private investment.

**Figure DT-1**



## A. General

### Land Use

The Downtown is one of Redmond's primary centers of activity, and over the next 20 years, will continue to attract growth in housing and employment. The Downtown includes a wide range of uses and activities now and the policy is to maintain and enhance this variety and intensity. The land use policies guide development in a manner that will serve the needs and desires of existing and future residents, businesses, and visitors of the greater Redmond area while ensuring that changes in the Downtown reflect the existing character and scale of the neighborhood.

DT-1 Enhance the Downtown neighborhood by creating visually distinctive, pedestrian-oriented districts as follows:

- Old Town and Town Center: A pedestrian-oriented retail and entertainment core that provides opportunities for comparison shopping for a wide variety of goods and services and creates an active focus for the Downtown and City;
- Sammamish Trail, Town Square, River Bend, and Anderson Park: Mixed-use residential/office districts adjacent to the retail core that accommodate employment and housing growth in high quality environments;
- Valley View, Bear Creek, and Trestle: Convenience retail districts at the entrances to the Downtown that provide for everyday shopping needs, such as groceries, pharmacies, and other convenience retail goods and services, while reducing the need for lengthy trips; and
- River Trail, Carter, and East Hill: Residential districts at the periphery of the Downtown that provide a variety of attractive housing choices within quiet neighborhoods a short walk from jobs, stores, services, recreation, and transit.

DT-2 Support the Downtown as one of Redmond's primary locations for residential development to help create an economically healthy and vibrant Downtown in the morning, daytime, and evening.

DT-3 Promote the Downtown as a location for a variety of businesses, including retail, office, services, and advanced technology industries that are compatible with a mixed-use urban environment. Recognize the unique nature of small and independently-owned businesses by placing a special emphasis on encouraging these businesses through flexible regulations, incentives, or other innovative measures.

DT-4 Retain existing downtown boundaries and encourage redevelopment and infill within these boundaries. Encourage informally designed landscaping and open

space on the edges of the Downtown to act as a transition to adjacent neighborhoods and to Marymoor Park.

- DT-5 Apply flexible regulations that encourage creative proposals consistent with downtown policies. Consider favorably land use changes or plan amendments that allow projects consistent with the vision and framework policies for the Downtown.
- DT-6 Support creation of an economic development and marketing strategy to carry out the Downtown vision and policies.
- DT-7 Create and implement facility plans for the Downtown to provide adequate utilities, transportation, and other infrastructure for desired growth and to facilitate development. Carry out a capital improvement strategy to implement these improvements, as well as pedestrian improvements, bikeways, beautification projects, parks, trails, and civic facilities in the Downtown.

A portion of the BNSF railroad right-of-way extends through the Downtown. The right-of-way is approximately 100 feet wide and is a significant asset within Redmond. Discussion of community preferences regarding the character and use of the right-of-way began with the Downtown Master Transportation Plan. The policies below build on these preferences and provide direction for future improvement of the railroad right-of-way, as well as further development of adjoining properties.

- DT-8 Purchase, plan for, and improve the BNSF railroad right-of-way within the Downtown in order to:
  - Preserve sufficient area for a trail, open space, and potential trolley;
  - Link the north and south parts of the Downtown through additional right-of-way crossings for vehicles, as well as improvements to encourage easy and safe pedestrian access along and across the railroad corridor;
  - Improve its aesthetic appeal through enhancements such as trees, landscaping, and gathering places for enjoyment of visual or performing art;
  - Include elements of the historic railroad as part of improvements within the right-of-way; and
  - Ensure through development of specific design guidelines that improvements within the railroad right-of-way and on adjacent properties relate to and support the character of adjoining districts, particularly Old Town.
- DT-9 Develop a phasing plan for those capital improvement projects within the BNSF railroad right-of-way that cannot be fully built or funded, such as potential trails or

transit features, with the goal of ensuring that constructed phases are logical components of the larger capital project.

- DT-10 Ensure when new development, redevelopment, or exterior remodeling takes place on properties adjoining the BNSF railroad right-of-way that façade treatments facing the right-of-way are attractively designed to interface with and provide access to future trail, park, or open spaces.

Downtown, together with Overlake and SE Redmond, are the portions of Redmond long identified in the Comprehensive Plan as preferred locations for high capacity transit stations. The character and function of these future stations will vary to reflect land use and transportation goals specific to these areas. It is important for Comprehensive Plan policies for these neighborhoods to articulate community preferences concerning the general character of the station and surrounding area.

- DT-11 Recognize the eastern portion of the Downtown as Redmond's preferred location for a Downtown multimodal high capacity transit (HCT) station that will serve and support the vision for the Downtown. Work closely with Sound Transit and other agencies to promote this area as a location for an urban HCT station, and to promote SR-520 as the preferred HCT corridor serving the site. Undertake work in a timely manner to refine the preferred location and to prepare updates to policies and implementation measures. Locate the Downtown station to be complementary to location of an additional station in SE Redmond that is designed to intercept vehicles from the Avondale and SR 202 corridors and to serve as the terminus for HCT service.
- DT-12 Prepare a station area plan for Redmond's preferred Downtown site to guide updates to policies and implementation measures and to preserve opportunities for transit-oriented development. Create a dynamic and high quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, and which emphasizes pedestrian activity and minimizes parking facilities.

## Character and Design

The Downtown has an identity distinct from the rest of the City as Redmond's primary community gathering place. Enhancing the Downtown as a desirable place for people to live, work, and gather with friends depends on ensuring that it is a place where people want to visit, conduct business, and spend time. The Downtown vision retains and builds on the strengths of the past, including the City's heritage, its high quality environment, and its attractive civic places.

- DT-13 Ensure that building heights in the Downtown respect views of treelines and adjacent hillsides and contribute to the development of an urban place that feels comfortable for pedestrians. Achieve this by limiting building heights to five and six stories in general, and allowing exceptions for additional height in a portion of the Town Center and elsewhere when accompanied by exceptional public amenities.
- DT-14 Enhance the beauty of the Downtown built environment through superior design and use of high quality and durable building materials. Soften the appearance of buildings, service areas, and parking facilities through landscaping, use of architectural screens, and retention of desirable trees.
- DT-15 Identify and create excellent public places in the Downtown that:
- Offer activities and uses that attract people;
  - Include details such as good seating and bike racks that are welcoming and helpful;
  - Are easy to see and to access, and are safe; and
  - Foster interactions among visitors.
- DT-16 Reinforce the Downtown as Redmond's primary location for civic places that are a focus for activity, such as the Saturday Market, the Old Redmond Schoolhouse Community Center, and cultural or educational facilities.
- DT-17 Encourage pedestrian activity within the Downtown, including informal gatherings, through public and private investment in improvements along the streetscape such as:
- Street furniture, such as benches and kiosks, that provides a unifying element;
  - Parks, plazas, and other "people places";
  - Visual features, such as fountains, squares, and sculptures;
  - Signage and markers to assist with way-finding; and

- An intensified planting program, including special median plantings, flower baskets and/or other seasonal plant displays.

DT-18 Identify historic resources that are defining features of Redmond’s downtown and use the following techniques to preserve the historic character:

- Encourage landmark nomination.
- Encourage restoration and maintenance.
- Incorporate historic building facades or elements of the existing historic buildings into new development.
- Ensure that design of new developments adjacent to historic landmarks respect the historic character of those buildings, and encourage design sympathetic to historic character where adjacent historic buildings are likely to qualify for landmarks.
- Ensure that objects of historic significance such as the rail throw switch, the parking meter, or the school bell, and structures such as the trestle are saved and integrated into parks, developments, or public places.

## **Parks, Recreation, Open Space, and the Arts**

The community’s long-standing vision has been to promote the sense of the Downtown as a lively urban area within a beautiful natural setting. This will be achieved by retaining and enhancing existing open spaces and natural features, and adding new parks and recreational opportunities, to create a cohesive system of parks, plazas and gathering places, active play areas, and connecting paths and trails. Cultural events and public art displays such as the Art Loop, which can draw people to the heart of the City, will also be emphasized. This system invites a wide range of activities, from strolling through a sculpture garden or enjoying a community celebration to bicycling or playing volley ball at the Old Redmond Schoolhouse Community Center. Map DT-1 and Table DT-1 show existing and proposed parks and open space in the Downtown.

DT-19 Promote the vision of the parks, trails and open spaces in Downtown as being part of a cohesive system of public spaces that is integral to distinguishing Downtown as an urban "people place" within a vibrant natural setting.

DT-20 Develop and maintain a variety of linkages, such as paths and way finding elements, among parks and open spaces to create and identify an interconnected system of public spaces in the Downtown that are within walking distance of each other.

DT-21 Retain and enhance existing parks in the Downtown and add new parks in locations such as the former King County shops site, along the Sammamish River, and in the mixed-use residential/office districts.

- DT-22 Encourage the development of active recreational facilities for those who live or work Downtown, including on-site active recreational opportunities as part of private residential development.
- DT-23 Plan and provide for public investment in active recreational facilities that serve a variety of needs and may contain uses such as half-court basketball, tennis courts, or an aquatic facility.
- DT-24 Foster the growth and addition of visual and performing arts experiences and opportunities Downtown by:
- Encouraging development of an arts center that supports performing and visual arts and educational programs;
  - Encouraging inclusion of public art features with all private and public development;
  - Supporting programs that locate public art features in key locations; and
  - Activating public spaces with special events and performances.
- DT-25 Identify and create Downtown gateways that are integrated with the transportation system, including bicycle and pedestrian connections, using artwork, signage, landscape features and structures. Work with private property owners to help create gateway design features.
- DT-26 Develop and maintain the open space on the Municipal Campus as a community gathering place with access to the Sammamish River. Incorporate green areas for recreation, plazas, water features, and outdoor spaces for performing arts and visual arts displays.
- DT-27 Encourage and support events, such as cycling-related activities and art and music programs, that attract people to the Downtown, particularly Old Town and Town Center.
- DT-28 Ensure that development adjacent to the Sammamish River, Bear Creek, and other downtown parks complements and enhances these areas through techniques such as:
- Providing secondary pedestrian entrances, balconies and other building features that enable people to interact with the natural environment;
  - Providing convenient public access to the park;
  - Complementing the park with connecting landscaping, picnic areas, plazas and other pedestrian features;

- Locating parking lots, garages, auto-oriented signing, and service areas where they are not visible from the park;
- Using creative design concepts and construction methods to protect natural features; and
- Designing surface detention ponds and bio-swales next to these parks to be attractive and accessible amenities, rather than barriers to the natural features.

## Transportation

The community's preference is for a variety of mobility choices to significantly increase access to, from, and within the Downtown. While there will be continued reliance on vehicle travel, future investments will also enable more safe and attractive opportunities for walking, using transit, or bicycling between stores, work, residences, parks, and other attractions.

DT-29 Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian, and bicycle routes to and from the Downtown by:

- Encouraging commuter traffic to use bypass routes, which will reduce traffic on downtown streets and allow better access to businesses;
- Encouraging use of transit, car pools, bicycles, and other forms of transportation, that limit congestion and parking demand;
- Establishing a downtown transit center that is the focus for local and regional transit service between the Downtown, Redmond neighborhoods, the Eastside, and the region;
- Providing bicycle facilities, such as connections to the Sammamish River Trail and other regional transportation corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points; and
- Completing downtown sidewalk systems, mid-block pedestrian walkways, and bicycle lanes to provide strong linkages among destinations throughout the Downtown.
- Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives.

DT-30 Ensure that improvements in the Downtown, including streets, sidewalks, transit facilities, lighting, landscaping, and parking lots/structures, support a comfortable pedestrian environment and contribute to the area's aesthetic appeal.

- DT-31 Establish standards for special Downtown streetscape treatments to reinforce the identity of each of the districts and promote the Downtown's aesthetic appeal. Consider use of treatments such as special paving materials for sidewalks, street furniture, landscaping, and lighting. Ensure that these treatments are implemented as part of public and private development.
- DT-32 Create and implement a parking development and management program for the Downtown that:
- Minimizes on-site surface parking;
  - Encourages shared, clustered parking to reduce the total number of stalls needed, and to increase the economic and aesthetic potential of the area;
  - Encourages structured parking within or adjacent to the Downtown; and
  - Maximizes on-street parking, particularly for use by those shopping or visiting the Downtown.
- DT-33 Provide for convenient vehicular access to and within shopping areas while avoiding congestion on arterial streets by:
- Providing for sufficient parking for retail businesses to meet normal parking demand, while avoiding excessive paving and underused land;
  - Encouraging business driveway access onto local streets, rather than arterials, wherever feasible;
  - Encouraging joint use of driveways and parking to minimize vehicle turning conflicts and reduce overall parking needs; and
  - Separating and buffering walkways from vehicular circulation areas.
- DT-34 Restore Redmond Way and Cleveland Street to two-way operation to improve the pedestrian and shopping ambiance by promoting slower vehicle speeds on Cleveland Street, and to improve local vehicular circulation and pedestrian access to individual businesses on Redmond Way and Cleveland Street. Restore these streets to two-way operation after specific improvements to extend Bear Creek Parkway have been started.
- DT-35 Work proactively with other agencies to ensure that the design and construction of future transportation projects on SR 520 are compatible with the City's Downtown land use and transportation objectives in order to:
- Ensure that future SR 520 lanes east of Downtown are compatible with local arterials;
  - Support the most direct connection of SR 520 HOV lanes to the Bear Creek Park and Ride and any future transit centers in SE Redmond;

- Reserve capacity for high capacity transit; and
- Avoid new, and reduce existing, adverse impacts from noise, light, and motor vehicle pollution associated with such projects in the area.

## **B. Downtown Districts**

The Comprehensive Plan recognizes the Downtown as a single neighborhood - less than one square mile in size - that contains a series of sub-neighborhoods or districts. These individual districts will continue to develop as distinctly different places within the downtown, characterized by different building heights, designs and land uses, distinctive entrance corridors, streetscapes, roadway designs, landscaping, and amenities. This variety maintains diverse and easily recognizable districts that draw people to them, and are easy to navigate through.

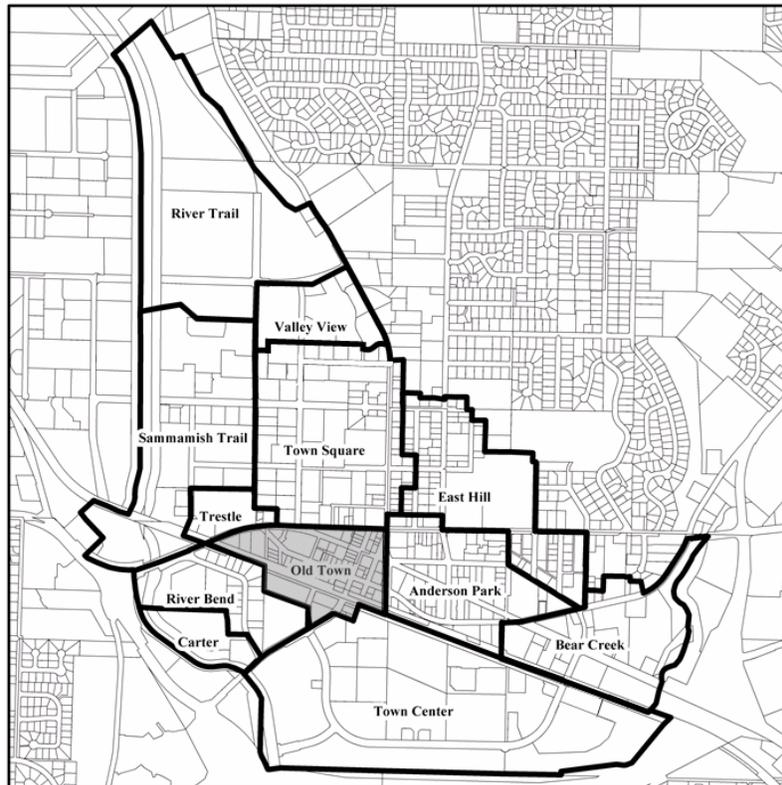
### **Pedestrian-Oriented Retail Areas**

Downtown Redmond contains two districts planned for extensive pedestrian-oriented retail activity, comparison shopping, and entertainment: Old Town and Town Center. The two districts are adjacent and will be linked through pedestrian and bicycle connections and visual features via connections across the Burlington Northern Santa Fe Railroad right-of-way. The block faces of the streets in these districts will be lined with continuous storefronts to enliven the pedestrian experience of these two areas.

## Old Town

The Old Town district incorporates the original downtown and includes a number of historic structures. Residents have repeatedly stated that they value the traditional downtown character and historic structures. Policies for this district address how to retain that character as well as allowing future change.

**Figure DT-2 - Old Town District**



- DT-36 Ensure that development and redevelopment in Old Town retain the district's historic village character and complement the character and scale of existing historic buildings. Maintain height limits appropriate to this character and the pedestrian environment.
- DT-37 Encourage retention of historic buildings that define the character of Old Town through programs and administrative practices that encourage preservation and reinvestment.
- DT-38 Actively support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision for Old Town. Encourage a variety of economic activities, such as boutiques and other unique stores, restaurants, residences, and offices that promote Old Town as a destination and provide for active uses during the day and evening hours.

- DT-39 Maintain and enhance the traditional downtown “main street” character, which includes continuous pedestrian-oriented storefronts and pedestrian-scaled streetscapes, through specific attention to architectural detail, components of the streetscape, and the relationships between them.
- DT-40 Enhance Old Town’s pedestrian activity, safety, and historic character by:
- Avoiding four-lane arterials through Old Town, and developing vehicle routes that reduce the negative effects of through-traffic;
  - Developing and implementing traffic-calming designs that maintain and enhance this district as a pedestrian-friendly place;
  - Encouraging structured parking within or adjacent to Old Town, and requiring that structured parking within the district be designed to either blend with the historic character or be hidden; and
  - Discouraging on-site parking next to the sidewalk edge.
- DT-41 Encourage the retention and addition of afternoon and evening entertainment for the greater Redmond community, such as live theater and comedy, dining, dancing, and live music, to provide these entertainment opportunities close to home.
- DT-42 Develop and adopt a handbook or strategic plan to guide the development of Cleveland Street from Redmond Way to Redmond Way, as a “Great Street” in order to encourage the creation of a unique, vibrant, and pedestrian friendly “main street” environment that:
- Creates informal outdoor gathering places;
  - Utilizes streetscape beautification elements such as street trees, seating areas, pedestrian scaled street lighting, hanging flower baskets, art work and unique signage, to soften and enliven the pedestrian environment;
  - Has strong linkages across the BNSF right-of-way, for vehicles, bikes, and pedestrians; and
  - Complements the historic character of the Old Town District.

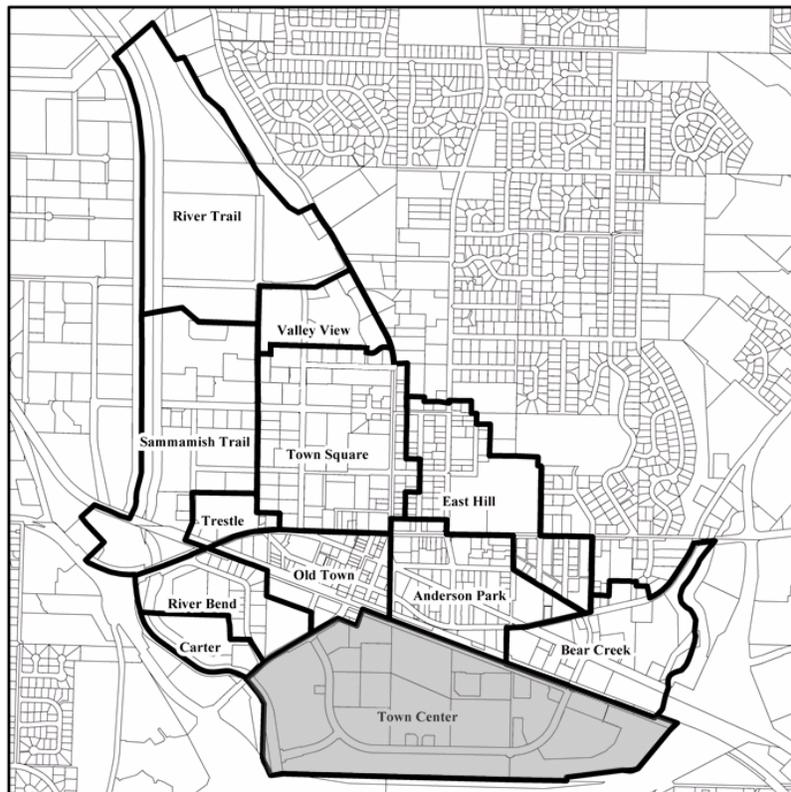
## **Town Center**

Town Center is one of the City’s primary gathering places. Its mix of shops and restaurants, offices, hotel rooms, and eventually residences in the heart of the City brings people together during the day and evenings for planned or casual meetings. The design of the buildings, street patterns, and public plazas are modern yet reflect the historic district in adjacent Old Town. Improvements in walking connections between the two districts will help both areas thrive. The

long-term vision for Town Center is that it will continue to develop as a major gathering and entertainment place within the community, that its trails will be connected to Marymoor Park by a graceful connection across SR 520, and that transit service to and from the center will provide a choice equal in attractiveness to automobiles, walking, and biking.

The design and development of this district is controlled by a Master Plan established to ensure that development here integrates with and positively influences future redevelopment of the greater downtown area, and retains traditional building styles, street patterns, variety of uses, and public amenities.

**Figure DT-3 - Town Center District**

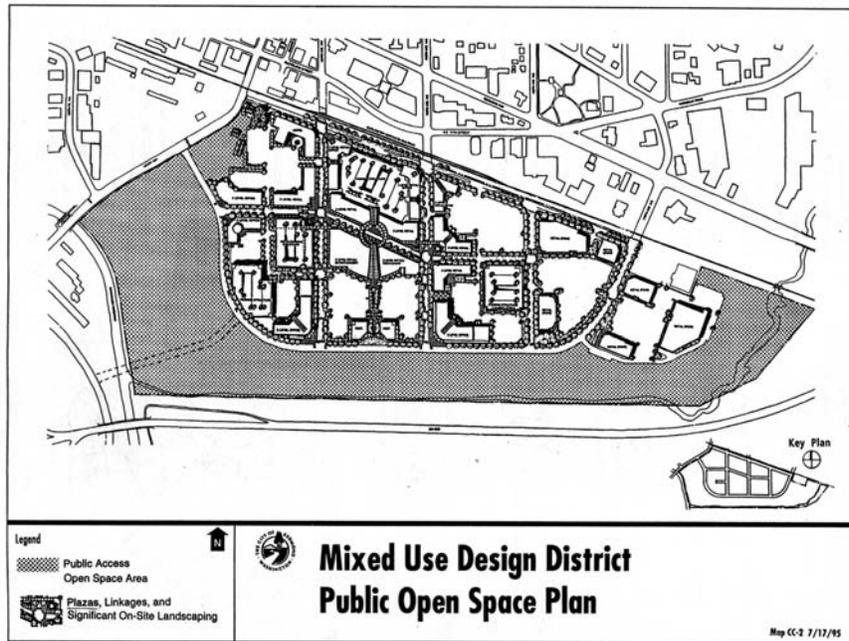


DT-43 To maintain the Town Center district's health, vitality, and attractions, ensure that continued development and redevelopment in the Center:

- Retain and protect the site's significant natural and aesthetic features, including healthy mature trees, stream courses, and indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River;
- Provide plazas, pedestrian malls, and other open spaces that promote outdoor activity and encourage pedestrian and bicycle circulation between the Town Center and the rest of Downtown;

- Provide and maintain opportunities for recreation and leisure activities and programs that complement other uses in the district and the rest of Downtown and generate pedestrian activity;
- Complement and are compatible with the Old Town historic district and preserve the Justice White House, the Saturday Market, and other features of community and historic significance within Town Center;
- Encourage the addition and retention of after-work-hours and late-evening entertainment, such as live theater and comedy, dining, dancing, and live music, to provide a lively entertainment area adjacent to Old Town;
- Maintain a minimum of 600,000 square feet of gross leasable area dedicated to retail uses;
- Provide structured parking to minimize visual impacts and encourage pedestrian activity;
- Provide for circulation, land use, and parking linkages with the existing Downtown to attract, encourage, and facilitate the movement of shoppers between Town Center and other parts of the Downtown;
- Enhance Bear Creek Parkway with additional “boulevard” landscape treatments, including tree lined medians, pedestrian refuges, and street trees on both sides of the roadway, to soften its appearance, provide a landscaped transition between the built environment and the Bear Creek open spaces, promote safe pedestrian connections, and preserve the open spaces and environmentally sensitive areas adjacent to and near it;
- Preserve at least 44 acres for use as public open space as indicated on Map DT-2, Mixed-Use Design District Public Open Space Plan; and
- Encourage the addition of residential development.

## Map DT-2

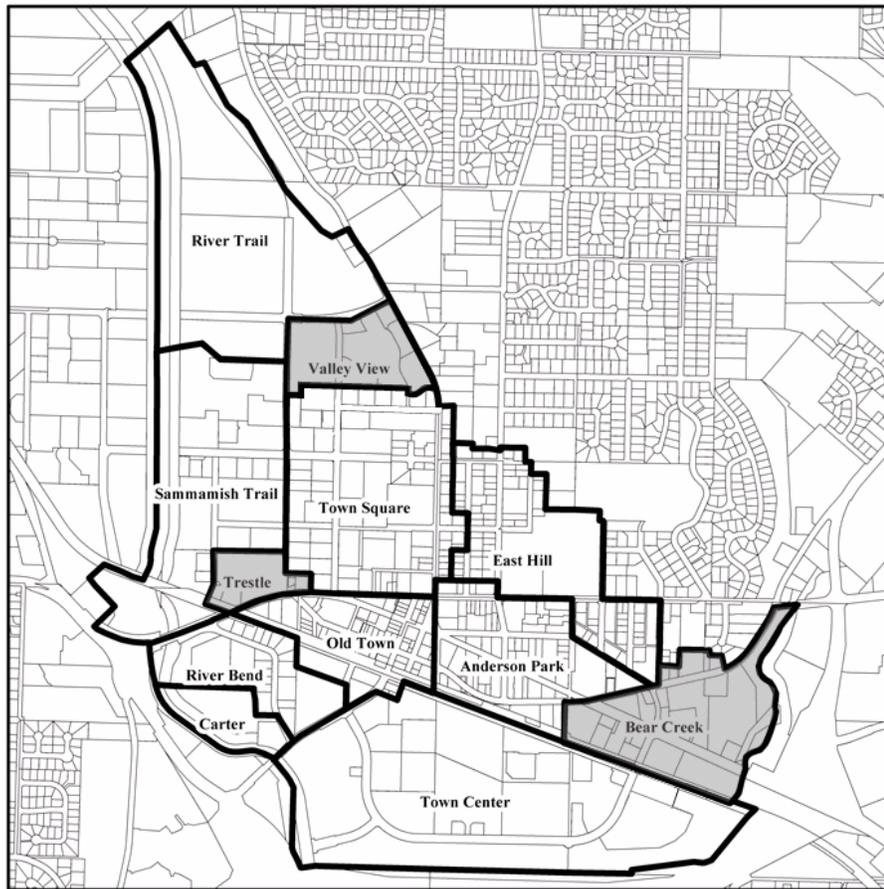


- DT-44 Encourage development of residential uses by maintaining the maximum commercial building area for Town Center of 1,490,000 square feet without transfer development rights (TDRs), or 1,800,000 square feet the use of TDRs.
- DT-45 Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a graceful and attractive connection across SR 520.

## Convenience Commercial

The convenience commercial areas of Downtown include the Valley View, Trestle, and Bear Creek districts. These three districts are located at the major entrances to the Downtown to conveniently serve shoppers both within and from outside the neighborhood. These districts are intended to provide for everyday, basic shopping needs and services such as groceries, pharmacies, and other convenience retail goods and services. The policies for these districts are designed to ensure that land uses and redevelopment in the area are compatible with shopping and service needs of the community and surroundings, as well as with the long term Downtown vision of encouraging a more pedestrian-supportive, mixed-use environment in these districts.

**Figure DT-4 - Convenience Commercial Districts**



- DT-46 Provide for convenience commercial centers at entrances to the Downtown to provide convenient bicycle, pedestrian, and vehicular access from residential and employment areas and reduce the need to travel through the Downtown.
- DT-47 Ensure that convenience commercial districts continue to provide basic daily goods and services, such as groceries, pharmacies, dry cleaner outlets, and other convenience retail goods and services that meet the needs of the Redmond community.
- DT-48 Ensure that new development, redevelopment, additions, and remodels of existing buildings and centers located at gateways to the Downtown further improve the visual appeal of these portals to the neighborhood.
- DT-49 Consider allowing additional building height, up to 4 stories, and additional residential densities for redevelopment of retail centers into urban village forms that provide desirable mid-block streets and pedestrian-supportive streetscapes to improve the pedestrian safety and character of these districts. Promote design of any such redevelopment to contribute to community goals, such as

creation of plazas and open spaces, and require that the following provisions, at a minimum, are achieved:

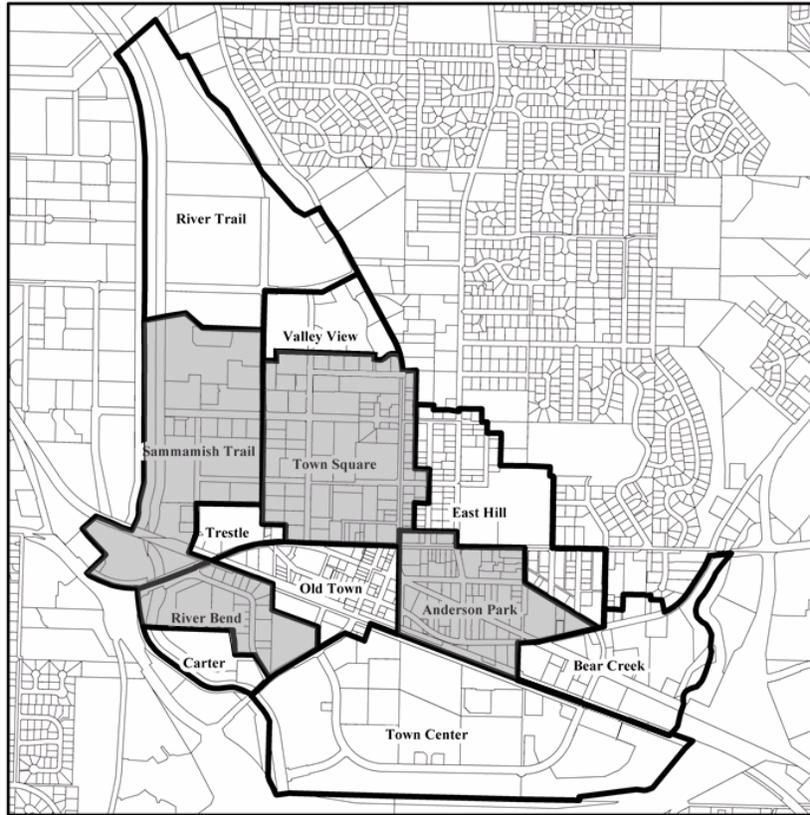
- Desired basic retail goods and services, such as groceries and pharmacies, are retained or provided in the affected redevelopment area;
- Parking for the site is conveniently located but not dominating the street front;
- Off-street parking requirements are maintained at the “convenience commercial” ratio for the district;
- Additional building height can transition gracefully from nearby lower density neighborhoods; and
- Adequate transportation and other public facilities and services can be provided.

DT-50 Consistent with policy DT-11, consider the Bear Creek District and Bear Creek retail sub-area of Town Center as part of a preferred vicinity for a high capacity transit station in the eastern portion of the Downtown.

## **Mixed-Use Residential/Office Districts**

The Downtown neighborhood contains four distinct mixed-use residential/office districts, all intended to provide for significant residential growth, as well as opportunities for growth in professional, business, health, and personal services. The distinction between the districts is reinforced through variations in design and development standards and minor variations in land use.

**Figure DT-5 - Mixed-Use Residential/Office Districts**



The purpose of these districts is to foster the evolution of mixed-use residential/office neighborhoods Downtown in an attractive, urban environment within walking distance to daily retail and transit services and recreational opportunities.

- DT-51 Encourage vertical and horizontal mixes of residential and office uses throughout the mixed-use residential/office districts.
- DT-52 Provide a variety of land use options for market-driven residential/office development that is consistent with the vision of the districts.
- DT-53 Encourage retention, location, and expansion of professional, financial, and commercial office land uses for personal and business services in the area. Provide limited opportunities for complementary retail uses at ground level, allowing local stores without detracting from the retail cores.
- DT-54 Regulate building height, design, and open space to provide transitions between design districts and to minimize impacts on adjacent residential or lower-scale districts.

## **Sammamish Trail**

- DT-55 Encourage development, including restaurants and retail uses, that focuses on, celebrates, and enhances the environment of the Sammamish River by:
- Providing open spaces, pedestrian walkways, bicycle and equestrian trails connected to the Sammamish River;
  - Orienting building entrances, plazas, and upper story open spaces to the river trail;
  - Encouraging building designs that are attractive and oriented to the river trail as well as the streets;
  - Providing modulation in building heights and roof lines, encouraging lower portions closer to the river, and allowing greater height beyond the Shoreline/Sensitive Area boundaries; and
  - Enhancing degraded shorelines adjacent to new development consistent with the Shoreline Master Plan.

## **Town Square**

- DT-56 Encourage new transit oriented-development in this district in order to take advantage of its proximity to local and regional transit opportunities.
- DT-57 Encourage the redevelopment of the Park and Ride site into a multi-story, mixed-use transit-oriented development with housing, business, education, or cultural opportunities that are complementary to the Downtown neighborhood.

## **Anderson Park**

- DT-58 Encourage the development of a mix of multi-story residential and office buildings that complement the surrounding districts. Allow limited retail space to provide convenient access without diluting the more concentrated retail cores of Old Town and Town Center districts.
- DT-59 Ensure that new development on Redmond Way and Cleveland Street includes street-level building and landscaping design that enhances the long-term pedestrian character of these streets and complements Old Town.

## **River Bend**

- DT-60 Reinforce the role of this area as an entrance to Downtown by enhancing its appearance with streetscape improvements along with redevelopment. Use design standards to encourage the creation of mixed-use residential/office villages and

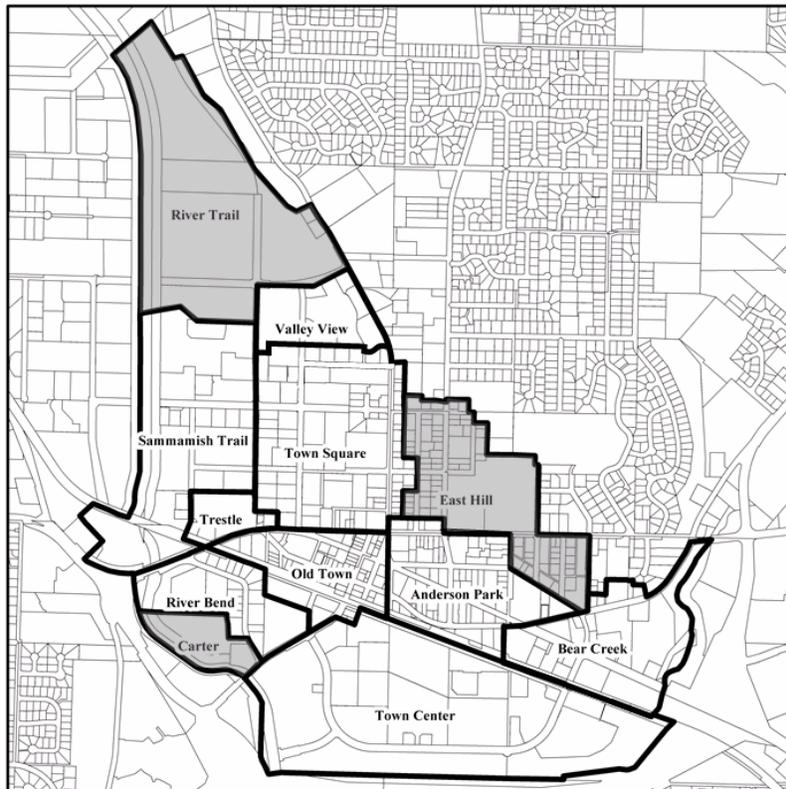
buildings, and direct public and private investments to link the district to the Downtown core and the Sammamish River.

- DT-61 Continue to preserve the “green” gateway on Leary Way, at the south end of Downtown, by means of land dedication, acquisition, or the use of transfer of development rights, design standards, and forest management.

## Residential Districts

Downtown includes three residential districts at the periphery of the neighborhood that are intended to retain a quieter “residential” character than the other nearby mixed-use areas. These districts will provide a variety of housing types that are not primarily mixed-use, in developments that include more typical residential features such as front yards, landscaping, and ground related patios and porches. These areas are all located within walking distance to the various retail and service areas in the Downtown.

**Figure DT-6 - Residential Areas**



## Rivertrail, Carter, and East Hill Districts

- DT-62 Promote the development of residential districts with buildings whose design, density, height and bulk reinforce a high-quality character by:
- Encouraging a variety of well-designed housing styles and densities;
  - Applying development standards and guidelines to promote aesthetically pleasing, private, safe, and comfortable housing through design and open space; and
  - Ensuring appropriate landscape design and installation in multi-family yards to enhance and maintain comfortable and appealing residential neighborhood environments.
- DT-63 Provide desirable long-term living environments for a variety of age and economic groups by offering incentives to develop affordable housing and senior housing.
- DT-64 Allow general service uses as part of the ground floor of residential developments when the non-residential uses is:
- Complementary and compatible with the nearby residences and does not detract from the relative calm and quiet of the districts;
  - Designed to minimize potentially adverse impacts of increased traffic and parking in the area; and
  - Designed in a manner that is consistent with residential buildings and the streetscape in the area.

### East Hill District

The East Hill district is primarily comprised of Downtown's original single-family neighborhood, with original street patterns, lot sizes, and houses dating back to the early 1900s. This area is envisioned to redevelop over time, with many of the original home sites being redeveloped with multi-story townhomes, condominiums, and apartments in developments that honor and reflect the character of the existing houses.

Within the East Hill district lies the Perrigo's Plat sub-area, which is bounded by NE 85<sup>th</sup> Street, NE 80<sup>th</sup> Street, 164<sup>th</sup> Avenue NE, and 166<sup>th</sup> Avenue NE. William Perrigo established this original homestead in the early 1900s. Today, this area remains appealing due to its quaint and inviting character, including the large trees along the street, generous front yards, variety of building styles and features, sense of quiet and peacefulness, and unique bungalows.

The policies in this section are designed to retain the area's special character and to ensure that the single-family residential structures and yards are well maintained until they are redeveloped

with higher density residential uses, or are converted to non-residential uses that are compatible with the residential neighborhood.

DT-65 Provide incentives to retain existing single family structures by allowing general service uses, and limited retail uses in these structures provided such non-residential uses meet all other criteria specified in policy DT-64 above.

DT-66 When considering different types of commercial land uses that may be compatible in the district, ensure that:

- Site designs for non-residential uses in existing single-family structures are compatible with and complementary to the character of the district and the potential noise and vehicle impacts are limited; and
- On-site surface parking for such uses does not adversely impact the ambiance of the district.

DT-67 Provide development standards and guidelines for non-residential uses in existing single-family structures to ensure the look, feel, and character of the residential neighborhood is maintained even with the conversion of the single-family structures to non-residential uses.

DT-68 In the Perrigo's Plat sub-area, provide development standards and guidelines to shape the creation of attractive new buildings and developments that:

- Emphasize features typically found in single-family neighborhoods, including pitched or mansard roofs, front doors, porches or stoops, chimneys, and house-like windows;
- Use visually appealing, high quality, exterior building materials such as brick, stone, masonry and copper;
- Maintain views from the street of open space between buildings by avoiding a continuous building face along the blocks;
- Complement the historic feel and green character of the streetscape of 165<sup>th</sup> Avenue NE, in this area; and
- Contribute to retaining variety and visual interest in the sub-area through techniques such as variation in building features and site design elements.

DT-69

Retain and enhance 165<sup>th</sup> Avenue NE in Perrigo's Plat as a unique and very pleasant place to live, work and visit by promoting features that define and contribute to this character, including:

- A canopy made up of a mix of larger- and smaller-scale trees;
- Generous planting strips, landscaped areas, and lawns to emphasize a green character;
- A narrow two-lane street with curb-side parking; and
- On-street parking to promote pedestrian safety.



Table DT-1

<b>Redmond Downtown Parks</b>				
Park Name	Location	Type	Acreage (acres)	Status
Municipal Campus	City Hall Campus/ NE 85th	Resource Park; -Special Use	11	To be redeveloped with construction of new City Hall
Edge Skate Park	NE 83rd Street/161st Avenue NE	Resource Park; -Special Use	1.4	Developed
Luke McRedmond Landing	Redmond Way/ 159th Avenue NE	Resource Park; -Special Use	2.11	Developed
Town Center Open Space	Along Bear Creek Parkway	Resource Park; -Open Space	44.00	Owned by Town Center, City maintains multi-use trail
Bear Creek Park	Bear Creek/Union Hill Road	Resource Park; -Open Space	11.10	Future paved trail and picnic sites
O'Leary Park	Leary Way/Redmond Way	Resource Park; -Special Use	0.11	Developed
Flagpole Plaza	Redmond Way/Leary Way	Resource Park; -Special Use	0.11	Developed
Anderson Park	168th Avenue NE/Redmond Way	Neighborhood Park	2.80	Developed
Old Redmond Schoolhouse Community Center (ORSCC)	166th Ave. NE/NE 80th Street	Neighborhood Park and Community Center	3.00	Building partially developed, with improved parking. Outdoor recreation not improved.
Old Firehouse Teen Center	16510 NE 79th Street	Resource Park; Special Use	0.87	Developed
Slough House	7447 159th Place NE	Resource Park -Special Use	1.67	Currently King County, to be transferred to City
Rotary Park	Located west of Sammamish River across from Luke McRedmond Landing	Resource Park -Open Space	0.25	Located within King County-owned Sammamish River Trail
River Walk	Both sides of Sammamish River between Redmond Way/Railroad Bridge	City Planning Department project	5.16	River and habitat restoration project. Located within the King County Sammamish River Regional Trail Corridor.
Sammamish River Regional Trail	Paved multi- purpose trail with parallel soft surface	King County owned	9.4 miles with 3.5 miles in City limits	Extends from Marymoor Park to Burke Gilman Trail in Bothell
Burlington Northern Santa Fe Right of Way (BNSF)	Railroad Right of Way from Bear Creek to 90th Street	Undetermined	21.85 acres within 1.8 miles	Proposed: To be acquired; future use to be determined
Heron Rookery and Workshop Tavern site	7541 Leary Way NE	Resource Park -Open Space	5.32	Proposed to be maintained as open space; future use of tavern site to be determined
Shop Site	7735 Leary Way NE	Resource Park -Special Use	3.02	City owns; future use to be determined