

INTRODUCTION

Redmond is a ~~suburban-vibrant~~ city in the Seattle metropolitan area with a 200410 population of ~~46,900~~ 54,144. It has a picturesque natural setting with the Downtown located in the Sammamish Valley surrounded by forested hills and flanked by mountain views. Portions of the City border Lake Sammamish and the lake outlets to the Sammamish River which winds up the valley. It has maintained tangible reminders of the area's history and cultural roots.

It is a major employment center, ranking ~~fourth-fifth~~ in



the central Puget Sound region. It includes a variety of attractive places to live in single-family homes and multi-family apartments and condos in residential neighborhoods and manufactured homes both in private parks and integrated into neighborhoods. ~~Overall, roughly 65 percent of Redmond residents own their homes.~~ In the urban centers of Downtown, Redmond Town Center, the Old Redmond Schoolhouse Community Center, and Overlake, and, increasingly, new residential and civic developments are contributing to the area's vibrancy and interest. Redmond's recreational system includes three recreation centers, a pool, more than 40 miles of trails, and a variety of neighborhood, community and resource parks totaling over 1,300 acres.

~~This is what Redmond is like today and Redmond has thought carefully about what it desires as a future.~~

Shaping and Realizing Our Future

Surveys and workshops have shown that people in the community hold a number of key values in common. The most highly rated values are:

- ❖ The natural setting and environment including the forested areas, clean air and water, wildlife, and parks/open space.
- ❖ Neighborhoods that are quiet and attractive with a variety of housing choices.
- ❖ Commercial areas that provide shopping, jobs, entertainment, and gathering places.
- ❖ A transportation system that includes choices for reaching destinations within Redmond and the region including a system designed to provide safe pathways for alternative such as walking and biking.

Planning ensures that characteristics citizens value today as well as in the future are recognized and reflected in City decisions as the community matures.

During the last update to the Comprehensive Plan in 2004, participants described their values for the community and vision for the future. Since 2004, the City has grown and developed consistent with that vision. The Comprehensive Plan will continue to guide decisions in order to proceed to that vision for the next planning horizon, to 2030.

One important addition with the 2010 Comprehensive Plan is that it employs sustainability as an organizing principle across the Plan elements. Sustainability is simply defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. It includes the interdependent pillars of environmental quality, economic vitality and social equity; although there are natural limits to our consumption of resources there should be no limit toward improving our quality of life. Sustainability allows us to preserve and enhance what we have in order to plan for a livable Redmond community.

Sustainability is an important theme for its global implications. But sustainability also resonates in Redmond on a local level as reflected in community values. In November 2010, over 85 people described what a sustainable Redmond community means and identified top priorities for implementing these concepts throughout City government and elsewhere in the community. The results are summarized by the following “Sustainability Principles”, approved by City Council in January 2011:

In Redmond a sustainable community means:

- Having a shared community identity that is special and unique, based on Redmond’s beautiful natural environment, its vibrant employment areas and diverse community residents;
- Having equitable access to goods, services and employment;

- Having housing choices that are accessible to residents with various incomes, ages and abilities;
- Valuing environmental quality, and supporting choices that minimize impacts to the environment;
- Recognizing the importance of community awareness, education and engagement, and;
- Having a strong local economy.

The Comprehensive Plan anticipates the next 20 years with the directive of guiding the City's actions through the lens of the sustainability principles. All aspects of the Plan incorporate these principles, and all policies are considered with regard to their consistency with these principles. As a result, the Comprehensive Plan provides the framework to ensure that characteristics community members value today as well as in the future are recognized and reflected in City decisions as the community continues to grow and evolve. By intentionally weaving sustainability into the fabric of the Comprehensive Plan we acknowledge the many aspects of the community that are touched by this bedrock principle; we challenge ourselves to think holistically in our planning, decision-making and actions.

Planning Framework

In 1990, Washington's Legislature passed the Growth Management Act (GMA) establishing planning goals and a system of planning for cities and counties that have experienced rapid growth. As a part of the GMA, King County adopted and the cities endorsed Countywide Planning Policies (CPPs) which provide a consistent framework to guide each city's plan. The CPPs address issues that transcend city boundaries,



such as setting Urban Growth Areas, accommodating housing and job demand, and addressing capital facilities that are regional in nature, as well as providing a framework to promote consistency between a multitude of city plans. Also as part of the GMA, the Puget Sound Regional Council adopted Multicounty Planning Policies (MPPs) which are adopted as part of VISION 2040. The MPPs serve as the regional guidelines and principles used for the Regional Council's certification of policies and plans. Cities and counties are required to periodically update their plans to comply with updates in regional and state requirements, as well as changes in local conditions.

What is a Comprehensive Plan?

The Comprehensive Plan is a broad statement of the community's vision for the future and contains policies primarily to guide the physical development of the City as well as certain aspects of its social and economic character. The Plan directs regulations, implementation actions, and services that support the vision. The Plan reflects the long-term values and aspirations of the community as a whole and shows how various aspects, such as land use, housing, transportation, capital facilities, and services work together to achieve the desired vision.

While a Comprehensive Plan is meant to provide a strong and constant vision for the future, it is also a living document that must be able to accommodate change such as a new technology, an unforeseen impact, or an innovative method of achieving a component of the vision. It is therefore regularly updated to account for changing issues or opportunities facing Redmond while still maintaining the core values of the community.

Who Plans and How?

City of Redmond residents, business owners, employees of businesses located in Redmond, owners of property in Redmond, or just about anyone who is affected by the Plan is invited to help develop and update the Comprehensive Plan. Generally, planning begins with identification of the issues and of the stakeholders. Planning may be to refine the overall vision of the City, for subareas, for neighborhoods, or related to particular subjects such as transportation. Participants may vary depending upon the scope of the particular issue.

Public participation ([provide new picture](#))

The City Council established a Planning Commission as a means of reviewing ~~staff and citizen policy recommendations proposed changes to the Comprehensive Plan~~ and related data in light of the community vision. It is their job to hold public hearings, discuss updates, and ~~propose changes to the Comprehensive Plan in the form of final~~ [make](#) recommendations to the Council.

Over the years, the City has used a number of methods to encourage community participation in planning. These methods have included community meetings for Citywide visioning, neighborhood meetings for smaller planning areas, and stakeholder meetings for topical interests. ~~Another method used to address topical issues were the community forums, small meetings hosted in houses throughout the neighborhoods.~~ Community forums, open houses, design charettes and even small meetings hosted in homes throughout the neighborhoods have been held to present ideas and to discover

new ones. Surveys and questionnaires are used periodically to reach those who may not be able to make meetings. Established boards or commissions meet regularly and address planning on an ongoing basis. Advisory councils or groups may be used to work through a process with a limited scope or time frame. ~~More recently,~~ Redmond's website ~~and other media communications technologies have has~~ provided a way to advertise meetings and also to seek ideas on planning questions. Ultimately, all major planning decisions fall to the City Council who is responsible for establishing regulations, programs, and planning policies, and also for adopting the City budget.

**Planning for Redmond from Small Town to City
Major Highlights**

1940s	Land use planning established. Redmond has been incorporated since 1912 but remains a small town.
1940	First zoning ordinance.
1948	Planning Commission established.
1950s	Growth is slow. Jonathan Hartman, serving as volunteer City staff, dedicates a great deal of his time helping to guide much of Redmond's growth for a period of 15 years.
1960s	Early beginnings of formal planning. Redmond population increases sevenfold. Several major annexations take place. Planning efforts are largely directed at protecting neighborhood character.
1963	September 1963, the first Comprehensive Zoning Plan is adopted.
1964	Mayor Graep sets up the first planning department. Jonathan Hartman serves as Redmond's first paid director.
1970s	Redmond citizens decide comprehensive planning is needed to prepare for continuing growth. More annexations add areas in Overlake.
1970	The Planning Commission prepares a Master Plan.
1979	The Community Development Guide is adopted, combining the Comprehensive Plan and the Zoning Code.
1980s	Many new high-tech industries start up in Redmond. The City begins to see a growing day-time/employee population as well as continued growth in the number of residents. Downtown Plan created that envisions a livable downtown that provides employment, shopping, attractive and safe places to live, recreation, and civic activities.

EXHIBIT 1

1981	Shoreline Master Program adopted. Design Review Board established.
1983	Adoption of the Uniform Building Code.
1986	First neighborhood plan undertaken.
1987	First major facility plan incorporated into Community Development Guide.
1990s	New mandates from the State, such as the Growth Management Act (GMA), add elements to Plan. Redmond's population doubles and several million square feet of commercial are added. Areas to the north of the City are annexed.
1992	Sensitive areas ordinance adopted to implement long-standing City policies.
1993	New Downtown Plan adopted.
1995	Adoption of updated Comprehensive Plan that meets the State Growth Management Act guidelines, including concurrency requirements. Downtown is designated an Urban Center.
1998	Adoption of design guidelines to meet new legal requirements.
2000s	Residential and commercial growth still continuing. City officials, staff and citizens evaluate the success of the Comprehensive Plan in guiding the proposed growth.
2000/2002	Historic preservation policies and regulations adopted to preserve portions of Redmond's heritage and unique character.
2004/2005	First major update to the GMA Comprehensive Plan adopted. Plan includes greater emphasis on community character, variety in housing, housing to better address workforce needs, transportation choices and connections, and annual monitoring as well as greater commitment to neighborhood planning.
<u>2006</u>	<u>State of Washington Smart Communities Award for Comprehensive Plan</u>
<u>2007</u>	<u>Overlake is designated an Urban Center</u>
<u>2008</u>	<u>Shoreline Master Program (SMP) Update</u>
<u>2010s</u>	<u>The Urban Center areas of Downtown and Overlake are developing according to the vision identified in the 2004 Comprehensive Plan. Planning for the Redmond Central Connector and Downtown Central Park, along with recent growth in residential development will transform Downtown. Plans for a regional stormwater facility and the redevelopment of the former Group Health Hospital site are underway in Overlake.</u>

	Additional neighborhood plans have been updated.
2010/2011	Periodic update to the Comprehensive Plan. Updated to reflect Redmond's sustainability principles, comply with state and regional requirements that have changed since 2004, extend the planning horizon to 2030, and implement City direction and recommendations from recent studies.
2011	The Community Development Guide is rewritten and adopted as the Zoning Code, transferring portions to the Redmond Municipal Code and restoring the Comprehensive Plan as a separate document.

What Is in This Plan?

This Plan is designed to be a readable but functional document to guide Redmond's future direction. It is the City's policy document.

Each element contains policies, text, charts, tables, and, in many cases, maps. The policies are the guiding principles; however, they are often preceded by explanatory text, which describes the context of the policy or reasoning behind the policy. The policies may be supplemented with charts or tables. Policies are numbered and highlighted in bold print. Notation in the elements preceding the policy helps to identify the subject under discussion. All policies beginning with FW are framework policies and guide underlying policies. Each element has a designation such as HO for housing or UT for utilities. Maps may serve either as being informative like the text or may be a supplement to the policy such as when it illustrates a service area or facility.

The Plan is organized with the following sections or elements.

Element or Section	Policy Abbreviation	Primary Function
Introduction		Provides overview of the purpose of the document and an explanation of how it was developed.
Goals, Vision, and Framework Policies	FW	Sets the overarching goals for the City of Redmond and describes the future vision of what the City will look like and how it will function. These policies guide all others.
Community Character and Historic Preservation	CC	Defines how Redmond views its character.

EXHIBIT 1

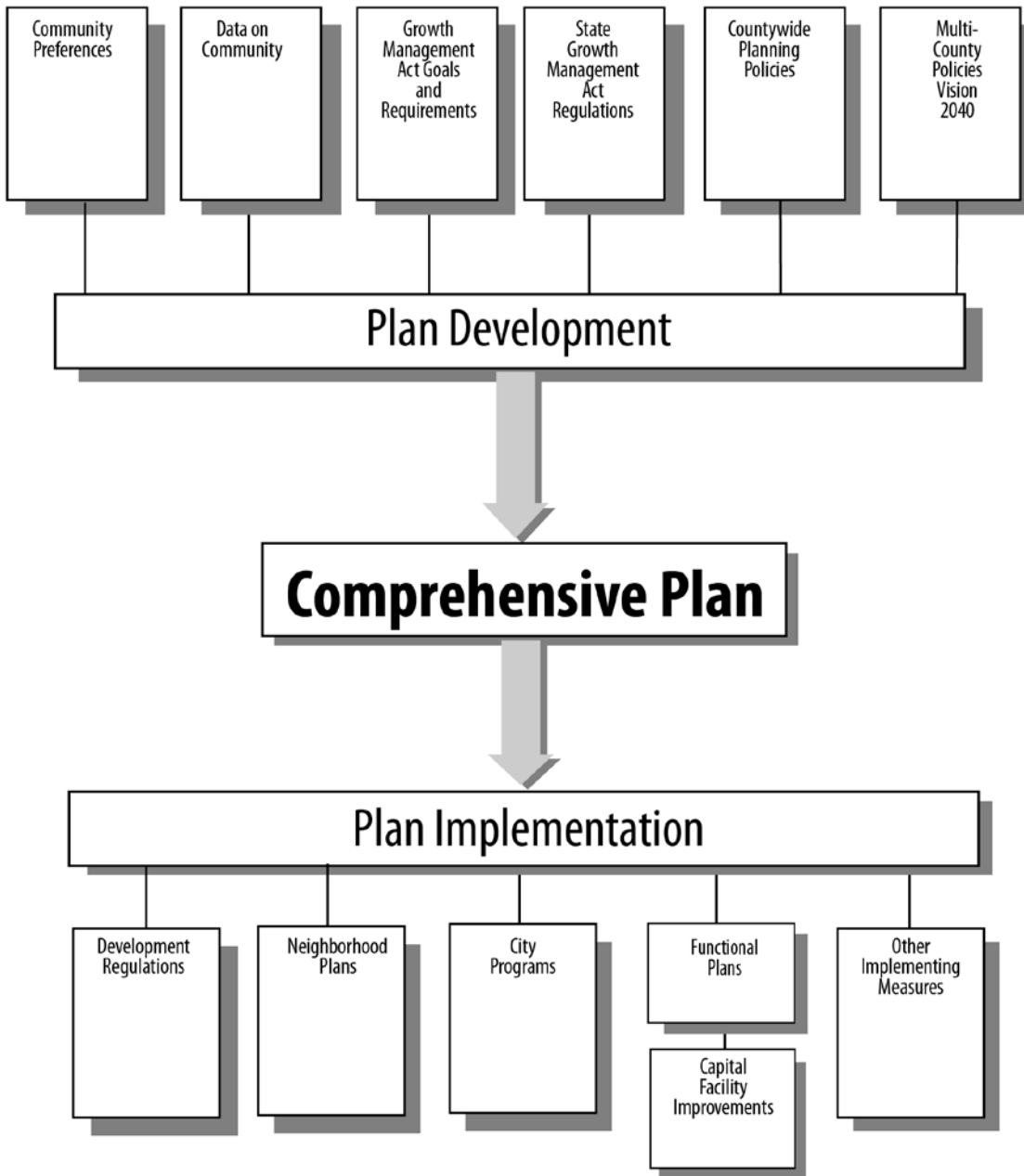
Natural Environment	NE (SMP)	Addresses stewardship of the natural setting. The Shoreline Master Program (SMP) contains the Natural Environment Element policies.
Land Use	LU	Guides physical placement of land uses.
Housing	HO	Addresses needs and strategies for providing a variety of types of housing.
Economic Vitality	EV	Directs the City's roles and responsibilities in enhancing economic vitality.
Human Services	HS	Defines the City's role in planning and funding human services delivery.
Transportation	TR	Addresses the movement of people and goods.
Parks, Arts, Recreation, Culture & Conservation	PR	Addresses parks, conservation of land through parks, recreational and cultural facilities, the arts, design of facilities, and program objectives.
Utilities	UT	Addresses utility infrastructure needs and design.
Capital Facilities	CF	Describes how the City plans for and finances capital infrastructure.
Urban Centers	UC	Provides more specific policies for the City's two urban center neighborhoods: Downtown and Overlake.
Neighborhoods	NP	Provides more specific policies for other neighborhoods of the City.
Annexation and Regional Planning	A	Guides annexation and City interaction within the regional context.
Participation, Implementation, and Evaluation	PI	Encourages and guides participation in the planning effort. Ensures implementation occurs and provides an evaluation system to see how the Plan is working.
Shoreline Master Program (Policies contained in NE Element)	S SMP	Addresses program affecting certain shorelines designated by the State.
Transportation, PARCC , Sewer, Water, and Stormwater Plans		These functional plans G guides design, operation, and placement of these capital facilities in detail. Adopted by reference.

How is the Plan Implemented?

A number of tools are used to implement the Comprehensive Plan. The Zoning Code contains a set of regulations to direct land use and design as new development or redevelopment occurs. Growth is also directed in keeping with the City's land use and community character goals through careful planning for the location and sizing of capital facilities. Programs related to the arts, recreation, or human services support policies related to cultural, recreational, or social needs. Capital facilities enhancements such as decorative street lighting carry out policies on community character. Neighborhood programs such as the neighborhood enhancement grants or block watch help implement policies on neighborhood character or safety.

The implementation measures are numerous. Part of the Plan is to ensure that there is monitoring in place to keep track of progress. This is fully discussed in the Participation, Implementation, and Evaluation Element. Implementation of Comprehensive Plan policies is monitored through the Community Indicators annual report, as well as overall through performance measures identified through the City's budget process.

Development and Implementation of a Comprehensive Plan



Profile of Redmond

Redmond incorporated on December 31, 1912, and remained a small town for many years. With rapid growth that began in the 1970s, the City's population as of 2010 ranked it as the nineteenth largest city in the State.

Redmond in Profile – ~~2004~~ 2010

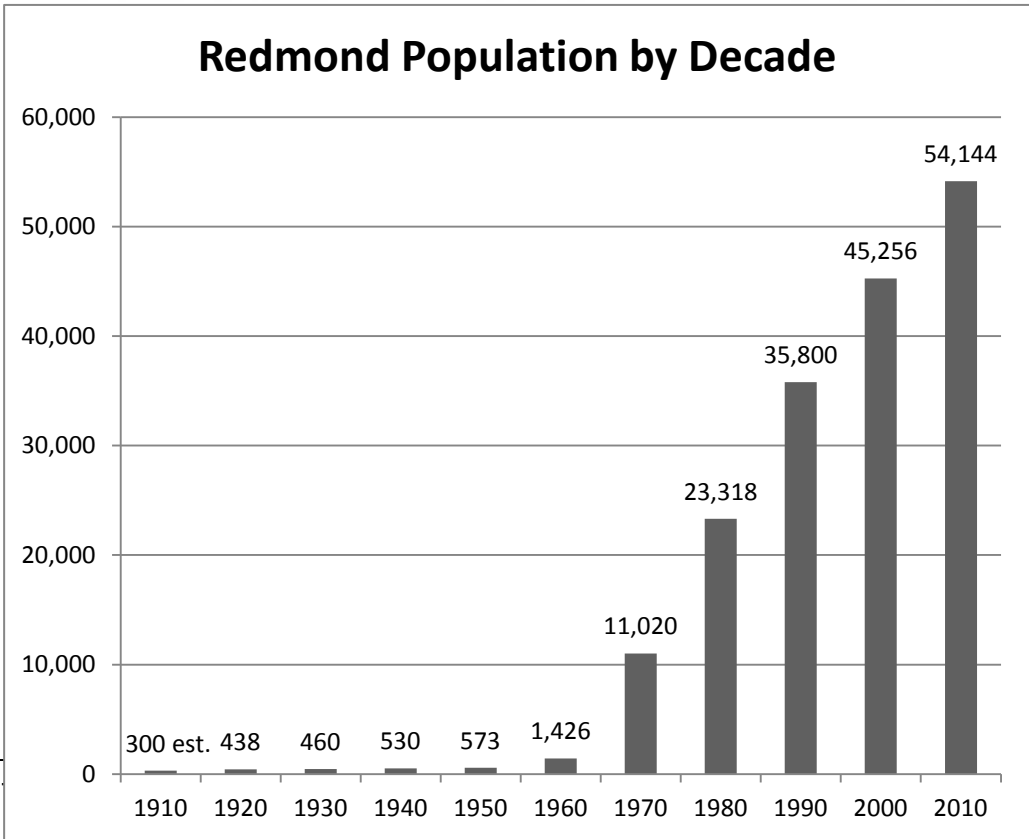
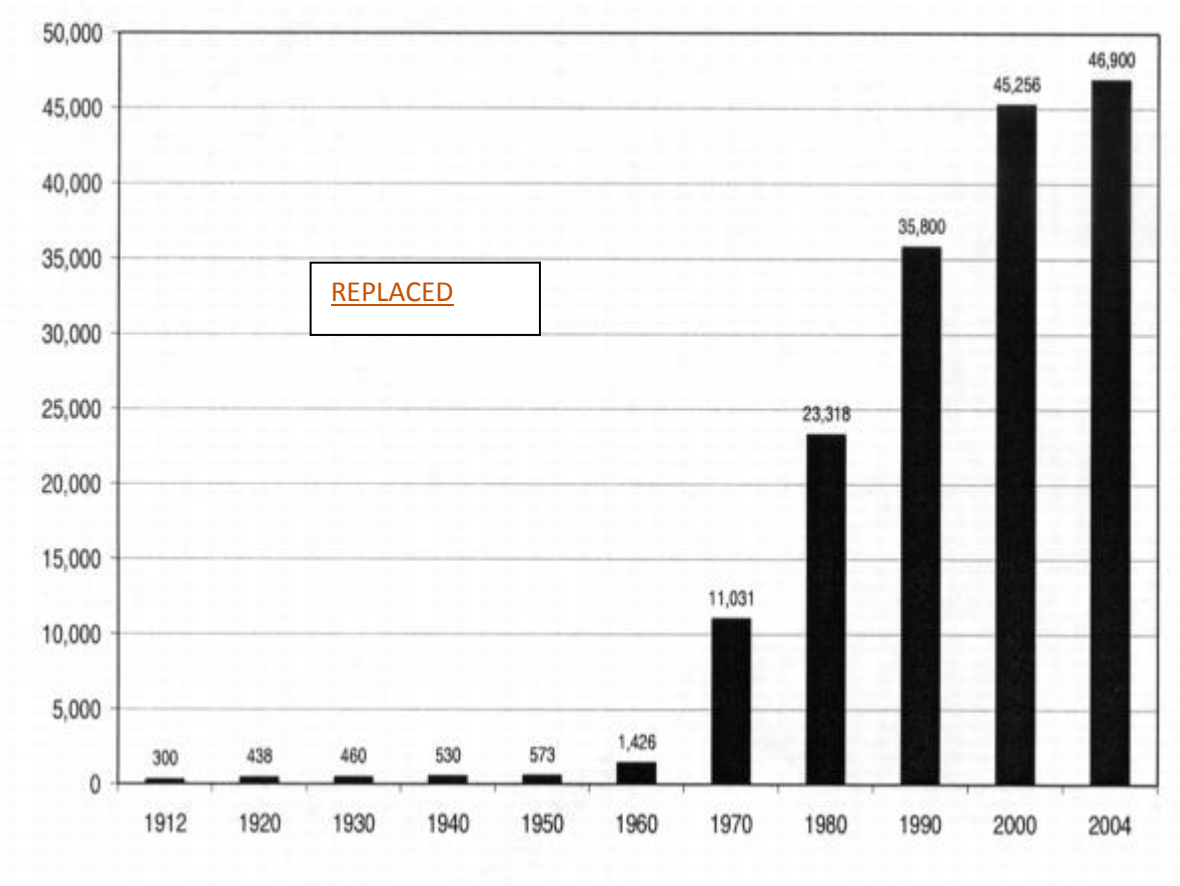
Population:	46,900 54,144
Area in Square Miles:	16.85 17.14
Miles of Paved Road:	128 184.9
Acres of Park Land:	1,300* 1,345*
Miles of Trails:	25 40.41**
Number of Schools:	9
Rank in Employment: (central Puget Sound region)	4th 5th 77,000 jobs
Top 10 Major Employers:	Microsoft Corporation Safeco Insurance Company AT&T Wireless-Mobility Genie Industries Lake Washington School District Volt Technical Resources Group Health Eastside Hospital Nintendo Eddie Bauer, Inc. Honeywell International Eurest Dining Services @ Microsoft United Parcel Service Physio-Control

* Includes 895 acres in Watershed and Farrel-McWhirter Parks which lie outside the contiguous City limit.

**Includes local and regional trails

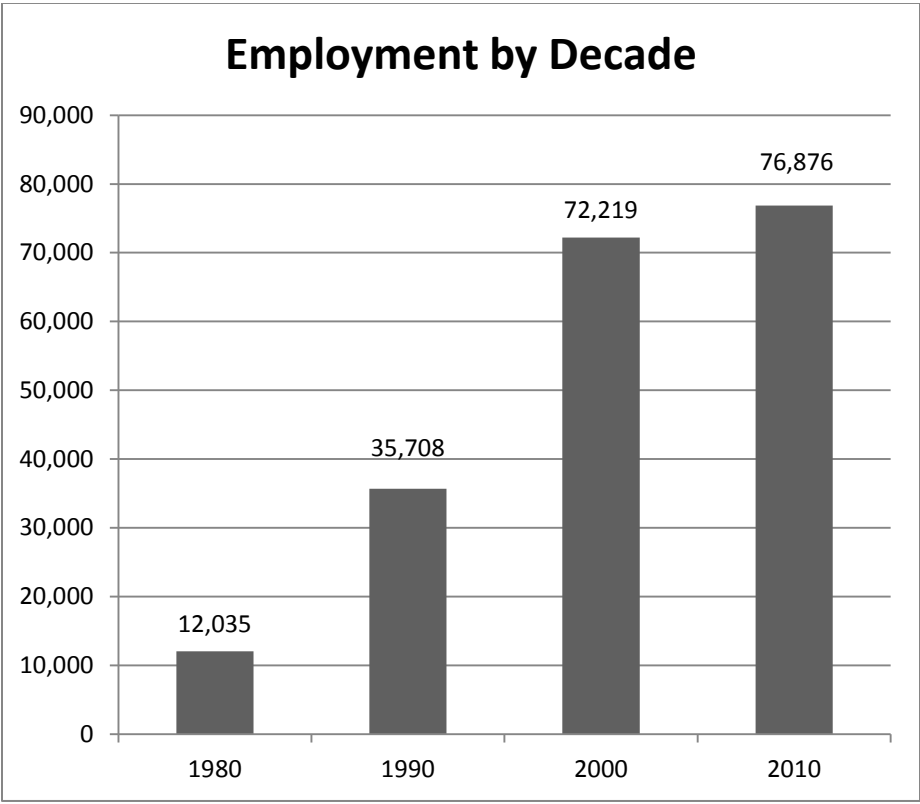
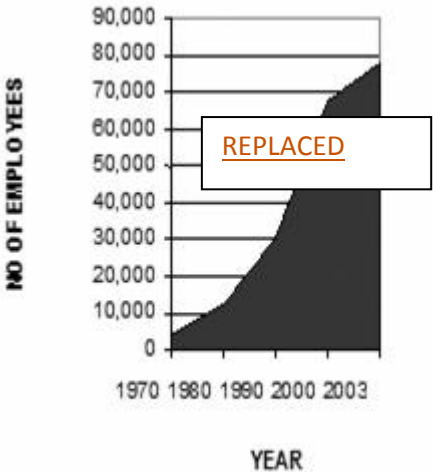
As Redmond grew, the community experienced changes in demographics which it will likely continue to see in the future. The City has evolved both in size and composition.

POPULATION BY DECADE



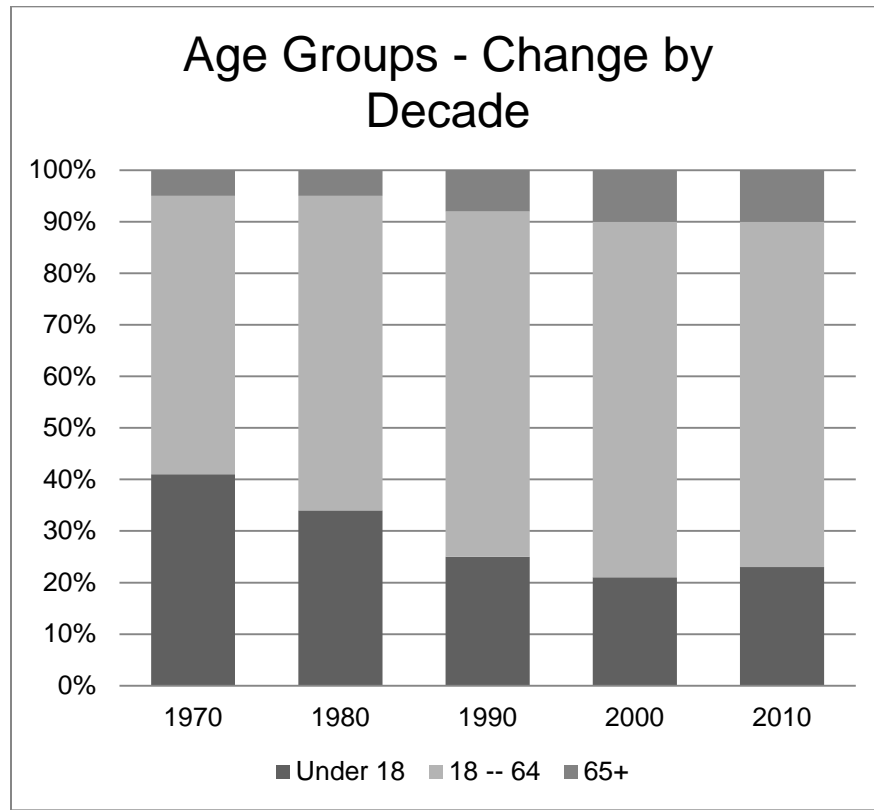
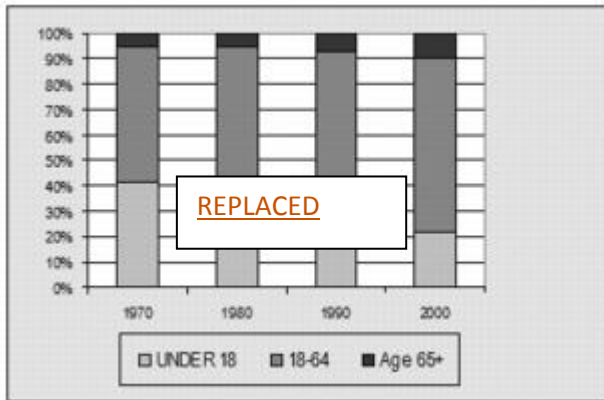
2010

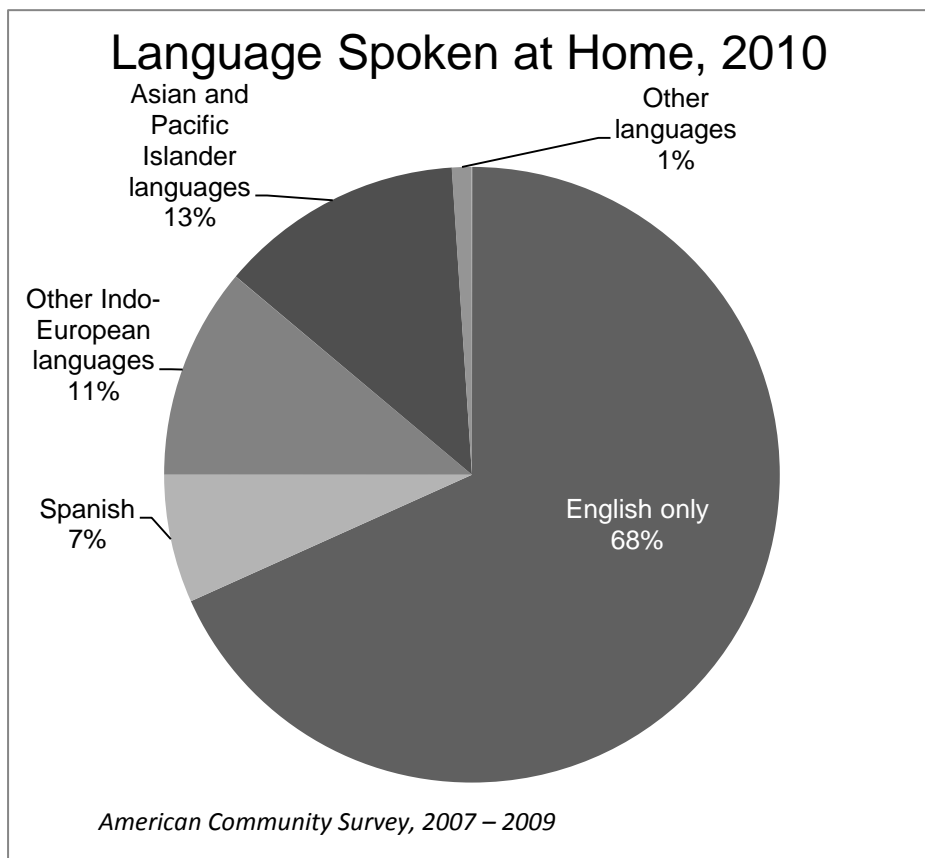
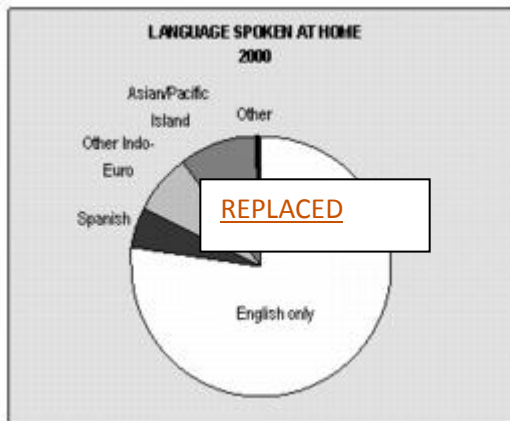
EMPLOYMENT BY DECADE



Redmond's population and household type are changing as reflected in average age, number of persons per household and greater ethnic diversity.

GROUPS — CHANGE BY DECADE

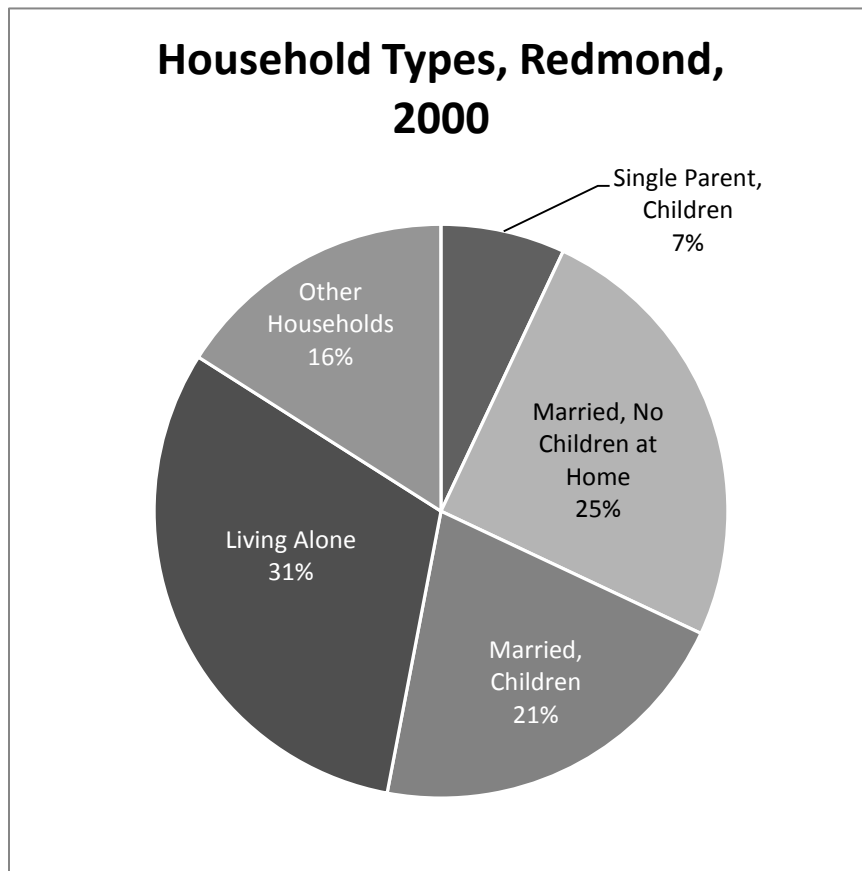


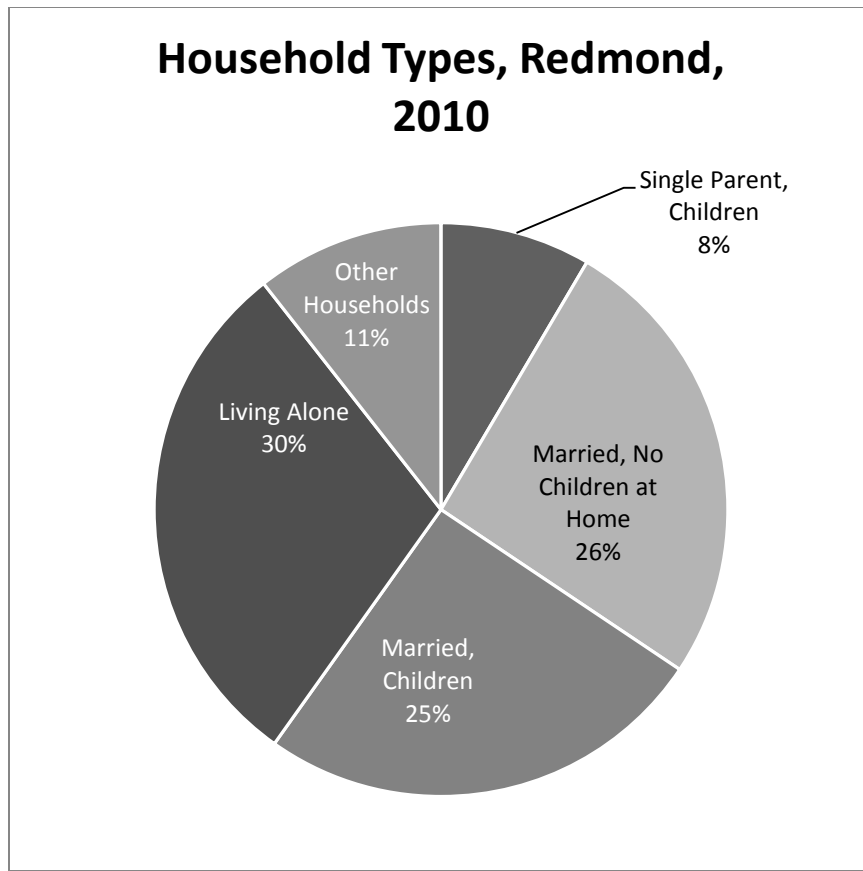


HOUSEHOLD PROFILE – CHANGE BY DECADE

	1970	1980	1990	2000	2010
Households	3,239	8,124	14,153	19,102	23,160
Persons per household	3.35	2.83	2.5	2.33	2.29
Married-couple family	82.06%	65.90%	53.40%	48.90%	xxx
Non-family household (live alone or married with no children)	-	-	34.94%	40.60%	xxx
Live alone	-	-	25.13%	30.35%	xxx

	1970	1980	1990	2000	2010
Households	3,239	8,124	14,153	19,102	22,550
Persons per household	3.35	2.83	2.5	2.33	2.3

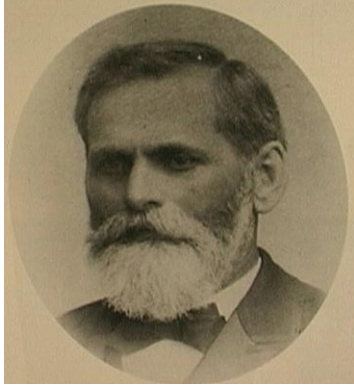




City History

Redmond's Early Days

Redmond's rich bottomlands, created by ancient glaciers, provided a home to prehistoric cultures. Their descendants built longhouses and had many seasonal encampments along the Sammamish River and Bear Creek. Introductions of diseases from early hunters, trappers, and explorers reduced native populations by the time early settlers began to arrive in the 1870s to homestead. The 1880 Census showed 50 people, 13 of which were Native American. Two noted families that settled large areas of Redmond were the McRedmonds and the Perrigos.



Warren Perrigo

Due to the abundance of dog salmon (chum salmon) the settlement was first named Salmonberg then for a short time Melrose. The name then changed to Redmond when Luke McRedmond petitioned to change the post office name from Melrose. Between the post office name and his donation of land to site the Redmond depot for the newly arriving Seattle Lake Shore and Eastern rail line the name Redmond stayed with the town.

The earliest industry was logging aided by the rail line. Loggers felled some trees with enormous girths of up to 10 feet or more. A host of sawmills producing both board lumber and shingles were built in and around the current City. Redmond's downtown supported this industry with hotels, saloons, and trading posts. The desire to license saloons along with the desire for a proper water source led to incorporation in 1912.



Historical logging

In order to meet the requirements of the Homestead Act, much of the land was settled and farmed long enough to acquire ownership. As the timber industry began to fade in the 1920s agriculture became the mainstay of the community and remained so for many decades.



Nike Park

Small increments of growth took place due to development of the Lake Washington shipyards in the 1940s and then the installation of the military Nike bases in the 1950s; however, the town grew more in land size than in population. It still retained much of its agricultural roots with a feed mill located downtown. By the end of the 1950s, Redmond had a total of 3.73 square miles and yet by 1960 the population was only 1,453 persons. More annexations took place in the next decade adding the remainder of Education Hill, most of Overlake, and large sections of Willows/Sammamish Valley and Grass Lawn.

Redmond's Growth Period

By the end of the 1970s, Redmond's land area increased to 13.16 square miles. The real change in growth came when the Evergreen Point floating bridge opened in August 1963. SR 520 was then extended to 148th Avenue NE opening up the area to suburban residential development. In the late 1970s, an additional section of SR 520 that bridged the Sammamish River and extended to the intersection of Redmond Way was completed. These improvements had a significant effect on the size of the town as it grew in 1970 to 11,031 and doubled that in 1980. Beginning in the 1970s and into the 1980s Redmond began to see a strong growth in high-tech industries with such companies as Physiocontrol (electronic medical devices), Data IO, Integrated Circuits (computers), Nintendo, and then Microsoft which moved its headquarters to Redmond in 1986. In this period there were also other industries that affected growth such as H & N International (chicken hatchery), Genie (mechanical lifts), and several water ski manufacturers as well as a major facility built by an established company, Safeco Insurance. Also in the early 1980s, the missing link of SR 520 between 148th Avenue and the bridge over the Sammamish River was completed. By 1990, Redmond had a population of 35,800, was recognized as the headquarters for Microsoft, but had still managed to keep some of its small-town charm.



Nintendo of America

Current Highlights

Redmond kept a remnant of its agricultural industry through the 1990s until the feed mill and the Keller Dairy finally ceased operations. Redmond is now a major [suburb-city](#) in the Seattle region with a ~~2004~~ 2010 population of ~~46,900~~ [54,144](#). During the day the City increases to a population of ~~96,000~~ [98,000](#) due to the combination of residents at home and employees. It has retained many of the high-tech industries as well as other diverse businesses including seafood processing, ~~to~~ package delivery, [and medical services](#).

~~The~~ Downtown is [gradually](#) becoming more active and walkable with the inclusion of more residences, as well as shopping, entertainment, and cultural attractions. Redmond Town Center, a major location for shopping, employment, tourist activity, and public gatherings, anchors one portion of the Downtown [and is connected by the Sammamish River Trail to the municipal campus. The Redmond Central Connector and Redmond Central Park will provide significant public spaces that will enable further development of the Downtown into a pedestrian-friendly, vibrant urban center.](#) ~~However,~~ In spite of many changes Downtown, the City has retained its historic core and is working hard to protect its heritage.

[Overlake is poised for significant growth encouraged by City planning and investment for a variety of public facilities and light rail service starting in 2023. Already, Overlake is home to a variety of advanced technology corporations both large and small. Overlake Village, in the southern part of Overlake, is a local and regional retail destination. Over time, thousands of new residents are anticipated to move to Overlake Village as the area transforms to include mid-rise apartments and condominiums, urban parks and plazas, and a transportation network that supports mobility using transit, cars, as well as by bicycle and by foot.](#)

~~However, in spite of many changes downtown, the City has retained its historic core and~~



~~is working hard to protect its heritage.~~

Police, fire, parks, transportation, and utilities continue to provide quality service. Residential neighborhoods remain quiet, safe places to live. The Sammamish Valley remains an open vista of green flanked by hillsides that have retained much of the woodland character.

Future

~~With growth and change come challenges. Planning for a sustainable future that anticipates growth and change presents challenges.~~ The community has ~~stated it would provided input into how Redmond can accomplish this, as articulated by six Sustainability principles.~~ Individuals stated they would like to see protection of the natural environment, protection of Redmond's heritage and character, a greater number of transportation choices, a wide range of places for socializing and recreation, a healthy economy, and a more diverse set of housing choices.

The Comprehensive Plan sets out the policies to reflect these community values and guide decisions about growth and change. It begins by laying out the main principles in the Goals, Vision, and Framework Policies Element and follows with other elements that support that vision. It is a statement of Redmond's goals for the future and how these goals will be achieved in a sustainable manner.

Ord. 2492; Ord. 2256

VISION 2040 STATEMENT

Redmond's Comprehensive Plan provides a vision for how the City will grow and develop over the next 20 years. That future may seem distant, but the decisions we make today affect our quality of life tomorrow. The Comprehensive Plan guides decision-making to ensure steady progress toward our desired future vision.

Sustainability is the lens through which we will consider actions for our community today and in the future. From our overarching vision statement and throughout each element of the plan, we have challenged ourselves to consider actions with this value in mind – that to be a sustainable community, we will strive to meet the needs of the present without compromising the ability of future generations to meet their own needs. A strong economy, healthy natural environment and equitable access to services are vital pillars to support a sustainable community now and for generations to come. Redmond's Comprehensive Plan reflects the City's adopted sustainability principles and includes goals and policies that speak to how the City will strive to achieve a balance among the three pillars through the protection and conservation of ecosystems, support for a strong and diverse economy, and provision of services for those who live, work, visit and recreate here.

We have updated Redmond's Comprehensive Plan to align with changes in regional policies and state planning requirements since 2004. The plan maintains our established vision which is to realize Redmond's future as a city with vibrant regional growth centers in the Downtown and Overlake, to enhance the livability of and connections between our neighborhoods, and to deliver high quality services in partnership with the community. The plan is based on updated information, including population and employment targets that are consistent with VISION 2040 and analysis in the 2011 East King County Housing Needs Assessment. Redmond's housing policies and regulations provide the framework for the creation of affordable housing and updated housing policies strengthen this commitment. Further, as a member of A Regional Coalition for Housing (ARCH), we work cooperatively with other neighboring cities and King County to address affordable housing needs.

VISION 2040 policies are addressed throughout all Comprehensive Plan elements. The Urban Centers element includes specific plans for Downtown and Overlake that provide for concentrated residential, employment and transportation activity and support sustainable growth over the 20 year planning horizon and beyond. Our Natural Environment element includes policies regarding climate change, as well as conservation of Redmond's unique natural setting and protection of air and water quality and fish and wildlife habitat. The policies encourage low impact development

techniques and the use of related building certification programs whenever feasible. Our Transportation element calls for a transportation system that embodies the City's sustainability principles: a system that includes a variety of convenient travel modes, provides complete streets, enhances the character of the community, encourages physical activity and helps to reduce greenhouse gas emissions. The Transportation element also calls for the development and full funding of regional infrastructure projects and programs such as East Link Light Rail and improvements to SR 520. Our Housing element addresses the needs of an increasingly diverse community. New housing policies also focus on serving seniors, as well as low and very low income households. Our Economic Vitality element emphasizes partnerships among business, education and government leaders and organizations. The element further encourages the continued economic health of Redmond by emphasizing opportunities for existing businesses as well as new innovative companies and by encouraging a variety of jobs in different sectors and at varying income levels.

Several Comprehensive Plan elements speak to the rich community and social assets contained within Redmond. The Human Services element contains policies that guide the City's work in partnership with other jurisdictions, organizations and businesses to support individuals and families in need through coordination with non-profit and faith-based service providers as well as through local and regional social service planning and funding. Goals for protecting and enhancing our local identity are found in the Community Character and Historic Preservation element. The Participation, Implementation and Evaluation element describes our process for encouraging public participation in development and implementation of the Comprehensive Plan as well as how the City monitors and evaluates the effectiveness of its plans and programs.

The Redmond Community Indicators Report is one means through which the City measures the performance of various actions and programs and provides feedback on our progress in accomplishing the community's vision. The City's budgeting by priorities process provides another way to measure the performance of programs and policies that have been identified in the Comprehensive Plan.

Redmond's Comprehensive Plan encourages a number of implementation actions that support those identified in VISION 2040, including methods for monitoring greenhouse gas emissions, with the goal to achieve reductions of emissions citywide. The plan's vision supports the development of strong regional growth centers, with additional policy emphasis on the provision of adequate infrastructure to serve these centers. Throughout the Comprehensive Plan and particularly within the Land Use, Transportation and PARCC elements, policies speak to providing opportunities for optimizing physical health through the conscientious planning of land use, transportation and recreation facilities. We coordinate with neighboring jurisdictions, agencies, a variety of other organizations and stakeholders to plan for Redmond's future and to implement the Comprehensive Plan.

GOALS, VISION AND FRAMEWORK POLICIES

Introduction

[As a community, Redmond has identified the importance of goals, policies and actions that speak to how the City can work in partnership with the community toward achieving a sustainable future.](#)

Redmond's Comprehensive Plan is a reflection of [this and other](#) ~~the~~ long-term values and preferences held by people in the community for how Redmond should look and feel over the next 20 years [and beyond](#).

This element expresses those values and preferences through:

- A. Goals that summarize the intent of the Comprehensive Plan,
- B. A vision that describes what our community would be like in 2030~~22~~ if the goals were achieved, and
- C. Framework policies that the City will follow to achieve the goals and vision.

The goals and framework policies express the core concepts on which the Comprehensive Plan is based and together set the direction for how various elements of the Plan address the trends, opportunities, and mandates facing the City.

The goals and framework policies are not listed in priority order, and need to be viewed as a whole that is balanced over time, [just as the three pillars of sustainability, including environmental quality, economic vitality and social equity must be balanced to achieve a sustainable future.](#) One goal or value shall not be pursued to the exclusion of the others.

A. Goals for Redmond

- ◆ To conserve agricultural lands and rural areas, and to protect and enhance the quality of the natural environment, [to sustain Redmond's natural resources as the City continues to accommodate growth and development.](#)
- ◆ To retain and enhance Redmond's distinctive character and high quality of life, including an abundance of parks, open space, good schools and recreational facilities.



EXHIBIT 2

- ◆ To emphasize choices [and equitable access](#) in housing, transportation, stores and services.



- ◆ To support vibrant concentrations of retail, office, service, residential, and recreational activity in Downtown and Overlake.
- ◆ To maintain a strong and diverse economy, and to provide a business climate that retains and attracts locally owned companies as well as internationally recognized corporations.



- ◆ To [provide opportunities to live a healthy lifestyle, enjoy](#) ~~promote~~ a variety of community gathering places and [celebrate](#) diverse cultural opportunities.
- ◆ To provide convenient, safe and environmentally friendly transportation connections within Redmond, and between Redmond and other communities for people and goods.



- ◆ To ~~remain cultivate~~ a [well-connected](#) community ~~of good neighbors,~~ working together and with others in the region to implement a common vision for Redmond's [sustainable](#) future.

B. Our Future Vision for Redmond in 2030

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 2030 if the Comprehensive Plan were implemented.

Community Vision Statement

In 2030, 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 acted to maintain a balance among the three pillars of sustainability while gracefully accommodated growth and change: as a result, while ensuring that Redmond's high quality of life, cherished natural features, distinct places, and character are not overwhelmed enhanced. The community's evolution has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond's urban centers. The result is it's a place where people are friendly, often meet others they know and feel comfortable and connected. It is a place where diversity and innovation are embraced, and action is taken to achieve community objectives. It's a place that is home to people from a variety of ethnic backgrounds, which contribute to the richness of the City's culture.



Redmond Library art garden

Achieving a balance between accommodating growth and preserving Redmond's unique features and livability was challenging, 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.

In 2030, Redmond's two urban centers – Downtown and Overlake – are thriving centers of residential and commercial activity. 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-comfortable, connected feel that appeals to residents, business and visitors alike. Many more people live Downtown, and housing choices include a significant share of moderately priced residences wide range of pricing options. Strategic public and private investments have created a true multi-dimensional urban center with several new and expanded public amenities, including a-the City Hall campus, and Downtown Central Park and the Redmond Central Connector that is-a-are gathering places for the community; an arts and community cultural center, a technology museum, a

EXHIBIT 2

pedestrian connection to Marymoor Park, a vibrant 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 identities, design and appeal, yet it is easy to walk, bicycle, use transit or drive between them as well as to the rest of Redmond and the region. Many visitors park in one of the conveniently located garages and walk or take transit to get to their destinations or park in one of the conveniently located garages. 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 convenient and effective 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, 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 fill the street during the day and evening. The Redmond Central Connector, (the former railroad right-of-way), has been transformed to an urban green space that people of all ages enjoy, with convenient access to light rail as well as places to stroll, gather and talk

EXHIBIT 2

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, [Downtown Central Park](#), [the Redmond Central Connector](#), 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 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 [Village](#) 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-variety](#) of housing [choices](#), small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, ~~and~~ trails [and transit services](#). In many ways Overlake has demonstrated that high technology uses can thrive in a [balanced-sustainable](#) urban setting that offers opportunities to live, work, shop, and recreate to an



increasingly diverse workforce.

EXHIBIT 2

~~Residential Redmond neighborhoods are~~ **is treasured for its ~~their~~ attractiveness character, natural assets, ~~friendliness~~ friendly and welcoming atmosphere, diversity, safety and quietness settings.** 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 much~~ more variety in the types and prices of newly ~~homes constructed~~ **constructed homes in neighborhoods**, including more cottages, accessory ~~dwelling~~ units, attached homes, ~~live-work units~~ and other smaller single-family homes. New homes blend with existing homes and the natural environment, retaining valued characteristics of ~~existing~~ neighborhoods as they continue to evolve. ~~While single-family neighborhoods have remained stable, the number and variety of multi-family housing choices have increased significantly, especially in mixed-use developments in the Urban Centers.~~ Through careful planning and community involvement, changes and innovation in housing styles and development have been ~~successfully~~ embraced by the ~~whole~~ community. ~~Residents enjoy a feeling of connection~~



~~to their neighborhoods and to the community as a whole.~~

Redmond has ~~acted to~~ **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 ~~positive~~ business climate that ~~supports innovation and~~ attracts sustainable development to the community ~~while retaining 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 high quality** educational system that serves the needs of ~~people~~ **citizens** of all ages.



Nintendo of America in Overlake

In 2030 Redmond has a park and open space system that provides a natural area or recreational opportunity within walking distance of every resident. Neighborhood and community parks contribute to a high quality of life in Redmond by providing a full array of opportunities ranging from active recreation, such as sports ~~and~~ games ~~and~~ swimming, to more restful and reflective activities, such as walking and viewing wildlife. ~~Residents enjoy larger natural areas, such as Watershed and Farrel McWhirter Parks, 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. Known as the bicycle capital of the Northwest, Redmond has developed an excellent system of bike paths and trails that are used for recreation, commuting and riding to schools, parks, and other destinations.~~

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The City is framed within a beautiful natural setting, with a system of open spaces and parks with diverse natural resources that provide habitat for a variety of wildlife, and serve environmental functions. Lake Sammamish, the Sammamish River, and Bear Creek, historically surrounded by farmland, are present in the heart of Redmond. These are focal points of Redmond's park system, with many miles of trails and a variety of parks are located alongside. Public access to shorelines along these water bodies are enhanced, while maintaining protection for the natural environment.

Green spaces and interconnected trails and paths support active, healthy living. Redmond has an excellent and readily accessible system of paths and trails used by walkers, cyclists, equestrians, and others as they recreate and commute, both within the City and to other parts of the region.

EXHIBIT 2

Parks and indoor recreation facilities are vibrant gathering places where recreation and cultural events attract a wide range of ages and cultures. Recreation programs are continuously updated to reflect the changing needs of a diverse population and to make Redmond an active and interesting place to live and visit.

Other indoor recreation facilities provide unique recreational opportunities, such as aquatics, indoor field sports, classrooms for recreation and arts programs, gymnasiums, and dedicated fitness and dance spaces. Collaboration with other communities and agencies helps Redmond reach its goal to have year-round facilities to serve its residents and employees. This is cost efficient and enables each community to achieve more than might be possible independently.

The City's parks, innovative recreation services, unique art and cultural experiences continue to provide a high quality of life in Redmond. Community members are able to improve their health and education, appreciate art, enjoy great parks, and celebrate the cultural diversity of Redmond.

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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 transit that provides easy access to many destinations in the region. Transit stations along the route include shops, restaurants, offices, and residences.



Downtown Redmond Park and Ride

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. 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.

Redmond's 2030 transportation system offers people a variety of real choices for how we get between where we live, work, shop and play. Each year, more people walk, bicycle, carpool, or

EXHIBIT 2

use transit to travel within the City to access the regional bus and light rail system because land uses that reflect our vibrant community character have created a strong market demand for these options. Our transportation infrastructure reflects this by prioritizing more people-oriented travel that supports Redmond's land use, manages our limited roadways most efficiently, and provides a transportation system that embodies the City's sustainability principles and achieves Redmond's land use pattern and vision.

The City has invested strategically and leveraged regional funds to ensure a safe, well-maintained system, improve transportation choices and mobility, and support our two Urban Centers, Downtown and Overlake. Neighborhoods have increased access to the hubs of Downtown and Overlake, neighboring cities, and the region. 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, or to create more accessible connections. The City continues to maintain an effective system of access and circulation for delivery and freight. Streetscapes are attractive, well designed, and enhance environmental quality for various travel modes.

In responding to significant energy costs and new vehicle fuel options and technologies, the City has developed alliances with other agencies and the private sector to create new opportunities and efficiencies. In turn, these alliances support easy access to electric vehicle charging stations and other alternative fueling infrastructures as well as access to information about travel conditions, incidents, and transit arrival and departure times.



Infrastructure and services ~~have been provided to~~ meet the needs of a growing population as well as to correct existing deficiencies, and promote a safe and healthy community. The planning and placement of utilities in Redmond has supported the community's vision for the location and amount of growth. Long-term planning for utilities has contributed to a high quality of life for Redmond residents and businesses by ensuring efficient utility delivery. Proper utility planning has also protected Redmond's natural environment and resources. Upgrades to the sanitary sewer system have eliminated many septic systems, thereby controlling contaminants released into the environment. The City has protected the natural environment by developing stormwater systems to prevent/reduce excess stormwater runoff, by designing and upgrading systems and plans to prevent damage to the environment, and by fostering conservation- operationally and by implementing low impact development practices.

EXHIBIT 2



Stormwater treatment

Redmond ~~provides high-quality public safety services has excellent police and fire protection~~ and well-maintained and dependable public facilities. The community continues to enjoy ~~excellent a rapid~~ fire and emergency response ~~times~~, professional police ~~services work~~, beautiful parks, ~~pure 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. An efficient multi-modal transportation system has taken shape and is continually improved. This long-term planning for services and facilities carries out the Comprehensive Plan goals and policies, such that new development and new services and facilities arrive concurrently.



Redmond ~~residents citizens~~ embrace and support the high-quality educational, cultural, and recreational facilities in the community. ~~The City works in partnership with schools, businesses, service providers, and other organizations and jurisdictions to help maintain and strengthen a human services network that provides the food, shelter, job training, child care, and other services residents need to be thriving members of our community. Locally grown food sources, farmers markets, and community gardens provide healthy and sustainable options. Public art and cultural events are also integral to the City for community building, connecting people with arts and culture, and as a catalyst for creativity within the community. Redmond is recognized for its outstanding visual and performing arts programs that attract a wide range of ages and cultures and reflect the needs of a diverse population. It is an inviting place for artists to live and work, contributing to the overall desirability and charm of the community. A center to showcase performing and visual arts will be sited in a conveniently located, highly visible and active part of the City.~~ ~~The City works as a partner with schools, businesses, service providers, and other organizations and jurisdictions to help strengthen a~~

EXHIBIT 2

~~human services network that provides vulnerable persons the food, shelter, job training, child care,~~



~~and other services they need to become more independent.~~

Redmond in 2030~~22~~ has maintained a very green character. Citizens benefit from its livability which contributes to the general quality of life. The City is framed within a beautiful natural setting and open spaces and an abundance of trees continue to define Redmond's physical appearance, including forested hillsides that flank the Sammamish Valley, Lake Sammamish and Bear Creek. Clean air quality not only contributes to a healthy community, it also helps keep the scenic mountain vistas visible from the City. Likewise, reduction in greenhouse gas emissions and particulate air pollutants enhances these benefits. 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. People continue to enjoy 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.~~ Bear and Evans Creeks provide regionally significant habitat for wild salmon spawning and rearing. 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 Redmond, and the King County, and Washington State, the Bear Creek and~~

~~Evans Creek Valleys remain rural, as do~~ the areas north and east of the City. ~~remain rural.~~



Redmond has reached its ultimate size, having annexed all remaining territory in its Potential Annexation Area so that residents may receive a full range of urban services. The new neighborhoods have been seamlessly interwoven with existing neighborhoods. The process of annexation ~~was logical and orderly, has~~ allowed ~~ing the City to provide these~~ new ~~residents to enjoy areas with~~ high-quality facilities and services.

Redmond is an integral member of the regional planning community. As was the case in 2010~~04~~, Redmond continues to work cooperatively in regional planning with neighboring jurisdictions, King County, neighboring counties, State agencies, and other jurisdictions. Redmond is an active member of regional planning organizations where it simultaneously advances the interests of Redmond ~~citizens~~community members and works toward regional goals.

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~~community members place on the community's appearance. ~~The design also reflects the diversity of the community.~~ Care has ~~also~~ been taken to ~~create distinctive 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.



EXHIBIT 2

Community gathering places are found throughout the City. Spaces for parks ~~and plazas~~ have been acquired and improved by the City ~~and plazas have been or~~ incorporated into new developments. Both public and private investment into place-making ~~creates and maintains has created~~ spaces where informal social gatherings ~~and community building~~ occur. The City ~~and private partners has have~~ continued to sponsor ~~a wide variety of~~ community events in ~~an array of public places.~~ Community members also enjoy community gardens, parks and plazas, and walkable and bikable neighborhoods which support healthy lifestyles and a sustainable future.



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 ~~and low impact development techniques.~~ Areas of open space and forested groves near Town Center, along Redmond Way, and in other locations have been preserved ~~where possible through public/private collaboration.~~ Through creative design, public and private projects have incorporated natural features and enhanced natural systems. Redmond continues to promote the value of the natural environment by inventorying and monitoring the elements that define the City's green character, including forested parks and open space.



The cost of providing and maintaining Redmond's quality services and facilities is borne equitably, balancing the needs of the community with those of the individual. Redmond

EXHIBIT 2

continues to draw from diverse revenue streams in order to finance capital facility projects. Additionally, maintenance of new facilities is anticipated well in advance as part of the capital planning program ensuring facility maintenance costs can be effectively incorporated into the City's operating budget. The public facility costs associated with new growth are recovered in part using impact fees that reflect up to date costs, including those related to land acquisition and construction. In addition, Redmond continues to seek grants and other outside funding in order to maintain its high quality of life.



Public participation

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

In 203022, as in 201003, Redmond is a community working together and with others in the region to implement a common vision for Redmond's sustainable future. of good neighbors.

C. Framework Policies

To be effective, the goals and vision must be translated into policies, plan designations and actions. The framework policies are the overarching policies that help to communicate how the community wants Redmond to look and feel over the next 20 years and that set the direction for the rest of the Comprehensive Plan. In contrast, policies in the various elements, such as Land Use or Housing, are more detailed and describe methods of accomplishing the vision. The framework policies are not listed in priority order, and need to be viewed as a whole that is balanced over time.

Participation, Implementation and Evaluation

FW-1 Support a sustainable community that recognizes that people, nature and the economy are all affected by both individual and collective actions.

FW-1.5 Encourage active participation by all members of the Redmond community in planning ~~for~~ Redmond's future.



Public participation

FW-2 When preparing City policies and regulations, take into account the good of the community as a whole, while treating property owners fairly and allowing some reasonable economic use for all properties. Require predictability and timeliness in permit decisions.

FW-3 ~~Establish and~~ Support a culture of dialogue and partnership among City officials, residents, property owners, the business community, and agencies and organizations.

FW-4 Evaluate the effectiveness of policies, regulations and other implementation actions in achieving Redmond’s goals and vision for ~~a sustainable the~~ future, and take action as needed.

Conservation and Natural Environment

FW-5 ~~Protect the ecological functions of area ecosystems and enhance the quality of the natural environment by protecting and restoring important critical areas, such as streams, wetlands, and Aquifer Recharge Areas, and by retaining and protecting significant trees and other natural resources.~~ Protect, enhance and restore habitat and natural ecosystems to levels of function that provide resilience and, adaptability, prevent natural hazards, and support biological imperatives for clean water and air.



FW-6 Protect and restore the natural resources and ecological functions of shorelines, maintain and enhance physical and visual public access, and give preference to uses that are unique or dependent on shoreline locations.

FW-6.5 Improve the response and resiliency of the City to climate change impacts in built, natural, and social environments with an emphasis on public health.

FW-7 Support Redmond as an urban community that values clean air and water, views of stars at night, and quiet neighborhoods.

FW-7.5 Achieve reductions and mitigate impacts community-wide in from greenhouse gas emissions and criteria air pollutants. Additionally, promote efficient energy performance and use of energy-sources that move beyond fossil fuels.

FW-8 Emphasize Redmond’s role as an environmental steward by conducting City business in a manner that:

- ◆ Increases community understanding of the natural environment ~~and participation in protecting it~~ through education and involvement programs; to promote active participation in addressing environmental challenges and solutions.
- ◆ Promotes sustainable land use patterns and low-impact development practices; and
- ◆ Leads by example in the conservation of natural resources such as energy, water and trees, and avoidance of adverse environmental impacts.



Land Use

FW-9 Ensure that the land use pattern accommodates carefully planned levels of development, fits with existing uses, safeguards the environment, reduces sprawl, promotes efficient use and best management practices of land, provides opportunities to improve human health and equitable provision of services and facilities, encourages an appropriate mix of housing and jobs, and helps maintain Redmond’s sense of community and character.

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;
- ◆ Supports the preservation of ~~Preserves~~ 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 Overlake Urban Centers;
- ◆ 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 Southeast Redmond Neighborhood;
- ◆ Provides opportunities to meet daily shopping or service needs close to residences and work places; ~~and~~

EXHIBIT 2

- ◆ Maintains and enhances an extensive system of parks, trails, and open space; and Provides and enhances the geographic distribution of parks and trails to support active, healthy lifestyles; and
- ◆ Advances sustainable land development and best management practices, multi-modal travel and a high quality natural environment.

FW-11 Plan to accommodate a future population of 782,000 people and an employment base of 119,000~~148,000~~ jobs in the City of Redmond by the year 2030~~2022~~.

FW-12 Promote a development pattern and urban design that enable people to readily use alternative modes of transportation, including walking, bicycling, transit, and car pools.



Village at Overlake Station

Housing

FW-13 Create opportunities for the market to provide a diversity of housing types, sizes, densities and prices in Redmond to serve all economic segments and household types, including those with special needs related to age, health, or disability.



FW-14 Encourage a housing supply in Redmond and nearby communities that enables more people to live closer to work, reduce commuting needs, and participate more fully in the community.

Economic ~~Vitality~~Development

FW-15 Support sustainable and environmentally sound economic growth with appropriate land use regulations and infrastructure investments.

FW-16 ~~Maintain~~ Encourage a strong and diverse economy and tax base that provide a variety of job opportunities, support the provision of excellent local services and public education, and keep pace with economic and demographic changes.

FW-17 ~~Maintain~~ Cultivate and enhance a broad variety of retail and service business choices that meets the needs of the greater Redmond community.

Neighborhoods

FW-18 Strengthen ongoing ~~communication~~ dialogue between each neighborhood and City officials.



Neighborhood matching grant project

FW-19 Make each neighborhood a better place to live or work by preserving and fostering each neighborhood’s unique character, and preparation for a sustainable future, while providing for compatible growth in residences and other land uses, such as businesses, services, or parks.

Downtown

FW-20 Promote an economically healthy Downtown that is unique, attractive, and offers a variety of retail, office, service, residential, cultural, and recreational opportunities.



FW-21 Nurture a Downtown Redmond that reflects the City’s history, provides a comfortable atmosphere and small-town look and feel, preserves its natural setting, integrates urban park-like qualities, and serves as the primary community gathering place and entertainment and cultural destination for the greater Redmond area.

FW-22 Enhance the pedestrian ambiance of Downtown through public and private collaboration and investments.



FW-23 Foster Old Town’s identity as a destination that has retained its historic identity and traditional downtown character, and ensure that it is linked through attractive pedestrian connections to the rest of Downtown, and provides an inviting atmosphere in which to shop, stroll, or sit during the day and evening.

Overlake

FW-24 Support **the Overlake Urban Center** as a focus for high technology and other employment located within a vibrant urban setting that provides opportunities to live, shop and recreate close to workplaces. Make public and private investments that reinforce the desired character and increase the attractiveness of **the Overlake Urban Center** as a place in which to walk, bicycle and use transit.



FW-25 Ensure that development and investments in ~~the~~ Overlake ~~Urban Center~~ address transportation issues of concern to both Redmond and Bellevue, help to retain the character of nearby residential neighborhoods, and enhance a green character within the area through addition of parks, street trees and landscaping as well as retention of significant trees and other natural features.

Parks and Recreation

FW-26 Maintain and promote a vibrant system of parks, ~~and~~ trails, ~~that are sustainably designed, preserve various types of habitat and open space, art, and recreational facilities that provides infrastructure designed to meet community needs, enhances Redmond's high quality of life, and protects its the~~ natural beauty, ~~of Redmond.~~



Sammamish River Trail

FW-27 Provide citizens of all ages, ~~including seniors and teens,~~ with diverse, ~~attractive, safe,~~ and accessible recreational and cultural opportunities ~~including active recreation and social and educational activities that change with trends in the City's demographics.~~ ~~Accommodate a broad range of community interests including active programs, such as sports, as well as opportunities for passive~~

~~enjoyment, such as gathering areas and art, within a variety of civic settings.~~

Facilities and Services

FW-28 Plan, finance, build, rehabilitate, and maintain capital facilities and services consistent with the following principles:

- ◆ Provide facilities and services that support the City’s vision and Land Use Plan as articulated in the Redmond Comprehensive Plan;
- ◆ Ensure that capital facilities are sustainable, well-designed, attractive, and safe;
- ◆ Provide facilities and services that protect public health and safety;
- ◆ Ensure adequate provision of needed infrastructure and services;
- ◆ Allocate infrastructure funding responsibilities fairly; ~~and~~
- ◆ ~~Establish priorities for improvements and provide reasonable certainty that needed facility and service improvements are completed within a reasonable time.~~
- ◆ Optimize strategic actions and investments over near, middle, and long-term portions of the Comprehensive Plan’s 2030 planning horizon while recognizing the need to retain flexibility to leverage opportunities and respond to changing conditions;
- ◆ Provide reasonable certainty that needed facility and service improvements are completed in a timely manner.

FW-29 Ensure that the cost of capital facility improvements are borne in proportion to the benefit received. Allocate the cost of facilities that are generated by and that benefit growth to those generating that growth.

Transportation

FW-30 Ensure that Redmond’s community character ~~as a green city with a small-town feel~~ is protected and enhanced when by planning, constructing, operating and maintaining the a sustainable transportation system that embodies the City’s sustainability principles and ~~Prioritize, plan, and invest in transportation to achieve~~ Redmond’s preferred land use pattern and vision. ~~community character objectives, while accommodating the adopted population and employment growth targets.~~

FW-31 ~~Develop strong local accessible, safe and efficient multimodal transportation connections that are multi-modal, well-designed, and appropriately located for the movement of people, goods, and freight services, among Redmond's Downtown, residences, shopping, employment, government, parks, and schools.~~



Downtown Redmond Park and Ride

FW-32 ~~Promote Provide mobility choices by investing in developing a range of practical transportation programs, projects and services alternatives. Increase transportation investments that promote a "walkable community," a complete bicycling network and enhance the attractiveness of transit, walking, bicycling, local and regional transit routes, and ridesharing and use of alternate fuels that reduce greenhouse gas emissions, to promote the quality of life and health of Redmond's citizens and the environment. Address travel demand through mobility choices, as well as through projects and programs that increase street safety and operating efficiency.~~

FW-32.5 Use performance measures to measure progress towards Redmond's planned transportation system.

FW-33 ~~Develop strategies to influence regional decisions and leverage transportation investments that to support and complement Redmond's preferred land use, pattern and vision by community character, and transportation objectives and to increaseing mobility, choices, and improving access between the City and the region for people, goods, and services information.~~

Community Character

FW-34 Maintain Redmond as a green city with an abundance of trees, forested areas, open space, parks, wildlife habitats, riparian corridors, access to shorelines, and other elements of its beautiful natural setting.

FW-35 Retain aspects of Redmond's small-town-comfortable, connected feel while accommodating urban growth.

FW-36 Ensure that building and site design maintain and enhance Redmond's character, retain identities unique to neighborhoods and districts, and create places that are high-quality, attractive, healthy and inviting to people.

FW-37 Preserve Redmond's heritage, including historic links to native cultures, logging, and farming, and its image as the Bicycle Capital of the Northwest, as an important element of the community's character.



FW-38 Retain and attract small- to medium-sized and locally owned businesses in Redmond to offer a variety of distinctive goods and services.

FW-39 Provide a variety of gathering places in the community that supply citizens with opportunities to enjoy the natural environment, arts or views, to learn, to recreate, to encourage stewardship, or to meet with others.

FW-40 Promote opportunities to enhance public enjoyment of river and lake vistas and provide public places to take advantage of the Sammamish River as a

community green gathering place.



Sammamish River Trail

FW-41 Enhance Redmond as a community that is welcoming, child-friendly and safe; supports neighborhoods, families and individuals; and is characterized by diversity, innovation, creativity, and vitality, and energy.

Human Services

FW-42 Improve the welfare and independence of Redmond citizens-residents by supporting the provision-availability of human services to all in the community.



Meals on Wheels preparation

FW-43 Ensure that human service programs reflect and are sensitive to the cultural, economic and social diversity of the City.

Regional Planning and Annexation

EXHIBIT 2

FW-44 Develop and support regional policies, strategies, and investments that reflect the vision and policies of the Redmond Comprehensive Plan. Achieve local goals and values by participating fully in implementation of the Growth Management Act, VISION 20420, and the King County Countywide Planning Policies.

FW-45 Work with other jurisdictions and agencies, educational and other organizations, and the business community to develop and carry out a coordinated, regional approach for meeting the various needs of Eastside communities, including housing, human services, economic vitality, parks and recreation, transportation, and environmental protection.

FW-46 Work cooperatively with residents and property owners to annex all land within the designated Potential Annexation Area.

Ord. 2481; Ord. 2230

COMMUNITY CHARACTER AND HISTORIC PRESERVATION

Future Vision for Redmond: Community Character and Historic Preservation

Redmond has maintained its distinctive character. The quality design of new development is a reflection of the value Redmond's ~~community members citizens~~ place on the community's appearance. ~~The design also reflects the diversity of the community.~~ Care has ~~also~~ been taken to ~~create distinctive 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 ~~and plazas have been or~~ incorporated into new developments. Both public and private investment into place-making ~~has created creates and maintains~~ spaces where informal social gatherings ~~and community building~~ occurs. The City ~~and private partners -have has continued~~ to sponsor ~~a wide variety of~~ community events in ~~an array of~~ public places. Community members also enjoy community gardens, parks and plazas, and walkable and bikable neighborhoods which support healthy lifestyles and a sustainable future.



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, ~~when appropriate~~, incorporated native plants and low impact development techniques. Areas of open space and forested groves near Town Center, along Redmond Way, and in other locations have been preserved where possible through public/private collaboration. Through creative design such as in combination with neighborhood entryways, public and private projects have incorporated natural features and enhanced natural systems. Redmond continues to promote the value of the natural environment by inventorying and monitoring the elements that define the City's green character, including forested parks and open space.



Organization of This Element

Introduction

A. Community Character and Design

People and Public Places

View Corridors, Entrances, and Landmarks

Buildings and Site Design
Streets and Pathways

B. Historic Resources
Preservation
Survey and Evaluation
Landmark Nomination
Implementation Measures
Regional and Community Involvement

Introduction

The City of Redmond's setting includes a series of hills and valleys carved by ancient glaciers. The southern portions of the City adjoin or overlook the shore of Lake Sammamish. The waters of Bear Creek flow south and join the Sammamish River to flow north across a major valley. Redmond's unwritten history extends back many centuries to when native cultures used the natural waterways for food and transportation and had settlements, both permanent and temporary, along the banks. Those same transportation corridors led others to the Redmond area.

Redmond's recorded history began in the 1870s when the City started as a small commercial center for logging and remained a small farm community for several decades. It began to grow in the 1970s and has developed into a major business and population center. [The 1980s and 1990s included increased residential development along with significant growth in the City's business sector, helping to establish Redmond as a center for intellectual and technological innovation. Thereafter, the City's two urban centers emerged: Downtown and Overlake. Today, Redmond is planning](#) ~~forexpects~~ additional growth in the future that will continue to shape the character of the City. As growth occurs there are characteristics that residents would like to retain, such as Redmond's green character; a safe, friendly, [and sustainable](#) community; and some physical remnants of the past as reminders of its early history.



The Community Character and Historic Preservation Element provides a design framework for new development and construction as well as addresses natural features and historic character preservation. The element is meant to address the goals of retaining Redmond's distinct character, and creating gathering places and cultural opportunities. It addresses Redmond's desire to maintain a successful business climate and to foster innovative thinking. It addresses the vision of respect for the natural ~~features environment and its heritage~~. It is also intended to help carry out the vision of keeping Redmond a safe, friendly, and attractive city in the future.

This element is complementary to other elements of the Comprehensive Plan. Community character is addressed broadly in the Vision, Goals and Framework Policies Element. Specific aspects of community character are addressed in ~~other~~ ~~the~~ ~~appropriate~~ elements. For instance, Redmond's economic character is addressed in the Economic Vitality Element and locations for various uses under the Land Use Element. This element focuses more closely on design goals and the historic character of the City.

A. Community Character and Design

People and Public Places

Community cohesiveness develops in many ways. It can come from a shared vision for the community. ~~It can be nurtured by community events.~~ It can be developed through the use of public places for interaction.

Successful public places have the following qualities: accessibility, comfort or image, activity, ~~a welcoming feeling,~~ and sociability. Accessibility means having good links from surrounding areas, by foot, bike, transit, or other means. It also means visual accessibility. The comfort and image come from several characteristics, including a perception of safety, cleanliness, and availability of seating, both formal and informal. Identifying features, such as a fountain, artwork, or a unique building, may also enhance image. Activity may be a natural outcome from a collection of uses or may be programmed through music presentations or performing arts. ~~People typically feel welcome at public places that provide basic features such as lighting, shelter and play areas for children, along with spaces for meetings or other gatherings.~~ Sociability is when a space becomes a place for people to go or to meet, usually because it has elements of the first ~~four~~ ~~three~~ qualities.



Redmond Town Center public plaza

The City can facilitate the success of public places by ~~providing community events,~~ promoting activities that enliven a space, and by ensuring well-designed spaces.

CC-1 Maintain Redmond's vision for its size and character while balancing its regional role in meeting transportation needs, caring for the environment, and meeting the demands for growth.

CC-2 Recognize and encourage Redmond's ~~reputation~~ as a center for intellectual and technological innovation.

CC-3 Ensure that the Downtown is a place that feels comfortable for pedestrians and respects views of treelines and adjacent hillsides
~~Maintain the Downtown as a primary identifying feature in Redmond, setting it apart from the rest of the City~~ through control of such characteristics as height, scale, and intensity.

CC-4 Reflect Redmond's heritage as a farming community by retaining and encouraging knowledge of and interest in sustainable agricultural and horticultural practices through uses and activities such as:

- ◆ ~~Pea patch~~ ~~Community~~ ~~and corporate~~ gardens.
- ◆ Farmer's markets.
- ◆ Education about sustainable choices such as composting and other sustainable organic gardening methods and permaculture.
- ◆ Allowing agricultural related facilities such as small winery operations in low-density zones.
- ◆ Supporting educational and recreational programs related to gardening.



Saturday market

CC-5

Continue to provide community gathering places in recreation facilities and park sites throughout the City, and encourage development of new community gathering places, including in the Downtown and Overlake neighborhoods.

~~Preserve formal community gathering places such as the Senior and Teen Centers, Saturday Market, Old Redmond Schoolhouse Community Center, and Farrel McWhirter Park, and encourage development of community gathering places such as the BNSF right-of-way, River Walk, and neighborhood community centers.~~

CC-6

Preserve and develop informal community gathering places, such as the fountains at Town Center, local coffee shops, and **neighborhood spaces within** parks. This can include techniques such as:

- ◆ Requiring seating opportunities including multi-seasonal amenities such as cover from the elements and heat during periods of cooler temperatures.
- ◆ Encouraging art or water features.
- ◆ Providing visual access to sites.
- ◆ Providing for active uses ~~such as chessboards, skateboarding, or public performances~~ in the space.
- ◆ ~~Facilitating~~Promoting partnerships and implementing incentives, where appropriate, to create public places such as plazas in combination with outdoor cafes.

CC-7 **Ensure that public places have the following qualities that create active places: Ensure that public places are designed and managed to encourage high levels of activity by including:**

- ◆ Multiple entrances.
- ◆ Flexible spaces.
- ◆ Focal points that create activity throughout the space.
- ◆ A Signature attraction that provides a compelling identity.
- ◆ Multi-seasonal attractions, and
- ◆ Active management of space and activities.
- ◆ ~~Active uses are located in close proximity to the public place.~~
- ◆ ~~The place fosters an interest in being there because of characteristics unique to it.~~
- ◆ ~~The place is perceived as safe and clean.~~
- ◆ ~~The place is convenient and readily accessible by multiple means including by foot or bike as well as by transit service.~~

CC-8 **Design and build Redmond's public buildings in a superior way and with quality materials to serve as models to the community and to enhance their function as community gathering places.**

CC-9 **Incorporate and provide display opportunities for art in and around public buildings and facilities. Encourage additional opportunities throughout the City, for art as design elements or features of new development as well as placement of significant art.**



Events and Community Building

Community cohesiveness can also be nurtured by community events. Community events provide an opportunity to help foster people's interest in getting to know their neighbors and form friendships and collaborative networks. These events can also enhance awareness of diversity, cultural traditions and Redmond's heritage throughout the community. By providing community events such as Derby Days and Redmond Lights as well as a wide variety of other public activities, the City serves as a conduit, supporting these interactions and possible community building outcomes that can support a myriad of other objectives, from disaster preparedness to economic vitality.

CC-9.5 Provide links to public places to encourage their use through such means as:

- ◆ Providing safe and convenient pedestrian walkways.
- ◆ Providing bikeways.
- ◆ Developing nearby transit stops.
- ◆ Designing for visual access to and from the site.

CC-10 Encourage and support ~~traditional~~ a wide variety of community festivals or events such as Derby Days and Redmond Lights reflecting the diversity, heritage, and cultural traditions of the Redmond community.

CC-11 Facilitate the development of a diverse set of recreational and cultural programs that celebrate Redmond's heritage and cultural diversity such as:

- ◆ Community theater.

- ◆ ~~Arts acquisition, recognition, and display~~ Visual, literary, and performing arts;
- ◆ A historical al society; and;
- ◆ An active parks and recreation program.

CC-12 ~~Provide links to public places from other uses to encourage their use through such means as:~~

- ◆ ~~Providing safe and convenient pedestrian walkways.~~
- ◆ ~~Providing bikeways.~~
- ◆ ~~Developing nearby transit stops.~~
- ◆ ~~Designing for visual access to and from the site.~~

View Corridors, Entrances, and Landmarks

People orient themselves by remembering certain features that include unique public views, defined entries, and landmarks. These features also can set apart one community from another and are part of what defines the unique character of a place. Preserving key features and creating new ones can help define Redmond and its neighborhoods.

CC-13 Identify and establish ~~gateways~~ distinctive entryways into the City, support neighborhood efforts to identify and maintain unique neighborhood ~~gateways~~ entryways, and emphasize these entrances locations with distinctive design elements such as symbolic markers, landscaping, art, or monuments.

CC-14 Identify public view corridors unique to Redmond such as those of Mt. Rainier, Mt. Baker, the Sammamish Valley, Lake Sammamish, the Sammamish River, the Cascade Mountains, and community landmarks and, when feasible, design streets, trails, parks, and structures to preserve and enhance those view corridors through such means as:

- ◆ Site and landscape planning and design to preserve views;
- ◆ Removal of invasive plants;
- ◆ Properly pruning trees and brush-shrubs while including them as a part of the vista;
- ◆ Framing views with structural elements; and;

- ◆ Aligning paths to create focal points.
- ◆ ~~Offering incentives to maintain public views when new development occurs.~~
- ◆ ~~Requiring view corridors for new development.~~

CC-15 Encourage schools, religious facilities, libraries, and other public or semi-public buildings to locate and design unique facilities to serve as community landmarks and to foster a sense of place.

CC-16 Prohibit billboards and other large signs and use design review for new signage to protect views of significant land forms and community features, avoid visual clutter, and ensure **community citywide** design standards are met.

Buildings and Site Design

There is a high expectation for quality design in Redmond ~~and~~ A set of design standards ~~has been adopted~~ provides as local guidance. The commercial or multi-family projects receive a higher level of scrutiny than single-family homes. ~~Most~~ Many projects are evaluated by a design review board. Some projects with nominal impacts are reviewed at an administrative level using the adopted design standards.

CC-17 Maintain a system of design review that applies more intense levels of review where the scope of the project has greater potential impacts to the community. Implement this system through a formal design review board process ~~and in some cases through~~ in conjunction with the use of administrative review.

CC-18 Use design standards and design review to accomplish the following:

- ◆ Ensure the ~~three key~~ elements of design, proportion, rhythm, and massing, are correct for proposed structures and the site.
- ◆ Retain and create areas places and structures in the City that have unique features.
- ◆ Ensure that building scale and orientation are appropriate to the site.
- ◆ ~~Encourage personal safety.~~
- ◆ Encourage the use of high-quality and durable materials as well innovative building techniques and designs.

- ◆ [Promote environmentally-friendly design and building techniques such as LEED for the construction or rehabilitation of structures.](#)
- ◆ Minimize negative impacts, such as glare, ~~view blockage~~, or unsightly views of ~~utilities and~~ parking.
- ◆ ~~Provide transitions between dissimilar uses and intensities.~~
- ◆ Incorporate historic features when [ever](#) possible.
- ◆ Maintain integrity of ~~districts zones or sites~~ with unique [or historic](#) qualities such as Old Town ~~and East Hill~~.
- ◆ Ensure that the design fits with the context of the site, reflecting the historic and natural features and character.

CC-18.5 [Design and build Redmond’s public buildings in a superior way and with high quality materials to serve as innovative and sustainable models to the community.](#)

CC-19 Encourage high-quality [and](#) attractive design that promotes variety between different developments and different areas in Redmond to maintain and create a sense of place.

The National Crime Prevention Institute endorses a set of guidelines called Crime Prevention through Environmental Design (CPTED). These guidelines illustrate how design can affect the safety of a site or building. Clearly distinguishing between public and private spaces makes it easier to identify intruders. ~~Graffiti and poorly kept properties can affect the perception of safety and encourage activities that threaten personal safety. There are methods to allow easy removal of graffiti and materials that will withstand heavy use and avoid a run-down appearance.~~ The ability to easily observe activities helps parents and caregivers keep sight of children and helps neighbors or workers identify activities that should not be occurring. Areas with little or no use are typically not cared for and can offer areas for unwanted activities.

CC-20 Ensure safe environments by requiring [use of building and site design techniques consistent with CPTED guidelines](#) ~~to use techniques that~~to:

- ◆ [Distinguish between publicly accessible open space and private open space;](#) ~~Provide clear separation of public and private space;~~
- ◆ Provide vandal resistant construction;

- ◆ Provide opportunities for residents and workers to view spaces and observe activities nearby; and
- ◆ Reduce or eliminate “unclaimed” areas such as unmaintained easements between fence lines and street or trail right-of-way.

Members Citizens of the Redmond community have expressed that stewardship of the natural environment is important to them. Although Redmond continues to urbanize, many features of the natural environment can be preserved, enhanced, and restored. Design of landscaping and the built environment can reduce the impacts to natural systems. At the same time, well thought out landscape design can enhance a site and create unique character.

CC-21 Foster care for the natural environment and maintain the green character of the City while allowing for urbanization through techniques such as:

- ◆ Encouraging design that minimizes impact on natural systems.
- ◆ Using innovations in public projects that improve natural systems.
- ◆ Preserving key areas of open space.
- ◆ Requiring the installation and maintenance of street vegetation as defined by the citywide street tree program.

CC-22 Encourage landscaping that:

- ◆ Creates character and a ~~unique~~ sense of place.
- ◆ Retains and enhances existing green character.
- ◆ Preserves and utilizes native trees and plants.
- ◆ Enhances water and air quality.
- ◆ Minimizes water consumption.
- ◆ Provides aesthetic value.
- ◆ and Creates spaces for recreational spaces.
- ◆ Unifies site design.

- ◆ Softens or disguises less aesthetically pleasing features of a site ~~or reduces glare.~~
- ◆ Provides buffers for transitions between uses or helps ~~protects~~ natural features.

Streets and Pathways

Streets can be more than just a means of getting from one point to another. They can define how the City is viewed as one passes through it and create a sense of unique character. Elements of street design, such as width, provisions for transit or bikes, ~~and~~ pavement treatments, and street-side vegetation affect the quality of a traveler's trip and the sense of place. Those design elements also can affect the behavior of the motorist such as their speed, their decisions to yield or take the right-of-way, and the degree of attention that is paid to pedestrians, bikes, and other vehicles. Likewise path design affects usage by bikers, walkers, or equestrians. Both streets and paths are a means to link activities and uses and the way they are designed can affect the functionality of various places.



Downtown streetscape

CC- 23 Design and create trails, sidewalks, bikeways, and paths to increase connectivity for people by providing safe, and direct or convenient links between the following:

- ◆ Residential neighborhoods.
- ◆ Schools.
- ◆ Recreational facilities and parks.
- ◆ ~~Workplaces~~ Employment centers.

- ◆ Shopping and service destinations.

◆ ~~Neighborhoods.~~

◆ Community gardens.

CC-24 Preserve trailheads and equestrian ~~and enhance~~ primary equestrian connections including those needed ~~between~~ Bridle Trails State Park the equestrian centers established ~~in Kirkland and Bellevue,~~ the Sammamish River equestrian trail, Farrell McWhirter Park, Bridle Crest Trail, Redmond Watershed Preserve, Puget Power Trail and the Tolt Pipeline Trail and the rural area areas adjacent to the City to the north and east such as King County’s Kathryn Taylor Equestrian Park. ~~and the rural area areas adjacent to the City to the north and east.~~

CC-25 Identify and create “great” destination retail streets within Downtown and Overlake on such as Cleveland Street and 152nd Ave NE Respectively for special treatments such as:

- ◆ ~~Particular species of street trees.~~
- ◆ Specially designed landscape ~~islands.~~
- ◆ Unique crosswalk treatments and frequent crosswalks.
- ◆ Character defining materials and accessories such as seating and wayfinding elements.
- ◆ ~~Pedestrian scale in street elements~~
- ◆ Pedestrian scale lighting.
- ◆ Art elements throughout the project
- ◆ Sidewalk design that allows and encourages activities such as outdoor café servicey.
- ◆ Allowing access by street vendors.
- ◆ ~~Placement of kiosks.~~

CC-26 ~~Evaluate current~~ Ensure that City street ~~standards for~~ design, fire safety and street construction ~~standards encourage to determine which ones discourage~~ active urban streets, public spaces and walkways, especially in the Downtown and Overlake, ~~and implement changes as reasonable to encourage more use of public spaces and walkways.~~

B. Historic Resources

Historic resources offer a way to connect with the City's past and provide a sense of continuity and permanence. Those resources represent development patterns and places associated with Redmond's notable persons and community events. The historic fabric together with unique qualities of new development patterns defines the character of a City. It is essential to preserve some historic resources to maintain the character of Redmond and ~~distinguish it from other cities to continue to honor its past.~~ Adaptive re-use of historic structures also helps support the City's sustainability principles by reducing the need to obtain additional resources for purpose of new building construction.

The Redmond community prides itself in providing a variety of cultural and historic opportunities. Historical organizations continue to demonstrate success in connecting with the community at regularly scheduled meetings and special events. Public projects help foster this connection and build community awareness by incorporating elements of Redmond's history in design features and other opportunities such as historic street signs in the Downtown and pioneer programs at Farrel-McWhirter Farm Park.

FOR COMP PLAN GLOSSARY: Historic properties are any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the local, regional, state or national register.

FOR COMP PLAN GLOSSARY: A Historic Landmark is a physical property that has been formally designated and listed on a register of historic places by an agency of government. The landmarking process is defined by the laws, policies and procedures adopted by a particular governmental agency including local, regional, state, and federal agencies. A landmark can be a building, a structure, a site (including an archaeological site), a district with a number of buildings, or an object, such as a ship or a railway locomotive. Landmarking may involve extensive research, a formal nomination and public input process and a formal designation process that measures the information known about a property against an objective and formally adopted set of criteria.

Preservation

CC-27 ~~Preserve, restore, and e~~ncourage preservation, restoration, and appropriate adaptive re-use of historic, ~~archaeological, and cultural~~

~~resources~~ ~~properties~~ to serve as tangible reminders of the area's history and cultural roots. Continue to designate and pProtect Historic Landmarks.

CC-28 Coordinate the development of parks and trails and the acquisition of open space with the preservation, restoration, and use of ~~heritage sites~~ historic properties.

CC-29 Acquire historic ~~or cultural resources~~ properties when feasible. Consider cost sharing for acquisition, lease, or maintenance with other public or private agencies or governments.

CC-30 Incorporate features such as interpretive signage, historic street names, and ~~features~~ other elements reflecting original historic designs into park projects, transportation projects, and buildings on historic sites when feasible as a means of commemorating past events, persons of note, and City history.



Historic street signs

Survey and Evaluation

Identification of historic properties and archaeological sites is an essential step towards preservation. This includes evaluation of the historic and cultural significance of a property and the extent to which it has maintained its integrity. Property evaluation forms, deed documents, news articles, and other information may all be used to evaluate a property. Knowing the history and significance of properties can foster stewardship by owners and the public.

CC-31 Maintain an ongoing process of survey and evaluation identification, documentation, and evaluation of historic properties. After an initial survey is completed, conduct a follow-up survey approximately once every 10 years. Protect inventoried sites only when

~~designated as a landmark.~~

CC-32 Maintain and update the inventory as new information arises to guide planning and decision-making as well as to provide a research resource reference and research material for use by the community.

Landmark Nomination

A Historic Landmark designation is the most common method to identify which historic and cultural resources to protect. Designation of a property can occur at ~~three-four~~ levels: local, county, state, or national. The City of Redmond, King County, the State of Washington, and the United States through the United States National Park Service (Secretary of the Interior) all maintain registers of Historic Landmarks. In 2000, the Redmond City Council designated 16 landmarks for protection called Key Historic Landmarks. Of these, 11 sites were designated as Redmond Regional Landmarks during 2010 including the Redmond Pioneer Cemetery, one of two cemeteries in the county. Four sites were also designated as Redmond Regional Community Landmarks and one maintained as a Historic Landmark on the Redmond Heritage Resource Register. In addition, with the owner's consent, other sites can be designated as Historic Landmarks by the City of Redmond.

CC-33 ~~Maintain a standardized set of criteria nomination, designation, and protection rules and procedures consistent with for local Historic Landmark nomination~~ the United States National Park Services (Secretary of the Interior).

CC-34 Encourage ~~and allow~~ nomination of historic resources that appear to meet ~~Historic~~ Landmark criteria by individuals, community groups and public officials. ~~by:~~

- ~~◆ City authorized boards or commissions;~~
- ~~◆ Individuals;~~
- ~~◆ Property owners; and~~
- ~~◆ Community groups.~~

CC-35 Require consent of the owner before proceeding with ~~the~~ Redmond's L landmark process. Notify and involve the property owner when nominating historic properties for Landmark status.

CC-36 ~~Notify and involve the property owner and adjacent properties when nominating historic, archaeological, or cultural resources for Historic Landmark status.~~

CC-37 ~~Keep~~ **Maintain** a register of **Landmark properties and make the register accessible to designated Historic Landmarks and take other steps to inform** developers, the public, and appropriate government offices ~~regarding which properties have been designated.~~



Adair House in Anderson Park

Implementation Measures

Historic resources reflect a use of certain materials, an architectural style, or an attention to detail. Improper alterations or additions can eliminate the very reason that the structure gave character to the area. Incentives actively encourage both preservation of existing structures and restoration of structures to more closely resemble the original style and setting.

CC-38 ~~Provide~~ **Develop and provide incentives such as tax abatement programs, low interest loan funds, incentives, such as tax reductions, current use taxation, technical assistance, and transfers of development rights, to encourage the preservation of Historic Landmark properties.**

CC-38.5 **Emphasize the preservation of historic properties through methods such as adaptive reuse for promoting economic development.**

CC-39 ~~Qualify the City to act as a Certified Local Government to broaden the range of incentives available to properties.~~

CC-40 ~~Support programs that e~~**ncourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives.**

Without special code provisions for historic or cultural sites, adaptive reuse (placing new uses in a building once intended for another use), or even modification of a building to make it more functional or economically competitive usually triggers a requirement to bring the structure up to existing codes. The economics of bringing older construction types up to modern ones can be prohibitive to the point that the owners often choose not to make alterations. The resulting effect may be that owners allow the building to deteriorate because of its inability to draw sufficient income to cover adequate maintenance. Alternatively, the property owner may be inclined to tear down and replace the structure.

CC-41 Waive the application of or allow modifications to current development requirements, building and construction code, and fire code to encourage the preservation and historically sensitive and appropriate rehabilitation of historic-Landmark properties.

There may be instances where alteration or demolition of a Historic Landmark is reasonable or necessary. In these cases it is valuable for later researchers to have records of the modifications or past use. New land uses and development can have adverse affects on historic resources. Sensitive design of new development can allow new growth while retaining community character.

CC-42 Protect designated Historic Landmarks from demolition or inappropriate modification.

CC-43 Protect significant archaeological resources, when known or discovered, from the adverse impacts of development.



Interpretive Signage - Redmond's first school bell from the 1892 schoolhouse

CC-44 Mitigate ~~demolition or significant alteration of a designated Historic~~ adverse impacts to the following by such methods as documentation of the original site or structure, interpretive signage or other appropriate techniques:

♦ Landmark or archaeological sites; and

♦ Properties proposed to be demolished or significantly altered that:

• Are eligible for landmark designation; or

• Are of sufficient age and meet a portion of the other criteria for landmark designation by such methods as ~~integrating elements of historic materials or style into~~

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~~the new structure, documentation of the original site or structure, or interpretive signage.~~

~~New land uses and more intense development can have adverse affects on historic resources. Sensitive design of new development can allow new growth while retaining City character.~~



~~El Toreador remodel~~

CC-45 Ensure the compatibility of development adjacent to **Historic** Landmark properties through such measures as design standards.



Bill Brown's Saloon – Matador Remodel

~~CC-46 Use Design Districts as a means of retaining the general character or elements of the character in those areas with historic significance or cultural identity.~~

~~CC-47 Require documentation and support interpretive signage for properties proposed to be demolished or significantly altered for non-residential sites that meet landmark criteria, but have not been designated, but either:~~

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~~—Are eligible for landmark designation or~~

~~*—Are of sufficient age and meet a portion of the other criteria for landmark designation when those sites are to be demolished or significantly altered.~~

Regional and Community Involvement

Survey and evaluation work is time intensive. It is not efficient to duplicate such efforts and opportunities such as grants to foster preservation should continue to be explored. There are financial or other limits to maintaining or contracting personnel with technical knowledge of preservation. ~~Through~~ It is important to maintain some resources to preserve the historic character of Redmond and through cooperation, knowledge can be preserved and shared.

Historical preservation efforts work best when the owners of historic properties and the public are involved because they become a partner in such plans and programs. Working with private corporations or businesses and non-profit agencies could broaden resources to more effectively enhance preservation goals.

Preservation of historic resources may not always be practical and may conflict with other goals such as accommodating housing or job growth. There are alternative means of making the community aware of its heritage and preserving community identity.

CC-48 Cooperate with regional preservation programs and use technical assistance from other agencies as appropriate.

CC-48.5 Consider qualifying the City to act as a Certified Local Government to increase opportunities to seek grant funding.

CC-49 Share survey and inventory information with King County, the State ~~Office~~ Department of Archaeology and Historic Preservation, federal agencies, the public, historic societies, and ~~local archival~~ museums as and other appropriate entities appropriate.

CC-50 Work with residents, property owners, cultural organizations, public agencies, tribes, and the school district to develop an active preservation program including:

♦ Walking tours, brochures, and plaques;

♦ On-line information; and

♦ Educational efforts to foster public awareness of Redmond's history.

CC-51 ~~Encourage public awareness of Redmond's history through educational efforts and visual reminders.~~

CC-52 Partner with or provide staff support, when possible, for private businesses and non-profit agencies in preservation and educational efforts.

Ord. 2224

LAND USE

Future Vision for Redmond: Land Use

Redmond is treasured for its character, natural assets, friendly and welcoming atmosphere, diversity, safety and quiet settings. Redmond includes a broad choice of housing types at a range of prices, including affordable homes. During the past 20 years, there has been much more variety in the types and prices of newly constructed homes, including more cottages, accessory dwelling units, attached homes, live-work units and other smaller single-family homes. New homes blend with existing homes and the natural environment, retaining valued characteristics of neighborhoods as they continue to evolve. While single-family neighborhoods have remained stable, the number and variety of multi-family housing choices have increased significantly, especially in mixed-use developments in the Urban Centers. Through careful planning and community involvement, changes and innovation in housing styles and development have been embraced by the community. Residents enjoy a feeling of connection to their neighborhoods and to the community as a whole.

Redmond has acted to maintain 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 positive business climate that supports innovation and attracts sustainable development to the community while retaining existing businesses.

In 2030, Redmond's two urban centers – Downtown and Overlake – are thriving centers of residential and commercial activity. 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 comfortable, connected feel that appeals to residents, business and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options.

Overlake has become 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 Overlake Village 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

EXHIBIT 4

small neighborhoods with a variety of housing choices, small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, trails and transit services. In many ways Overlake has demonstrated that high technology uses can thrive in a sustainable urban setting that offers opportunities to live, work, shop, and recreate to an increasingly diverse workforce.

Redmond in 2030 has maintained a very green character. Citizens benefit from its livability which contributes to the general quality of life. The City is framed within a beautiful natural setting and open spaces and an abundance of trees continue to define Redmond’s physical appearance, including forested hillsides that flank the Sammamish Valley, Lake Sammamish and Bear Creek. 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. 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 Redmond, King County, and Washington State, the areas north and east of the City remain rural.

~~**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 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.~~

REPLACE PICTURES

~~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. The City provides a business climate that attracts sustainable development to the community and retains existing businesses.~~

REPLACE PICTURES

~~**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. More neighborhoods and workplaces are served by nearby stores and services that are small in scale and well-designed.~~

~~**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. 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.~~

REPLACE PICTURES

~~**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. During the past 20 years, redevelopment of the commercial 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 much more hospitable to transit. 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.~~

REPLACE PICTURES

~~**Redmond in 2022 has maintained a very green character.** The City is framed within a beautiful natural setting, with open spaces and an abundance of trees continuing to define Redmond's physical appearance. 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. The City prides itself for its environmental stewardship, including an emphasis on sustainable land use and development patterns. 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.~~

REPLACE PICTURES

Organization of This Element

Introduction

- A. General Land Use Policies
 - Growth Management
 - Land Use Compatibility
 - Community Facilities and Services
 - Green Infrastructure

EXHIBIT 4

Open Space and Resource Protection

B. Land Use Plan Map and Designations

- Residential
- Commercial
- Urban Centers
- Other Employment
- Design District
- Urban Recreation, Semi-Rural
- Parks and Open Space

Introduction

The Land Use Element is designed to help Redmond achieve its vision for a city that has gracefully accommodated growth and change, while ensuring that the community's high quality of life, cherished natural features, ~~and~~ distinct places and character are retained. By the year 2030~~22~~, Redmond expects to grow to a future population of ~~78,000~~~~65,700~~ people and an employment base of ~~119,000~~~~106,000~~ jobs. The Land Use Element provides the basis for planning for this growth, including needs for ~~streets~~~~transportation~~, parks ~~and open space~~, water, and other public facilities and services to serve future growth.

The pattern of uses that make up ~~Redmond the community can~~ help support the community's long-term vision and goals by describing locations where development is appropriate, and the desired intensity and general character. Redmond's preferred land use pattern is summarized in ~~Framework~~ Policy FW-10

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;
- ◆ ~~Supports the P~~~~preservation~~~~es of~~ 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 Overlake Urban Centers;

EXHIBIT 4

- ◆ 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 SE Redmond;
~~such as portions of the Bear Creek Neighborhood;~~
- ◆ Provides opportunities to meet daily shopping or service needs close to residences and work places; ~~and~~
- ◆ Maintains and enhances an extensive system of parks, trails and open space; and
- ◆ Advances sustainable land development and best management practices, multi-modal travel and a high quality natural environment.

A. General Land Use Policies

The general land use policies are organized in ~~four~~five sections: Growth Management;; Land Use Compatibility;; Community Facilities and Human Services;; Green Infrastructure;; ~~and~~ Open Space and Resource Protection.

Growth Management

~~The goals that are the foundation of Washington's Growth Management Act are consistent with the hopes for the community expressed by people who live or work in Redmond. People who live or work in Redmond express similar aspirations for the future of the community as the goals that provide the foundation for Washington's Growth Management Act.~~ These goals include encouraging efficient development in urban areas to retain open space, providing a variety of housing types and sustainable economic growth, focusing population and employment growth in cities, ensuring that public facilities and services are adequate, and investing in transportation to support planned land use and to provide travel choices.

VISION 2040 calls for compact communities and centers with densities that support transit service and walking. It also calls for each city to identify one or more central places for compact, mixed use development that will reinforce effective use of urban land.

LU-1 Provide sufficient land area and densities to meet Redmond's projected needs for housing, employment, and public facilities.

**Table LU-1
Redmond Development
201002 Actual and 203022 Growth Target**

	20 <u>10</u> 02	Increase	20 <u>30</u> 22 Growth Target
Dwelling Units	20,660 <u>24,000</u>	42,840 <u>12,500</u>	33,500 <u>36,500</u>
Commercial Space (Million GFA)	29.0 <u>26.73</u>	11.2 <u>11.31</u>	38.0 <u>440.2</u>

GFA = Square feet of gross floor area

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-3.5 Encourage sustainable development of both public and private lands in Redmond through the use of techniques such as green building and green infrastructure.

LU-4 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 planned-unit developments, clustering that preserves open spaces, and administrative variances for minor variations.

LU-5 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.

LU-6 Provide opportunities for shops, and services, recreation, and access to healthy food sources within walking or bicycling distance of homes, work places, and other gathering places.

LU-7 Design developments to encourage access by modes of travel other than driving alone use of alternative travel modes, such as walking, bicycling and transit, and to provide connections to the nonmotorized system.

Land Use Compatibility

Retaining and enhancing Redmond's high quality of life and special character are very important to Redmond citizens. A variety of mechanisms are used to protect and enhance the City's quality of life and character as the community continues to grow. For example, height and bulk regulations are used to ensure that buildings within various areas of the City fit those locations and are compatible with adjacent structures. Intensity or density regulations control the amount of a particular use that is allowed, and are used to achieve compatibility between uses, protect environmentally sensitive areas, and ensure that public facilities are not overloaded. Performance standards limit or and often prohibit certain types of pollution discharges to the environment, stormwater drainage, and sanitary sewers, to ensure that uses are compatible and safe, and that Redmond's commercial and manufacturing areas remain desirable places for business.

EXHIBIT 4

Redmond's preferred land use pattern strategy recognizes that many uses can be good neighbors if designed and developed well. Some activities may create impacts, such as noise or fumes, which adversely affect other uses. Redmond's overall policy is to minimize adverse impacts on lower intensity uses, such as residences and agricultural lands. For example, where a Business Park zone abuts a Residential zone, the buildings and uses in the Business Park zone should be located and designed to avoid impacts, such as noise or light, to people in the Residential zone.

Some allowed uses in the Manufacturing Park and Industrial zones have the potential to create more significant adverse impacts than uses typical to most of the other Employment zones. The Manufacturing Park and Industrial zones ~~has~~ have historically provided a location for these types of businesses and ~~it is~~ the City's desires to continue supporting ~~continued these~~ business operations. If residential development is allowed in Manufacturing Park zones, the residential development needs to be designed to avoid and mitigate, within the residential development, potential adverse impacts to residences, such as noise, dust, and truck traffic, from nearby businesses. Several techniques, including use of buffers that separate potentially incompatible uses, can help reduce these impacts and avoid frustrations for businesses and residents.

LU-8 Maintain development regulations to promote compatibility between uses; retain desired neighborhood character; ensure adequate light, air, and open space; protect and improve environmental quality; and manage potential impacts on public facilities and services. Through these regulations address features including but not limited to:

- ◆ Impervious surface area and lot coverage.
- ◆ Building height, bulk, placement, and separation.
- ◆ Development intensity.
- ◆ Pedestrian access and connections for walking and bicycling.
- ◆ Landscaping.

LU-9 Consider using special site standards and design standards for residential development to:

- ◆ Provide variety in building and site design and visually appealing streetscapes in residential developments of several dwellings or more;
- ◆ Minimize significant impacts from large residential infill buildings on adjacent residents, such as loss of light or privacy;

EXHIBIT 4

- ◆ Promote compatibility with the Redmond's residential neighborhoods surrounding neighborhood, particularly adjacent residences, and avoid an appearance of overcrowding, when rezones will increase residential development capacity or when density bonuses or flexibility in site standards are utilized; and
- ◆ Emphasize features typical of detached single-family dwellings, such as pitched roofs, single points of entry, and window trim, as part of residential structures containing two or more dwelling units.



Single-family home

~~LU-10 Promote compatibility between land uses by minimizing adverse impacts on the lower intensity or more sensitive uses.~~

LU-11 Promote compatibility between land uses and mMinimize land use conflicts when there is potential for adverse impacts on lower-intensity or more sensitivnearby uses by:

- ◆ Ensuring that uses or structures meet performance standards that limit adverse impacts, such as noise, vibration, smoke, and fumes; and
- ◆ Creating an effective transition between land uses through building and site design, use of buffers and landscaping, or other techniques.

LU-12 Recognize that the Manufacturing Park zone is intended primarily for manufacturing and related uses. Require any residential development, if allowed within Manufacturing Park zones, to recognize, avoid, and mitigate, within the boundaries of the residential development, potential adverse impacts associated with manufacturing and related uses.

LU-13 Avoid unwarranted complaints from residential uses proposed for location within or adjacent to Manufacturing Park or Industrial zones with

EXHIBIT 4

businesses that comply with performance standards and other applicable regulations. Require applicants to use techniques such as notifying potential residents that a variety of activities may occur on designated Manufacturing Park and Industrial land that may create undesirable or harmful impacts.

Community Facilities and Human Services

A well-functioning community depends on the availability of and equitable access to a variety of community facilities and human services. Schools, libraries, and facilities for enjoying recreation and art are essential to the social and cultural vibrancy of the community. Human services ~~needs~~ can include child-care, food assistance, medical and dental care, counseling, and transitional shelter.

The health of the community also depends on the availability of clean-safe drinking water, and adequate wastewater collection, sustainable stormwater management, a coordinated public safety system, access to healthy food, and opportunities for active living.

LU-14 Encourage the provision of needed facilities that serve the general public, such as facilities for education, libraries, parks, ~~cultural~~ and recreational facilities, police and fire, transportation, and utilities. Ensure that these facilities are located in a manner that is compatible with the City's preferred land use pattern.

LU-15 Support equitable delivery of and access to human services, ~~such as child care, food banks, or and shelters,~~ by allowing these uses in suitable locations and, encouraging their creation through incentives or bonuses, and other innovative measures.

Examples of essential public facilities include regional utility lines, drinking water reservoirs, power substations, fire stations, hospitals, schools, jails, solid waste transfer stations, highways, and stormwater treatment plants. Siting of certain public facilities can be difficult due to many factors, including increased demand for facilities to serve a growing population, increased competition for land as the State becomes more urbanized, and problems with siting processes. The Growth Management Act directs communities to establish a process for siting essential public facilities.

LU-16 Allow essential public facilities in those zones in which they would be compatible. Classify the type of land use review, such as whether the use is permitted or conditionally allowed, based on the purpose of the zone and the facility's potential for adverse impacts on uses and the environment. Consider allowing all essential public facilities in the

EXHIBIT 4

Manufacturing Park zone if such uses are not compatible elsewhere.

LU-17 Maintain a process to site essential public facilities that requires consistency of the proposed facility with Redmond’s Comprehensive Plan, emphasizes public involvement, identifies and minimizes adverse impacts, and promotes equitable location of these facilities throughout the City, County, and State.

Well-designed public facilities such as parks, schools and community centers can also support a variety of community values such as energy efficiency, environmental quality and physical health and well-being.

LU-17.1 Incorporate consideration of physical health and well-being into local decision-making by locating, designing and operating public facilities and services in a manner that

- Uses sustainable building and development practices;
- Encourages walking and bicycling access to public facilities;
- Supports creation of community gardens on public open space in accessible locations throughout Redmond; and
- Provides tools such as educational and demonstration programs that help foster a healthy environment, physical activity and well being, and public safety.

Green Infrastructure

Green infrastructure refers to services that natural systems provide Redmond, including:

- Cleaning the water in our streams,
- Reducing flooding,
- Improving air quality, and
- Providing wildlife habitat.

In addition, green infrastructure provides benefits Redmond such as:

- Making the City more beautiful,
- Providing peaceful, restful places,
- Increasing recreational opportunities, and
- Improving the health of members of the community.

Many elements of green infrastructure are natural places within Redmond--places such as our urban forests, parks, protected open spaces, streams, wetlands, and rivers. Redmond has and should continue, when possible, to build facilities that mimic natural systems in order to improve the capacity of, and complement the services provided by, the City’s natural systems.

EXHIBIT 4

These facilities can also be considered green infrastructure and include such structures as constructed wetlands, rain gardens, and green roofs. The City and the community remain dedicated to supporting and in some cases requiring, green infrastructure through a combination of green development techniques and preserving environmental assets into the future as land use becomes more intense to accommodate growth.

LU-17.2 Recognize green infrastructure as a capital/public asset. Monitor and regularly report on the City’s progress in preserving, enhancing, and expanding upon its inventory of green infrastructure including but not limited to:

- Natural areas such as critical areas and portions of public lands that are monitored and maintained by citizen stewards;
- Community gardens;
- Rain gardens and other natural stormwater management facilities;
- Native and habitat areas; and
- Organic urban and corporate landscapes and gardens.

Open Space and Resource Protection

Redmond is framed within a beautiful natural setting, including the agricultural and rural lands north and east of the City. Within the community, undeveloped green spaces, Lake Sammamish, streams and creeks and their associated buffers, and an abundance of trees have continued to be an important part of defining Redmond’s physical appearance commitment to preserving and protecting Redmond’s natural beauty and functionality. Redmond’s Comprehensive Plan is designed to protect the quality of the natural environment and retain open natural areas while accommodating anticipated levels of growth.

LU-18 **Promote use of techniques, such as current use taxation programs, stormwater utility funds, conservation easements, sensitive site planning and best land-management practices, and flexible regulations, to help retain and protect open space, environmentally critical areas, unique natural features, and small farms.**

A transfer of development rights program or purchase of development rights programs can help protect lands with large amounts of sensitive areas and wildlife habitats, such as in the Northern Sammamish Valley, while accommodating growth. A transfer of

EXHIBIT 4

development rights program allows a property owner to use or sell the development rights to increase the development intensity on properties included within designated receiving areas.

- LU-19** Maintain ~~and promote, and improve~~ Redmond's transfer of development rights program (TDR) for properties deemed by the City as warranting protection through development rights transfer, such as critical wildlife habitat, Historic Landmarks, properties zoned Urban Recreation, and nearby rural areas. Allow transfer of development rights to designated receiving areas where development is desired. ~~Allow no more than a combined total of five parking stalls per 1,000 square feet of gross floor area when TDRs are used to exceed the maximum permitted number of stalls. Limit the amount that the maximum permitted number of parking stalls may be exceeded when using TDRS.~~ Consider purchase of transferable development rights as funds become available.

Resource and rural lands adjacent to urban areas historically have experienced pressure to develop at higher densities. Proximity to the City or Potential Annexation Areas can raise property owner expectations that more intense development may be allowed and may discourage investments in resource or rural land uses. Extension of public facilities can encourage conversion of agricultural or rural lands into more intense land uses. Agricultural uses can also be adversely affected by certain neighboring uses. This can result in disputes with neighbors and lawsuits claiming that the impacts from farming operation have created a nuisance, hindering the farmer's ability to continue farming. Neighboring uses also can hinder farming by trampling crops, damaging fences, and other adverse impacts.

In light of these pressures for change, potential adverse impacts, and Redmond's strong interest in long-term preservation of ~~these areas~~ natural assets, the City needs to seek and use strong tools to assure preservation of rural areas and agricultural areas adjacent to the City. The City should be a leader in encouraging the compatibility of urban and long-term agricultural and rural lands.

- LU-20** Pursue methods to emphasize the City's and County's commitment to maintaining and enhancing agricultural and rural areas north and east of Redmond by:

- ◆ ~~Entering into contractual agreements, such as interlocal agreements with King County and special purpose districts, to jointly commit to preserving rural areas.~~

EXHIBIT 4

- ◆ -Working jointly with other jurisdictions to develop and use effective tools to preserve rural and agricultural areas. Examples of tools include transfer and purchase of development rights, conservation easements, and current use taxation programs.
- ◆ -Encouraging businesses, programs, and other uses that support agricultural uses as part of Redmond's local economy, such as local farmers markets, community supported agriculture, and other local produce programs.
- ◆ Excluding rural and resource lands from the Urban Growth Area.

LU-21 Prohibit extension of urban levels of services into designated agricultural and rural lands in unincorporated King County. Allow exceptions to serve uses compatible with agricultural or rural uses or to serve other urban areas, where the extension will not encourage agricultural or rural conversion. Prohibit rural uses from connecting to urban facilities or services when extended except to resolve health emergencies.

LU-22 Ensure that uses adjacent to designated agricultural lands do not interfere with farm uses that follow Best Management Practices. Prevent interference through techniques including but not limited to:

- ◆ Separating uses with buffers, setbacks, topography, or other means.
- ◆ Promoting uses that are compatible and Pprohibiting uses that are not compatible with agricultural uses.
- ◆ Giving notice on plats, plans, and development and building permits issued on properties within 500 feet of designated agricultural lands that a variety of agricultural activities may occur that are not compatible with some development.

To the south and west, Redmond adjoins existing cities. Other boundaries are adjacent to rural areas. Where possible and sensible, ~~the Redmond's~~ Urban Growth Area and ~~Land Use Plan Zoning Code~~ should provide for green buffers and other protected natural areas to help maintain Redmond's distinct natural identity, to support native flora and fauna, and to help mitigate increasing strains on clean air and water. Green buffers could include rural areas, resource lands, or dedicated open space.

LU-23 Create and maintain Redmond as a place distinct from adjacent communities by establishing, where practical, green buffers, where practical, habitat corridors, preserved natural areas, and distinctive

gateways with features such as [native](#) landscaping, art, and markers in other locations.



Green buffer

B. Land Use Plan Map and Designations

The Comprehensive Land Use Plan Map (see Map LU-1 at the end of the Land Use Element) graphically displays the preferred land use pattern. The different areas on the Comprehensive Land Use Plan Map are referred to as designations. The policies below provide guidance regarding the purpose of each designation, appropriate land uses, and other considerations. The descriptions of allowed uses provide guidance for the more detailed land use charts in the Redmond [Zoning Code - Community Development Guide](#) and are not intended to be complete lists of allowed uses.

LU-24 Ensure that decisions on land use designations and zoning are consistent with the City's vision and policies as articulated in the Redmond Comprehensive Plan, and particularly consider the following:

- ◆ Redmond's land use and community character objectives;
- ◆ Whether development will be directed away from environmentally critical areas and other important natural resources [and in a way that minimizes impacts on natural resources](#);
- ◆ The adequacy of the existing and planned transportation system and other public facilities and services;
- ◆ Projected need and demand for housing types and commercial space;

EXHIBIT 4

- ◆ The balance between the amount and type of employment in Redmond, and the amount and type of housing in Redmond;
- ◆ Suitability of an area for the proposed designation or zone; and
- ◆ Opportunities to separate potentially incompatible uses by topography, buffers, zoning transitions, or other techniques.

LU-25 Apply zones consistent with the Comprehensive Land Use Plan Map designations as follows:

Land Use Plan Map Designation	Consistent Zones
Single-Family Constrained	R-1, R-2, and R-3
Single-Family Urban	R-4, R-5, R-6, R-8, and Residential Innovative (RIN)
Multi-Family Urban	R-12, R-18, R-20, R-30
Neighborhood Commercial	NC-1, NC-2
General Commercial	General Commercial
Downtown Mixed-Use	Downtown DistrictsZones
Overlake Mixed-Use	Overlake DistrictsZones
Business Park	Business Park
Manufacturing Park	Manufacturing Park, Industry
Design District	Design District
Urban Recreation	Urban Recreation
Semi-Rural	RA-5
Park and Open Space	All zones

Residential

Many Redmond residents treasure their neighborhoods. Each neighborhood has characteristics that are unique and make it special. There are also qualities that many residents throughout Redmond frequently cite as ones they value about their neighborhoods. These qualities include safety, quiet, friendliness, ~~and~~ attractiveness, and a feeling of connection to their neighborhoods and to the community as a whole.

EXHIBIT 4

Residents also value being near to open space, parks, trees and other greenery, and having good transportation connections that enable easy access to stores and services.

When asked what kinds of new homes are desirable in the future, many residents emphasize the importance of having a diverse range of housing choices in Redmond. Citizens speak to the value of having a community in which people of a wide range of incomes, ages, and needs can live, and being able to remain in Redmond through changes in age or family size. Among the ideas are additional small and starter homes, cottages, accessory dwelling units, [live-work units](#), attached homes, senior housing, affordable homes, and housing for families. In thinking about the future, citizens also emphasize that new development needs to be well-designed and fit well with the surrounding area.

The residential policies in the Land Use Element provide general guidance for development in residential areas, including density, allowed uses, and development standards. This element is complementary to the Housing and Neighborhoods Elements. The Housing Element addresses a range of housing topics, including affordability, special needs, and incentive programs. The Neighborhoods Element includes neighborhood-specific policies related to residential areas.

General Policies

- LU-26 Promote attractive, friendly, safe, quiet, and diverse residential neighborhoods throughout the City, including low- and moderate-density single-family to high-density residential neighborhoods.**

- LU-27 Designate allowed residential densities and housing types to provide for a housing stock that includes a range of choices to meet all economic segments and household types, including those with special needs related to age, health, or disability.**

- LU-28 Allow some [complementary compatible](#), non-residential uses in Residential zones, such as appropriately scaled schools, religious facilities, home occupations, parks, open spaces, senior centers, and day-care centers. Maintain standards in the Redmond- [Zoning Code Community Development Guide](#) for locating and designing these uses in a manner that respects the character and scale of the neighborhood.**

- LU-29 Consider allowing incentives such as residential density bonuses, variations in allowed [housing type use](#), 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**

EXHIBIT 4

discretionary review processes, provide for these incentives through pilot programs or other innovative measures.

LU-30 Promote compatibility of attached single-family housing, and as appropriate other types of innovative housing, with the character of surrounding single-family residences. Pay particular attention when such housing is located in Single-Family Urban zones. Achieve this through techniques such as:

- ◆ Requiring that innovative housing maintains the ~~traditional~~ character and quality of detached single-family homes.
- ◆ Ensuring that new residences do not appear oversized for their lot size.
- ◆ Ensuring that the height, bulk, and design of new residences do not overwhelm existing adjacent residences.
- ◆ Maintaining adequate separation between new residential structures to avoid ~~an appearance of~~ overcrowding.



~~Clustering is one technique that can be used to protect sensitive areas or natural resource lands while maintaining opportunities for residential development. Rather than developing most of a site by locating housing evenly throughout, clustering places the~~

EXHIBIT 4

~~housing on part of the site while leaving other parts of the site undeveloped or in open space. Clustering also can increase housing affordability by reducing development costs through reductions in street, water and sewer lengths and building costs. Clustering also allows lot sizes and setbacks to be modified while maintaining the overall density.~~

~~**LU-31 Allow clustering in all Residential zones to protect environmentally critical areas and natural resource lands, help achieve allowed densities, and decrease development costs. Ensure compatibility with the character of surrounding development.**~~

Designation Policies

LU-32 Single-Family Constrained Designation

Purpose. Provide for low-density residential neighborhoods for lands inappropriate for more intense urban development due to significant environmentally critical areas, extreme cost or difficulty in extending public facilities, or the presence of natural features Redmond is seeking to retain.

Allowed Uses. Implement this designation through zones that allow densities of one to three dwelling units per acre. Permit detached single-family homes, equestrian facilities, the keeping of animals compatible with the size of the property, and other uses consistent with this designation.

LU-33 Single-Family Urban Designation

Purpose. Provide for low- to moderate-density residential neighborhoods on lands suitable for urban development. Provide opportunities for a [diversity-variety](#) of primarily detached single-family housing types, sizes, densities, and prices in a manner that is compatible with neighborhood character.

Allowed Uses. Implement this designation through zones that allow densities of four to eight dwelling units per gross acre. Apply zones by taking into account the direction in Policies LU-24 and LU-9. Require a minimum site size of one acre for rezones to eight dwelling units per acre.

EXHIBIT 4

Permit detached single-family homes, and in zones that allow eight dwelling units per acre, attached single-family (multiplex) homes. Also permit the keeping of animals compatible with the size of the property.

Unless otherwise permitted on a Citywide, neighborhood, or pilot program basis, consider allowing cottages, attached single-family homes, and other types of innovative housing through a conditional review process in zones that allow six dwellings units per acre or less.

LU-34 Allow implementation of the Single-Family Urban designation through the Residential Innovative (RIN) zone in order to:

- ◆ Promote a type of single-family housing (smaller dwelling units) that responds to changing household sizes and ages.
- ◆ Blend infill development with existing residential development to help maintain neighborhood character, particularly in neighborhoods with a predominance of small to moderately sized dwelling units.
- ◆ Provide opportunities for households of various sizes, ages, and incomes to live in a neighborhood by promoting diversity-variety in the size, type and price of new single-family development.
- ◆ Help to provide appealing and active streetscapes that promote a more walkable and enjoyable neighborhood experience for residents by promoting diversity-variety in the size and type of new single-family development.

LU-35 Multi-Family Urban Designation

Purpose. Provide for high-density residential neighborhoods that are urban in character. Provide for neighborhoods of multi-family residences, small lot single-family homes, and attached single-family (multiplex) homes on lands suitable for these intensities.

Focus high-density housing in the following locations:

- ◆ In or near the Downtown or Overlake in support of Redmond's centers.
- ◆ Near other employment and commercial nodes.

EXHIBIT 4

- ◆ Where high levels of transit service are present or likely, or where there is adequate access to an arterial.

Allowed Uses. Implement this designation through zones that allow densities of 12 to 30 dwelling units per gross acre. Permit multi-family residences and in suitable locations, detached or attached single-family homes.

Commercial

Commercial areas provide for the development and operation of retail and service businesses in support of community needs. These areas complement the City’s primary retail and service areas located in the Downtown and Overlake.

The design and location of commercial areas are important to residents and businesses. Well-designed and located commercial developments enable people to walk to a nearby restaurant ~~during the work day~~, or to park once and shop at several businesses. Good design and location are also important to providing transit service, avoiding conflicts with nearby uses, reducing traffic problems, and providing for easy delivery and pick up of goods. Allowing small-scale commercial areas near homes ~~and work places~~ can reduce the distance people have to travel for frequently purchased goods and services. Neighborhood commercial areas also help provide for small-scale gathering places that are accessible from neighborhoods, help promote walkability and bikability, and support many aspects of Redmond’s long-term sustainability including economic vitality.



Neighborhood Commercial in Grass Lawn

General Policies

LU-36 Maintain and enhance a well-distributed system of commercial uses that serve the needs of residential neighborhoods, workplaces, and the greater Redmond community. Encourage commercial land uses that support or provide services to adjacent land uses, to encourage non-

motorized travel.

LU-37 Maintain the Urban Centers (Downtown and Overlake-Zones) as the major retail, service, entertainment, and cultural centers for the City and the greater Redmond-areaEastside. Ensure that other commercial areas in the City do not detract from the ~~Downtown~~ Urban Centers and help to meet other community commercial needs.

LU-38 Ensure that commercial areas of all types are located, designed, and developed to:

- ◆ Maintain high visual quality, especially for commercial areas located at ~~gateways~~ entryways to the City;
- ◆ Locate businesses rather than parking areas along the street;
- ◆ ~~Be-Encourage~~ compact commercial development and encourage walking between businesses;
- ◆ Avoid development in long, narrow strips;
- ◆ Be easily accessible to an arterial or regional highway, and served or capable of being served by transit; and
- ◆ Avoid impacts on adjacent non-commercial uses, including impacts that could result in pressure to convert these adjacent uses to ~~convert~~ to commercial uses.

Mixed-use developments may contain retail, office, and residential uses within a building or complexes of buildings. In certain circumstances, other uses may be included. Mixed-use developments can reduce vehicle trips, more efficiently use land,

EXHIBIT 4

and provide concentrations of customers that live or work in the area and benefit retail



businesses.

LU-39 Allow mixed-use developments in all Commercial designations. Design these developments to achieve compatibility among the uses and with adjacent uses.

LU-39.5 Re-evaluate periodically the Neighborhood Commercial policies and zoning regulations to determine if updates are needed. Carry this out by:

- Considering whether the policies and regulations should be amended to allow additional rezones to Neighborhood Commercial (NC-1 or NC-2) in any portion of the City. Initiate an evaluation in response to: a) significant increase in or absence of interest in Neighborhood Commercial development during periods of economic growth; b) significant or widespread support for or concerns with Neighborhood Commercial development; or c) as directed by City Council.
- Considering the extent to which Neighborhood Commercial policies and zoning are achieving objectives such as access for pedestrians and bicyclists, economic vitality, and neighborhood and design compatibility.
- Involving representatives from development, business, and neighborhoods using Redmond’s Neighborhood Network and other appropriate techniques.
- Providing a biennial update to the Planning Commission, City Council and participants regarding the results.

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Designation Policies

LU-40 Neighborhood Commercial Designation

Purpose. Provide for attractively designed small- to medium-scale neighborhood ~~markets-businesses~~ that offer convenience goods and services for the daily needs of nearby neighborhoods, and can serve as gathering places. ~~Ensure that these centers are located and developed in a manner that~~ Locate and develop these neighborhood commercial areas to:

- ◆ ~~Promotes-Ensure use, scale, and design~~ compatibility with the vicinity neighborhood character;
- ◆ ~~Helps reduce vehicle trip lengths and frequency;~~
- ◆ ~~Encourages convenient~~Provide access to and within the center, particularly for pedestrians and bicyclists~~from multi-modal corridors,~~ transit routes, and existing or planned pedestrian pathways and bikeways to help minimize additional motorized trips on local streets; and
- ◆ ~~Connects by existing or planned pedestrian pathways, bikeways, and transit routes to the neighborhood(s) it serves;~~
- ◆ ~~Serves as a~~multi-seasonal, neighborhood gathering and meeting places, complementary to and in close proximity to other uses such as parks and open spaces, places of employment, or multi-family residences within the neighborhood;
- ◆ ~~Maintains a compact size; and~~
- ◆ ~~Avoids locations within one mile of another Commercial zone unless there are significant grade changes that limit pedestrian access.~~

Allowed Uses. Implement this designation through the Neighborhood Commercial (NC) zones. Encourage mixed-use development with residences as a secondary use located either in mixed-use or single-use structures. ~~Require neighborhood-wide outreach and consultation.~~ advisement from the Neighborhood Commercial Review Panel as part of considering any proposed Neighborhood Commercial designation.

In the NC-1 zone, permit limited retail, service, and other businesses that ~~primarily~~ serve the immediate neighborhood and; are small-scale, ~~and~~

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EXHIBIT 4

will not attract new vehicle trips. Examples include small-scale food stores, coffee shops, ~~day care centers~~, dry cleaning outlets, and cultural or recreational facilities. Limit commercial site size to one acre or less. Preferred locations for NC-1 zones are the intersections of two arterials, at least one of which is a collector arterial or higher classification.

In the NC-2 zone, permit ~~limited~~ additional uses appropriate to serve larger residential neighborhoods or neighborhoods that include mixes of residential and employment uses. Examples of these uses include medium-scale retail and service uses such as a grocery store, drug store, and, and other businesses that serve the immediate neighborhood and are medium-scale. Examples include medium-scale food stores, coffee shops, dry cleaning outlets, small-scale medical and dental services, convenience service stations, and cultural or recreational facilities. Limit commercial site size to three acres or less. Preferred locations for NC-2 zones are the intersections of two arterials, at least one of which is a principal arterial.

LU-40.1 Maintain compatibility with and limit impacts to the vicinity neighborhood character by considering application of NC-1 zones in locations that at a minimum meet the following criteria:

- Result in no more than one neighborhood commercial area within each of six Neighborhood Commercial Overlay Zones (refer to Map LU-#);
- Include no greater than one acre of combined commercial use and associated parking;
- Are more than one-half mile from the Downtown and Overlake Urban Centers;
- Are along streets with a classification of collector arterial or higher to support multiple modes of travel;
- Currently include at least one of the following within one-quarter mile: existing or planned park facility, Multi-Family Residential **zoned property**, or business **zoned property** including Business Park, General Commercial, Gateway Design District, Neighborhood Commercial, Manufacturing Park, or Overlake Business and **Advanced** Technology Zone; and
- Provide sufficient parking on-street, on-site, or both.

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LU-40.2 Maintain compatibility with and limit impacts to the vicinity neighborhood character by considering application of NC-2 zones in locations that at a minimum meet the following criteria:

- Include no greater than three acres of combined commercial use and associated parking;
- Are more than one mile from the Downtown and Overlake Urban Centers;
- Are along a multimodal corridor, at an intersection with a collector arterial or higher classification street to support multiple modes of travel;
- Are within one-quarter mile of an existing non-motorized connection and connect to existing or planned public sidewalks, trails, and pathways;
- Are within one-quarter mile of a multi-family zone; and
- Provide sufficient parking on-site.

LU-40.3 Prohibit modifications of land use and zoning designation to Neighborhood Commercial (NC-1 or NC-2) from the following underlying zones: RA-5, R-1, MP, BP, Industrial, and OBAT zones.

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LU-41 Design neighborhood commercial markets to fit with adjacent uses and neighborhoods, especially by:

- ◆ Ensuring that residential neighborhoods maintain their existing, predominantly residential character, and that commercial use does not become a defining element;
- ◆ Ensuring- Requiring that neighborhood markets businesses maintain high visual quality and are compatible-consistent in size, height, bulk, and design with adjacent uses;
- ◆ Using landscaping to enhance compatibility, provide screening, and promote transitions between the commercial uses and adjacent and nearby residential uses;

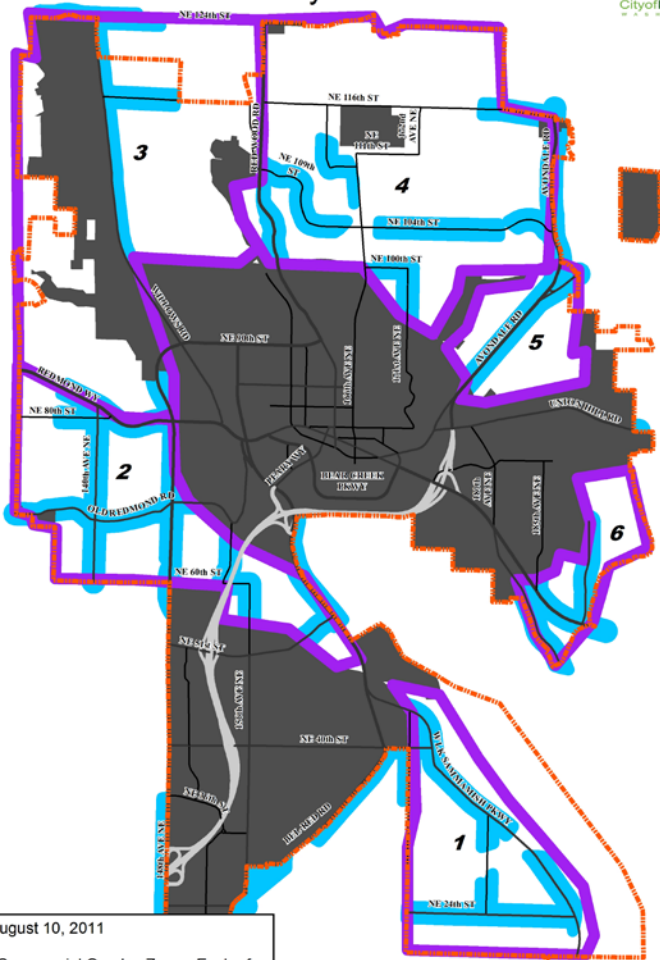
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- ◆ Regulating signs and lighting to enhance compatibility, avoid visual clutter, and prevent glare-light trespass ~~from spilling over~~ onto adjacent uses;
- ◆ Placing parking areas away from existing residences;
- ◆ Siting and limiting the size of parking lots to encourage the use of alternative travel modes and to avoid large areas of paved surfaces;
- ◆ Including features that encourage access by pedestrians and bicyclists, such as convenient sidewalks and bicycle parking facilities;
- ~~◆ Discouraging traffic from directly accessing primarily residential streets;~~
- ◆ ~~Encouraging creation~~Providing a portion of the required open space as multi-seasonal places for people to gather and for pedestrian-oriented amenities including public courtyard or plaza; and
- ◆ Using a portion of the required open space and landscaping where appropriate for multiple purposes, such as on-site stormwater management and native or edible gardens; and
- ◆ Regulating hours of operation as needed.

DRAFT Neighborhood Commercial Overlay Zones



Draft Printed: August 10, 2011

*Neighborhood Commercial Overlay Zone - Each of six overlay zones would allow no more than one change to land use and zoning designation for the purpose of subsequent development as small-scale Neighborhood Commercial. Consideration of an application for change to a land use and zoning designation of Neighborhood Commercial would include neighborhood-wide outreach and a Neighborhood Commercial Review Panel process.

Please contact Kimberly Dietz with questions and for additional information: (425) 556-2415 kdietz@redmond.gov

Effective date: this map not in effect

Legend

- Redmond City Limits
- Prohibited areas for rezones to Neighborhood Commercial
- Neighborhood Commercial Overlay Zone*
- Allowed locations for any requested Neighborhood Commercial rezone within each of six overlay zones

0 0.25 0.5 Miles

N

LU-42 General Commercial Designation

Purpose. Provide for retail and service businesses that serve community needs and are better suited for locations outside of the ~~Downtown~~, Urban Centers or Neighborhood Commercial zones. Examples of these businesses include retail uses that may have some adverse impacts if located close to primarily residential neighborhoods or other commercial uses, uses that are land extensive, uses that tend to attract vehicle trips from ~~market areas~~locations beyond surrounding neighborhoods, and activities that involve wholesale commercial uses.

Allowed Uses. Implement this designation through the General Commercial zone. Permit in the General Commercial zone retail uses that require large sites, such as large box retail, vehicle sales and service, mini-warehouses, rental services, wholesale uses, and other uses consistent with this designation. Also permit multi-family residences, located in either mixed-use structures or single-use structures that are part of a mixed-use development.

Urban Centers

Redmond's Downtown and Overlake are both major activity and employment centers. The Comprehensive Plan continues to direct the majority of the City's employment and housing growth to these two areas. In recognition and support of this continued growth, portions of the Downtown and Overlake Neighborhoods are designated as Urban Centers by the King County Countywide Planning Policies ~~and the Multicounty Planning Policies for the central Puget Sound region~~ and as Regional Growth Centers by the Puget Sound Regional Council as part of VISION 2040. The Urban Centers Element contains policies specific to the two urban centers. (effective when approved by regional actions).

Center designations are a strategy employed in King County and in the central Puget Sound region for purposes of growth management and transportation planning, and for programming of regional transportation funds to areas of concentrated growth. Urban Centers within throughout the County and Regional Growth Centers within the region are envisioned as higher density focal points within communities, attracting people and businesses to ~~advantages such as~~ an excellent multimodal transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities. Urban Centers are also intended to support more sustainable land use by accommodating growth in urban locations and reducing sprawl.

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Maps LU-2 and LU-3 show the boundaries of these centers. Redmond's policies and regulations for these locations meet the regional housing, employment, transit, and urban design criteria for centers.

General Policies

- LU-43 Designate portions of Redmond's Downtown and the Overlake neighborhoods Center as Urban Centers under the Countywide Planning Policies and Regional Growth Centers under VISION 2040, and recognize these areas as such in all relevant local, regional policy, planning and programming forums. Through plans and implementation strategies, encourage and accommodate focused office, retail, and housing growth and a broad array of complementary land uses. Prioritize capital investment funds to build the necessary infrastructure for these Urban Centers, including transportation, utilities, stormwater management and parks). Also, emphasize support for transit use, pedestrians, and bicycling.
- LU-44 Leverage local, regional, State and federal agency funding for needed public facilities and services within Redmond's Urban Centers. Give priority to these centers for transit service and improvements, as well as for other transportation projects that will increase mobility to, from, and within these Urban Centers.
- LU-45 Establish development standards, including level-of-service standards, impact fees, and public facility plans and funding strategies, to encourage focus development within Redmond's Urban Centers. Periodically review development within these areas to identify and resolve barriers to efficient and predictable permitting. Consider City preparation of SEPA review if issues can be addressed on an area-wide basis to resolve barriers.

Designation Policies

LU-46 Downtown Mixed-Use Designation

Purpose. Encourage development of the Downtown as a place that:

- ◆ Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities;

EXHIBIT 4

- ◆ Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent transit service, and plazas, parks, and art;
- ◆ Emphasizes access for pedestrians and bicycles, with attractive “local” streets appropriate for a destination environment;
- ◆ Enhances its urban feel by retaining a rich natural setting, including open space, trees and other landscaping, and a focus on the Sammamish River; and
- ◆ Invites people to enjoy it, provides a comfortable atmosphere, and maintains its small-town feel and tangibly reminds people sense of Redmond’s history and historic buildings.

Allowed Uses. Implement this designation through the Downtown zones~~districts~~. Permit personal, professional and corporate offices; retail uses; restaurants; compatible advanced technology industries; services; hotels; multi-family residences; and entertainment and cultural uses.

LU-47 Overlake Mixed-Use Designation

Purpose. Maintain and encourage Overlake as a place that:

- ◆ Serves an important local and regional economic role as a center for advanced technology uses, research and development, corporate offices, distribution, and compatible manufacturing;
- ◆ Encourages high-quality, compact development while recognizing that many corporate developments will retain their campus-like character;
- ◆ Provides an intense, comparison commercial shopping district that supports and complements nearby employment and residential areas; and
- ◆ Includes primarily in Overlake Village mid-rise, mixed-use neighborhoods that provide attractive and safe places to live close to amenities, such as restaurants, frequent transit service, and a network of parks, sidewalks, and trails.
- ◆ Emphasizes access for pedestrians and bicycles, with attractive “local” streets appropriate for a destination environment;

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Allowed Uses. Implement this designation through the Overlake ~~districts~~Zones.

In the Business and Advanced Technology ~~zonedistrict~~, permit offices, corporate campuses, research and development, compatible high technology manufacturing, distribution, and business services that directly support surrounding businesses. Also permit multi-family residences (located in either mixed-use or single-use structures), limited retail and service activities such as restaurants and fitness centers, and similar uses intended to help reduce motor vehicle trips.

In the Overlake Village ~~zonesdistrict~~, permit uses that primarily serve the general public such as retail, hotel-motels, professional office, services, entertainment, and other uses appropriate to Overlake. Encourage multi-family residences, located in either mixed-use or single-use structures, to help reduce motor vehicle trips and to create a more vibrant neighborhood. Consider allowing regional retail/wholesale uses and commercial activities involving larger goods, such as vehicle rentals, in certain areas of this district.

Other Employment

Business parks, manufacturing parks, and industrial areas provide locations for a variety of businesses that supply employment opportunities and services for the greater Redmond community and region. Business parks enable firms to integrate their research and development, office, small warehouse, and light manufacturing uses in one location. As manufacturing in the region shifts to more complex products, the ability to combine management, design, engineering and manufacturing employees into teams on one site can be important.

EXHIBIT 4

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City Boundary
Center

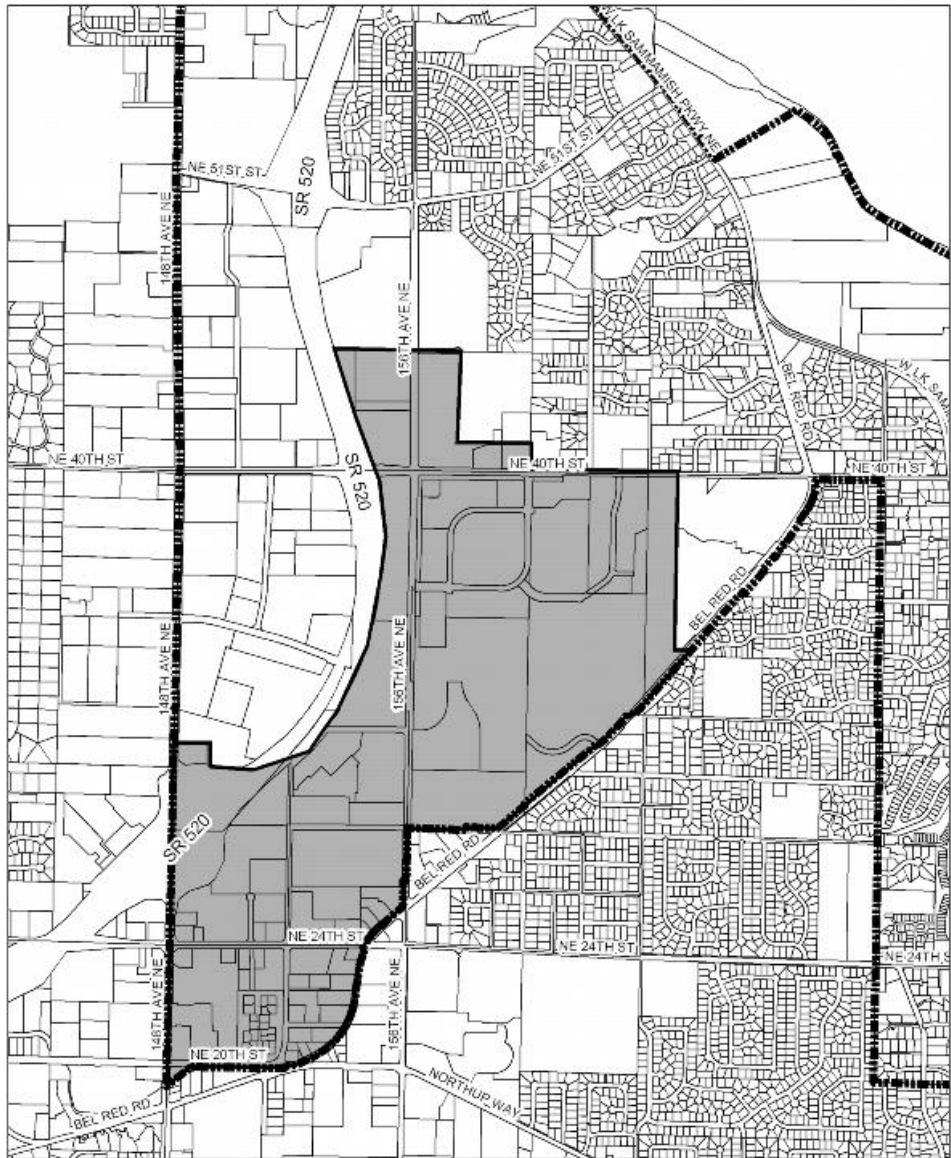
**MAP LU-2
DOWNTOWN URBAN CENTER**

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- LEGEND**
-  Center
 -  City Boundary

**MAP LU-3
OVERLAKE URBAN CENTER**

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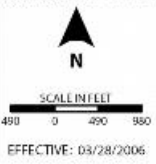


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MOVE MAPS TO URBAN CENTERS ELEMENT

The manufacturing and industrial businesses in Redmond are a very important part of maintaining a strong and diverse economy. The Manufacturing Park and Industry zones are intended to accommodate manufacturing and industrial uses that require significant space or are likely to involve impacts such as noise, dust, glare, and truck traffic.

Because the uses in business parks are less likely to create adverse impacts, these areas allow a greater mix of uses than manufacturing parks. This mix of uses is intended to allow business parks to internalize trips and allow for a more efficient use of business park space.

Many professional office uses that serve the general public are directed to Downtown. To also encourage development Downtown, the expansion of Business Park designations outside of existing business park areas is not supported.



General Policies

LU-48 Provide for business park, manufacturing park, and industrial uses in locations that:

- ◆ Are suitable for research and development, advanced technology, warehouse, distribution, manufacturing, industrial, and similar uses;
- ◆ Are located near an arterial or freeway, and are served or capable of being served by transit;

EXHIBIT 4

- ◆ Provide for freight and goods movement;
- ◆ Complement the Downtown and Overlake Urban Centers and do not attract uses that are more appropriate in or near a center.

LU-49 Separate manufacturing uses that create impacts from incompatible uses through techniques such as creation of buffers or zoning that enables transitions from more intensive to less intensive uses. Take into account during site plan review potential adverse impacts on manufacturing operations due to other proposed uses, as well as potential adverse impacts on nearby uses due to manufacturing operations.

LU-50 Ensure that land use designations along streets that tie manufacturing parks to the regional transportation system are compatible with heavy truck traffic. Consider using truck routes to direct heavy trucks away from residential neighborhoods and commercial areas where heavy truck traffic is inappropriate, such as the Downtown.

LU-51 Update periodically standards for minimum lot size and other site requirements for business parks and manufacturing parks to allow for efficient manufacturing development and operations both now and in the future.

~~**LU-52 Incorporate recommendations from the Wellhead Protection Program into the Comprehensive Plan and Zoning Code Community Development Guide. Consider especially whether updates are needed to land use policies, regulations, or development or operating standards that ensure appropriate levels of groundwater recharge and apply to uses involving hazardous materials located in Wellhead Protection Zones 1 and 2, 2 and 3. (relocated to the Natural Environment and Utilities Elements)**~~

The Business Park designation allows limited recreation, entertainment, and retail uses, consistent with the intended purpose of this land use designation. Adult entertainment facilities are retail and entertainment uses that have special zoning protection under the U.S. Constitution as interpreted in judicial decisions. The City of Redmond must set aside land where these uses may locate.

LU-53 Permit where appropriate adult entertainment facilities in areas designated Business Park and Manufacturing Park.

EXHIBIT 4

Industries that extract and process rock, gravel, fill dirt, and other useful minerals or subsurface resources are important to the continued development of the region. A major gravel operation is located in SE Redmond. The policies below guide this type of use now and in the future.

LU-54 Manage the extraction and processing of sand, gravel and other natural resources to prevent conflicts with nearby land uses, protect air quality, and protect ground and surface water quality. Allow exploration and extraction of these resources only when unacceptable impacts on adjoining land uses and natural resources can be satisfactorily prevented. Maintain conditions in the Redmond Zoning Code Community Development Guide concerning transportation access for the site, protection of groundwater resources and other aspects of the

natural environment, control of noise and vibration, acceptable hours of operation, buffers and setbacks for the site, and reclamation and future use of the site.

LU-55 Require mining operations to protect groundwater resources and maintain adequate depths between the land surface and the aquifer to protect Redmond’s well system and drinking water.

LU-56 Monitor and comment on the review and enforcement of gravel mine reclamation plans by the State Department of Natural Resources, and look especially for provisions to ensure:

- ◆ The site will be graded to provide for appropriate redevelopment.
- ◆ Any proposed fill material will be tested.
- ◆ Grading and proposed fill material adequately protect groundwater resources while allowing for appropriate levels of groundwater recharge.

Designation Policies

LU-57 Business Park Designation

Purpose. Provide for attractively designed and efficiently used areas for business and manufacturing employment opportunities that complement

EXHIBIT 4

commercial activities typically found in the Downtown, involve limited outdoor storage, and include a high level of amenities.

Allowed Uses. Implement this designation through the Business Park zone. Permit uses, such as research and development, software development, advanced technology industries, wholesale businesses, certain manufacturing businesses, associated offices, and similar uses, that do not compete with the Downtown, do not serve the general public, and will not create adverse impacts on the environment or surrounding uses. Also permit residences in upper floors of buildings, and allow additional building height and increased floor area ratios for these buildings. Consider allowing uses that require large floor plates, such as a medical diagnostic and short-term treatment facility.

Encourage a mix of compatible uses to internalize vehicle trips and provide needed support services within close proximity to business park uses. Examples of compatible uses include business services that directly support surrounding businesses and limited retail and service activities that serve employees and residents in the immediate areas, such as restaurants and fitness centers.

LU-58 Manufacturing Park Designation

Purpose. Provide locations for existing and future manufacturing and industrial uses, particularly those that require significant areas for storage of materials and equipment (both indoors and outdoors). Provide for manufacturing and other uses that are better suited for locations outside of the Downtown or Overlake due to site requirements, noise impacts, transportation needs, or other considerations.

Allowed Uses. Implement this designation through two zones: Manufacturing Park and Industry. Provide areas primarily for uses such as manufacturing; research and development; light industry; wholesale, assembly and distribution businesses; and essential public facilities. Limit office and other secondary uses to those that support these primary uses. Consider allowing other limited supportive uses, including but not limited to day care centers, retail vehicle fuel sales, and technical colleges.

Examples of allowed uses in the Industry zone include those allowed in the Manufacturing Park zone and those existing industrial uses, including outside manufacturing and mineral resource processing, whose continuing operations are unlikely to harm groundwater resources and Evans Creek.

EXHIBIT 4

Ensure that allowed uses in both zones do not create significant hazards or other adverse impacts on the community, other manufacturing uses, or the natural environment. Use performance standards, permit conditions, and critical areas regulations to protect the community and other uses within the Manufacturing Park designation.

Design District

The Design District designation is intended to encourage coordinated development of an area and provide flexibility in regulations while achieving neighborhood and community objectives. The Design District designation has been applied to portions of Overlake and SE Redmond.

LU-59 Design District Designation

Purpose. Take advantage of opportunities for appropriate mixes of uses in suitable locations such as large parcels (totaling at least five acres in size) in a common ownership or the sites of major institutions, such as hospitals. Provide for preparation of master plans to promote unified development of an area or to meet the special needs of institutions while managing impacts on nearby uses. This designation is also intended to:

- ◆ Provide flexibility in zoning that cannot be provided by other mechanisms.
- ◆ Allow the creation of policies and regulations that apply to specific sites.
- ◆ Apply to areas that are served or are capable of being served by transit.

As part of designating new Design Districts, prepare a specific development plan or site plan for the area that:

- ◆ Specifies the allowed uses, density, and any specific review requirements and standards required to adequately manage the Design District and to mitigate adverse impacts on the community, neighborhood, or environment;
- ◆ Reflects substantial public involvement from the neighborhood in which it is located;
- ◆ Meets the review process requirements of a plan amendment, when establishing the Design designation, or a rezone that is consistent

EXHIBIT 4

with the Comprehensive Plan, if the designation already is applied to the property; and

- ◆ Is scheduled for review and update every five to 10 years.

Allowed Uses. Implement this designation through the Design District zone. Allow for an appropriate mix of uses and structure types while ensuring that the designation supports the preferred land use pattern. Determine densities and intensities based on the suitability of the area for development.

Urban Recreation, Semi-Rural

Environmental hazards, such as flooding and seismic hazards, limit the suitability of the Sammamish and Bear Creek Valleys for development. The valleys are also subject to development limitations due to the need to provide for groundwater recharge, the presence of important fish habitats and likely wetlands, and the need to provide appropriate transitions to agricultural and rural areas north and east of Redmond. Significant infrastructure constraints including transportation and utilities, also affect the type of uses suitable for these places.

LU-60 Urban Recreation and Open Space Designation

Purpose. Provide for limited urban uses on lands inappropriate for more intense urban development due to: (1) extensive environmentally critical areas, natural hazards, or significant natural or cultural resources; and (2) extreme cost or difficulty in extending public facilities. Provide for suitable urban uses, such as recreational uses needed to serve Redmond and the region.

Allowed Uses. Implement this designation through the Urban Recreation zone. Permit uses that fit a constrained area, such as public parks, trails ~~that do not provide parking~~, agricultural uses, including the keeping of animals compatible with the size of the property, riding stables, and farm residences. Consider allowing uses such as ball fields, outdoor private recreation areas used primarily for non-motorized recreation (such as golf courses), limited accessory uses (such as a restaurant), and regional utilities.



LU-61 Semi-Rural Designation

Purpose. To maintain the rural character of lands with high natural resource values that are not appropriate for urban development or for long-term agriculture or forestry use.

Allowed Uses. Implement this designation through the Semi-Rural zone and allow densities of up to one dwelling unit per five gross acres. Ensure that allowed uses fit the capability of the land, are consistent with expected public service levels, and are compatible with the rural character of the surrounding area. Permit uses such as low-density rural residences; small-scale forestry and agricultural uses, including the keeping of animals compatible with the size of the property, including wineries; small-scale bed-and-breakfast inns; equestrian facilities; primarily non-motorized recreational activities, such as parks, playfields, golf courses and camps; and other uses consistent with this designation.

Properties in the lower Bear Creek Valley in Redmond not only have major development constraints, but also are not suited to long-term agricultural production because of the area's isolation from other agricultural areas and proximity to urban development. Density bonuses and development siting criteria can provide property owners with an equitable return on their property, protect much of this sensitive area, and meet community goals.

LU-62 Encourage clustering on property designated Semi-Rural located in the lower Bear Creek Valley to protect environmentally critical areas. Allow density bonuses provided conditions in the Redmond Zoning Code Community Development Guide are met, including but not limited to maintenance of view corridors; provision of small-lot, detached single-family dwellings; dedication of open space; and protection of area wildlife.

EXHIBIT 4

Parks and Open Space

An important community goal is to retain and enhance Redmond's distinctive character and high quality of life, including an abundance of parks and open space. Parks and open space help to maintain a high quality of life in Redmond and to meet recreational, social and cultural needs. The Parks and Open Space designation on the Comprehensive Land Use Plan Map helps to describe the system of parks and open space that is in place and its connection with the rest of the existing and future land use pattern.



Hartman Park

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LU-63 Park and Open Space Designation

Purpose. To identify large public parks, large public open space or private land dedicated to open space, and potentially major sites identified for acquisition as a public park, open space, or trail.

Allowed Uses. Allows for public and private parks, public and private open space, [community gardens](#), [produce stands](#), [farmers markets](#), [agricultural uses including the keeping of animals compatible with the size and location of the property](#), [community centers](#), golf courses, primarily non-motorized recreational uses and areas, campgrounds, other public and private non-motorized recreational activities and associated commercial uses. Implement this designation by allowing parks and open space in all zones.

HOUSING

Future Vision for Redmond: Housing

~~Residential neighborhoods in Redmond~~ are treasured for ~~their attractiveness,~~ ~~character, natural assets, friendliness~~ friendly and welcoming atmosphere, diversity, safety, and ~~quietness~~ settings. Redmond includes a broad choice of housing types at a range of prices, including affordable homes. During the past 20 years, there has been ~~lot~~ much more variety in the types and prices of ~~newly constructed~~ constructed ~~in neighborhoods,~~ including more cottages, accessory dwelling units, attached homes, live-work units and other smaller single-family homes. New homes blend with existing homes and the natural environment, retaining valued characteristics of existing neighborhoods as they continue to evolve. While single-family neighborhoods have remained stable, the number and variety of multi-family housing choices have increased significantly, especially in the mixed-use developments in the Urban Centers. Many more people also live in Downtown and in Overlake close to employment opportunities, small-scale shopping and services, connections to parks and trails, transit and other amenities. Through careful planning and community involvement, changes and innovation in housing styles and development have been ~~successfully~~ embraced by the whole community. Residents enjoy a feeling of connection to their neighborhoods and to the community as a whole.



Organization of This Element

Introduction

A. Planning Context

State and County Requirements

Regional Coordination

Tracking Policies

Community Values and Neighborhood Quality

B. Housing Supply

Jobs/Housing Balance

Special Needs

Development Standards

C. Housing Diversity

Innovative Zones

Affordability

Preservation and Rehabilitation

Incentive Programs

Funding Support

Introduction

Housing conditions have a direct impact on Redmond's quality of life. Redmond citizens place a high value on having a safe and comfortable place to live – a home that is affordable and is located within a neighborhood that is attractive and conveniently located. These factors must be taken into consideration when planning for housing needs to [support the City's sustainability principles and](#) ensure that Redmond's high quality of life is maintained.

Since the early 1980s Redmond residential makeup has changed dramatically, due largely in part to [increased employment in the city and rapid urbanization in](#) the region and the subsequent effect on supply and demand for housing. Other factors, such as changes in family size and composition, job types, mobility, and inflation have also contributed to changes in the social and economic factors relating to housing choices. ~~More recent demographic trends indicate an increase in the number of multi-generational families that are sharing living quarters. This national and local shift in household demographics will have an effect on the type of housing that is appropriate to meet the needs of the population.~~

The Housing Element is closely linked to other elements of the Comprehensive Plan. For example, the Land Use Element defines the intent and location of Residential land use designations and densities within Redmond. The Neighborhoods Element contains policies that will serve to guide the implementation of housing policies in specific neighborhoods. [The Human Services Element emphasizes the need for access to](#)

[affordable housing as a critical aspect of a socially sustainable community.](#) Policies relevant to housing in terms of the provision of infrastructure and services are described in the Capital Facilities and Utilities Elements. A full understanding of Redmond's housing policies and plans should include an examination of these other elements of the Comprehensive Plan.

A. Planning Context

This section discusses the forces guiding Redmond's housing policies: legislative directives, regional cooperation and planning, and community values.

State, and County and Regional Direction Requirements

The Growth Management Act (GMA) requires jurisdictions to identify the projected housing needs for each city and to make adequate provisions for existing and projected needs of all economic segments of the community. Jurisdictions must demonstrate, in specific terms, how they plan to meet GMA goals for affordable housing. The overall planning goals for housing in the GMA are as follows:

- ◆ Ensure housing for all economic segments of the population of this State.
- ◆ Participate in making available a fair share of affordable housing, including affordable housing for people with special needs.
- ◆ Promote zoning classifications which allow a variety of residential densities and housing types.
- ◆ Encourage preservation of existing housing stock.
- ◆ Assure that housing complies with local, State, and federal fair housing laws.

The GMA [also states that local Housing Elements must include an inventory and analysis of existing and projected housing needs. In partnership with other cities in East King County, the City through ARCH has prepared housing needs analysis that covers Redmond and the broader East King County area which is an addendum to the Housing Element.](#) [also encourages the use of innovative land use](#)



[techniques to promote a variety of housing opportunities, including "...density bonuses, cluster housing, planned unit developments, and the transfer of development rights."](#)

The Countywide Planning Policies (CPPs), in addition to reaffirming the GMA housing goals, require all cities to share the responsibility for achieving a rational and equitable

distribution of affordable housing in King County. Communities in King County agreed that new housing should provide a mix of affordability that reflects the existing Countywide mix of household income. The household income demographics for King County have remained fairly steady since the early 1990s, with approximately 24 percent of the King County population consisting of low-income households (those earning 50 percent or less of the King County Median Income) and 17 percent of the population consisting of moderate-income households (those earning 80 percent or less of the King County Median Income). Between 1990 and ~~2000~~ 2010, market conditions and Redmond's regulations and policies were reasonably successful at helping to achieve the 17 percent target for moderate-income households in Redmond, but ~~new housing development~~ fell significantly short of producing a minimum of 24 percent ~~target of the total units~~ for low-income households.

The CPPs also ~~direct require that~~ cities ~~to consider strategies take the following specific measures~~ to address affordable housing needs such as:

- ◆ Establish minimum density zoning.
- ◆ Remove regulatory barriers to affordable housing.
- ◆ Identify housing that may be lost to redevelopment, deteriorating housing conditions, or public policies or actions.
- ◆ Develop strategies to preserve existing low-income housing where feasible and to provide relocation assistance to displaced low-income residents.
- ◆ Adopt incentive programs to encourage the development of low-income housing.

In accordance with the requirements of GMA, the CPPs require that Redmond establish ~~2022-2030~~ growth targets and that these targets should be consistent with zoning and infrastructure plans developed by the City. The CPPs also establish targets for the provision of affordable housing for all local governments in King County.

In addition, the Puget Sound Regional Council (PSRC) has established multi-county housing policies in VISION 2040. These policies encourage local jurisdictions to adopt best housing practices and innovative techniques to advance the provision of affordable, healthy and safe housing for all the region's residents.

HO-1 Zone sufficient buildable land, create adequate usable development capacity, and allow for an appropriate mix of housing types to accommodate Redmond's projected share of King County population growth over the next 20 years.

HO-2 Promote a mix of new residential units and use other strategies that are is designed to at a minimum meet the targets called for in the King County

Countywide Planning Policies for ~~creating supplying new residential~~ units that are affordable to low- and moderate-income households.



- HO-3** Work through regional housing agencies and bodies or with individual jurisdictions, such as King County, to ensure that adequate development capacity exists in the region to accommodate expected residential growth.

Regional Coordination

Just as housing needs rarely recognize jurisdictional boundaries, housing issues are not likely to be solved by only one community. For these reasons, it is important that Redmond's policies for housing support a regional approach and cooperation among agencies to meet its housing goals. Without this cooperation, the individual cities in King County and the region as a whole will fail to meet ~~its~~ established housing goals.

A number of public, private, and non-profit organizations are able to provide support to the City of Redmond in the areas of housing development and management. By partnering with some of these organizations for funding and development of housing, Redmond has been successful in creating a number of unique housing developments. Some examples include the Village at Overlake Station, and redevelopment of the former Coast Guard property on Avondale Road NE with a mix of different housing types and affordability levels. Interlocal agencies such as ARCH (A Regional Coalition for Housing) have been instrumental in providing assistance and guidance to the City in promoting housing opportunities.

- HO-4** Cooperate with King County, A Regional Coalition for Housing (ARCH), and other Eastside jurisdictions and housing agencies to assess housing needs, create affordable housing opportunities, and coordinate a regional approach to funding and meeting the housing needs of Eastside Communities.

HO-5 Cooperate with private and non-profit developers, including the King County Housing Authority and social and health service agencies, to address local housing needs.

HO-6 Support housing legislation at the City, County, State and federal levels which promote the goals and policies of the Housing Element.

Tracking Policies

~~As housing conditions change over time, it will be is~~ important to track the effectiveness of existing policies and regulations and make periodic adjustments, as needed, to help promote Redmond's housing strategy. Evaluation should include consultation with developers, residents and others. Indicators, such as vacancy rates, changes in rents and housing prices relative to changes in income, increases in housing units relative to increases in employment and the level of demand for homeless shelters are key to tracking the City's progress in implementing its housing goals.

Redmond's ability ~~ies~~ to achieve its ~~share of the subregion's~~ housing target is highly dependent on the City achieving the ~~mix of offices and~~ housing that is planned for the mixed-use areas of Downtown and Overlake. It is important that ~~the City have there is a~~ some mechanism for monitoring development in these areas, such as through the annual Redmond Community Indicators report. With current data, the City will be able to, and make ing adjustments as necessary to ensure that the planned number of housing units is being built. In recognition of the wide range of housing needs in the City, monitoring should also include information on the affordability to households earning between 30% and 120% of the King County Median Income, as well as the type of housing produced. This information will continue to inform the City's priorities and specific implementation strategies in order to address Redmond's housing needs relative to improved jobs/housing balance and other goals. In addition, this information will be used to inform updates on an annual basis to the City's implementation actions for the City's housing program.



Downtown mixed-use

In addition to providing valuable information about Redmond’s progress in achieving its [overall and affordable](#) housing targets, tracking will also help monitor the City’s achievement of other community goals such as enabling people to live closer to work, reducing commute times, [offering a range of housing choices, supporting easy access to community amenities](#) and making it easier for residents to participate in community activities.

HO-7 Conduct a comprehensive evaluation every five years that measures the effectiveness of City housing policies and regulations in meeting the housing needs of persons who live and work in Redmond.

HO-7.5 [Adopt and update every 3 to 5 years a Strategic Housing Plan to identify specific implementation strategies that address the City’s housing needs, goals and policies.](#)

HO-8 Maintain a housing data base to inform City officials and the public on the status of the City’s housing market and the effectiveness of Redmond housing policies and regulations.

HO-9 Monitor the number, [type and affordability](#) of housing units being built annually to ensure consistency with the number of planned housing units, particularly in Mixed-Use zones.

Community Values and Neighborhood Quality

Redmond citizens [have](#) participated in a number of events to help guide policies for the Housing Element of the Comprehensive Plan. Through these events, citizens consistently reported that more variety in housing choices is important to the

EXHIBIT 5

community, with particular emphasis on creating smaller attached and detached housing units, accessory dwelling units, and homeownership opportunities that will help ~~promote~~ accommodate diversity in affordability levels, age ranges, family sizes, race, and



ethnicity.

As Redmond's housing makeup has changed, so has the population. Between 1990 and 2000, persons aged 5565 and older represented the fastest growing segment of the population and over the next 20 years the number of persons in this age group is expected to significantly increase. ~~Single-person~~ In 2010, 20 to 34 year olds represent just over 30% of the population, highest among cities in East King County. ~~Further, since 2000, one and two-person~~ households represent the largest percentage of households in the City and multi-generational households increased during that same time period, while traditional two-parent households declined slightly in Redmond. Those who have participated in City ~~events~~ planning to guide the direction for housing ~~have identified~~ recognized the importance of providing for the needs of these changing household types, and supported policies that would encourage a mix of housing styles and sizes. In addition to meeting the housing demands created by job growth, residents have cited the need to provide housing choices that allow seniors to age in place, families to remain close to one another, and people of all abilities and cultures to have equal opportunities to live in Redmond.

HO-10 ~~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.~~

HO-11 Encourage the development construction of a variety of housing types, sizes, and densities throughout the City to accommodate the diverse

needs of Redmond residents through changes in age, family size, and various life changes, including:

- ◆ Developments that provide smaller units with a mix of attached and detached housing units.
- ◆ Homes with ground floor master suites.
- ◆ Homes with all living areas on one floor.

HO-12 Create opportunities for ownership housing in a variety of settings, styles, sizes, and affordability levels throughout Redmond.

HO-13 Promote fair and equal access to housing for all persons and ~~P~~rohibit any activity that results in discrimination in housing.

Neighborhood planning for each of Redmond's distinct neighborhoods is integral to creating quality housing development. Basic design principles that contribute to neighborhood quality and land use compatibility include: quality open space and landscaping, adequate provision for transportation facilities, sufficient parks and public facilities designed in a sustainable manner, pedestrian amenities such as sidewalks, and safe public and private spaces.

While many neighborhoods in Redmond are nearly fully developed, other areas such as North Redmond, SE Redmond, and portions of the Willows/Rose Hill Neighborhood still contain large undeveloped parcels of land. For the more fully developed neighborhoods, infill, redevelopment, and remodeling of existing homes will be the primary force affecting neighborhood quality. Over the next 20 years, much of Redmond's anticipated housing growth will occur in urban centers of Downtown and Overlake. Investments in light rail and other transit improvements in these areas will provide unique opportunities to enable people to live nearby. Although more dramatic changes are likely to be apparent in other neighborhoods that have large undeveloped parcels, ~~s~~Specific plans for each of Redmond's neighborhoods (as found in the Neighborhoods Element of the Comprehensive Plan) will help ensure that any new development ~~is compatible with and~~ will respect, ~~and~~ enhance and be appropriate for the unique characteristics and residents of each neighborhood.

HO-14 Incorporate all the qualities of well-designed, character-rich neighborhoods so that existing and new neighborhoods in Redmond are attractive and safe places to live.

HO-15 Ensure that new development is consistent with City and applicable neighborhood goals and policies, including but not limited to sustainable site standards, landscaping requirements, building design guidelines, and affordability.

HO-15.5 Provide physical infrastructure, recreational and cultural amenities, and educational facilities in Downtown and Overlake to support the creation of attractive neighborhoods for residents of all ages, incomes and household types.

B. Housing Supply

The Land Use Element of the Comprehensive Plan establishes land use designations sufficient to accommodate Redmond's projected housing targets. However, as rezones occur throughout the City, it is important to ensure that any lost housing capacity is accommodated elsewhere so that there remains sufficient capacity to achieve the City's housing targets. Rezones that increase Redmond's employment capacity without a corresponding action to replace the lost units-reduced housing capacity will make it increasingly difficult to house new employees. Adoption of a "no-net loss" policy ensures that any loss of residential capacity due to rezoning will be compensated for in other portions of the City.

HO-16 Prohibit any rezone that results in a reduction in residential capacity without first approving another rezone or rezones resulting in at least a replacement of the lost residential capacity elsewhere in the City.

Jobs/Housing Balance

In addition to addressing the needs of existing residents, the City must plan for meeting the needs of future residents. Much of the demand for future residential growth will come from employment growth within Redmond and the region. In order to meet that need adequately there must be not only a sufficient supply of new housing, but it also must be affordable to a range of incomes. ~~Two ways of estimating future housing needs are:~~

- ~~◆ Examine overall population targets for Redmond; and~~
- ~~◆ Determine the amount and types of employment expected to be generated within Redmond and its immediate area.~~

The Countywide Planning Policies (CPPs) establish minimum job and housing targets for each subregion-jurisdiction in King County. As part of the process to update the regional job and housing targets, emphasis was placed on focusing growth in the region's urban centers, including Overlake and Downtown. ~~The percent of jobs forecast~~

~~in the CPPs determines the corresponding number of housing units that must also be accommodated within each subregion. Within King County, 35-30 percent of the new jobs anticipated through 2022-2030 are expected to be located on the Eastside resulting in a significant demand for housing. Demand for housing from employment growth exceeds the planned for housing growth on the Eastside. The Housing Needs Analysis indicates that in East King County, and in particular, Redmond, there is already an excess demand for housing from employment than there is housing available. Thus, Eastside cities (including unincorporated areas) must plan to accept 35 percent of the new housing growth within the County.~~

~~As part of the process to update the regional job and housing targets, each city collaboratively accepted as its target the number of new jobs and new housing units it could reasonably accommodate. Through the subregional planning efforts, some cities accepted a larger portion of new housing relative to job growth with the understanding that cities that have a higher portion of job growth (such as Redmond) will provide for its own share of the housing targets within its jurisdictional boundaries.~~

~~Because Redmond's land capacity for housing very closely matches its target for housing, Therefore it is important that the City have some a mechanism for considering the impacts that any changes in land use or development capacity that increase employment will have on its overall ability to achieve balance between the number of jobs and the number of housing units in Redmond.~~

HO-17 **Ensure an appropriate supply and mix of housing and affordability levels to meet the needs of people who work and desire to live in Redmond, especially near existing and planned employment centers such as Downtown Redmond, Overlake, and SE Redmond.**

~~**HO-18** **Evaluate opportunities for converting non-residential zones to residential uses when land is suitable for residential development and when such conversion is appropriate to meet the jobs/housing goals of the City.**~~

HO-19 **Consider the impacts on housing supply and affordability when making land use policy decisions or Zoning Code Development Guide amendments that are likely to affect employment in Redmond and consider the need for mitigation if employment capacity is significantly increased.**

HO-20 **Encourage Redmond employers to develop employer-assisted housing programs and provide technical assistance to employers wishing to obtain information on model programs.**

Special Needs

Special needs citizens include those people who require some assistance in their day-to-day living such as the mentally ill, people with developmental or physical disabilities, victims of domestic violence, substance abusers, people living with AIDS, youth at risk, veterans, and the frail elderly. Within the last 20 year period the proportion of seniors over age 75 who are more likely to be frail and need housing with services has increased to a point where approximately half of all seniors are over age 75. In some cases, homeless persons as well as pregnant and parenting youth or young adults also require special needs housing. Family living situations, institutional settings, social service programs and assisted housing all serve a portion of those with special needs.

HO-21 **Work with agencies, private developers and non-profit organizations to locate housing in Redmond intended to serve Redmond's special needs populations, particularly those with challenges related to age, health, or disability.**

HO-22 **Encourage and support the development of emergency, transitional, and permanent housing with appropriate on-site services for persons with special needs.**

HO-23 **Support actions to secure grants and loans tied to the provision of special needs housing by agencies, private developers, and non-profit organizations.**

HO-24 **Encourage the dispersal of special needs housing throughout the City. Some clustering of special needs housing may be appropriate if proximity to public transportation, medical facilities, or other essential services is necessary.**

HO-25 **Identify Ensure development regulations allow for, and have suitable provisions to accommodate regulatory methods for improving housing opportunities for special needs populations in Redmond.**

HO-25.1 **Encourage a range of housing types for seniors affordable at a variety of incomes, such as independent living, various degrees of assisted living, and skilled nursing care facilities. Strive to increase opportunities for seniors to live in accessible housing with services nearby.**

HO-25.2 **Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain in their own neighborhood**

as their housing needs change.

HO-25.3 Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to homelessness.

Development Standards

The City of Redmond is responsible for establishing land use and development regulations that can encourage or discourage a variety of housing types and affordability levels. Through its Zoning Land Use Code and permitting procedures, Redmond can directly and indirectly impact several housing cost components such as land, fees, and time of development. The challenge for Redmond is to balance the provision of public needs (e.g., safe roads, environmental protection) and not unduly impact the cost of housing. Although City land use policies and site standard regulations can be used to affect the supply of housing affordable to all income levels, its effect will be most beneficial to moderate- and median-income households.

~~Flexible development standards as allowed by the City's Planned Residential Development (PRD) provisions could help promote compatibility between land uses by minimizing adverse impacts on lower intensity or more sensitive uses. The PRD standards allow for techniques such as clustering, modification of setbacks, changes in the height restrictions, and flexibility in open space requirements in exchange for achieving other City goals such as protection of wetlands or critical habitat areas.~~

HO-26 Craft regulations and procedures to provide a high degree of certainty and predictability to applicants and the community-at-large in order to minimize unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review.

~~**HO-27** Offer a high degree of certainty and clarity to applicants and the community-at-large through the City's development review standards and timelines.~~

HO-28 Encourage the use of ~~Planned Residential Developments or other~~ innovative development review processes to promote sustainability, flexibility in development standards and affordability in housing construction.

C. Housing Diversity

This section addresses a number of community values ~~for~~ in support of creating greater variety in housing choices to meet the needs of a diverse and changing population, including policies that respond to meeting the needs for affordable housing.

Innovative Housing

Increased housing choices, especially for smaller households, will help the overall housing supply better match the needs of an increasingly diverse population.

Redmond's zoning and development regulations are intended to allow development of housing that will satisfy varied consumer preferences. Redmond has already taken strides in this area through increased housing in mixed-use neighborhoods, and some initial efforts to allow a wider variety of housing, such as accessory dwelling units and cottage housing, in single-family neighborhoods. As new and different housing styles become available, consideration should be given to how they might fit within existing single-family neighborhoods to provide increased affordability for low- and moderate-income families and increased options for seniors and ~~small~~ single person households. Having these choices will help maintain economic viability and community stability by providing housing choices for workers of all ages and stages of life. and could allow changing households to remain in the same home or neighborhood.



HO-29 Support and encourage through use of appropriate incentives innovative and support opportunities to explore new innovative housing styles and creative responses to meet Redmond's housing needs for housing affordability, variety, and diversity housing that is appropriate for a variety of household different ages and family types and sizes, incomes, types and ages. Examples include, but are not limited to: cottage housing, size limited structures, co-housing, accessory dwelling units, and attached units (two to four units per building) that are designed to fit the general character and bulk of other single-family homes in the neighborhood in which the new housing is located.

- HO-30** Promote the development of accessory dwelling units (ADUs) within new and existing single-family developments. Consider incentives for new housing developments that include a percentage of ADUs as part of the new construction ~~as well as~~ Explore opportunities to promote ADU construction in existing homes. Examples to consider include permitting assistance for homeowners, waivers of some requirements traditionally imposed as part of remodeling, and allowing administrative flexibility in review and site design.
- HO-31** ~~Endorse a pilot program for consideration of~~ Support the i**Innovative h**Housing Program in Redmond that helps promote City goals for affordability, high-quality design, and housing to meet a diversity of household sizes, types, and age ranges. Allow for flexibility in density and design standards to promote the pilot program.

Affordability

Perhaps the most pressing and complex challenge facing the City is to provide appropriate housing opportunities for all economic segments of the community. The quality of any city is defined, in large part, by whether families and individuals are able to find the type and size of housing that fits their household needs at a price they can afford. Communities that offer a range of housing types and affordability provide more opportunity for families and individuals to live where they choose. This allows workers to live near their jobs, older family members to continue to live in the communities where they raised their families, and younger adults to establish new households. When housing options are provided close to where people work, there are increased opportunities for people to participate in community and family activities. All of these outcomes further support the City's sustainability principles.

Redmond's quality of life is enhanced by the entertainment and dining opportunities and services offered by local businesses. Redmond's schools are among the best in Washington State, and quality healthcare is readily available. While there are a number of very high wage jobs in Redmond, not all of these types of services and employment provided in Redmond pay wages that are sufficient to afford a home in Redmond.

When speaking of "housing affordability," the standard used by lending institutions, the real estate industry, and government is that no more than 30 percent of a household's gross monthly income goes toward housing expenses, regardless of income level. For ownership housing, this percentage typically includes taxes, insurance, and other related housing expenses. For rental housing, a utility allowance is included in the 30 percent figure. A household in which housing costs exceed 30% of gross monthly income is considered to be "cost burdened"; if costs exceed 50% of gross monthly income the household is severely cost burdened.

EXHIBIT 5

“Affordable housing” typically refers to housing that is affordable to households earning 80 percent or less of the King County Median Income. Households earning 80 percent or less of the median income are also referred to as “moderate-income” households. Those earning 50 percent or less are commonly referred to as “low-income” households, and those earning 30 percent or less are also known as “very-low-income” households. [While affordable housing targets are only established for moderate and low income levels, there are many households who are very low income, and it is important to create housing opportunities affordable to this income level.](#)



Village at Overlake Station

Using the definition of “housing affordability” together with the [20042010](#) median income of [\\$77,900-85,600](#) for a four-person household, Table HO-1 represents the amount of money that Redmond individuals and families earning median income or less can afford to pay for rental and ownership housing:

Table HO-1: Affordable Rents and Prices Based on 201004 King County Median Income

Income Group	201004 Annual Household Income*	Maximum Affordable Monthly Rent/Utility**	Maximum Affordable House Price***
Very-Low-Income (< 30%)	\$23,670 \$25,680	\$515 \$49	---
Low-Income (50%)	\$39,450 \$42,800	\$909 \$978	\$120,554 \$132,800
Moderate-Income (80%)	\$63,120 \$68,480	\$1,504 \$620	\$206,058 \$233,700
Median-Income (100%)	\$77,900 \$85,600	\$1,871 \$2,048	\$263,064 \$300,900

* Based on a household size of 4.

** Assumes 30% of household income goes to housing costs.

EXHIBIT 5

*** Assumes 10% down payment on a 30-year fixed mortgage at 6% and an allowance for property taxes, hazard insurance, and homeowner dues. An increase in mortgage rate to 7% will increase overall price by approximately 8%.

In ~~2004~~2010, the average sales price for all housing in Redmond was approximately ~~\$384,000~~491,000. The average sales price during the same period for attached housing was approximately ~~\$220,000~~286,300, and approximately ~~\$435,000~~596,000 for detached housing. ~~For new construction, the average sales price was over \$525,000, with no new attached units available for sale.~~ The average rent for all apartments, with a ~~5.2~~4.4 percent vacancy rate, was ~~nearly \$1,000~~1,200 per month.

~~Table HO-1 shows that only those h~~households that are earning between 80 to 100 percent of median income ~~are~~ may be able to afford to purchase an attached housing unit in Redmond, ~~and all~~ although detached housing is ~~far~~ out of reach for many. For those households earning less than 50 percent of median income, even rental housing in Redmond is out of reach for most. Yet, the City and County targets are that the amount of housing equal to 41 percent of all targeted growth new housing will be affordable to households earning less than 80 percent of median income.

Alternatives for most of the households that work in Redmond and earn 80 percent or less of median income are that they pay more than 30 percent of their income toward housing (thus reducing money available for other expenses such as food, transportation, and medical care), find others with whom to share their housing (often resulting in overcrowding), or seek housing outside the area, thus increasing demand on transportation facilities. The number of households who are "cost burdened" or "severely cost burdened", e.g., pay more than 30% or 50% of gross income for housing, increased in East King County and Redmond between 2000 and 2009.

~~Another problem caused by rapidly increasing housing values in Redmond is that many households are relatively "house-rich" but "income poor." Because many current homeowners have lived in their homes for many years, they have built up equity in their homes and their mortgages are relatively low. However, many of these households could not afford to buy the same home at its current value.~~

~~This information indicates that the rapidly rising value of housing. Apart from economic cycles, since 2000, home prices have increased significantly relative to median income. This~~ will continue to make it difficult for families, especially first time homebuyers and current homeowners with low incomes, to purchase a new or resale home in Redmond. For these reasons, Redmond citizens have indicated support for creating affordable housing options throughout the City. Citizens have also supported voluntary efforts to provide affordable units within new housing developments until each neighborhood plan has been updated to address affordability requirements.

Promote a mix of housing for all income levels, including a portion of HO-31.5 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-32 Promote voluntary efforts to provide a reasonable portion of affordable housing within new housing developments, until such time as each neighborhood plan is updated to address affordability requirements.

HO-33 Encourage the dispersal of affordable housing throughout the City. Some clustering of affordable housing may be appropriate if proximity to public transportation, medical facilities, or other essential services is necessary.

HO-34 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.

HO-35 ~~Require a portion of units added a~~ As part of any rezone that increases residential capacity, consider requiring a portion of units to be affordable to low- and moderate-income households.

HO-36 Encourage housing ownership or rental opportunities for all economic segments of the Redmond community.

HO-37 Allow manufactured homes in all zones where residential development is permitted in the City.

Preservation and Rehabilitation

As housing ownership is transferred or if housing conditions deteriorate, existing affordable units may either be converted to more expensive homes or may gradually become unsuitable for occupation. Maintaining the affordability of existing housing can be a more cost effective way to provide affordable housing opportunities within Redmond. This has been an approach effectively used in the past in Redmond and other cities in East King County. The City ~~should continue may need~~ to work with private and not-for-profit agencies to preserve and rehabilitate the existing stock of affordable housing in Redmond, particularly in areas where pressure for redevelopment is likely to occur.

HO-38 Encourage and Ssupport efforts to maintain opportunities for lower cost housing where relatively affordable housing exists through the preservation or other efforts and particularly in centers where most redevelopment pressure will occur. and rehabilitation of existing stock of low- and moderate-income housing.

HO-39 Cooperate with non-profit housing organizations and regional efforts to develop a long-term management strategy for creating and preserving existing subsidized affordable housing.

HO-39.5 Encourage individual homeowners to reinvest in their homes by providing information and referrals to other appropriate agencies such as the King County Home Repair program.

Incentive Programs

Voluntary incentives that encourage the private sector to build housing that meets certain community goals including affordability, senior housing, or other types of innovative housing should be provided. The City should continue to provide programs to encourage affordable housing, and other economic incentives to assist the development of affordable housing.

~~such as density bonuses, expansion of the transfer of development rights program to encourage affordable housing, expedited permit review, and other economic incentives should be explored or expanded to encourage the private sector to build housing that meets certain community goals including affordability, senior housing, or other types of innovative housing.~~

Redmond has already implemented innovative regulatory approaches to encourage greater housing affordability and variety in ~~the Downtown~~ and Overlake and ~~targeted the majority of other~~ neighborhoods. Establishing incentives throughout the City could help increase their use by providing more opportunity and predictability for builders.

Redmond should also continue to explore incentives for new types of innovative housing ~~types-styles. These Examples of innovative~~ housing types ~~may~~ include cottages, co-housing, duplexes in single-family neighborhoods, accessory dwelling units, and size limited structures, ~~and housing overlay emphasis areas.~~

HO-40 **Allow incentives such as bonus densities and flexible design standards that do not adversely impact the general health, safety, and welfare of the public to support and promote the construction of new innovative or**

affordable housing styles.

- HO-41 **Consider Granting priority in the development review process for projects that offer 15 percent or more of the proposed residential units at affordable rates.**

Funding Support

Numerous federal and State programs offer financial assistance to developers and residents of affordable housing. These programs are usually administered locally by non-profit agencies, housing authorities and County and City government. The purpose of these programs is to supply providers of affordable housing with their most needed resource: financial assistance. Besides being generally supportive of financial assistance programs, the policies in this section call upon the City to develop a long-term financial assistance program of its own.

Direct local funding is perhaps the most effective step the City of Redmond can take in encouraging the preservation and development of low-income housing. For many projects seeking to serve low-income households, local financial assistance is required for the project to work. Direct funding provided by the City will represent only a small portion of the total development cost of any project. However, by using Redmond's dollars, a project will be able to leverage significantly greater subsidies from federal, State and County funding sources. Most of the significant funding sources used in King County to develop low-income housing require some funding participation at the local level. For example, \$10,000 from Redmond to help develop a single, low-income home may leverage as much as \$650,000 from ~~a larger County, or State and federal~~ funding sources. ~~Without Redmond's contribution, those larger dollars probably would not be available.~~

Other public subsidies include:

- ◆ Use of surplus land for housing and redevelopment.
- ◆ Seek grants to pre-design for future infrastructure needs.
- ◆ Lobby for regional or Statewide ~~inclusionary programs or~~ affordable housing bond issue.
- ◆ Reduce permit fees and impact fee waivers for housing.
- ◆ Consider adoption of property tax credit legislation for affordable housing.

- HO-42 **Pursue creative methods within existing programs, such as the City's transfer of development rights (TDR) program, impact fee waivers, ARCH Housing Trust Fund, and State enabling legislation for property tax relief, as a means to provide direct assistance to builders and**

leverage funds for construction of affordable housing.

- HO-43 Help educate builders about the availability of funding and incentive programs to promote the construction of affordable housing in Redmond.
- HO-44 Minimize unnecessary housing development costs through regulations and standards contained in the [Community Development Guide Zoning Code](#) and other City regulatory documents that are balanced with and maintained in concert with public safety considerations and all other goals of the Comprehensive Plan and [Zoning Code Community Development Guide](#).
- HO-45 Offer exemptions or reduced impact fees for construction of affordable housing units in qualifying developments.
- HO-46 Participate in relocation assistance to low- and moderate-income households whose housing may be displaced by condemnation or City-initiated code enforcement.
- HO-47 Maintain a City housing trust fund for low- and moderate-income housing that is based on the number of affordable units needed to serve Redmond's projected population and job growth changes. Base the need for affordable units on Redmond's targets for low- and moderate-income housing as defined in the King County's Countywide Planning Policies.
- HO-48 ~~Conduct a Use performance measures in order to~~ review ~~of~~ the housing trust fund as part of the City's [Budgeting by Priorities budget](#) process to determine its effectiveness in addressing low- and moderate-income housing needs.
- HO-49 Use all available federal, State, and County programs as well as private and non-profit options for financing affordable housing.
- HO-50 Give priority to the use of surplus, publicly owned land for housing that provides for a range of household incomes, with an emphasis on

encouraging housing for low-income families.

Ord. 2224

ECONOMIC VITALITY

Future Vision for Redmond: Economic Vitality

Redmond has acted to 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 positive business climate that supports innovation and attracts sustainable development to the community and while retaining 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~~ a high quality educational system that serves the needs of peoplecitizens of all ages.



Framework Policies:
(Goals/Vision/Framework Element)

Included for reference only. Will be located only in the Goals/Vision/Framework Element in the final Comprehensive Plan document.

| **Economic Vitality Development**

FW –15: Support sustainable and environmentally sound economic growth with appropriate land use regulations and infrastructure investments.

| FW--16: ~~Maintain~~ Encourage a strong and diverse economy and tax base that provide a variety of job opportunities, support the provision of excellent local services and public education, and keep pace with economic and demographic changes.

| FW—17: ~~Maintain~~ Cultivate and enhance a broad variety of retail and service business choices that meet the needs of the greater Redmond community.

Organization of This Element

Introduction

A. Land Use Plan and Regulation

B. Education

C. Infrastructure and Financing

D. Partnerships

E. Actions to Be Taken

Introduction

Economic vitality is essential to the success of a community such as Redmond, which strives to provide a range of employment, retailing, service, and recreational opportunities for its residents. Further, economic vitality is important to Redmond as it will provide for a successful and sustainable community and help achieve the overall goals of the Land Use Plan.

In 1993 the employment within the City was 39,000 but by ~~2004~~ 2000 employment had nearly doubled to ~~79,500~~ 72,000. In 2010, Redmond had approximately 77,000 jobs. This significant growth in jobs places Redmond as the ~~fourth~~ fifth largest employment center within the four-county central Puget Sound region. While much of this growth has been in software and business services, there has also been significant growth in communications and retailing. Redmond has shown a net job increase almost every year since 1993. ~~However, traditional manufacturing has during this same period (1993 – 2004) shown a decline.~~

In addition to its central geographic location in King County, the City has many demographic characteristics ~~which that~~ support its continued economic vitality. For example, ~~60-68~~ percent of Redmond's ~~2000-2010~~ population is between the ages of ~~25-20~~ and 64 which are considered prime earning years by economists and is significantly above the national and regional percentages. Another significant factor is educational attainment. ~~and w~~Within Redmond ~~56-61~~ percent of women and ~~65-71~~ percent of the men over the age of 25 have attained either an associate college degree or higher, or a professional certificate.

~~The Puget Sound Regional Council has forecasted that jobs could increase within Redmond to approximately 112,000 in 2020 and 123,000 by 2030. The City plans to accommodate up to a total of 118,000 jobs by the year 2022, which is consistent with the region's 20-year employment target, for the period 2002 to 2022, for Redmond.~~

~~While over the last 10 years Since 2000, Redmond's share of regional employment has continued to increase and more employment growth is anticipated, especially in primary industries providing family-wage jobs. The City plans to accommodate up to 119,000 jobs by the year 2030, which is consistent with the region's 20-year employment target for the period 2010 to 2030, for Redmond. Throughout cycles of vigorous growth or economic downturn, economic role in the region has changed significantly, past performance does not guarantee future success. T~~he policies of this element help direct the actions of the City in the future in support of a sustainable and successful economy.

Economic vitality cannot be successfully achieved by the City of Redmond acting alone. More than most elements within the Comprehensive Plan, the successful implementation of the economic vitality policies relies upon the City engaging in a variety of partnerships. In many cases Redmond may be the catalyst for the partnership to be formed and the role of the City from that point may diminish. In other cases, the City may have a permanent leadership role. In each case, the following policies will

guide Redmond in selecting the appropriate partnerships as well as the role for the City within each of those partnerships to achieve a successful and sustainable economy.

Sustainable in the case of economic vitality has a two-fold meaning. Within the context of land use planning, it supports the concept that the City will encourage employment activities ~~will be encouraged which that~~ can be perpetuated in the future without diminishing irreplaceable resources and doing permanent harm to the environment. Further, consistent with regional planning goals, The the City's vision encourages development within existing urban areas to promote the more efficient use of land. ~~desire is that jobs in businesses that exist today will exist in the future and that b~~By emphasizing renewable resources or reduced consumption of irreplaceable resources, both the economy and environment of our community will be protected and sustained.



Microsoft building – LEED certified

Sustainability in the broader context also recognizes the convergence of economic, environmental, and social needs so that while the community is continually changing, the community seeks to maintain and improve its economic, environmental, and social characteristics so that members of the community can continue to lead healthy, productive, and enjoyable lives. This does not imply that everything continues to increase in size and intensity; in fact the City must take the lead in ensuring that economic growth is balanced with other community values of environmental quality and social equity. However, it does imply that things continue to get better for the community. Implicit in such a concept is the development of a measurement system where a baseline for sustainability is established as well as future goals. Through the annual Community Indicators Report and performance measures for Budgeting by Priorities, Annual the City tracks achievement of a variety of economic, environmental and other community goals. ~~through the use of benchmarks and monitoring are developed so that n~~New actions or initiatives are will be continually evaluated to identify whether new initiatives support the adopted goals.

To be successful in the future, the City of Redmond must ~~be aware of the future. This requires~~ continually ~~ous monitoring of~~ local, national, and international trends that may ~~have effects on affect~~ the City. Analysis of these trends may ~~then~~ indicate actions the

City ~~should~~ ~~may chose to~~ pursue in order to take advantage of ~~favorably respond to~~ these trends.

In addition to an active monitoring of future trends and activities on a local, regional, and national scale, it is important for Redmond as a whole to maintain and implement ~~should have~~ an economic vitality development strategy that identifies how to retain successful businesses and how to evaluate and pursue future opportunities. ~~Imbedded-Embedded~~ in such a strategy are the roles and responsibilities of the various community members and organizations. Economic vitality is not solely or predominantly the role of City government but a series of interwoven partnerships that function to create and perpetuate the sustainable economic development that is preferred.

~~While the City may have a major role in developing the strategy, it can only be successfully implemented through the cooperation and involvement of the entire community. Redmond's Strategic Plan for Economic Development was prepared by the City with participation by representatives from business, education and other community members. As an outcome of the Plan, a public/private partnership between the City and the community was created which will provide an effective way to implement an economic development program. Economic vitality is not solely or predominantly the role of City government but a series of interwoven partnerships that function to create and perpetuate the sustainable economic development that is preferred.~~

Even though much of the work to enhance economic vitality will be done in partnerships, the City has a number of specific economic vitality roles and responsibilities. Overall, the City should continually strive for positive leadership as a provider of municipal services and periodically review regulations and processes for improvement opportunities. ~~including:~~ In addition, the City may further support economic vitality by:

- ◇ Providing a supportive ~~L~~and ~~U~~se ~~P~~lan and development regulations;
- ◇ Encouraging the continued provision and enhancement of the public and private education systems for all ages;
- ◇ Providing necessary infrastructure to meet the needs of the Land Use Plan;
- ◇ Ensuring the adequacy of the infrastructure, ~~where-whether~~ provided by other agencies, ~~or~~ private utilities or developers, to meet the needs of the Land Use Plan;
- ◇ Providing or coordinating the provision of ~~an adequate~~ transportation system that successfully moves people, goods and information;
- ◇ Providing coordination or seeking investments in infrastructure and other public enterprises;
- ◇ Acting as a catalyst, partner, convener, or coordinator for the development and provision of programs consistent with the economic vitality strategy; and

- ◇ Encouraging the development of sustainable economic vitality strategies, investment by others in the community and acting as a catalyst for the development of other programs in support of economic vitality.

Listed below by category are the policies ~~which that~~ direct these roles and responsibilities ~~which that~~ have been adopted to recognize and promote Redmond as a major economic center within the central Puget Sound region and to identify ways to maintain and enhance ~~the sustainable economy of Redmond~~ Redmond's economy.

Ord. 2481

A. Land Use Plan and Regulations

EV-0.1 Provide a positive, accessible and “user-friendly” atmosphere to those seeking municipal services.

EV-0.2 Foster a culture throughout the City organization that continuously improves the quality, predictability, timeliness and cost of the development process.

EV-1 Provide a mix of uses in a range of zones that allow for the daily needs of residents to be met within Redmond and support the expansion of existing Redmond businesses and the attraction of regional, national, and international businesses.

EV-2 Preserve and expand the current economic base and employment levels and wisely use the finite supply of urban land and the existing infrastructure in Redmond by supporting economic development to occur within existing retail, office, manufacturing, and mixed-use areas.

EV-3 Recognize that a healthy natural environment is a significant community amenity that attracts people and investments, and contributes to Redmond’s economic vitality and sustainability.

EV-3.5 Support sustainable economic vitality by encouraging the private, public, and nonprofit sectors to incorporate environmental responsibility into their practices.

EV-4 Support the retention and attraction of land uses ~~which complement the Comprehensive Plan~~ using the following siting criteria:

- ◇ Focus major employment, and a variety of businesses including retail, office, services and entertainment uses; that are compatible with a mixed use urban environment in and residential uses within the Downtown and focus the and Overlake Urban Centers. Center on high technology, retail, and residential uses;

- ◆ Focus additional employment in the Willows/Rose Hill, ~~Bear Creek,~~ and SE Redmond Neighborhoods;



Redmond East Business Campus in SE Redmond

- ◆ Maintain properties currently developed with manufacturing uses for manufacturing and other uses permitted within the zone; recognizing that the types of manufacturing uses and needs change over time; and
- ◆ ~~Allow manufacturing uses, where compatible with adjacent uses and their impacts mitigated, to locate in the Downtown and Overlake Urban Centers; and~~
- ◆ Concentrate businesses where uses are complementary and can make efficient use of the existing infrastructure.

Encourage businesses to expand or locate in Redmond ~~which that:~~

EV-5

- ◆ Are already in the City of Redmond and are consistent with the Comprehensive Plan;
- ◆ Support existing businesses and industries;
- ◆ Fill existing or future gaps in the goods or services available within the City and provide jobs to local residents;
- ◆ Provide primary jobs and family or high level wages; ~~and~~
- ◆ Are in primary industries that may create additional secondary and tertiary jobs and other benefits to the local economy; and,
- ◆ Minimize negative impacts to the community.



Nintendo and DigiPen in Overlake

EV-6 ~~Recognize and support the preservation and creation of~~ Encourage and recognize incubator space in Redmond for existing and future small businesses.

EV-7 Allow, as permitted accessory uses, support uses, such as childcare, workout facilities, or restaurants in office and other commercial buildings.

EV-8 Provide the land use capacity and development regulations that support the accommodation of a variety of housing styles, densities, sizes, and prices so those employed within Redmond may have the opportunity to live in Redmond as well as to increase the attractiveness of Redmond to those ~~being sought~~ recruited to work in the City.

EV-9 Evaluate ~~periodically development regulations periodically the Community Development Guide~~ to:

- ◆ Ensure that uses not previously contemplated and that are consistent with the intent of the Comprehensive Plan can locate within the City; and
- ◆ Review development standards, ~~and~~ timelines and fees to promote ~~ensure~~ predictability and consistency.

EV-10 Encourage opportunities for home-based businesses that are compatible with residential neighborhoods. Limit signs, parking, and truck deliveries and manage other potential adverse impacts in order to minimize the negative impacts and maintain the appearance residential neighborhoods.

B. Education

EV-11 Support and ~~collaborate work~~ with educational institutions such as the Lake Washington School District, local community colleges, [Bellevue College](#), the University of Washington and Lake Washington Technical [Institute of Technology College](#) and other public and private institutions to:

- ◆ Maintain and enhance the quality of education at all grade levels;
- ◆ Encourage the location of higher education institutions within Redmond;
- ◆ Encourage the development of programs that meet the changing needs of employers and employees as well as those seeking employment; ~~and~~
- ◆ Encourage educational institutions, government, and businesses to provide opportunities for youth to see and experience a wide variety of employment and business opportunities; and,
- ◆ Encourage educational opportunities in entrepreneurship, innovation and mentoring.



Lake Washington Technical College

C. Infrastructure and Financing

EV-12 Identify, construct, and maintain, ~~to meet the needs of the Land Use Plan, City-owned~~ infrastructure and utility systems and facilities that support ~~and maintain~~ economic vitality, ~~and encourage private utilities to provide needed infrastructure.~~

EV-13 Use innovative finance methods and seek regional investments in Redmond's infrastructure to support the City's continued economic vitality.

EV-14 Utilize tax and fee systems that are fair, ~~and~~ equitable, stable, ~~and not penalizing to specific businesses~~ and that provide sufficiently predictable funds to provide for local services to protect and enhance the community.

EV-15 Support the economic vitality of the City by encouraging investments in the arts and cultural activities, and through the use of superior urban design.

D. Partnerships Actions to be Taken

~~While the policies above guide and describe the City’s overall support of economic vitality within Redmond, the policies below identify specific actions that the City will undertake. By taking these actions or by incorporating their direction in ongoing processes, the City demonstrates the importance of sustainable economic vitality in Redmond to the community and the region. The Strategic Plan for Economic Development provides and implementation strategy which incorporates a number of key actions.~~

EV16 ~~Recognize that economic vitality requires the City to enter into a number of~~ Participate in partnerships with other agencies, businesses, non-profits, and other organizations ~~that and participate in partnerships, which are of value and~~ further the City’s economic vitality goals.

E. Actions to Be Taken

~~While the policies listed above guide and describe the City’s overall support of economic vitality within Redmond; the following policies identify specific actions that the City will undertake. By taking these actions or by incorporating their direction in ongoing processes, the City demonstrates the importance of sustainable economic vitality in Redmond to the community and the region.~~

EV-17 ~~Prepare, support and implement, in conjunction with the~~ business, education community, Chamber of Commerce and other community partners, an economic vitality strategy ~~the Strategic Plan for~~

Economic Development in order to which will:

- ◆ Recognize that a successful community requires a strong local and regional economy;
- ◆ Identify actions to take to develop a sustainable local economy;
- ◆ Identify strategies to retain existing businesses and help them succeed;
- ◆ Increase the awareness of Redmond as a desirable business location by including a City marketing plan which focuses on the assets of the City, the types of businesses to market to, and the marketing strategies to utilize;
- ◆ ~~Identify the types of businesses to be encouraged to locate in the City and strategies to attract them.~~ Preserve existing, and recruit new jobs within the Target Industry Clusters as identified in the Strategic Plan which include:
 - Software and Information Technology
 - Retail and Tourism
 - Avionics and Homeland Defense
 - Renewable Energy/Clean Technology
 - Emerging Industries and Entrepreneurs
- ◆ ~~Identify needed partnerships, the members of the partnerships, and outcomes for the partnerships;~~
- ◆ Identify methods to attract additional knowledge based businesses; and the skilled employees to serve those businesses.
- ◆ Identify, preserve, promote, and enhance educational, environmental, cultural, and social qualities within Redmond that will be attractive to the future workforce; and
- ◆ Identify regional and national economic development programs and the means to access their resources for the City.

EV-18 Initiate or participate in the following activities in support of economic vitality:

- ◆ Monitor future trends and economic conditions;
- ◆ Prepare information for businesses on available public sector financing;
- ◆ Support federal and State funding of cost-effective business financing programs; and
- ◆ Support greater accessibility for use of advanced and affordable communications technology; and
- ◆ Consider and use where appropriate community redevelopment financing and other innovative economic vitality and financing programs, ~~which~~ that enhance the business climate in Redmond.

EV-19 As part of the City’s decision-making, consider the economic impacts of new policies, regulations, or programs.

~~**EV-20 Focus efforts on business retention and expansion.**~~

~~**EV-21 Support the development of an Eastside Economic Development Committee.**~~

HUMAN SERVICES

Future Vision for Redmond: Human Services

The City works ~~as a partner~~ in partnership with schools, businesses, service providers, and other organizations and jurisdictions to ~~help strengthen~~ maintain and strengthen a human services network that provides ~~vulnerable persons~~ the food, shelter, job training, child care, and other services ~~they need~~ residents need to ~~to become more independent~~ be thriving members of our community.



Introduction

The Human Services Element describes how the City's efforts in planning, funding, coordinating, and improving human services' delivery contribute to ~~reach community goals and enrich the quality of life in Redmond~~ achieving the City's social sustainability goals. It defines the City's roles and describes many tools used to understand and address Redmond residents' needs for human services. ~~A few related tools are part of other Comprehensive Plan elements, such as Housing.~~

When people think about the kinds of services their city offers, they often think of roads, water, and police and fire protection but they are probably less likely to think about human services – those services provided directly to persons ~~having trouble~~ meeting ~~struggling to meet~~ their basic needs ~~for~~ for survival, food, clothing and shelter, as well as assistance related to employment, health, safety, and social support, ~~such as counseling, health, safety, and access to services.~~ But ~~building~~ maintaining and ~~supporting~~ improving an infrastructure for addressing the continuum of human needs is as important as maintaining and improving the physical infrastructure of roads and

bridges. A city's vitality depends on the degree to which individuals' potential is developed its residents and families are able to thrive. An effective human services delivery system is a crucial component of any healthy, sustainable community.

The City of Redmond's ~~primary role is many roles--~~ as a catalyst to convener, investor, collaborator and educator-- help to build and sustain a comprehensive and affordable accessible safety net of human services for residents, ~~whose income does not permit them to buy services in the marketplace.~~ In partnership with other jurisdictions and organizations, the City ~~also~~ identifies needs, ~~plans long-range actions,~~ designs effective and efficient systems to deliver services, cultivates resources, ~~educates about local needs and available services,~~ and funds programs. Equally critical, the City develops and implements long-term strategies that will ensure resilient and thriving citizens. Redmond sees its role as being one player on a team working cooperatively to maximize resources to address local needs. Finally, the Human Services Commission plays a significant role in reaching out to the broader community to both learn and educate about issues related to human service needs in Redmond.



*YWCA Family Village, transitional housing
(courtesy of YWCA Seattle-King-Snohomish
County)*

~~Implementing Redmond's role is becoming increasingly challenging. Multiple forces continue to put pressure on human services in Redmond. Each year for 10 years, increasing numbers of residents have accessed services supported by the City. Economic downturns have pushed more people into the system and have lessened the financial resources available to support the system. Responding to demographic changes related to the age and ethnic and cultural diversity of residents in Redmond has added an additional layer of responsibility to a system that was already fragile. The importance of the City's actively and aggressively carrying out the policies outlined in this plan has never been more vital.~~

The specific policies listed below provide the direction needed to help the city achieve the goals of the Human Services Element of the Comprehensive Plan.

Policies

HS-1 Support the provision of a continuum of human services, from preventive to remedial, ~~to~~ focused on ensuring that help clients residents achieve the greatest possible level of independence and to prevent further or more serious problems in the future, are able to be self-sufficient, contributing members of the community.



Meals on Wheels preparation

Encourage agencies serving Redmond residents to make their services as HS-accessible as possible.

Work with others throughout King County to determine potential areas for HS-cooperative planning, funding, and administrative oversight of human services systems and programs wherever there is promise of a reasonable return on the investment of resources. increased efficiency or improved delivery of service.

Work with the Human Services Commission to Promote increased HS-awareness of local need for human services through community education and outreach. sSupport a stronger and more coordinated local response from the faith, business, school, and service communities.

Monitor changes in local human services needs and priorities in an ongoing HS-way and alter-adjust the City's response as appropriate.

Work to increase the base of both public and private resources to support HS-programs providing human services with a focus on strategic investments.

~~Provide assistance through federal~~Utilize available -Community Development
HS-Block Grant (CDBG) funds to rehabilitate housing for low- and moderate-
~~income property owners to protect their health and safety and prevent~~
~~deterioration of neighborhoods.~~in support of affordable housing and other
needed community projects.

Ord. 2224

TRANSPORTATION FRAMEWORK POLICIES

FRAMEWORK POLICIES INCLUDED FOR REFERENCE ONLY. WILL BE LOCATED ONLY IN THE GOALS/VISION/FREAMEWORK ELEMENT IN THE FINAL COMPREHENSIVE PLAN DOCUMENT.

UPDATES TO THIS ELEMENT ARE NOT SHOWN IN TRACK CHANGES.

FW-30 **Ensure that Redmond’s community character is protected and enhanced by planning, constructing, operating and maintaining a transportation system that embodies the City’s sustainability principles and achieves Redmond’s preferred land use pattern¹ and vision.**

FW-31 **Develop accessible, safe and efficient multimodal transportation connections for the movement of people, goods and services.**

FW-32 **Provide mobility choices by investing in transportation programs, projects and services that promote a “walkable community,” a complete bicycling network and enhance the attractiveness of transit, ridesharing and use of alternate fuels that reduce greenhouse gas emissions.**

N²
FW-32.5 **Use performance measures to measure progress towards Redmond’s planned transportation system.**

FW-33 **Influence regional decisions and leverage transportation investments that support Redmond’s preferred land use pattern and vision by increasing mobility choices and improving access between the City and the region for people, goods and services.**

¹ *Comprehensive Plan*, Chapter 2, Goals, Vision and Framework Policies, Policy FW-10, p. 2-9.

² New transportation policies are indicated by the capitalized letter “N”.

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TRANSPORTATION ELEMENT

Future Vision for Redmond: TRANSPORTATION

Redmond’s 2030 transportation system offers people a variety of real choices for how we get between where we live, work, shop and play. Each year, more people walk, bicycle, carpool, or use transit to travel within the City to access the regional bus and light rail system because land uses that reflect our vibrant community character have created a strong market demand for these options. Our transportation infrastructure reflects this by prioritizing more people-oriented travel that supports Redmond’s land use, manages our limited roadways most efficiently, and provides a transportation system that embodies the City’s sustainability principles and achieves Redmond’s land use pattern and vision.

The City has invested strategically and leveraged regional funds to ensure a safe, well-maintained system, improve transportation choices and mobility, and support our two Urban Centers, Downtown and Overlake. Neighborhoods have increased access to the hubs of Downtown and Overlake, neighboring cities, and the region. 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, or to create more accessible connections. The City continues to maintain an effective system of access and circulation for delivery and freight. Streetscapes are attractive, well designed, and enhance environmental quality for various travel modes.

In responding to significant energy costs and new vehicles fuel options and technologies, the City has developed alliances with other agencies and the private sector to create new opportunities and efficiencies. In turn, these alliances support easy access to electric vehicle charging stations and other alternative fueling infrastructures as well as access to information about travel conditions, incidents, and transit arrival and departure times.

1 **Organization of This Element** *(and page)*

2 ▪ Introduction - 3

3 ▪ Streets - 4

4 ▪ Local and Regional Transit - 5

5 ▪ Walking and Bicycling - 8

6 ▪ Transportation Demand Management - 10

7 ▪ Parking - 11

8 ▪ Regional Transportation - 13

9 ▪ Concurrency and Level-of-Service - 15

10 ▪ Finance - 16

11 ▪ Maintaining Community Character and Enhancing the Environment - 17

12 ▪ Neighborhood Traffic Calming - 18

13 ▪ Safety - 19

14 ▪ The Transportation Master Plan - 20

15

1 **Introduction**

2 To achieve Redmond’s goals and vision, the Transportation Element policies are designed to
 3 guide development of the City’s transportation system to serve the “full build out” permitted by
 4 the Land Use Plan contained in the Land Use Element and permitted by adopted zoning. The
 5 transportation policies are designed to guide the actions of public agencies, such as the City, as
 6 well as private decisions related to individual developments. Transportation policies are the
 7 foundation for development regulations that implement Redmond’s Comprehensive Plan.

8 Under the *Comprehensive Plan*, significant amounts of new residential and commercial
 9 development, with associated population and employment, are forecasted. Redmond’s growth
 10 targets through 2030 are contained in Table LU-1 in the Land Use Element. Land uses
 11 surrounding the City are assumed to develop in a pattern consistent with the regional strategies,
 12 including *VISION 2040* and *Transportation 2040*. Land use and transportation forecasts for these
 13 surrounding areas were developed by the Puget Sound Regional Council, and are integrated into
 14 the assumptions underlying the Transportation Element policies.

15 In developing a transportation system that serves current and future needs, Redmond’s
 16 transportation policies support sustainable programs, projects and services that address
 17 economic, social and environmental needs. Redmond’s transportation policies promote
 18 sustainability in three ways by:

- 19 1. Developing a transportation system that supports mixed land uses, particularly in the
 20 Downtown and Overlake Urban Centers;
- 21 2. Offering multimodal travel choices; and
- 22 3. Ensuring the safe and environmentally sound use of the system.

23 In supporting sustainability in these three areas, the City seeks to address the need for a better
 24 transportation system. Beginning with the policies below, a better transportation system is one
 25 that is accessible, with connections between places, helps improve air quality through the use of
 26 alternative fuels that reduce greenhouse gas emissions and is designed to encourage healthier
 27 lifestyles and independent living, particularly for vulnerable populations.

TR-1 Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element of the Comprehensive Plan.

TR-2 Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in Redmond.

28
 29

1 **Streets**

2 To serve Redmond, streets require maintenance, safety, and efficiency improvements. The
3 quality of life for many people is significantly affected by how well streets function for
4 pedestrians, bicyclists, transit riders, and motorists. To implement Redmond’s Comprehensive
5 Plan, streets need to do more than just move people and goods. They must also be compatible
6 with and support Redmond’s preferred land use pattern.

TR-3 Maintain a street classification system in the Street Plan portion of the Transportation Master Plan that is designed to move people by a variety of modes and support Redmond’s preferred land use pattern. Classify streets according to function so that needed traffic capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.

TR-4 Maintain standards for the design, construction, and safe and efficient operation of streets in Redmond, and achieve the following as part of the development process:

- Require that all streets be complete streets, built to accommodate all travel modes in compliance with the City’s design standards and plans for streets, bicycles, and pedestrian facilities;
- Require that all property be conveniently accessible from streets, walkways, and trails, subject to environmental limitations;
- Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turnaround provisions;
- Avoid the creation of excessively large blocks and long local access residential streets;
- Complete missing links and improve street connections;
- Wherever possible, separate pedestrians from traffic lanes by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs;
- Manage access to arterials; and
- Identify specific street improvements that benefit transit operations, and work with transit providers to prioritize street improvements.

TR-5 Meet the travel needs of all modes on the transportation network. Maintain the “priority corridor” designation described in the Transportation Master Plan to identify corridors of critical significance in connecting key destinations and providing multimodal travel choices for all users.

**N
TR- 6 Support the safe and efficient movement of goods and freight to, from, and within Redmond through actions such as:**

- Maintaining a network of connected truck routes to facilitate efficient and safe truck movements between manufacturing and industrial uses and their destinations;
- Addressing the needs of truck delivery and pick up in commercial areas on public streets and private development sites to facilitate adequate truck access and circulation and provide truck loading and unloading spaces;
- Taking steps to avoid safety issues between trucks and other travelers such as pedestrians; and
- Providing clear regulations for mitigating adverse impacts of truck operations, such as noise, on adjacent uses.

**N
TR-7 Use shared local streets that can accommodate all transportation modes within the street when low traffic volumes and speeds can be maintained and there is a need to create an active and efficient public space within the street.**

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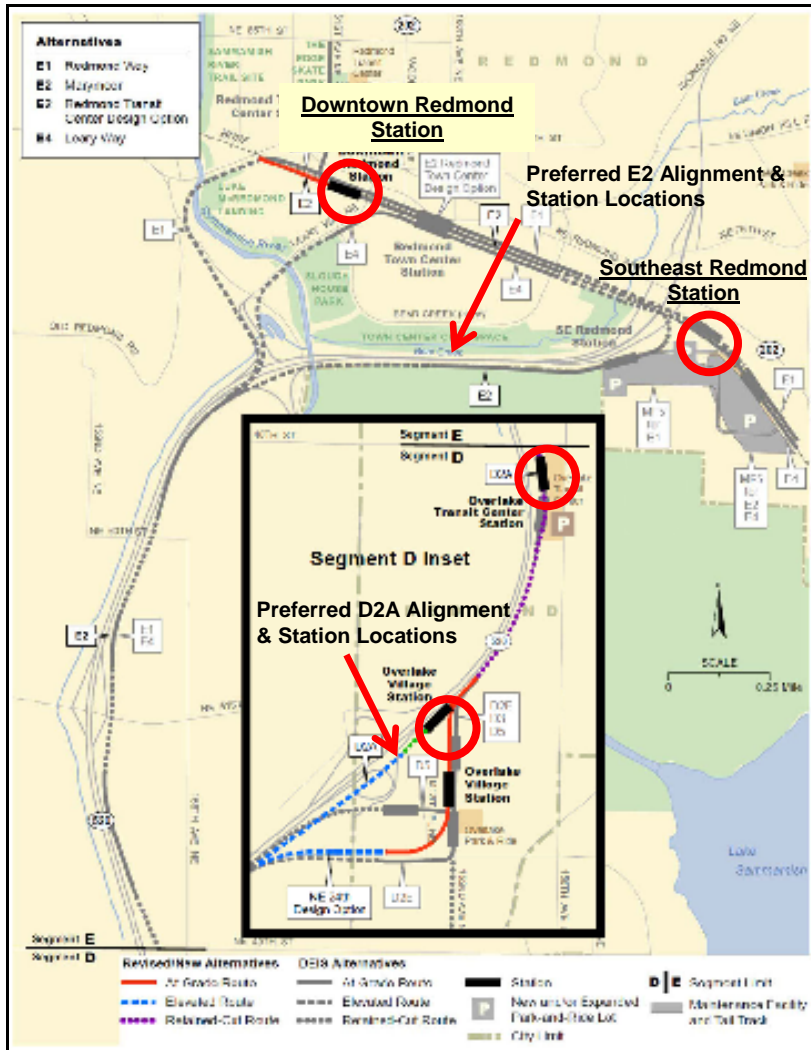
Local and Regional Transit

Transit is a key element of Redmond’s multi-modal infrastructure, and plays a critical key role in providing connections, mobility and access both regionally and locally.

The *VISION 2040* and *Transportation 2040* plans contain the regional growth and transportation strategies for the central Puget Sound region. These plans call for the channeling of future growth into regional growth centers and the linking of these centers with light rail and other forms of transit. The *Countywide Planning Policies for King County* expand on this strategy by outlining guidelines for the designation and development of centers and measures to be taken by local jurisdictions in support of a regional high-capacity transit system, including regional express bus, light rail and commuter rail service.

Redmond’s *Comprehensive Plan* designates portions of the Downtown and Overlake neighborhoods as Urban Centers that warrant investment in light rail transit to provide both local and regional connections. Southeast Redmond, with significant employment and housing, is another destination for light rail transit service and an appropriate location for a light rail transit maintenance facility.

- TR-8** **Implement Redmond’s Transit System Plan as contained in the Transportation Master Plan, and work with partner transit agencies, to provide transit service, access to neighborhoods, passenger amenities and capital improvements necessary to serve local Redmond, Eastside and regional transit needs.**
- TR-9** **Use transit as a way to provide for access, circulation and mobility needs in Redmond, especially in areas planned for higher-density mixed-use development and favorable pedestrian environments.**
- TR-10** **Plan for the extension of Sound Transit’s *East Link* to Redmond Overlake and Downtown, within the alignment identified on Map TR-1. Work closely with Sound Transit and other agencies to develop the Southeast Redmond Station and park & ride to intercept regional trips and address commuter parking needs.**
- TR-11** **Maintain the ability to construct the East Link light rail line on the alignment identified through Sound Transit’s planning process and illustrated on Map TR-1. Once the light rail alignment has been approved, ensure that right-of-way is preserved.**



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Replace with updated version

MAP TR-1

SOUND TRANSIT EAST LINK PROJECT LIGHT RAIL ALIGNMENT-SEGMENTS D AND E

1 **Walking and Bicycling**

2 *A System of Pedestrian and Bicycle Facilities*

3 The needs of bicyclists, pedestrians, and transit users must be integrated in all roadway projects.
 4 Sidewalk networks should be well connected with opportunities for regular, safe street crossings.
 5 The availability of bicycle facilities can encourage people to bike rather than drive for short and
 6 moderate distance trips. If a roadway is designed to discourage vehicular speeding, it can be
 7 comfortably used by pedestrians and bicyclists alike. Transit friendly design should support a
 8 high level of transit activity and include provision for pedestrians safely crossing the street on
 9 their return trip.

10 Walking and bicycling provide numerous individual and community benefits related to health,
 11 safety, the environment, transportation, and quality of life. People who cannot or prefer not to
 12 drive should have safe and efficient transportation choices. Roadway, sidewalks, trails,
 13 designated bicycle areas and other areas of public circulation should be designed to provide the
 14 highest level of safety for the protection of human life, and to ensure that there are transportation
 15 choices for people of all ages and abilities. Pedestrian facilities must meet ADA accessibility
 16 requirements, and safe, convenient, and interconnected transportation networks should be
 17 provided for all major modes of transportation. An integrated, safety-oriented pedestrian and
 18 bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides
 19 convenient access to schools, designated centers, transit systems, parks, and other recreation
 20 areas throughout the City, and encourages regular physical activity to enhance health and
 21 wellness. It is the intent of the following policies to promote and facilitate the safe and effective
 22 use of our transportation network.

N
TR-12 **Assign high priority to pedestrian and bicycle infrastructure projects and mitigation that address safety and connectivity needs, provide access to Downtown and Overlake Urban Centers, encourage safe and active crossings at intersections and routes to schools, provide linkages to transit, and complete planned bicycle and pedestrian facilities or trails.**

TR-13 **Use the Bicycle and Pedestrian Plans to guide the design, construction, and maintenance of bicycle and pedestrian facilities by public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.**

N
TR-14 **Make all street sidewalk and curb ramp areas accessible to all pedestrians including those with disabilities by constructing new pedestrian facilities in compliance with the Americans with Disabilities Act (ADA), and upgrading existing facilities to improve accessibility in accordance with the City of Redmond ADA Transition Plan for Sidewalks and Curb Ramps.**

TR-15 Require that during the review process for new development or redevelopment that:

- Projects are consistent with the Pedestrian and Bicycle plans, applicable master plans and development standards;
- Planned facilities are secured with required frontage and crossing improvements consistent with the Bicycle and Pedestrian Plans;
- On-site bicycle trails and pedestrian facilities have formal, direct and safe connections between buildings and subdivisions and the general circulation system;
- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school;
- Construction and implementation of other off-road and multi-use trails and trail crossings as described in the *Parks, Arts, Recreation, Culture and Conservation Plan (PARCC) Plan* or which are located within a development area or within a shared corridor, are coordinated with project review; and
- Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals.

TR-16 Implement the Pedestrian Plan contained in the Transportation Master Plan to:

- Achieve a walkable Redmond community to support active and independent living, health, environmental quality, and cost savings for travel;
- Provide for a safe, convenient and coordinated system of sidewalks, trails, and pathways, including through routes, crossings and connections, to meet needs for pedestrians;
- Connect neighborhoods and be coordinated with the surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local activity centers using non-motorized means;
- Prepare and maintain a list of priority pedestrian projects to be implemented through the Pedestrian Program to meet established pedestrian system adequacy and quality goals;
- Be implemented as part of the City's review of private and public development projects; and
- Comprise an element of the Plan-Based approach to concurrency.

TR-17 Implement the Bicycle Plan contained in the Transportation Master Plan to:

- Provide a bicycle friendly and supportive community enabling healthy, inexpensive and environmentally friendly travel;
- Ensure that a comprehensive system of bicycle pathways, lanes, connections, crossings, and routes are established, constructed, and maintained to specifications that encourage safe and convenient circulation for cyclists;
- Connect neighborhoods, centers, and surrounding jurisdictions to allow people to conveniently travel by bicycle for both recreational and commuter purposes;
- Maintain a typology of bicycle environments, designating bicycle paths, lanes, and routes;
- Prepare and maintain a list of priority bicycle projects to be implemented through the Bicycle Program to meet established bicycle system goals;
- Be implemented as part of the City’s review of private and public development projects, including bicycle parking needs; and
- Comprise an element of the Plan-Based approach to concurrency.

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Transportation Demand Management

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to single-occupant vehicle (SOV) travel and help to more efficiently use the transportation system. TDM focuses on more effectively using existing and planned transportation capacity, ensures the compatible use of the transportation system consistent with planned uses, helps accommodate growth consistent with community character and land use objectives, and serves to mitigate impacts and to better meet mobility needs. In Redmond, TDM is used to reduce motor vehicle impacts through incentives, parking management and similar strategies.

TR-18 Use TDM techniques to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve Redmond’s land use objectives by:

- Requiring large employers to implement a Commute Trip Reduction Program for employees, as mandated by the State Commute Trip Reduction Act;
- Requiring new commercial development to provide for implementation of a transportation management program to mitigate commute trips consistent with the City’s mode split goals;
- Implementing TDM strategies that emphasize incentives rather than disincentives. Avoid imposing disincentives to single-occupant vehicle travel when the City determines that there is an absence of reasonable transportation alternatives;
- Providing physical features supportive of the use of alternative modes of travel and maintain a list of acceptable TDM techniques and physical features;
- Encouraging participation in Transportation Management Associations (TMAs) to support trip reduction activities;
- Establishing and implementing a mitigation funding system that applies to all new development that warrants TDM conditioning for development approval; and
- Supporting the development and implementation of TDM programs for both commute/employer based, and non-commute/non-employer based sites including schools.

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Parking

Research has demonstrated that strategies involving parking supply and price influence travel behavior and enhance the market for transit and other transportation options. Minimum parking ratios can lead to underused parking lots, with negative financial impacts on building owners and developers. Excessive parking can also be contrary to land use goals that support more dense retail, office and residential centers with improved pedestrian and transit access.

TR-19 **Implement comprehensive parking management programs that address shared parking, transit access parking, and localized parking imbalances. Evaluate parking pricing strategies as a mechanism to support Redmond’s land use objectives as transportation alternatives become available.**

TR-20 **Establish minimum and maximum parking ratio requirements consistent with the transportation and land use objectives of the Comprehensive Plan, considering constraints imposed by financial institutions. Reduce the minimum and maximum parking ratio requirements further as transportation options increase with development of enhanced transit service or as demand is managed with achievement of mode split goals. Maintain in the Zoning Code a process and decision criteria to allow under special circumstances the granting of parking ratios above or below the established ratios.**

TR-21 **Encourage reductions in required parking ratios less than the required minimum for office, industrial, institutional and mixed land uses by:**

- Streamlining the process for new development to provide less than the minimum parking where demand for employee parking is below normal;
- Allowing and encouraging property owners of major work sites to reduce their parking supply, especially where an excess exists, to support City mode split goals;
- Allowing reductions in minimum parking ratios in exchange for contributions to improved transit services, transit facilities, or on-going programs that support alternatives to vehicle use; and
- Allowing parking to be provided below the minimum ratio where there are incentives to redevelop existing sites in employment centers supported by transit and a plan that minimizes “spill over” parking impacts on adjacent streets and land uses.

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1 **Regional Transportation**

2 A significant amount of travel that occurs in Redmond is regional in nature. Trips that are made
3 through Redmond have their origin or destination, or both, outside of the City limits. The City of
4 Redmond has the ability to significantly influence regional travel as well as the impacts of local
5 travel within Redmond, and from Redmond to other neighboring jurisdictions. Effectively
6 managing and maintaining service standards through concurrency controls requires coordination
7 with neighboring jurisdictions. To do this the City shall:

TR-22 Continue to work with neighboring jurisdictions to anticipate and mitigate significant cross-jurisdiction transportation impacts, including truck traffic, pass-through traffic, impacts to concurrency and the level-of-service standard.

TR-23 Manage traffic from developments in eastern King County that travels through Redmond in a manner that maintains Redmond's land use, street plan, and community character objectives.

8

TR-24 Continue to work with the Washington State Department of Transportation, neighboring jurisdictions and other stakeholders to develop a corridor plan for the portion of SR 520 east of I-405 to a) improve the SR 520 corridor east of I-405 to support the multimodal needs of Redmond and the region, and b) to improve connectivity across the corridor for Redmond neighborhoods.

9

10 ***Eastside Transportation Partnership***

11 Transportation issues and their solutions generally transcend individual city boundaries.
12 Therefore the Eastside Transportation Partnership (ETP) was created to develop a policy and
13 facility plan for the Eastside to assure mobility, and to provide an ongoing forum for the
14 discussion of transportation policy. ETP membership includes Eastside cities as well as key
15 transportation agencies, such as Washington State Department of Transportation, King County
16 Department of Transportation and Metro Transit, Sound Transit and the Puget Sound Regional
17 Council. ETP has evolved into the primary body for the development of transportation policy
18 and strategy for the Eastside, with its positions carrying significant weight in County, regional
19 and State decision-making forums.

TR-25 Participate in the Eastside Transportation Partnership on an ongoing and cooperative basis to implement transportation plans and policies that affect the City, the Eastside, and the region.

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1 *State Highways*

TR-26 **Maintain an inventory of State-owned highways, and monitor the State-established level-of-service on these highways. Examine the impact of development generating traffic on these highways. Refer to the Transportation Master Plan for the state highway inventory and level-of-service information.**

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1 **Concurrency and Level-of-Service**

2 Transportation concurrency and level-of-service standards are key requirements of the
 3 Washington State Growth Management Act (GMA). By policy and regulation, the City of
 4 Redmond is required to ensure that transportation programs, projects and services needed to
 5 serve growth are in place when growth occurs, or within six years of opening. Regulations
 6 implementing concurrency and level-of-service (LOS) standards are contained in the Zoning
 7 Code. The City’s policies on transportation concurrency and level-of-service seek to:

- 8 ▪ Promote Redmond’s goals and vision, particularly desired land uses and community
 9 character;
- 10 ▪ Expand travel choices; and
- 11 ▪ Ensure efficiency and accountability in managing the City’s transportation system.

TR-27 Use a “Plan-Based” approach as the basis for Redmond’s transportation concurrency management system. Ensure through the Plan-Based approach that the funding of programs, construction of projects, and provision of services occur in proportion to the needs of the City, and the pace of growth. Ensure that the transportation system, under the Plan-Based approach, explicitly supports achievement of Redmond’s preferred land use pattern and vision.

TR-28 Support planned land use through the use of a City-wide person mile of travel based transportation level-of-service standard. Redmond’s transportation level-of-service standard is established to mean that so long as the growth of the City and the development of the City’s transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.

TR-29 Ensure that Redmond’s transportation concurrency management responses to growth have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking and bicycling environment and transportation demand management.

TR-30 Take the following actions in the event that the City is unable to fund the programs, projects and services identified in the Transportation Facilities Plan (not in priority order):

- Delay development until such time that programs, facilities, or services can be funded;
- Amend the City’s Comprehensive Plan to reduce the travel demand placed on the transportation system; or
- Obtain needed revenue or revise the Transportation Facilities Plan to reflect known financial resources.

As a last choice, change the transportation level of service standard.

1 Transportation Revenue

2 The Financial Program for the Transportation Facilities Plan contains details of transportation
 3 revenue sources that the City can reasonably expect to receive during the life of the
 4 Transportation Facilities Plan. Revenue sources contained in the Financial Program vary widely
 5 in terms of the amounts available and the types of projects for which they may be used. In most
 6 cases, individual transportation projects are funded by a combination of funding sources,
 7 reflecting the fact that transportation projects have multiple purposes and serve multiple
 8 beneficiaries.

TR-31 Maintain and regularly update a sustainable financial strategy that:

- Includes a detailed revenue forecast to fund the on-going maintenance, operation, and delivery of the transportation system;
- Ensures that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth related transportation impacts; and
- Identifies potential revenue sources, including general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, developer and other contributions, business taxes, bonds, and debt financing.

9 Maintaining Community Character and Enhancing the Environment

10 The transportation system within Redmond represents major public facilities whose quality of
 11 design, sensitivity to human needs, and integration with their surroundings can support land use
 12 and enhance an urban environment or erode it. The transportation system needs to be designed
 13 in a manner that contributes to a more sustainable community and supports Redmond’s land use,
 14 community character, and environmental policies.

TR-32 Design and construct the transportation system in a manner that:

- Integrates transportation facilities into the preferred land use pattern and vision and provides a safe and comfortable system for all users;
- Uses context sensitive design and green construction techniques including landscaping, art, and natural stormwater treatment methods to ensure that transportation facilities protect natural resources including the green environment and clean water and protect the built environment; and
- Values community character equally with transportation capacity and minimizes or mitigates transportation project conflicts with the desired community character.

N Protect air and water resources and conserve energy resources by:

TR-33

- Maintaining or doing better than under current standards in reducing carbon monoxide, ozone and particulants, as established in *VISION 2040*, and:
- Observing Federal and State clean air acts by maintaining conformity with *VISION 2040* and by following the requirements of Chapter 173-420 Washington Administrative Code (WAC): “Conformity of Transportation Activities to Air Quality Implementation Plans”;
- Supporting and coordinating with Federal, State and regional actions to facilitate the transition toward alternative transportation energy sources and reduce greenhouse gasses from transportation sources; and
- Reducing stormwater runoff and impervious surface from both existing and future transportation facilities and protect aquifers.

TR-34 Use advanced technology to manage the transportation system by:

- Improving the efficiency of the system;
- Disseminating travel, roadway, incident, and emergency information to system users; and
- Improving information collection for the purpose of traffic management.

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Neighborhood Traffic Calming

Traffic conditions on residential streets can greatly affect neighborhood livability and environment. When our streets are safe and pleasant, the quality of life is enhanced. When high vehicle speeds or excessive volumes of through-traffic become a daily occurrence, our sense of

1 community and personal well-being are threatened. These in turn can lead to related problems
 2 such as collisions, conflicts with driveway access, air pollution, and unreasonable safety risks for
 3 pedestrians and bicyclists. While it is difficult to forecast with precision when and where such
 4 neighborhood traffic issues will arise, it is necessary to have in place a mitigation program that
 5 can investigate claims and provide a proportional response to local residential traffic control
 6 problems as they occur.

TR-35 Minimize the safety and environmental impacts on residential neighborhoods by discouraging the use of existing and new local streets by non-local cut-through traffic. Place a high priority on prevention and alleviation of traffic impacts on residential neighborhoods as part of the City’s transportation system management program.

TR-36 Maintain an ongoing allocation of funds necessary to maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to residential neighborhood traffic control concerns. Maintain standards for maximum desirable traffic speeds and volumes of non-local traffic. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

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10 **Safety**

11 Travel safety is affected by how the transportation system is designed, constructed, operated, and
 12 maintained. Motor vehicle fatalities and injuries are a leading public health problem in the
 13 United States affecting all system users. Safety planning and mitigation, including strategies for
 14 protecting the transportation system from disasters, are multidisciplinary efforts that can
 15 significantly improve the livability of our community. Many opportunities exist to implement
 16 relatively low-cost, but effective safety measures at the local level. The City of Redmond is
 17 committed to protecting our transportation system, and making it safe for users of all modes of
 18 travel.

TR-37 Design and operate transportation infrastructure so as to safely accommodate each mode intended to be served. Ensure that the design speed of facilities reflects the intended operating speed for the facility, as shown in the Transportation Master Plan.

N
TR-38 **Protect Redmond’s transportation system against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally.**

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The Transportation Master Plan

The primary purpose of the transportation system is to support the City’s goals, vision and policies, and to shape the form of urban development within Redmond’s mixed-use, commercial, industrial, and residential neighborhoods. To further that purpose, the *Transportation Master Plan* (TMP) is a functional plan that implements Transportation Element policies through programs, projects, and services.

TR-39 **Maintain and regularly update the Transportation Master Plan. The Transportation Master Plan is the guide for implementing and funding all transportation programs, projects and services.**

TR-40 **Identify and implement the long-range Transportation Facilities Plan (TFP) that includes programs, projects and services that can be funded through a sustainable revenue plan.**

N
TR-41 **Maintain and preserve the transportation system for the safety of users and long-term cost savings for transportation infrastructure such as pavement and sidewalks.**

N
TR-42 **Use the following Transportation Master Plan principles to guide short- and long-range transportation planning and investment decisions:**

- Meet basic safety needs for all transportation users and travel modes;
- Maintain a state of good repair for the basic needs of all transportation users – maintain the system and reconstruct and replace transportation facilities to meet current standards for all modes throughout the City;
- Protect and enhance the natural environment including water and air;
- Support the Downtown and Overlake Urban Centers as the City’s areas for the majority of growth, destinations and mixed land uses;
- Complete neighborhood connections;
- Provide travel choices for all modes;
- Implement priority corridors to connect key destinations;

- Prepare for high capacity transit (East Link light rail, express bus service and bus rapid transit);
- Design, construct and operate the transportation system in support of the City’s distinct land use patterns, values and community character to create people oriented places;
- Facilitate safe and efficient movements of people, goods and services;
- Maximize the usefulness and efficient use of the existing transportation system, complete and integrate all modal systems, apply technology, and coordinate with other plans; and
- Leverage funding.

TR-43 Establish and report on transportation targets and performance measures to assure complete delivery of the Transportation Master Plan, including:

- Mode split targets;
- Trip length targets;
- Delivery of Transportation Facilities Plan projects and programs;
- Concurrency; and
- Other specific targets and measures identified in the Transportation Master Plan.

PARKS, ARTS, RECREATION, CULTURE, AND CONSERVATION

Future Vision for Redmond ~~Redmond in 2030 has maintained a very green character. The City is framed within a beautiful natural setting, with open spaces and an abundance of trees continuing to define Redmond's physical appearance. A system of interconnected open spaces provides habitat for a variety of~~



~~wildlife.~~

~~Lake Sammamish and the Sammamish River, noted for their water quality, are used for boating, swimming, and other types of recreation. Public access to shorelines has been enhanced while protecting the natural environment. The open space and agricultural character of the north Sammamish Valley has been maintained and is highly valued by the community.~~

~~In 2030 Redmond has a park and open space system that provides a natural area or recreational opportunity within walking distance of every resident. Neighborhood and community parks contribute to a high quality of life in Redmond by providing a full array of opportunities ranging from active recreation, such as sports, and games and swimming, to more restful and reflective activities, such as walking and viewing wildlife. Residents enjoy larger natural areas, such as the Watershed Preserve 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~~

Parks, Arts, Recreation, Culture, and Conservation Element

facilities and programs meet the needs of residents of all ages.



Known as the Bicycle Capital of the Northwest, Redmond has developed an excellent system of bike paths and trails that are used for recreation, commuting and riding to schools, parks and other destinations.

The City is framed within a beautiful natural setting, with a system of open spaces and parks with diverse natural resources that provide habitat for a variety of wildlife, and serve environmental functions. Lake Sammamish, the Sammamish River, and Bear Creek, historically surrounded by farmland, are present in the heart of Redmond. These are key focal points of Redmond's park system, with many miles of trails and a variety of parks located alongside. Public access to shorelines along these water bodies are enhanced, while maintaining protection for the natural environment.

Green spaces and interconnected trails and paths support active, healthy living. Redmond has an excellent and readily accessible system of paths and trails used by walkers, cyclists, equestrians, and others as they recreate and commute, both within the City and to other parts of the region.

Parks and indoor recreation facilities are vibrant gathering places where recreation and cultural events attract a wide range of ages and cultures. Recreation programs are continuously updated to reflect the changing needs of a diverse population and to make Redmond an active and interesting place to live and visit.

Public art and cultural and arts events are also integral to the City for community building, connecting people with arts and culture, and as a catalyst for creativity within the community. Redmond is recognized for its outstanding visual and performing arts programs. It is an inviting place for artists to live and work, contributing to the overall desirability and charm of the community. A center to showcase performing and visual arts will be sited in a conveniently located, highly visible and active part of the City.

Parks, Arts, Recreation, Culture, and Conservation Element

Other indoor recreation facilities provide unique recreational opportunities, such as aquatics, indoor field sports, classrooms for recreation and arts programs, gymnasiums, and dedicated fitness and dance spaces. Collaboration with other communities and agencies helps Redmond reach its goal to have year-round facilities to serve its residents and employees. This is cost efficient and enables each community to achieve more than might be possible independently.

The City's parks, innovative recreation services, unique art and cultural experiences continue to provide a high quality of life in Redmond. Community members are able to improve their health and education, appreciate art, enjoy great parks, and celebrate the cultural diversity of Redmond.

Parks, Arts, Recreation, Culture, and Conservation Element

Organization of this Element

Introduction

~~A. Parks, Arts, Recreation, Culture, and Conservation, and Culture System Policies~~

- ~~—General Guidelines~~
- ~~—Projected Needs~~
- ~~—Land Acquisition and Facilities Planning~~

~~B. Recreation, Arts, and Cultural Program Policies~~

~~C. Special Features Policies~~

- ~~D. Trails Policies~~
 - ~~—Trail Network Plan~~
 - ~~—Trailheads~~
 - ~~—Equestrian Trails~~

~~E. Parks, Trails and Facilities Maintenance~~

~~F. Conservation of Public Land and Natural Areas~~

~~G. Open Space Policies~~

Organization of this Element

Introduction

A. Parks, Arts, Recreation, ~~Conservation, and Culture~~ and Conservation System (PARCC) System Policies

B. Levels of Service

C. Park and Recreation Facility Development

D. Coordination

E. Acquisition and Funding

F. Recreation, Arts and Cultural Programs

G. Trails

Parks, Arts, Recreation, Culture, and Conservation Element

Introduction

One of Redmond's most attractive features is the large number of high-quality recreational opportunities in the area. The City of Redmond, in cooperation with other public and private agencies, ~~has endeavored to provide and will strive to continue the~~ provides exemplary parks, ~~recreational and cultural facilities, and~~ open space areas, recreational and cultural facilities and programs for ~~those who live and work in the~~ Redmond community.

~~The City of Redmond's setting in a large valley surrounded by a series of hills enables the parks, recreation, open space, and arts system to take advantage of this abundant natural beauty. Lake Sammamish, the Sammamish River, and Bear Creek, along with the forested hillside areas and valley floor, are many of the special features that identify the Redmond area and are elements of the system which many people can enjoy.~~



Arts in the Parks event

Redmond's park, recreation, arts, and open space system, guided by the policies in the Parks, Arts, Recreation, Culture, and Conservation Element, has the following basic functions:

- To serve existing and future demand for a variety of park types and a multitude of recreation activities;
- To provide recreational programs for the entire community, including all ages, physical capabilities, and cultural backgrounds;
- To provide for the cultural needs of the community, by providing facilities used for performing arts and arts exhibits, arts education and programming, and other facilities, such as informal gathering places; and
- To provide for the conservation of important environmental resources, such as shorelines and wetlands, which might otherwise be lost to development, ~~such as shorelines and wetlands; and~~

~~◇ To preserve areas which are unsuitable for development due to flooding, erosion or other hazards, such as floodplains, or steep slopes.~~

Parks, Arts, Recreation, Culture, and Conservation Element

The Parks, Arts, Recreation, Culture, and Conservation Element helps achieve Redmond's vision for the future by helping to maintain the community's high quality of life, and meeting the City's recreational, social, and cultural needs for a diverse population with changing interests and needs.

This Element is coordinated with the Parks, Arts, Recreation, Culture, and Conservation Plan (PARCC Plan); ~~it is the planning document for the~~, which provides specific programming and implementation strategies that are identified in the PARCC Plan. Therefore, the ~~to carry out these policies within the Parks, Arts, Recreation, Culture, and Conservation Element provide the policy direction for implementation as described in the PARCC Plan.~~ The PARCC Plan is hereby incorporated by reference into this document. The PARCC Plan is updated every ~~five~~six years to comply with requirements for ~~federal~~ funding from the State of Washington Recreation and Conservation Office (RCO).

A. Parks, Arts, Recreation, ~~Conservation, and Culture, and Conservation System (PARCC) Policies~~

General Guidelines

~~An integrated system of parks, trails, open space, and cultural facilities will be provided and managed primarily within the City of Redmond with some sites expanding slightly beyond the City limits. Redmond's parks, recreation, and open space system provides for land and facilities to meet the demand for a variety of park types and recreation activities. It also must provide for the conservation of important environmental resources and limit the development of areas that have severe or very severe natural constraints. Most importantly, it will provide for people living or working in the City, now and in the future, who are diverse in age, interests, cultural identity, and physical ability.~~

~~Redmond has worked with other jurisdictions in the area to develop its~~ parks and recreation facility guidelines and level of

PR-1 Provide a system of parks, recreation, arts, trails, and open space system to serve existing development and planned growth.

~~PR-2 Maintain planning guidelines which address diverse recreational needs, accessibility, cultural and arts program requirements, service radius, and requirements for open space acreage.~~

~~PR-3 Maintain a plan that implements the policies in this element, is flexible and can respond to changes in user population or recreational preference, and is consistent with Redmond's Comprehensive Plan, including neighborhood goals and policies.~~

PR-2, 3 Maintain a PARCC Plan that is consistent with the Comprehensive Plan, is flexible and addresses diverse recreational needs, accessibility, cultural and arts program requirements, and park, trail and recreation levels of service requirements.

Parks, Arts, Recreation, Culture, and Conservation Element

PR-NEW1 Provide opportunities to improve health by encouraging use of the parks and recreation facilities and participation in recreational and educational programs.

PR-NEW2 Encourage conservation and sustainability throughout the Redmond parks and recreation system by preservation of significant natural areas, protection of health and natural resources, and sustainable design, construction, renovation and maintenance of facilities.

PR-25 Promote the development of facilities to support the cultural arts, such as program rooms for arts activities and education, display areas, a performing arts center, and outdoor concert space. (Inferred in PR 3.3 and PR-20)

PR-NEW3 Ensure a community inspired and connected by arts and culture through the City's arts program.

B. Levels of Service

Level of service standards. The existing and projected are used to determine the demand for parks and recreation facilities is based on established and services. The State of Washington Recreation and Conservation Office (RCO) has requirements for local jurisdictions to develop levels of service, park department statistics and guidelines, and recommended in order to be eligible for grant funding.

The level of service standards are also used to calculate impact fees that development pays for improvements needed due to the increased demand for parks, open space, and recreational programs generated by more people living and working in Redmond.

As required by the Countywide Planning Policies for King County, Redmond will continue to work with other local governments in the County to prepare coordinated level of service standards for parks and open space. A level of service standard is an established minimum level of park land, open space, or recreational facilities that must be provided for each unit of demand, typically expressed in acres of park land per population, or in the case of trails, miles per population. Level of service standards are used to determine the amount of funds that a particular level of development must provide to compensate for the increased demand for parks, open space, and recreational programs that the development will generate of service standards for parks and open space. Redmond has worked with other jurisdictions in the area to develop its parks and recreation facility guidelines and level of service standards.

Projected Needs

Based upon the level of service standards described above, the future needs of park land (year 2030) in the various park categories is as follows:

Park Category	Year	Existing	Standard	Need (Acres)
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Parks, Arts, Recreation, Culture, and Conservation Element

		(Acres)	(Acres)	
Neighborhood	2010	111	126	15
Neighborhood	2016	111	127	16
Neighborhood	2020	127	131	5
Neighborhood	2030	131	139	7
Community	2010	350	219	-131
Community	2016	350	276	-74
Community	2020	363	314	-50
Community	2030	372	351	-21
Resourcee	2010	1,075	185	-890
Resourcee	2016	1,075	230	-845
Resourcee	2020	1,075	261	-814
Resourcee	2030	1,075	292	-783

Source: PARCC Plan, 2010

~~The Redmond City Council has adopted the following level-of-service standards*:~~

- ~~Neighborhood Parks —1.00-acre per 1,000 people (neighborhood population)~~
- ~~Community Parks —3.00 acres per 1,000 people (Citywide population)~~
- ~~Resource Parks —2.50 acres per 1,000 people (Citywide population)~~
- ~~Trails —0.35 miles per 1,000 people (neighborhood population)**~~
- ~~Recreation —7.6 hours of programmed recreation per person annually~~

~~*The population is 100 percent of the residential population and 25 percent of the employment population to account for the high demand on the parks system from people who work in Redmond, but don't live in Redmond.~~

~~**The trail level-of-service standard will increase to 0.45 miles per 1,000 neighborhood population in 2017.~~

The PARCC Plan defines the ~~above~~ categories of parks as follows:

Neighborhood Parks (NP) provide space for active and/or passive recreation. These parks are accessible to nearby residents and business people primarily by walking and

Parks, Arts, Recreation, Culture, and Conservation Element

bicycling. Neighborhood parks are the smallest parks and vary in size from pocket parks to 20 acres, and typically have fewer activities or amenities than community parks. ~~The unique character of each site will help determine appropriate amenities, which may include: children's playgrounds, small-scale active recreation amenities, open fields, open space, trails, environmental preservation areas, picnic areas, urban plazas, passive areas for reflection and gathering, and occasionally restrooms or other small structures.~~



Community Parks (CP) provide diverse active recreation opportunities with some passive recreation uses. Community parks generally range in size from 20 acres to 40 acres and have a more regional draw than neighborhood parks. Community parks typically include a variety of active amenities that use more than half of the park for ~~uses, such as sport fields, courts and facilities, playgrounds, picnic facilities, beach facilities, equestrian facilities, educational facilities, and community gardens. The remainder of the park may also contain natural habitat and trails. Support facilities typically include parking, restrooms and lighting-active uses while the remainder of the park may be reserved for passive uses.~~

Resource Parks (RP) include natural areas or open space areas that are under City control ~~that and~~ will not be developed for active recreation use. Development is typically limited to trails and interpretive and educational opportunities. The Growth Management Act requires local governments to designate open space corridors. Resource parks include unique natural sites that likely include wildlife habitat and/or environmentally critical areas that the City intends to preserve and sometimes enhance. Open space corridors can preserve a connected system of urban forested areas, fish and wildlife habitat and unique recreational opportunities that have limited impact on these resources. Open space corridors will be managed through the use of Redmond's critical areas regulations and the Natural Environment Element contains policies on managing critical areas and fish and wildlife habitat conservation areas.

Parks, Arts, Recreation, Culture, and Conservation Element



Redmond Watershed Preserve

Private Parks (PP) are created ~~by in a developer while building a residential~~ development ~~of homes. These parks and~~ are usually ~~in the form of a small~~ neighborhood ~~park parks or resource park. Typically the parks are developed to comply with zoning regulations to provide usable open space and as an amenity to the development.~~ native growth protection areas. In most cases, this land is controlled by the homeowners' association and is private property. These parks are recognized in this plan and counted toward parks level of service (LOS), because they serve a portion of the population or protect sensitive habitat, just as a public park does. State law limits the liability of private land owners for public use of their property to encourage land owners to allow public use, where appropriate.

Trails consist of in park amenities (e.g., the equestrian trail at Farrel McWhirter Park) and the City's Trail Network. Various elements of the trail network hierarchy are defined as: regional, connector, local trails, and blue trails as defined further below:

~~Regional trails pass through the City, connecting to other jurisdictions and other trails and trail systems. Regional trails, such as the Sammamish River Trail, are designed to standards for Shared Use Paths as specified in the City of Redmond's Bicycle Facilities Design Manual Guidelines (2009, or latest version). In general, regional trails are physically separated from roads by distance or barriers. At grade crossings of roadways are minimized to avoid conflicts. These trails should be 12 feet wide under most conditions, with a minimum two-foot wide graded shoulder. Where desirable, paths should have an adjacent four-foot wide unpaved area to accommodate pedestrians. Regional trails are paved; however, interim uses sometimes require the use of soft surface materials, such as crushed rock or wood chips.~~

~~**Connector trails** are the key linkages between regional trails and other facilities. These trails can be paved or soft surface trails, and are typically narrower than regional trails, due to more limited use and constraints. Connector trails should meet the City's sidewalk standards and be a minimum width of six feet to 10 feet wide. Soft surface materials may be used for interim use.~~

~~**Local trails** are typically soft surface trails that range from two feet to six feet wide. Narrower widths may be allowed for single-track trails. The trails may be used as~~

Parks, Arts, Recreation, Culture, and Conservation Element

~~neighborhood linking trails, park trails, and hiking, off-road bicycling, and equestrian trails. Local trails are sometimes constructed with the native soil on site. Vegetation will be cleared, and the trail will be graded slightly to reduce off-camber trail conditions, which is an angled slope that can cause difficulty for riders. Some local trails may require reinforcement with gravel, pavers, or bridges in wet or eroding areas.~~

~~**Blue** trails are water trails along navigable waters within the City, such as the Sammamish River and Lake Sammamish. The primary design criteria for blue trails include providing frequent access points to the water where nonmotorized personal watercraft can be safely and easily transported from parking areas and providing adequate signage and route-finding materials.~~

The City of Redmond has established the following level of service standards:

Neighborhood Parks - 1.00 acre per 1,000 people (neighborhood population)¹

Community Parks - 3.00 acres per 1,000 people (citywide population)¹

Resource Parks - 2.50 acres per 1,000 people (citywide population)¹

Trails ~~consist of~~ - 0.35 miles per 1,000 people (neighborhood population)^{1, 2}

Recreation - 7.6 hours of programmed recreation per person annually

¹The population is 100 percent of the residential population and 25 percent of the employment population to account for the high demand on the parks system from people who work in park amenities (e.g., the equestrian Redmond, but don't live in Redmond.

² The trail level of service standard will increase to 0.45 miles per 1,000 neighborhood population in 2017.

Based at Farrel McWhirter Park) and on the level of service standards, the City's Trail Network. Various elements of the trail network hierarchy are defined as: regional, connector, local projected 2030 needs include 28 acres of additional neighborhood park property and more than

32 miles of additional trails, and blue. This provides a 29% increase in neighborhood park property and a 55% increase in trail mileage. The following policies relate directly to the development of the level of service standards.

PR-4/68 Distribute parks and recreation and cultural facilities throughout Redmond ~~and within Potential Annexation Areas to improve walkability and provide an equitable distribution of parks based on population density and improve walkability.~~ Acquire land and develop parks in areas which are:

◆ ~~Experiencing rapid growth;~~

Parks, Arts, Recreation, Culture, and Conservation Element

- ◆ Targeted for significant growth, such as the Downtown and Overlake Urban Centers; or
- ◆ Identified as having a deficiency in recreational and cultural services.

~~PR-68~~ — ~~Develop a more walkable and geographically equitable system of parks and trails by~~ Encourage this type of planning by calculating neighborhood park and trail level of service ~~policies~~ standards based on neighborhood populations.

PR-75 ~~The park level of service analysis should c~~Consider how community members ~~use park spaces by providing~~Provide level of service credits for school properties and non-Redmond parks within the City and within walking distance of the City, where appropriate for park use.

PR-20 Provide ~~a community center or centers~~ for indoor and outdoor recreation ~~including provisions for programs or facilities,~~ that meet level of service standards such as, but not limited to, meeting rooms, ~~social services,~~ facilities to serve special populations, ~~recreation~~ classrooms, picnic shelters, sports fields, an aquatics facility, ~~performing~~ arts space ~~facility,~~ athletics and gymnasiums.

C. Park and Recreation Facility Development

One of the functions of the City is to develop and maintain parks and recreation facilities. Parks include the three categories of parks described in the previous section and recreational facilities include buildings used for recreational purposes, such as community centers, field houses, gymnasiums, and pools. This includes planning, programming, designing and constructing or reconstructing facilities. These facilities must meet a wide range of community needs.

PR-10 Encourage parks, beautification areas, art, and gathering places throughout the City by coordinating planning efforts with other City departments and private businesses early in the development review process.

~~PR-57~~ — ~~Designate appropriate uses within the capability of the parks, natural areas, and greenbelts (e.g., trails and outdoor education) as determined by site analysis (Inferred in PR-59)~~

PR-59 Design and construct park facilities in a manner that is compatible with the surrounding development neighborhood and is sensitive to the environment.

~~PR-60~~ — ~~Preserve open space areas throughout the community whenever feasible to:~~

- ◆ ~~Retain an important component of Redmond's character;~~
- ◆ ~~Provide for linkages within and between neighborhoods;~~
- ◆ ~~Protect valuable wildlife habitat and corridors; and~~
- ◆ ~~Provide unique recreational opportunities.~~

Parks, Arts, Recreation, Culture, and Conservation Element

~~PR-62 — Protect the natural resources of publicly owned open space and allow utilization of these areas at a level that will not compromise the environmental integrity of the area.~~

~~PR-64 — Link areas of protected habitat, wetlands, rivers, lakes, gullies, native vegetation easements, preserved areas of trees, and native vegetation suitable for wildlife use through open space corridors and other suitable habitat areas.~~

~~PR-65 — Ensure that recreational uses located in open space corridors are compatible with fish and wildlife resources.~~

~~PR-36 — Continue conservation practices designed to preserve and enhance diverse habitats and sensitive ecosystems within the Watershed Preserve, while providing complementary, passive recreation opportunities, including trails for hiking, bicycling, horseback riding, and interpretive education.~~

PR-31/36/60/62/64/65 Preserve natural areas, open space corridors, and sensitive habitats throughout the community whenever feasible to retain Redmond's character, create neighborhood linkages, protect habitat, maintain urban forest canopy and access to water bodies, and allow utilization of these areas at a level that will not compromise the environmental integrity of the area.

PR-66/67 Manage open space corridors through Redmond’s critical areas regulations. During development review, direct new development away from undeveloped ravines identified as open space corridors. ~~PR-67 — Encourage appropriate use of recreational corridors by wildlife by providing native vegetation and other habitat enhancements, when consistent with use of the corridor for recreation and by~~ using sustainable management practices such as enhancing habitat through use of native plant materials.

PR-11 Continue to promote Redmond as a Tree City through the urban forestry program, the Green Redmond Partnership, the street tree program, and other restoration and beautification programs throughout the City.

PR-NEW4 Integrate art and landscape design from the onset of facility planning to create dynamic and interesting public places.

PR-21/54 ~~Design new and renovated~~ Provide athletic facilities for organized sports that meet the current demands and needs of the community derived from the level of service analysis. Design new and renovated sport facilities utilizing appropriate construction and maintenance technologies to gain cost efficiencies and conserve resources and integrate technology into park design, as appropriate, to, accommodate diverse uses, and increase capacity through extended and expanded playuses.

Parks, Arts, Recreation, Culture, and Conservation Element

~~PR-54 Reduce maintenance and operation costs by upgrading existing parks, trails, and facilities in a manner which will maximize efficient maintenance practices and conserve resources.~~

PR-26 Encourage the development of outdoor plazas and squares within public and private developments in the ~~Downtown and in other City neighborhoods~~ Downtown and Overlake urban centers in order to have places for community ~~and civic~~ events ~~as well as~~ and informal gatherings.

PR-22 Provide facilities for ~~nonorganized/un-programmed~~, active recreation, such as, but not limited to: gymnasiums indoor court or field sports, rollerblading, skateboarding, and bicycling. ~~Continue to develop safe facilities for recreation enjoyed by youths and teens where such needs have been demonstrated.~~

PR-28 Develop facilities and acquire land for environmental education, including a Citywide interpretative sign program for shorelines, streams, native growth areas, aquifers, and other important natural systems, by the appropriate agencies or City departments. (SMP)

PR-23 ~~Cultivate community and provide uses for all ages by considering the incorporation of~~ Encourage development of community gathering places with interactive recreational, sensory, and contemplative elements, such as water features, public ~~gardens art, pea patches~~ community gardens, and picnic areas into public and private projects into City parks.

PR-19 Create a balanced system of recreation opportunities for all ages by providing:

- A community center or centers for indoor and outdoor recreation programs, including provisions for the following programs: youth or teen center, meeting rooms, social services, facilities to serve special populations, recreation classes, athletics and gymnasiums.
- Athletic facilities for competitive, organized sports (e.g., practice and tournament regulation softball and practice and regulation baseball fields, soccer fields, and tennis courts). When impacts on adjacent properties can be minimized, fields and courts should be lighted to provide for extended hours of use.
- Facilities for competitive or noncompetitive, nonorganized, active recreations (e.g., rollerblading, skateboarding, bicycling). Consideration should be made to provide safe, legal facilities for recreation enjoyed by youths and teens (and where such needs have been demonstrated).
- Facilities to support the cultural arts (e.g., program rooms, performing arts theater, and outdoor concert space). Additionally, designated facilities to encourage freedom of artistic expression should be City sponsored (e.g., graffiti art wall).
- Facilities and land for contemplative and sensory recreation (e.g., picnicking, benches for sitting, views for enjoying).

Parks, Arts, Recreation, Culture, and Conservation Element

- A linkage system (e.g., bicycle lanes and multiuse trails which connect the park system, schools, and other important public facilities in the City).
- Outdoor plazas and squares within the Downtown Neighborhood for community and civic events, public gatherings, programmed activities and entertainment. (SMP)

PR-52 Design and renovate all parks and recreational facilities in a manner that will, where feasible, provide safe and accessible use by the physically impaired. (SMP)

~~PR-51 Monitor existing parks, trails, and facilities to ensure that they meet acceptable standards for safety and performance.~~

~~PR-22a/53 Assess and appropriately manage risk at parks and recreation facilities.~~

~~PR-27 Ensure adequate provision for allowing the location of private or nonprofit concessions within parks where such uses will not conflict with the enjoyment of the park or and do not have adverse effects on neighboring property.~~ Allow support

~~PR-37 Continue to support and enhance the historic resources within the park and recreation system including Historic Landmarks. Maintain the historic character of the farmsteads in Redmond through preservation, design, and interpretive areas.~~
~~of Farrel McWhirter Park in its provision of farm animal programs, special programs for children and families, trails, and open space.~~

~~PR-NEW5 Develop signature parks in the Downtown and Overlake urban centers that serve as destinations for the entire City and can accommodate events, informal gatherings, and public art.~~

D. Coordination

~~The City works with many organizations to coordinate facilities and programming and will continue to look for ways to collaborate with existing and new partners. Some new partnerships might include co-development of sports fields and recreational centers.~~

~~PR-9 Coordinate park planning and land acquisition with other City plans for streets, utilities, and buildings, thereby maximizing the benefits available from public lands for parks, arts and cultural programs, and recreational activities.~~

~~PR-16 Coordinate the development and use of parks and recreation with King County, neighboring jurisdictions, local school districts, and user groups to avoid duplication of facilities and services.~~

Parks, Arts, Recreation, Culture, and Conservation Element

~~PR 38 Support King County in the planning for and use of Marymoor Park such that the park activities are consistent with the City’s vision and character as described in Redmond’s Comprehensive Plan. Ensure that there is communication between King County, the City of Redmond, and the Friends of Marymoor regarding the current and future activities and uses in the park. Support the future annexation of Marymoor Park into the City of Redmond.~~

~~PR 56 Conserve existing public lands currently in a natural state through careful planning and cooperative agreements between appropriate government agencies and private entities.~~

~~PR 61 Coordinate with City departments and other agencies to develop and implement a long-term and comprehensive acquisition, dedication, and management program for open space.~~

~~PR 70 Expand the City’s Joint Use Agreement with the Lake Washington School District to develop park space at school sites and co-develop sports fields to increase community use of school fields.~~

~~PR 71 Develop a Joint Use Agreement with King County to use fields and other facilities at County parks within or near Redmond.~~

PR-9/16/38/56/61/70/71 Coordinate short-term and long-term plans for the acquisition, planning, development, use, and programming of the PARCC system, and adjacent non-City park facilities, with City departments and other agencies to maximize resources and avoid duplication of facilities and services.

~~PR 47 Develop trails that create loops and interconnect to provide a variety of trail lengths and destinations. Review proposed trails to determine if they should be part of the City’s park and recreation program. (Inferred in PR 29, PR 43 and PR 6)~~

~~PR 48 Require during the review process for new development or redevelopment construction of multi-use pathways through proposed developments, where such improvements would provide needed linkages between trail routes and access to public destinations. (Inferred in PR 29 and PR 6)~~

~~PR 55 Require the preservation and maintenance of private recreational facilities, such as pocket parks, tot lots, and informal trails, when these facilities have been required as a condition of development. (Inferred in PR 6)~~

PR 6 Reduce the impacts of development and ensure open space is retained by encouraging private developments to provide land for parks, trails, plazas, walkways, and open space community gardens and public art.

PR-72 Develop a long-term strategy with King County to enhance opportunities for the City to develop facilities or utilize transfer ownership of county parks within or adjacent to Redmond to the City of Redmond.

Parks, Arts, Recreation, Culture, and Conservation Element

PR-73 Develop a strategy to annex all City of Redmond parks that exist within King County or develop an interlocal agreement with King County to allow the City to provide permits for the development of City parks within unincorporated King County.

E. Acquisition and Funding

The City acquires land and easements for the parks and recreation system within and adjacent to Redmond. There are a variety of methods to acquire and fund these properties. The following policies describe approaches that the City uses to optimize public resources for these purposes.

PR-NEW6 Acquire land and develop parks in areas that are experiencing or expected to have significant growth, such as the Downtown and Overlake urban centers, or areas identified as having a deficiency.

PR-7 Actively pursue private dedication, improvement, and maintenance of land through a variety of methods to facilitate public access to ~~parks and provide~~ a continuous system of parks, trails, walkways, plazas, and open space, community gardens and public art.

PR-69 Develop an operating and capital program finance strategy for parks, ~~and~~ trails, recreation, and arts ~~finance strategy~~ that meets the needs of the community and preserves the level of services of these facilities and programs.

PR-14 Prepare, as part of the PARCC Plan, six-year, ten-year and twenty-year capital project improvement plans ~~Continue to develop the Parks Improvement Plan~~ for a parks and recreation system that serves existing development and planned growth, is financially feasible, and can be funded at a level which allows for a reasonable implementation schedule.

PR-31 Encourage the acquisition of property which will provide access to shorelines and local streams, with emphasis on areas where current and anticipated development patterns are unlikely to provide access, or where there are significant access needs. Promote the creation of open space corridors along these water resources to provide for passive recreation and wildlife habitat. (SMP)

PR-5/58 Encourage the acquisition of ~~greenbelts and park land to maintain open space, resource park land to~~ protect environmental resources; represent significant natural and visual assets; provide circulation linkages ~~and~~; wildlife corridors, and habitat; and ensure adequate separation and buffers between various land uses.
~~PR-58 Use appropriate acquisition methods to protect natural areas that are sensitive to potential adverse impacts from urban development or that represent a significant natural and visual asset.~~

Parks, Arts, Recreation, Culture, and Conservation Element

~~PR 8 — Actively pursue the private dedication of arts media for viewing and enjoyment in public areas. (Inferred in PR 13)~~

~~PR 15 — Utilize quasi-public land, where possible, and dual-use facilities, such as Puget Sound Energy corridors, utility easements, or rights-of-way. (Inferred in PR 13)~~

~~PR 17 — Work with other governmental agencies and private organizations to provide a complete Parks, Recreation, Trails, and Open Space System for the City and greater Redmond area. (Inferred in PR 13)~~

PR-13 Seek funding opportunities from a variety of sources (federal, State, and private) for the acquisition and development of parks, trails, open space, and the arts.

Land Acquisition and Facilities Planning



“The Last Test” art on Sammamish River Trail

B.F. Recreation, Arts and Cultural Programs Policies

These policies describe how the City of Redmond will provide for the recreation and cultural needs of the community. These services are provided for the people of Redmond to enjoy all of the elements-aspects that make up the parks, recreation, arts, and open space system.

- ~~◆ A community center or centers for indoor and outdoor recreation programs, including provisions for the following programs: youth or teen center, meeting rooms, social services, facilities to serve special populations, recreation classes, athletics and gymnasiums.~~
- ~~◆ Athletic facilities for competitive, organized sports (e.g., practice and tournament regulation softball and practice and regulation baseball fields, soccer fields, and tennis courts). When impacts on adjacent properties can be~~

Parks, Arts, Recreation, Culture, and Conservation Element

~~minimized, fields and courts should be lighted to provide for extended hours of use.~~

- ~~◆ Facilities for competitive or noncompetitive, nonorganized, active recreations (e.g., rollerblading, skateboarding, bicycling). Consideration should be made to provide safe, legal facilities for recreation enjoyed by youths and teens (and where such needs have been demonstrated).~~
- ~~◆ Facilities to support the cultural arts (e.g., program rooms, performing arts theater, and outdoor concert space). Additionally, designated facilities to encourage freedom of artistic expression should be City sponsored (e.g., graffiti art wall).~~
- ~~◆ Facilities and land for contemplative and sensory recreation (e.g., picnicking, benches for sitting, views for enjoying).~~
- ~~◆ A linkage system (e.g., bicycle lanes and multiuse trails which connect the park system, schools, and other important public facilities in the City).~~
- ~~◆ Outdoor plazas and squares within the Downtown Neighborhood for community and civic events, public gatherings, programmed activities and entertainment.~~



Redmond Senior Center



The Edge Skate Park

Parks, Arts, Recreation, Culture, and Conservation Element



Redmond Town Center plaza

C. Special Features Policies

Natural features and shorelines, such as Lake Sammamish, the Sammamish River, major creeks, and the Redmond Watershed, are important aspects of Redmond's character. The Sammamish River Trail provides for access along the river. Redmond currently has an active program to purchase land along Bear Creek and Evans Creek for a multi-use trail project and open space. Idylwood Beach Park is the City's waterfront recreational access on the west side of Lake Sammamish and shoreline property on East Lake Sammamish has been purchased for a waterfront park. Farrel McWhirter Park is one of the City's largest parks and provides an important tie to Redmond's history with areas for farm animals, special programs, and natural, open areas. Marymoor Park, which is owned by King County, is a significant recreational amenity situated between Lake Sammamish, the Sammamish River and the Downtown.



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D.

Parks, Arts, Recreation, Culture, and Conservation Element

- PR-18 Provide ~~a balanced system of~~ recreation, arts, and leisure programs that are comprehensive, enriching, and affordable, ~~for all citizens and are offered at~~ a variety of locations in the City.
- PR-74 ~~Create-Foster~~ a ~~more~~ healthy community by ~~target~~ providing additional active recreation programming to underserved populations and adding more health education programs.
- PR-NEW7 Partner with businesses and community organizations to provide programming and events that further the vision expressed in the Comprehensive Plan.
- PR-NEW8 Provide educational and hands-on recreational opportunities that explore the history of Redmond through historic parks, farms, structures and artifacts.
- PR-30 Continue to support ~~policies and the methods for providing priority for~~ City residents ~~priority of preference~~ in registration for parks and recreation programs.

G. Trails Policies

There are many existing trails throughout Redmond and the surrounding area which citizens enjoy for a variety of recreational as well as alternative transportation purposes. The PARCC Plan shows the existing and proposed trails in the Redmond area. (Please refer to Proposed and Existing Trail ~~Map~~ map in the PARCC Plan — Figure 8-5). Most trails are City-owned and maintained; however, the Sammamish River Trail is owned and maintained by King County and the SR 520 Bikeway is owned and maintained by the Washington State Department of Transportation. The Redmond/Puget Sound Energy (PSE) Trail is owned by PSE and maintained by the City. The ~~There are some trails through private developments that allow public access.~~

In addition, the Sammamish River is designated as a “blue trail” that is part of the regional Lakes to Locks water trail system for low- impact, ~~nonmotorized~~ non-motorized watercraft. ~~In addition, there are some trails through private developments which allow public access.~~

This ~~Trail Network~~ trail network provides for a system of trails which link public lands with residential, employment, and shopping areas throughout the neighborhoods and community. In addition, Redmond’s ~~Trail Network~~ trail network provides connections with the regional trail system, linking Redmond with surrounding communities and unincorporated King County. ~~The Proposed and Existing Trail Network Map identifies a hierarchy of trails according to their construction and function.~~

Trails consist of in-park amenities (e.g., the trails at Farrel-McWhirter Park) and the City's trail network. Various elements of the trail network hierarchy are defined as: regional, connector, local trails, and blue trails as defined further below:

Regional trails pass through the City, connecting to other jurisdictions and other trails and trail systems. In general, regional trails are physically separated from roads

Parks, Arts, Recreation, Culture, and Conservation Element

by distance or barriers and should be a minimum of 12 feet wide, with a minimum two-foot wide graded shoulder.

Parks, Arts, Recreation, Culture, and Conservation Element

Connector trails are the key linkages between regional trails and other facilities. These trails can be paved or soft surface trails, and are typically narrower than regional trails, due to more limited use and constraints.

Local trails are typically soft surface trails that range from two feet to six feet wide. The trails may be used as neighborhood linking trails, park trails, and hiking, off-road bicycling, and equestrian trails.

Blue Trails are water trails along navigable waters within the city such as the Sammamish River and Lake Sammamish.

The Parks and Recreation Department and Transportation Division collaborate on the development of trails throughout the City. The Trail Network complements the City's Bicycle System Plan and Pedestrian Plan in the Transportation Master Plan, which utilizes, for the most part, street right-of-way and focuses primarily on bicycling and walking lanes as a means of transportation. The Trail Network is a combination of paved and unpaved pathways surfaces and, wherever possible, the pathways they are separated from streets. However, in some cases, where no other option exists, the route uses street right-of-way, often by widening the sidewalk area. Where this occurs, the Trail Network will follow the Bicycle System Plan very closely. **Trail Network Plan**



Kayaking on Sammamish River

◆— PR-29 Actively promote the development and promote an interconnected community through of a linkage system that includes, for example, bicycle lanes, trails and pathways easily accessed by a variety of trail users that connect the park system, schools, and other important public facilities in the City. Provide appropriate and well-designed signage to encourage wayfinding and connectivity.

PR-46 — Consider soil conditions, steep slopes, surface drainage, and other physical limitations that could increase construction or maintenance costs when planning trails. (This is part of the trail design standards now and covered in PR-29.1)

Parks, Arts, Recreation, Culture, and Conservation Element

PR-29.1 Identify and develop a hierarchy of trails and trail design standards, based on function.

PR-29.2 Provide a well-designed signage and way finding system.

PR-40 Promote the concept and use of the “Blue Trails,” ~~by coordinating which is the Sammamish River as a waterway trail. Continue to work with jurisdictions and other organizations s in the region which share the Sammamish River waterway to ensure the continuation of the Lakes to Locks Trail for nonmotorized watercraft with low impact on the natural environment.~~

PR-42 Coordinate planning of trails, bike lanes, and other nonmotorized modes of transportation among City departments and with surrounding jurisdictions to:

- ◆ Ensure safe and efficient use of all types of trails and other non-motorized facilities;
- ◆ Encourage convenient travel between and within neighborhoods and local activity centers;
- ◆ Reduce car trips within the City; and
- ◆ Encourage convenient access and connectivity between trails, trailheads, and public transit.

Trailheads

~~Trailheads are important elements of the trail system acting as staging areas and offering support facilities along the trail route. For the most part, existing parks can offer parking and other conveniences.~~

- ~~◆ Provide centralized and, when possible, effective staging areas for trail access;~~
- ~~◆ Provide parking, orientation and information, and any necessary specialized unloading features, especially for equestrians and persons with disabilities; and~~
- ~~◆ Provide sufficient vehicular and equestrian parking, signage, and restroom facilities.~~

Equestrian Trails

~~Where possible, soft surface trails have been developed that accommodate equestrian use. In some cases, these trails parallel a hard surface, multi-use trail as along the Sammamish River Trail. In most instances, the soft surface corridor also serves as a multi-use trail accommodating bicyclists and hikers as well as equestrians (e.g., Bridle Crest Trail and Puget Sound Energy Trail). Some trails, such as the Farrel McWhirter Loop and Watershed Preserve Trillium, are designated equestrian/hiker only.~~

Parks, Arts, Recreation, Culture, and Conservation Element

- ◆ ~~Separate and provide buffer areas between equestrian trails and multi-use trails;~~
- ◆ ~~Construct trails to be soft surface, preferably fine crushed rock;~~
- ◆ ~~Design road crossings to acceptable safety standards;~~
- ◆ ~~Connect local trails with regional trails;~~
- ◆ ~~Provide looped trail systems; and~~
- ◆ ~~Construct trails to withstand all-weather use.~~



Bridle-Crest Trail

E. Parks, Trails and Facilities Maintenance

~~Maintenance of the parks, trails, open space, and facilities is an important element of a successful parks program. The public investment in these facilities is considerable; therefore, ongoing, scheduled maintenance will ensure the safe use of parks and facilities for as long as possible. Further, the neat and well-maintained appearance of a park or park facility will encourage its continued use in a positive manner.~~

F. Conservation of Public Land and Natural Areas

~~These policies provide for the protection of public lands that are important natural areas. In addition, they provide for the acquisition of environmentally sensitive areas.~~

G. Open Space Policies

~~Open space provides valuable natural areas and corridors which enhance the sense of space for a community. They contrast with building footprints and roadways and add to the quality of the natural environment and community.~~

- ◆ ~~Retain an important component of Redmond's character;~~
- ◆ ~~Provide for linkages within and between neighborhoods;~~

Parks, Arts, Recreation, Culture, and Conservation Element

- ◆ ~~Protect valuable wildlife habitat and corridors; and~~
- ◆ ~~Provide unique recreational opportunities.~~

~~Open space can be enjoyed for both passive and active recreation. The level of recreational use will vary with the ownership of the open space and the environmental sensitivity of the area. Publicly owned open space is available for public use unless the use would damage sensitive environmental resources. Privately owned open space, however, is not available for public use unless permitted by the owner. State law limits the liability of private land owners for public use of their property. This law is intended to encourage land owners to allow public use where appropriate. Where sensitive environmental resources are present, such as bird nesting sites, public access, or recreational use may be limited even on public open space.~~

~~Open Space Corridors~~

- PR-41 ~~Promote the linkage of communities, neighborhoods, parks, schools, public facilities, and other destinations with connections to trails developed by other agencies in the region. (Inferred in PR-39)~~
- PR-39 ~~Develop an interconnected trail system throughout the greater Redmond area in Ceoperatione with local, State, and federal agencies and private organizations, in development of the local and regional trail system. Identify and develop a hierarchy of trails, based upon trail construction and function. Serve a variety of activities and abilities for both recreation and transportation, including pedestrians, bicyclists, equestrians, and other users in appropriate locations.~~
- PR-63 Encourage property owners to grant permission for the public use of informal trails where such trails will provide connections between neighborhoods or other destinations and where natural resources will not be adversely affected.
- PR-44 Encourage the development of ~~recreational pathways and trails which that~~ are separated from traffic, are not part of a street roadway. Pay particular attention to safety, especially where routes must use existing roadways. ~~Design the pathway to minimize potential conflicts between motorists and trail users, especially equestrians. with an emphasis on safety and minimizing conflicts between various trail users.~~
- PR-33 Encourage King County to develop and maintain the trail on the west side of the Sammamish River to enhance access to and views of the Sammamish River.
- PR-32 ~~Continue to protect and enhance the habitat values and natural features of the Sammamish River through sensitive development of the trail right-of-way along the river between the Municipal Campus and Marymoor Park (Inferred in PR-34)~~
- PR-34 Design development along the Sammamish River to orient toward the river and

Parks, Arts, Recreation, Culture, and Conservation Element

reinforce its identification as a community gathering place and recreation area in a manner that is sensitive to and protects the natural environment.

Parks, Arts, Recreation, Culture, and Conservation Element

PR-35 ~~Upon acquisition of the Burlington Northern Santa Fe (BNSF) railroad right-of-way within the City, Ceoordinate with King County, Sound Transit, and other regional partners on the planning and development of the Redmond Central Connector, along the former Burlington Northern Santa Fe railroad corridor for as a regional trail with, opportunities for community gathering, art, culture, and historic interpretation, as well as for light rail transit, options for other transportation connections and utility placement.~~

~~PR-45 ——— Develop trails that are interesting to the users and maximize the number and diversity of enjoyable viewing opportunities whenever possible. (Inferred in PR-43)~~

PR-43 As a complement to the Citywide pedestrian pathway system, the City should develop a visual system for enhancing connections to the shoreline and identifying shoreline areas, considering such elements as street graphics, landscaping, street furniture or artwork. (SMP)

PR-49 Develop trailheads where appropriate, for the intended type of trail use that may include parking, trail information, and restrooms.~~with the following characteristics:~~

- ~~◆ Provide centralized and, when possible, effective staging areas for trail access;~~
- ~~◆ Provide parking, orientation and information, and any necessary specialized unloading features, especially for equestrians and persons with disabilities; and~~
- ~~◆ Provide sufficient vehicular and equestrian parking, signage, and restroom facilities.~~

Parks, Arts, Recreation, Culture, and Conservation Element

~~The Growth Management Act requires local governments to designate open space corridors. Open space corridors have multiple uses: they provide open space and clusters of trees, they can provide recreational opportunities, and they can help to tie together fish and wildlife habitats into a Countywide network.~~

~~Such a network will help to maintain species diversity by providing habitat for various species and by allowing species that no longer live in their former habitats to repopulate suitable areas. A unified open space corridor network also can increase the potential for interbreeding by allowing individuals of the same species to move from one area of a particular habitat type to another area of that habitat type. Open space corridors differ from the trails rights-of-way in that the open space corridors are managed for both habitat and recreation, whereas trail corridors emphasize recreation and nonmotorized transportation alternatives.~~

~~Open space corridors will be managed through the use of Redmond's critical areas regulations and potential City acquisitions. Since these areas are generally included within areas already protected by the critical areas regulations, a new critical areas category is not needed. In several cases, undeveloped ravines have been identified as open space corridors. Development will be directed away from these areas. The Natural Environment Element contains policies on managing critical areas and Fish and Wildlife Habitat Conservation Areas.~~

~~Redmond has several existing trail corridors that can provide habitat for wildlife and allow them to move from area to area. The habitat values of these areas should be improved where consistent with the primarily identified uses of recreation or nonmotorized transportation options.~~

H. New Policies

~~Ord. 2531(AM); Ord. 2486; Ord. 2230~~

Parks, Arts, Recreation, Culture, and Conservation Element

The following policies are proposed for deletion:

PR-12 Encourage the development of smaller, local parks in locations throughout the City when feasible. Support efforts for private developments to provide shared open space and the development of “pocket” or “mini” parks when feasible.

Covered in revised park definitions (mini parks included in neighborhood parks) and City is not encouraging smaller parks, but will accept them when no other land is available.

PR-24 Encourage the development of special purpose recreation facilities, such as ice arenas, swimming pools, and golf courses.

All special uses are covered in existing policies, those deleted are no longer a priority for the City.

PR-50 Develop equestrian trails with the following characteristics whenever possible:

- ◆ Separate and provide buffer areas between equestrian trails and multi-use trails;
- ◆ Construct trails to be soft-surface, preferably fine crushed rock;
- ◆ Design road crossings to acceptable safety standards;
- ◆ Connect local trails with regional trails;
- ◆ Provide looped trail systems; and
- ◆ Construct trails to withstand all-weather use.

Covered in PR-43 (trail design standards)

UTILITIES

Future Vision for Redmond: Utilities

The planning and placement of utilities in Redmond has supported the community's vision for the location and amount of growth. Utility planning for future annexation areas and higher growth areas such as Downtown and Overlake has advanced ~~achievement of~~ the vision. The City provides certain utilities in support of the desired location and pace of growth. For those utilities provided by private companies, the City has ~~encouraged the necessary and desired services by allowing private companies to use public facilities,~~ ensured ~~ensuring~~ sufficient areas is available to locate such ~~for placement of those~~ facilities, and provided ~~ing for~~ a reasonable regulatory



climate.

Utility planning has contributed to a high quality of life for Redmond residents and businesses by ensuring efficient utility delivery. Communications facilities are keeping up with changes in technology. Conservation and protection of existing resources has ensured a continued supply of clean water and energy.

Proper utility planning has also protected Redmond's natural environment and resources. Upgrades to the sanitary sewer system have eliminated many septic systems, thereby controlling contaminants released into the environment. The City has protected the natural environment by developing stormwater systems to prevent reduce excess storm water runoff, by designing and upgrading systems and plans to prevent damage to the environment, and by fostering conservation operationally and by implementing low impact development practices.

Organization of This Element

A. General Utility Policies

B. Water

C. Sewer

D. Stormwater and Surface Water management

E. Solid Waste

F. ~~Non-City-Managed Utilities~~ Energy

~~G. Electricity~~

~~H. Natural Gas~~

~~I. Telecommunications~~

~~J. Hazardous Liquid Pipelines~~

A. General Utility Policies

Adequacy and Phasing of Facilities

The City of Redmond provides a variety of utility services including water, sewer, and stormwater. ~~Other~~ investor-owned private utilities such as solid waste removal, cable, gas, electric, and telecommunications serve the City under franchise, or other



agreements, ~~with the City.~~

Availability of utilities is an important factor considered by developers when deciding where, when, or whether to build. Having adequate utilities is also very important to people who live or work in Redmond. Therefore, land use and utility policies can work together to help achieve Redmond’s vision for the future of the community.

To encourage annexation, public utilities are generally not extended beyond the City limits. However, City services will be allowed outside the City limits to address health and safety issues or to serve areas where previous agreements include the area in the Redmond service area. If service is extended to rural lands due to service agreements, design of the systems must be rural in nature to prevent urban sprawl.

UT-1 Ensure that adequate public utilities and facilities are planned for, located, extended, and sized consistent with the planned growth described in the Vision and Goals, Annexation and Regional Planning, and Land Use Elements.

UT-2 Design **and maintain** public utility facilities to meet service standards identified in the Capital Facilities Element **and corresponding City functional plans.**

~~UT-3 Strongly support the development of innovative technologies such as alternative fuels and emergent telecommunications technology.~~

(MOVED TO ALTERNATIVE ENERGY SECTION)

UT-4 Encourage the use of innovative technologies to:

- ◆ Provide and maintain utility services;
- ◆ Reduce the negative impacts of additional utility service demands;
- ◆ Improve the existing service; and
- ◆ Reduce, where appropriate, the overall demand on utility systems.

UT-5 Prevent extension of City-provided urban utilities to rural areas outside the Urban Growth Area except to meet State Department of Health or other applicable health, safety, and welfare codes. Design such extensions to rural standards and do not condition the extension with other urban development standards such as street widening, sidewalks, or street lighting.

UT-6 ~~If utility extension to an unincorporated area becomes necessary and immediate annexation is not possible per Policy A-10 (Annexation and Regional Planning Element), Follow the City's policy concerning extension of City utilities to urban unincorporated areas as expressed in the Annexation and Regional Planning Element of the Redmond Comprehensive Plan. If immediate annexation is not possible, condition any extensions with an agreement to annex in a timely manner and an agreement to design the extension to City development standards.~~

UT-7 Conduct City ~~operations business~~ in a manner that leads by example through activities such as recycling, water conservation, energy conservation, and low-impact development processes whenever possible.



City Hall – a “green LEED Silver Certified and Energy Star” building

Economic Considerations

In order to balance capital expenditures with revenues and still maintain established levels of service standards, new development will have to pay for the portion of facility improvements related to its level of demand on the system. ~~The combining of d~~In this respect, both development money and with City funds have a role in building the City's capital infrastructure. ~~allows for a more equitable distribution of costs and helps to keep utility rates lower.~~

There are cases where one development occurs prior to another and is not adjacent to existing infrastructure. The new development may extend transmission pipes across the frontage of non-developed properties and incur the cost of that extension in order to develop their parcel. Reimbursement agreements have been a method that Redmond has used to employ equitable cost sharing for development costs. These provide for a reimbursement to the original developer of costs associated with that portion of the line that is later used by another development. This is one way of maintaining the concept of fair share financing.

In limited cases, public utilities may be extended outside the City limits. However, it is more costly to provide long-term, low-density service. Public utilities presently fund improvements from revenues. If, in the future, general taxes were to be used to fund infrastructure, properties outside the City would benefit from the infrastructure without paying those taxes to fund it. Equity can be established through a differential rate structure or differential connection fees to ensure that City residents are not subsidizing the extension of services outside City boundaries.

Right-of-way acquisition and installation of facilities are also factors in the cost of utilities. Coordination of facility planning can reduce those costs in several ways. For instance, if utilities are notified of roadway construction and repairs, they may be able to place or upgrade lines or pipes at the same time. ~~Or~~ Or several utilities may be able to use the same trench. Right-of-way acquisition cost could be shared where such right-of-way would serve joint uses.



Utility trench

UT-8 Require development to pay for or construct the growth-related portion of infrastructure needs.

UT-9 Create equity in financing of capital facilities among City residents and those outside the City by reflecting the full cost of providing service outside City limits, for example in the Novelty Hill service area.

UT-10 Promote the efficiency of utility placement both in cost and timing through methods such as the following:

- ◆ Co-locate public and private utilities in shared trenches or utility corridors; provided, that such joint use is consistent with limitations as may be prescribed by applicable legal and safety considerations.
- ◆ Coordinate facility planning so that utilities may locate in transportation corridors and other dedicated rights-of-way.
- ◆ Provide timely notice to utilities or coordinate with them when the construction or repair of existing and new roadway, bridges, or sidewalks is anticipated.
- ◆ Provide a reasonable regulatory climate, recognizing that utilities provide a critical service to the community.
- ◆ Provide ~~and~~ expeditious permitting, recognizing that avoiding utility project delay can minimize service disruptions and associated costs for residents and businesses.
- ◆ Design new public infrastructure to allow for ~~the~~ projected future utilities that may be placed within those facilities at a later time.
- ◆ Encourage joint use of utility corridors for utilities, ~~and~~ recreation, and appropriate non-motorized connections.

- ◆ ~~Install empty conduit to facilitate future undergrounding of aerial utilities.~~

UT-11 Determine utility infrastructure necessary for a given development concurrently with site plan entitlement.

Environmental Considerations

Redmond has many natural features, such as fish spawning creeks, open space, and forested areas. Minimizing utility intrusion into these areas is a means of protecting these important assets by preventing initial destruction of habitat for installation. When utilities are allowed to build in wetlands, periodic maintenance will require intrusion and constructed access into sensitive areas and may disrupt wildlife during critical reproductive periods. Utility corridors often need to be free of vegetation for maintenance purposes. Similarly, sewage or stormwater lines that are not carefully located, designed, and constructed can create undesirable environmental impacts.

Placing utilities underground prevents the need to prune trees and shrubs, which can be detrimental to the plant and often result in oddly shaped plants. Undergrounding also can be more aesthetically pleasing. Though undergrounded facilities may not be readily accessible for maintenance, they and can reduce the incidence of power and telecommunications loss due to -during events such as storms and auto/utility pole accidents as well as protect the public from fallen lines. Above-ground facilities can be designed to be compatible with or to enhance an area. Examples include Well No. 4, the King CountyMETRO York pPump sStation at Willows and NE 124th Street, and the SE Redmond Water tank.

UT-12 Balance the need for provision of utilities at a reasonable cost with the need to protect the environment and natural resources.

UT-13 Design, locate, and construct facilities to ~~reasonably~~ minimize adverse impacts to the environment and to protect environmentally sensitive areas. Take into account both individual and cumulative impacts. Minimize impacts through actions such as:

- ◆ ~~Locating sewer lines and use construction methods and materials to prevent or minimize the risk of spillage into watercourses and water bodies.~~
- ◆ Using construction methods and materials to prevent or minimize the risk of overflows into watercourses and water bodies.
- ◆ Locating utility corridors in existing cleared areas.
- ◆ Locating utility facilities and corridors outside of wetlands.

- ◆ Minimizing crossings of fish-bearing watercourses.
- ◆ Using biostabilization, rip-rap, or other engineering techniques to prevent erosion where lines may need to follow steep slopes.
- ◆ Minimizing corridor widths.

UT-14

Require undergrounding **ing installation** of all new utility distribution lines, except where undergrounding **ing installation** would cause greater environmental harm than alternatives or where the Washington Utilities and Transportation Commission tariff structure is not consistent with this policy. Consider new technologies such as wireless transmission as they become available.

UT-15

Promote the undergrounding of existing utility lines by means such as:

- ◆ Requiring undergrounding of utility distribution lines or **provide the provision** for **future** undergrounding as a condition for **development redevelopment** projects.
- ◆ Undergrounding utility distribution lines or provide for future undergrounding as street projects occur.
- ◆ Funding undergrounding through a capital improvement program or through formation of a local improvement district.
- ◆ Requiring individual service lines to be undergrounded when significant site improvements are made.

UT-16

Require reasonable screening or architecturally compatible design of above-ground utility facilities **such as transformers and associated vaults**. Promote high quality design of utility facilities through measures such as:

- ◆ Use of varied and interesting materials.
- ◆ Use of color.
- ◆ Additions of artwork.
- ◆ Superior landscape design.

B. Water

Sources of Supply

Redmond provides water service to most areas within the City limits, the Novelty Hill Urban Area Urban Planned Developments (UPDs) to the east, and to some properties outside the City ~~and the UPDs~~. The City's water supply comes from its wells; and the Cascade Water Alliance (CWA), ~~a Washington non-profit corporation organized by regional water suppliers~~ CWA supplies water from Seattle Public Utilities (SPU) through connections to SPU's Tolt pipeline No. 2; and Tolt Tie-line; and the Tolt Eastside Supply Line. ~~and indirectly through the water systems of Redmond operates facilities jointly with the cities of Bellevue and Kirkland.~~ ~~The City also sells water to the Union Hill Water Association.~~ A number of water purveyors service the areas surrounding the City, including Bellevue, Kirkland, Woodinville Water District, Northeast Sammamish Sewer and Water District, Union Hill Water Association, and Sammamish Plateau Water and Sewer District.

Future water supply demands will be met by the City through wholesale purchases from CWA and from Redmond's wells. To meet the growing needs of its members, CWA will continue to pursue additional sources of water supply. CWA has purchased Lake Tapps as a future water supply resource. ~~As a member, the City will pursue future sources of supply through this organization.~~ Redmond's well system will also provide part of the City's water supply. The Redmond's well system draws from a shallow aquifer and is susceptible to contamination, especially as urbanization of the Aquifer Recharge zone continues. It is imperative to maintain the water quality of the well source. Redmond's A Wellhead Protection Program ~~can~~ helps to preserve ~~that~~ resource. In addition, reducing water use through conservation measures lessens the demand for ~~the~~ new supply.

The water service area is shown in the City's adopted Water System Plan together with an inventory of water facilities.

- UT-17 **Continue to utilize, protect, and sustain the Redmond well system to maximize the efficiency of the system. as long as Ensure water quality is in accordance with or can be is treated to meet State and federal drinking water regulations.**



Well No. 4

UT-18 Protect groundwater sources by maintaining and monitoring a Wellhead Protection Program which guides:

- ◆ Land use decisions;
- ◆ Development regulations;
- ◆ Stormwater facility requirements;
- ◆ Coordination with other agencies; and
- ◆ Other measures necessary to protect Redmond's well system.

UT-19 Participate with the Cascade Water Alliance to acquire additional sources of supply for future needs.

UT-20 Reduce average annual and peak day water use by participating in Cascade Water Alliance's conservation programs supporting implementation strategies that are found in the Water System Plan, such as rate structures that encourage conservation.

Facilities

Standardization of design ensures facilities will be compatible and have a reasonable economic life. There are known and accepted system designs which may be less costly to build, less costly to operate or more reliable, such as looped systems and gravity feed systems. If the City maintains a set of standards, developers can be assured of knowing the standards prior to design and the public can be assured that the system is designed as an integrated whole. System inter-ties allow cooperation between systems other than Redmond's to provide adequate flow in emergency situations. This reduces the need to build larger and more expensive facilities. Defining service standards offers a way of measuring adequacy and safety performance against community standards.

UT-21 Design water delivery and storage systems to provide efficient and reliable service, to balance short- and long-term costs, and to comply with State and federal regulations through methods including but not limited to:

- ◆ Use of gravity feed whenever feasible.
- ◆ Development of a looped system.

- ◆ Standardization of transmission and distribution facilities' sizing and materials.

UT-22 Require new development to construct water system improvements necessary to serve the development and to provide a reliable integrated distribution system.

UT-23 Maintain adequate storage facilities to meet equalizing and fire demand volume and emergency supply.



Water storage tank

UT-24 Pursue the creation of emergency inter-ties with adjacent purveyors.

Redmond is dependent upon City wells to provide a water source. Preventing and reducing the penetration of the aquifer by numerous individual wells helps to ensure the integrity of these-City wells against both excessive draw and contamination.

UT-25 Prohibit the creation of new water systems within the City of Redmond to ensure that Redmond is the primary provider of water service. Facilitate the City being the sole provider by encouraging the connection to City water for those properties on existing private well systems.

UT-26 Require connection to the City water system for all new development permitted by the City.

UT-27 Require connection to the City water system for existing uses when redevelopment such as a short plat, subdivision or other significant land

use action occurs to that property.

C. Sewer

Facilities

A majority of the City of Redmond is served by a sanitary sewer. However, there are still a few areas which have on-site disposal systems, such as septic tank systems. Most of the proposed annexation areas lacks sewer. A proliferation of septic systems can reduce the health and safety of the community. Therefore, Redmond should require or encourage connection to the sanitary sewer.

Redmond needs to ensure standardization of sewer facility design so that facilities will be compatible, less costly, and have a reasonable economic life. Standards which include system designs such as gravity flow are less costly and more reliable and therefore should be used. Defining service standards offers a way of measuring performance against community standards. Standardization of design and level-of-service standards also assists the developer in design and cost calculations.

Regional treatment facilities have replaced local ones in the Seattle Metropolitan area due to environmental reasons and economies of scale. Regional facilities have been able to ensure higher levels of treatment for sewage before release back into the environment. This system will likely be the system of choice for some time into the future. King County, METROK, which provides wastewater treatment facilities, currently has sufficient capacity to meet Redmond’s present needs and capacity to serve future demand is being added by construction of the Brightwater wastewater treatment plant. ~~Additional treatment facilities or facility upgrades will be necessary to meet long-term future regional demand.~~



Old sewer lagoon

The sewer service area is shown in the City’s adopted General Sewer Plan together with an inventory of sewer facilities.

UT-28 **Ensure that the City of Redmond is the primary provider of wastewater service within the City limits ~~and eventually eliminate septic systems.~~**

UT-29 **Require connection to the City wastewater system for all new development and for existing uses when ~~redevelopment~~ such as a short**

plat, subdivision, or other significant land use action occurs to that property. Extend a waiver in limited circumstances where the economic impact of connection is high and there is no public safety concern.

UT-30 Design wastewater systems to provide efficient and reliable service while balancing short- and long-term costs. Use gravity collection whenever feasible.

UT-31 Require development to construct sewer system improvements necessary to serve the development and to use design and construction standards for wastewater facilities that:

- ◆ Facilitate long-term operation and maintenance at the lowest reasonable cost;
- ◆ Meet or exceed the State Department of Ecology standards;
- ◆ Comply with State or federal regulations; and
- ◆ Provide a reliable integrated collection system.

UT-32 Support a regional approach to wastewater treatment by contracting with King County METRO for transmission and treatment of Redmond's wastewater.

UT-33 Adopt or allow new technologies for waste disposal if they prove equal or superior to existing methods.

Some areas in Redmond are presently ~~has some areas~~ served by septic or other on-site wastewater disposal systems. As urbanization continues, these systems are becoming ing less viable. Sometimes individuals do not properly pump and maintain their systems. To compensate for poor soil conditions, systems more frequently are incorporating mechanical pumps which require periodic maintenance and flow regulation. Some systems are located in Critical Aquifer Recharge ~~zones~~ Areas (CARA) and pose potential contamination issues to Redmond's groundwater supply. Generally, ~~the~~ soil types and saturation levels in this area are not well-suited particularly suitable to these systems. It is necessary to prevent the proliferation of new systems and to convert the existing on-site systems to sewer in order to protect the public health and safety.

UT-34 Require existing development to connect to the City wastewater collection system when on-site systems have failed and sewer facilities

are available.

UT-35 Encourage conversion from on-site wastewater disposal systems as sewer lines becomes available so that all septic systems in the City are eventually eliminated.

UT-36 Prohibit stormwater connections to the sanitary sewer system ~~in new development~~ and require separation of stormwater and sewer systems. ~~disconnection of any existing stormwater connection to the sanitary sewer system when substantial improvements are made to a property,~~ except in cases where the public health and safety calls for such connections.

UT-37 ~~Require reconnection to the proper system when a sanitary sewer line has been connected incorrectly to the stormwater system.~~

D. Stormwater

Redmond's stormwater management programs focus on stormwater runoff, groundwater recharge, surface waters, and riparian (water-related) habitat. Programs address basic conveyance of runoff, flood hazard reduction, water quality issues, riparian habitat protection, and protection of groundwater quality. It is especially important that new development or significant redevelopment effectively manages stormwater with the appropriate facilities to ensure the public's protection.

UT-38 Maintain, use, and require development to use stormwater design and construction standards that:

- ◆ Address rate of discharge, water quality, and method of storm drainage.
- ◆ Incorporate the principles of "Best Management Practices."
- ◆ Address methods to control runoff during construction to limit erosion, siltation, and stream channel scouring.
- ◆ Minimize adverse impacts to natural watercourses.

UT-39 Evaluate the feasibility of regional detention and treatment facilities and support their use where the concept proves feasible.

- UT-40** Ensure that the design of stormwater management facilities approximates pre-development levels of infiltration and that they are designed to provide recharge in those areas where recharge is appropriate.

- UT-41** Encourage open channel drainage systems, natural or man-made, whenever feasible through retention of existing systems and the development of new ones.

Stormwater facilities can serve multiple purposes. They not only allow recharge and support plant life but they can be incorporated into the landscaping design as an aesthetically pleasing element. They can also provide a park amenity, comprise a part of a streetscape, and can lower building temperatures when incorporated into roof gardens. Allowing stormwater facilities to fulfill some of the open space requirement increases the land available for actual development, reducing the burden on the developer while still



meeting the intent of open space requirements.

- UT-42** Allow stormwater retention/detention facilities to qualify towards fulfilling open space requirements. Tie the percentage allowed to the intensity of use and density; a smaller percentage for low-density residential graduating to a higher percentage for high-density residential and non-residential.
- UT-43** Encourage incorporation of natural systems into building designs to minimize runoff. Examples of such designs are sod roofs or rainwater capture to provide on-site landscape watering.
- UT-44** Pursue the development of ~~streetscapes~~street standards that incorporate natural systems ~~for detention and water quality improvements~~ into the design of the streetscape. Examples of this are swales planted with native vegetation such as the Street Edge Alternative (SEA) project, a natural drainage roadway in Seattle's Broadview neighborhood. the "Green Street" project in Seattle. ~~Offer incentives to developers for incorporating such streets into subdivisions.~~

There are a number of mandates for groundwater management plans. Even without these mandates, groundwater management is important for Redmond because the City relies on groundwater for a water supply source. Drainage basins extend across City limits and as such require cooperation to manage.

- UT-45** Use the Western Washington Stormwater Management Manual, 2001, with adjustments to suit local conditions when conditioning development or designing systems.
- UT-46** Cooperate and participate in groundwater management and basin plans with surrounding jurisdictions and implement policies where local action is feasible.

Private maintenance of stormwater facilities such as private oil separators was not always performed, or performed properly. If these systems are not properly maintained, they become dysfunctional defeating the purpose of requiring such systems.

Ground and surface water management must deal with this as well as with setting standards for storage, disposal, and accidental spillage of hazardous materials, and preparing for emergency responses to spills. Spill response involves police, fire, and transportation, as well as City maintenance or inspections crews. If these staff work together to develop standards and regulations for storage of hazardous materials and an emergency response plan to deal with contamination emergencies, staff time can be reduced by coordination, a wider range of expertise is available, and plans or regulations can address multiple needs.

- UT-47** **Maintain and enforce minimum operation and maintenance standards for public and privately owned stormwater systems as set forth in the Stormwater Plan and the Municipal Code.**
- UT-48** **Coordinate public and privately owned stormwater system maintenance activities in accordance with established standards.**
- UT-49** **Consider upgrading existing retention or detention facilities when new technologies prove more efficient or when upgrades such as attractive fencing or landscape materials can add amenity value to the neighborhoods.**
- UT-50** **Develop and implement regulations and procedures concerning the storage and use of hazardous materials in coordination with other City departments.**
- UT-51** **Develop and implement an emergency response plan for responding to surface and groundwater contamination emergencies to protect Redmond wells, coordinating among affected City departments.**
- UT-52** **Follow standards concerning street waste and decant facility management procedures found in the Redmond Stormwater Facility Plan and the Municipal Code.**

E. Solid Waste

***Inventory of Conditions and Future Needs* Solid Waste Planning**

Through an interlocal agreement, King County prepares comprehensive solid waste plans on behalf of the City to assure that citizens have access to safe, reliable, efficient, and affordable solid waste handling and disposal. ~~Solid waste disposal~~ Garbage and recycling pickup and removal service is provided by a private company which also removes recyclables under a contract with the City. ~~The g~~ Garbage and recycling

subscription services are voluntary for both residential and commercial customers, however, the cost for residential curbside recycling is included as part of the residential garbage fee. waste disposal.

Whether pickup is by private carrier, individual, or is self-hauled by businesses, the waste stream portion is taken to a transfer station and then hauled to ~~a transfer station the King County Cedar Hills regional landfill.~~ ~~The City also sponsors special recycling days for items which are not easily hauled with curbside service, but have recycle or reuse capability. King County sponsors special days for the collection of hazardous substances.~~ There is adequate landfill capacity ~~as of 2004 until 2018.~~ Several factors make it difficult to predict future capacity for solid waste ~~disposal removal:~~ the changing views of citizens with respect to waste, technologies of the solid waste industry, economic trends, ~~possible changes in the State law to allow imposition of mandatory recycling or to deny the privilege of self-hauling~~ state environmental, solid waste and hazardous waste laws; and the regional nature of landfill and recycling



operations.

New 9 Continue to coordinate with King County on regional hazardous and solid waste issues such as product stewardship and the wastemobile, waste studies and construction and demolition debris.

Solid Waste Management

The State Solid Waste Reduction Act and the Hazardous Waste Management Act includes mandates on reduction of the waste stream, education and recycling. A decline in waste generation typically means that the amount of materials disposed, both garbage and recycling, has been reduced. Even with the increased recycling and waste prevention, recent studies indicate that about 60 percent of materials disposed in the landfill could have been recycled.

UT-53 Provide solid waste and recycling collection services within the City using contract hauling or whichever method is most economical and efficient to the City for both residents and businesses and uses sustainable practices.

Continue Support public education programs on solid waste management, recycling, waste reduction, and the proper storage and disposal of hazardous wastes.

UT-535 Provide solid waste and recycling collection services within the City using contract hauling or whichever method is most economical and efficient to the City for both residents and businesses and uses sustainable business practices.

New 10 Enforce codes to ensure adequate and conveniently located space for garbage and recycling collection containers in commercial, multi-family and mixed-use buildings

As a community leader, City offices can serve as a good example to the community in waste reduction by recycling and purchase of recycled goods. The City also sponsors special recycling days for items which are not easily hauled with curbside service, but have recycle or reuse capability. King County sponsors special days for the collection of hazardous substances.

UT-564 Support recycling through such means as:

- ◆ Composting foodwaste from kitchen and lunch areas, yard waste from landscaping practices and manure from Farrell McWhirter Farm.
- ◆ Placing disposal containers in convenient locations.
- ◆ ~~Maintaining or developing systems for recycle pick-up for residents and commercial establishments.~~
- ◆ Using incentive programs to encourage recycling of materials.
- ◆ ~~Providing public education programs~~
- ◆ Purchasing City goods containing recycled materials
- ◆ Encouraging procurement of recycled-content products by residents and businesses.

UT-557 If solid waste reduction and recycling goals are not met, the City may consider implementing mandatory programs which would further sustainability goals by minimizing impact to the Cedar Hills landfill, and preventing cost increases associated with securing alternative waste disposal sites, if incentive programs fail to reach reasonable reductions in waste.

New 11 To prepare for potential emergencies, work with state and County agencies to coordinate a Debris Management plan so that materials can be recycled and disposed of properly.

F. Non-City-Managed UtilitiesEnergy

Relation to sustainability principles

A variety of energy sources are used in Redmond, each playing a vital role in the City's infrastructure. Energy directly contributes to Redmond's economy and community character, residents' quality of life and the experience for Redmond visitors. Energy also has an environmental dimension; how the City, residents and businesses consume energy in buildings, processes and vehicles can influence the environmental impacts associated with energy production. Efficiencies in energy distribution such as smart grid technology, and energy consumption such as low-voltage LED lighting, make it possible to reduce energy demand without compromising benefits.

Moreover, clean energy such as wind and solar, and alternative approaches such as electric vehicle charging, can potentially increase Redmond's energy supply in an environmentally sustainable manner. Pursuing these options can enhance our economic security and prosperity while minimizing environmental risks associated with traditional energy sources.

Because energy is so intimately tied to Redmond's economy and quality of life, and because environmental impacts of energy consumption have local, regional and global implications, sound energy practices are prime contributors in furthering Redmond's sustainability principles.

Service overview

Availability of energy ~~infrastructure and communications~~ can influence decisions of developers to locate particular land uses. Conversely, ~~demands resulting from~~ land use decisions may influence the need for energy ~~or communications~~ utilities to support the land use. It is important to link the provision of ~~energy utilities~~ with the Land Use Plan.

The City can take steps to promote efficient use of energy resources. Examples of such steps include ~~locating~~ land uses planning that can ~~to~~ reduce car trips or encourage transit, using building codes to promote efficient heating/cooling, encouraging common wall construction, adding street trees which cool asphalt or maintaining height codes

which protect solar gain. Less conversion of fossil fuels to energy or use of cleaner, more-efficient fuels can also lead to cleaner air and reduced cost to individuals and society. It is also prudent to encourage conservation and efficient land uses to reduce the need for additional facilities which can result in higher utility costs.

Electrical energy and natural gas is provided to the City of Redmond and surrounding communities by Puget Sound Energy (PSE), ~~a private company. Telecommunications are provided by numerous different companies.~~

UT-58 ~~Work with energy providers to E~~nsure non-City-owned utilities~~energy~~ facility plans reflect and support Redmond’s Land Use Plan and ~~work with those utilities to ensure~~ that energy ~~and telecommunications~~ resources are available to support the proposed Land Use Plan.

~~UT-58 Reduce energy consumption and encourage conservation of energy resources through measures such as:~~

(MOVED TO ENERGY EFFICIENCY SECTION BELOW)

- ~~◆ Supporting trip-reducing or transit-oriented land use.~~
- ~~◆ Using alternative-fuel City vehicles.~~
- ~~◆ Requiring installation of street trees and parking landscape.~~
- ~~◆ Allowing clustering with common wall construction.~~
- ~~◆ Enforcing the energy code.~~
- ~~◆ Encouraging the use of “Green” roofs.~~
- ~~◆ Encouraging building design with natural solar gain for heating.~~

New 12 Work with energy service providers to promote an affordable, reliable, and secure energy supply that increases development and use of renewable and less carbon-intensive sources, and that minimizes demand and consumption.

UT-59 Coordinate and seek to cooperate with other jurisdictions when energy transmission facility additions or improvements cross jurisdictional boundaries. Include efforts to achieve consistency between jurisdictions in permit timing.

~~UT-60 Negotiate aggressively franchise contract conditions that support the delivery of cost effective services desired by Redmond residents and~~

~~businesses.~~

(MOVED TO TELECOMMUNICATIONS SECTION)

G. Electricity Electrical energy and facilities

Inventory of Conditions and Future Needs

Redmond is served by ~~PSE Puget Sound Energy (PSE)~~, a private electrical utility whose operation and rates are governed by the Washington Utilities and Transportation Commission. PSE is part of a western regional system, which means electricity is produced elsewhere and transported to Redmond through high-voltage transmission lines. As electricity nears its point of destination, the voltage is reduced and redistributed through the use of transmission substations, distribution substations and transformers. Redmond has several high-voltage transmission lines running east-west and north-south. At present, it has one transmission substation and a number of smaller distribution substations.

Map UT-1 shows the locations of major existing electrical facilities.

Map UT-2 shows proposed major electrical facilities.

Planning for electrical production and distribution is done on a regional basis. Currently the majority of electricity in the region is from hydroelectric, natural gas, and -or- coal-fired plants, and increasingly wind generation. Future possibilities of demand reduction are also factored into the planning process through probable conservation factors. ~~PSE is exploring the use of wind generated technology to meet future demand and expects additional conservation efforts to occur in the future. There is a possibility of biomass production (the burning of methane or organic products to produce energy) in the long-term future; however, PSE's current energy planning does not account for using this source.~~

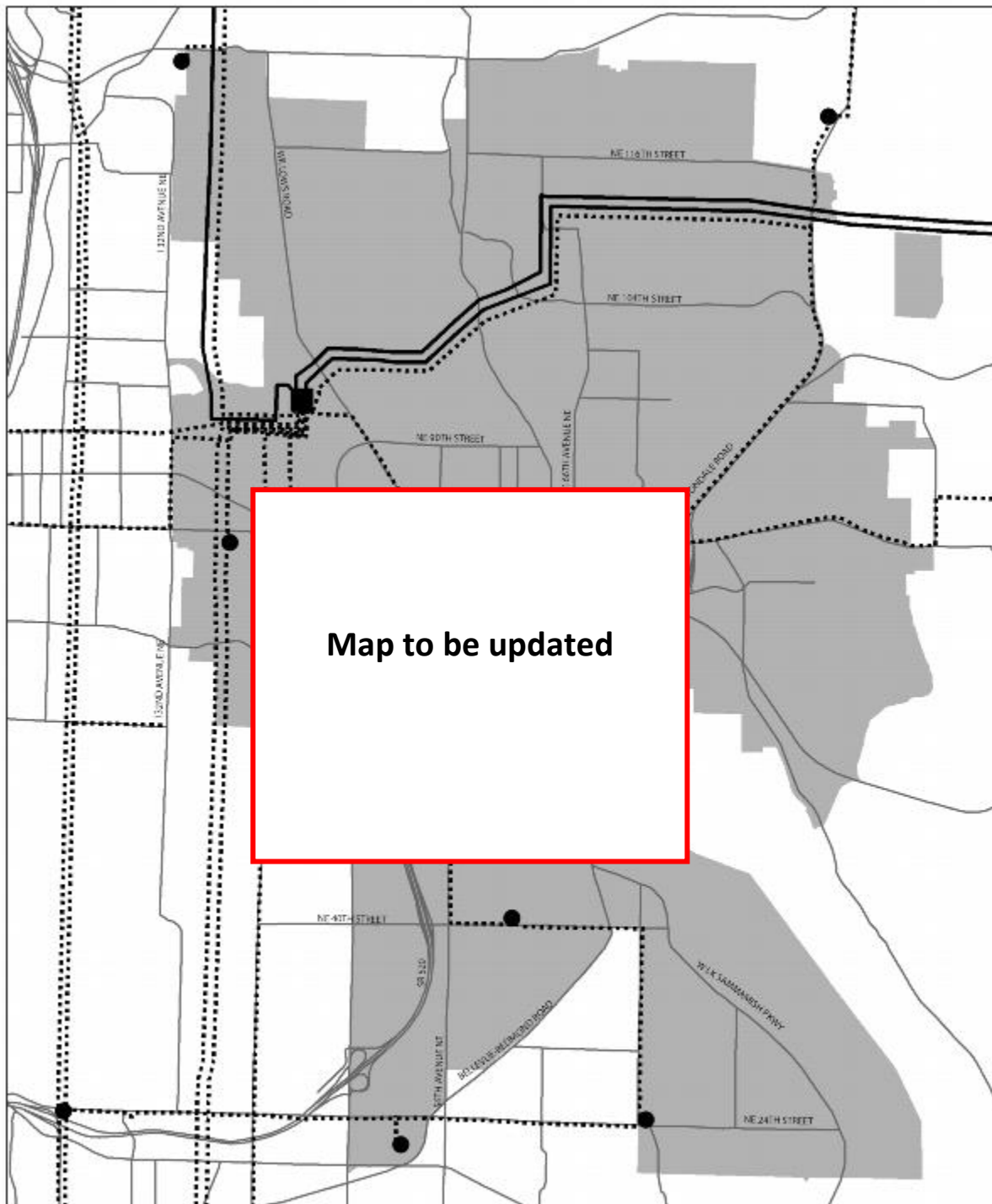
Electrical Facilities

The electrical transmission system is a utility system that fills an essential public need. Therefore, zoning should allow the siting of major transmission lines at or above 115 kilovolt capacity and substation facilities in areas where it is reasonably necessary to provide efficient service. With coordination between the utility and the City in advance of ~~facility the~~ siting, problems of conflicting land uses may be reduced or avoided.

UT-61 Recognize the current Electrical Facilities Plan, authored by Puget Sound Energy as the facility plan for electrical utilities serving Redmond and the vicinity. Use this plan, where it is consistent with Redmond's land use goals, as a guide in identifying and preserving utility corridors and locating electrical facilities.

UT-62 Allow electrical utility-distribution facilities as a permitted use where appropriate to ensure that land is available for the siting of electrical

facilities.



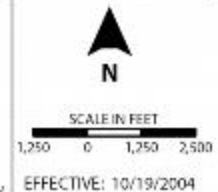
Map to be updated

Legend	
Electric Station	Electric Lines
Type	Size
■ Transmission 115 KV
● Distribution	— 230 KV

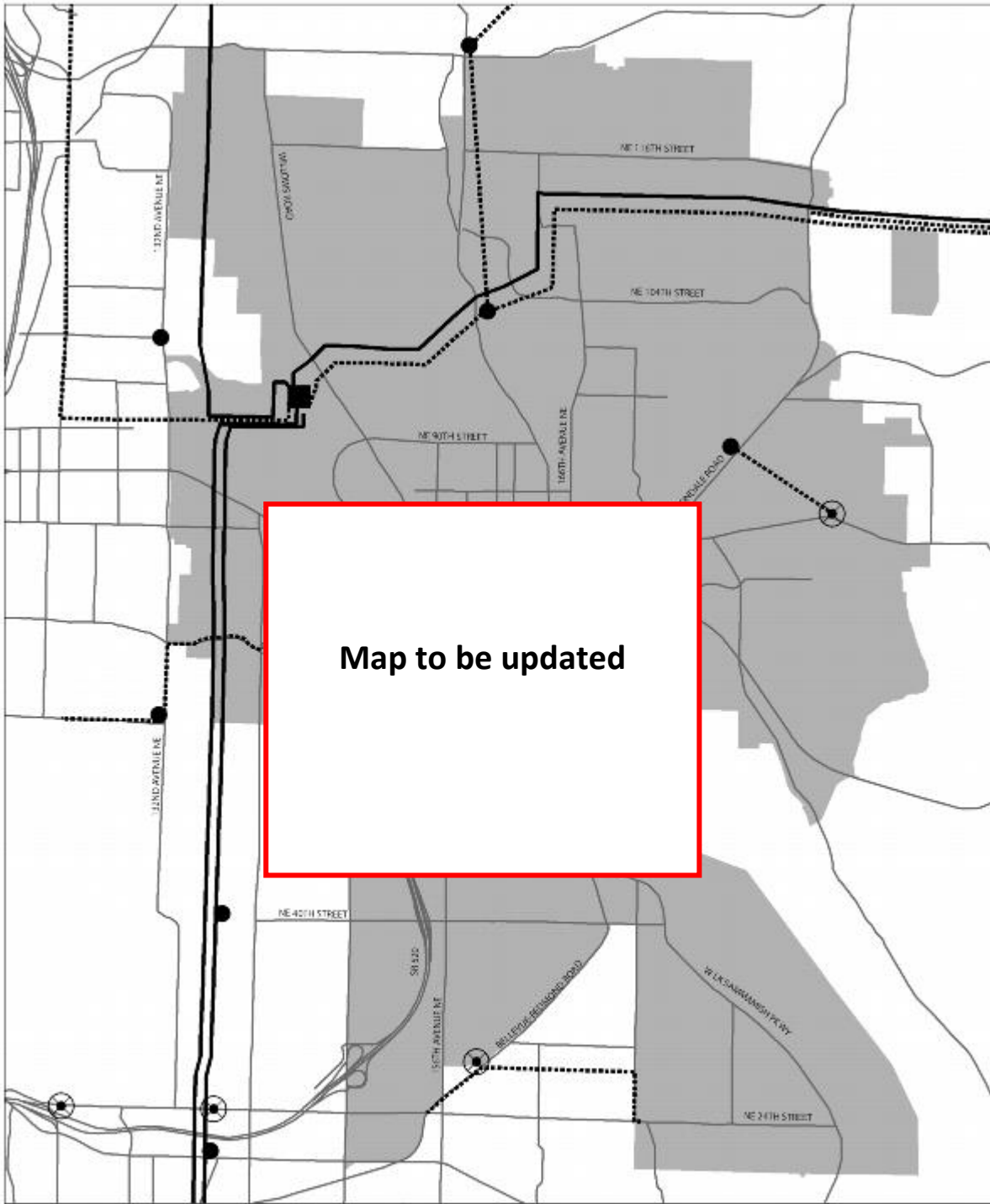
**MAP UT-1
Existing Electrical Facilities**

Notes:
This map depicts electrical facilities as of 2006. For updates or more information contact Puget Sound Energy

File name: g:\planning\comp_plan\arcgis\2006maps\UT-1ExistingElectrical.mxd



EFFECTIVE: 10/19/2004



Map to be updated

Legend


Electric Stations

Type

-  Transmission
-  Transmission Switch
-  Distribution

Electric Lines

Size

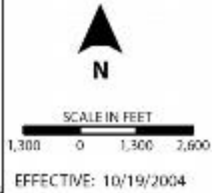
-  115 KV
-  230 KV

MAP UT- 2
Proposed Electrical Facilities

Notes:

This map depicts new or upgraded electrical facilities proposed as of 2006. For updates or more information contact Puget Sound Energy.

File name: g:\planning\comp_planning\gis\2006maps\UT_2ProposedElectrical.mxd



N

SCALE IN FEET

1,300 0 1,300 2,600

EFFECTIVE: 10/19/2004

UT-63 Coordinate with Puget Sound Energy or **any-its** successor when considering land use designations or new development in the vicinity of proposed facility locations that might affect the suitability of the designated areas for location of facilities.

CitizensCommunity members have a high regard for maintaining the forested appearance of the City of Redmond. Professional arborists have expressed concern that excessive pruning around electrical lines can kill or weaken trees. While the City of Redmond values safe and reliable electrical power, which requires proper pruning and appropriate removal of vegetation, at the same time, care must be taken to minimize damage to and the loss of trees. It is preferable to reduce the use of herbicides to control such growth as this can contaminate surface and groundwater.



Puget Sound Energy trail under power lines

UT-64 Encourage pruning of trees to direct growth away from overhead utility lines, education about proper placement and choice of landscape plants, and encourage phased replacement of vegetation located improperly in the right-of-way. **To the extent possible, maintain ecological functions and values when managing vegetation located in critical areas.**

UT-65 Ensure that pruning of trees necessary for safe and reliable utility service is performed in an aesthetic manner to the greatest extent possible and performed according to professional arboricultural specifications and standards.

UT-66 Discourage the use of herbicides to control vegetative growth around utility facilities, encourage alternative methods such as mowing or selective treatment, and encourage more environmentally friendly herbicides.

There have been a number of studies that have examined possible health effects of extremely low frequency (ELF) electric and magnetic fields (EMF) which are generated by power lines, household wiring, and appliances. Many are statistical incidence studies, not controlled laboratory studies. Even with controlled laboratory studies,

results have been mixed and do not clearly point to a connection between ELF/EMF and health effect. Since some evidence indicates there may be an effect on the body, but at present the effect is not sufficiently linked with a particular result, the risk remains undefined.

Facility siting and design standards, many of which are presently used by electrical utilities, can reduce exposure to ELF/EMF. Transmission line configurations affect field strength. Reverse phasing, a method of running current in opposite directions, may result in magnetic field reductions. Magnetic field strength also falls off dramatically as distance increases. Any of these known and acceptable low-cost methods can be used to reduce ELF/EMF exposure without placing an undue burden on the electrical provider.

UT-67 Require designs that incorporate known and accepted low-cost technological methods of reducing magnetic fields or the exposure to them when siting high-voltage electrical facilities until further research provides more information on the health effects of electromagnetic fields. Methods may include:

- ◆ Line configurations that reduce field strength.
- ◆ Sufficient right-of-way widths.
- ◆ Sufficient height of lines from the ground for high voltage transmission facilities.

UT-68 Periodically review the state of scientific research on ELF/EMF and modify policies and regulations, if warranted, by changing knowledge or if new State or federal regulation requires changes.

Electrically powered busses and cars exist currently on the market. ~~There is a potential for individual autos and delivery truck/van fleets to be electrically powered as battery technology is rapidly advancing.~~ These vehicles cause no emissions harmful to air quality at the point of vehicle usage, although there may be increased environmental effects at the location where the electrical energy is generated. The change in technology or the use of existing electric vehicle systems will result in infrastructure changes. Redmond should ~~continue seek~~ to adapt to newer and cleaner technologies ~~assist the change in technology~~ as conditions warrant.

UT-69 ~~Facilitate efforts to develop an electric recharging infrastructure for electrically powered vehicles. This may include:~~Implement electric vehicle charging stations infrastructure to help encourage the deployment of electric vehicles using public and private facilities throughout the central Puget Sound region.

~~◆ Updating regulations to deal with the new technology.~~

~~◆ Taking a lead in or cooperating with other jurisdictions in converting to electrically powered government vehicles.~~

New 13 ~~Transition the City's fleet away from fossil fuels to alternatives such as electric and, hybrid vehicles.~~

UT-70 ~~Consider allowing development of an electrical bus/trolley infrastructure as a method to improve air quality.~~

H. Natural Gas

Natural gas energy and facilities Inventory of Conditions and Future Needs

~~PSE, Puget Sound Energy, a private utility providing natural gas service to six five counties within the Puget Sound region, is the provider of natural gas within the City of Redmond and the surrounding annexation area. PSE Puget Sound Energy purchases natural gas from a number of sources which is transported to the Redmond area via a high pressure pipeline system operated by Williams Northwest Pipeline and takes delivery of the gas at the Redmond Gate Station. and pipes it to this area via a high pressure pipe system, the Northwest Pipeline. As the natural gas reaches its destination, it enters the Redmond Gate Station.~~ The pressure is reduced, an odorant is added for safety, and the gas is metered. The pressure is further reduced at limiting stations, district regulators, and at individual meters. Present delivery systems within the City of Redmond have enough capacity to meet current demand.

Map UT-3 shows the location of natural gas facilities.

Facilities

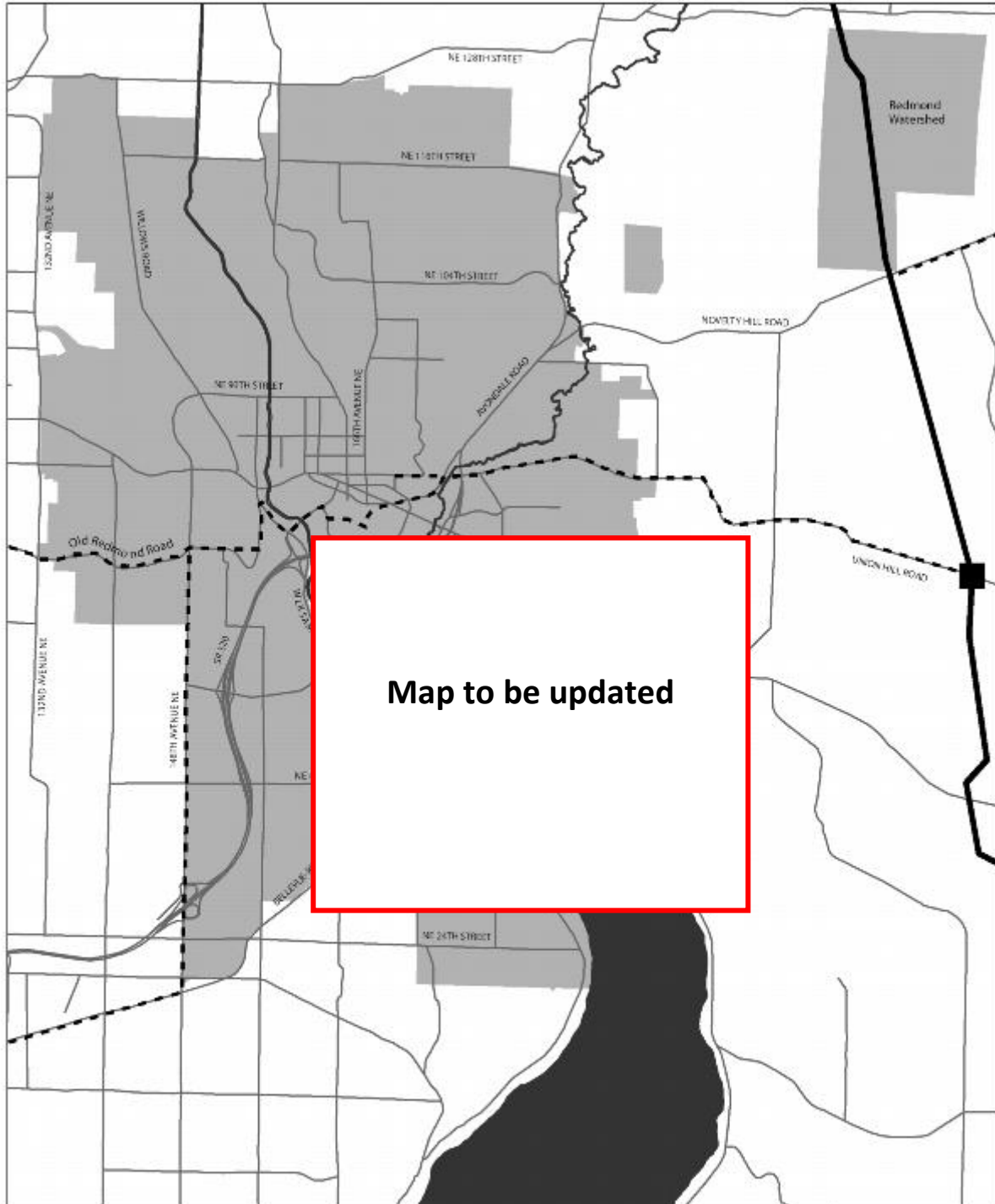
Direct heating by burning natural gas is more efficient than certain types of electrical heating because there is a loss of energy during both production and transmission of electricity. Redmond can encourage energy efficiency by facilitating conversion to natural gas through such efforts as a timely and simplified permit processing and reasonable permitting fees.

Some ~~personal individual~~ and mass ~~transit transportation~~ vehicles are designed to be fueled by natural gas and there is a potential for conversion of others types of vehicles to natural gas. These vehicles give off substantially cleaner emissions and their use would improve air quality. In addition, natural gas delivery technologies do not use

underground storage tanks, thus avoiding an environmental concern associated with ~~other fossil fueled gasoline-powered~~ vehicles.

~~Present technologies are producing and using methane from sewage treatment and landfills. A greater percentage of the natural gas source may come from renewable resources as technology advances the use of biomass production.~~

UT-71 Encourage and provide opportunities to convert existing homes or businesses ~~to natural gas~~ from oil and ~~less-efficient~~ electric space and water heating ~~equipment to natural gas~~.



Map to be updated

Legend

- Natural Gas High Pressure Mains
- Northwest Gas Pipeline
- Gate Stations

**MAP UT-3
Natural Gas Facilities**

Notes:
This map depicts natural gas facilities as of 2006. For updates or more information contact Puget Sound Energy

File name: g:\planning\comp-plan\arcgis\2006map\UT-3Natural Gas.mxd



EFFECTIVE: 10/19/2004

UT-72 Facilitate efforts to develop a natural gas fuel infrastructure. This may include:

- ◆ Updating regulations to ~~deal with~~address the thisnew technology.
- ◆ ~~Cooperating with the t~~Training of fire and police ~~to deal with the personnel so they are well versed with this~~ technology.
- ◆ Taking ~~a lead in~~leadership or cooperating with other jurisdictions in building a natural gas fueling facility for government vehicles.
- ◆ ~~Allowing~~Identifying areas for the potential siting of biomass production facility.

Alternative Energy

Energy sources that provide an alternative to carbon-based fuels provide many benefits. Renewable energy can create new jobs and promote economic development. Alternative energy can provide a hedge against rising fuel prices and add to the reliability of the electricity grid. Solar and wind technology are emissions-free, making them attractive from an environmental standpoint, since use of carbon-based fuels contribute to climate change. Additionally, applications of renewable energy (and energy conservation) can enhance the disaster resiliency of the community and individual structures.

PSE is incorporating wind generation technology to meet future demand and is assessing the use of other alternative energy generation technologies, such as solar. There is also a possibility that biomass production (the burning of methane or organic products to produce energy) may become economically-viable in the long-term future.

Present technologies are producing and using methane from sewage treatment and landfills. A greater percentage of the natural gas source may come from renewable resources as technology advances the use of biomass production.

New 14 Promote, support, and increase the use of clean, alternative energy by:

- ◆Advocating for the development of renewable energy sources;
- ◆Facilitating the development and use of innovative technologies such as ~~of~~ alternative fuels and on-site renewable energy; and
- ◆Providing incentives for development incorporating renewable energy.

UT-733 ~~Strongly support the development of innovative technologies such as alternative fuels that advance sustainability principles and emergent telecommunications technology.~~

Energy Efficiency

Awareness of energy conservation practices can help make a positive impact thereby allowing individuals and businesses to be more efficient in their energy consumption. Home, school, office, government and industrial environments all benefit from cost-saving and energy saving innovations. Studies show that energy conservation at the local level has been quantified as tons of air pollutants avoided and dollars saved. This can be accomplished in the home by using energy efficient lighting, programmable thermostats or by simply turning lights off when leaving a room.

Driving eco-friendly cars, walking, and using transit are other ways to save energy. For businesses, it could mean conducting energy audits and reviewing operational procedures or processes to ensure efficient energy consumption that maximizes energy cost savings. It could also mean purchasing only Energy Star equipment and appliances for business operations. Conserving energy allows the efficient consumption of energy resources. The community benefit is less contamination of the land, water and air, and support for a sustainable lifestyle.

New 15 Support an affordable, efficient and secure energy supply that increases the development and use of renewable and less carbon-intensive sources and that minimizes demand and consumption.

New 16 Promote decreased energy consumption and enhanced energy efficiency throughout the City's building stock.

New 17 Explore methods to increase the opportunities for individuals to realize greater energy efficiencies in their use of the built environment.

New 18 Promote the development of energy management technologies as part of efficiently meeting the City's energy needs through techniques such as benchmarking buildings for energy performance, optimizing input energy requirements and initiating incentive programs for net-zero energy structures.

New 19 Support economic development strategies that emphasize recruitment of businesses involved in renewable and clean energy.

New 20 Develop an energy conservation awareness program that:

- Educates residents on the benefits of energy conservation;**
- Educates the public on the energy benefits of having trees and planting trees;**

- Educates business owners and employers in long-term savings from energy efficient investments; and
- Assists businesses with identification of funding assistance for energy upgrades, retrofits and new technology.

UT-7458 Reduce energy consumption through actions by the City of Redmond, and encourage residents and businesses to conservation of energy resources through measures such as:

- ◆ Supporting trip-reducing or transit-oriented land use.
- Supporting community use of alternative fuel vehicles
- ◆ Using alternative-fuel ~~City~~ vehicles.
- ◆ Requiring installation of street trees and parking landscape.
- ◆ Allowing clustering with common wall construction.
- ◆ Encouraging the use of “Green” roofs or reflective roofing materials that reduce the heat island effect.
- ◆ Encouraging building design with natural solar gain for heating.
- ◆ Promoting energy-efficient design including siting, building envelope and use of natural light.
- ◆ Providing tools that help residents and businesses quantify the effectiveness of their conservation efforts.

IG. Telecommunications

Inventory of Conditions and Future Needs

Telephone service for Redmond ~~as of 2004~~ is provided by ~~Verizon~~ Frontier and Comcast Communications, and wireless phones service by ~~any~~ number of different providers. ~~As of 2004,~~ Ccable services are provided by Comcast. Telephone facilities consist of transmission lines and switching facilities. Cellular facilities consist of

switching offices and low-powered antennas which transmit and receive radio signals. Cable facilities consist of microwave relay sites and a branching trunk system of overhead and buried cable.

~~Presently Verizon-Frontier and Comcast~~ hasve facilities in place to provide land line service to all Redmond households and businesses. Future capacity is more demand-driven in nature due to regulations governing investment recovery. Cellular technology planning is demand-driven, also. The capacity to serve is presently governed by the ability to finance and place new infrastructure, primarily antennas, often associated with large poles.

Map UT-4 shows the location of telecommunications facilities.

Facilities

The telecommunications industry is changing rapidly, from fiber optics to digital technology. The distinction between phone service, data transmission, and video transmission has become blurred. For both residents and business, Redmond should encourage new technological advances while still considering the implications of continuing availability of basic communication services to all persons.

New 21 Work with telecommunications providers to ensure facility plans reflect and support Redmond's Land Use Plan and resources are available to support the proposed Land Use Plan.

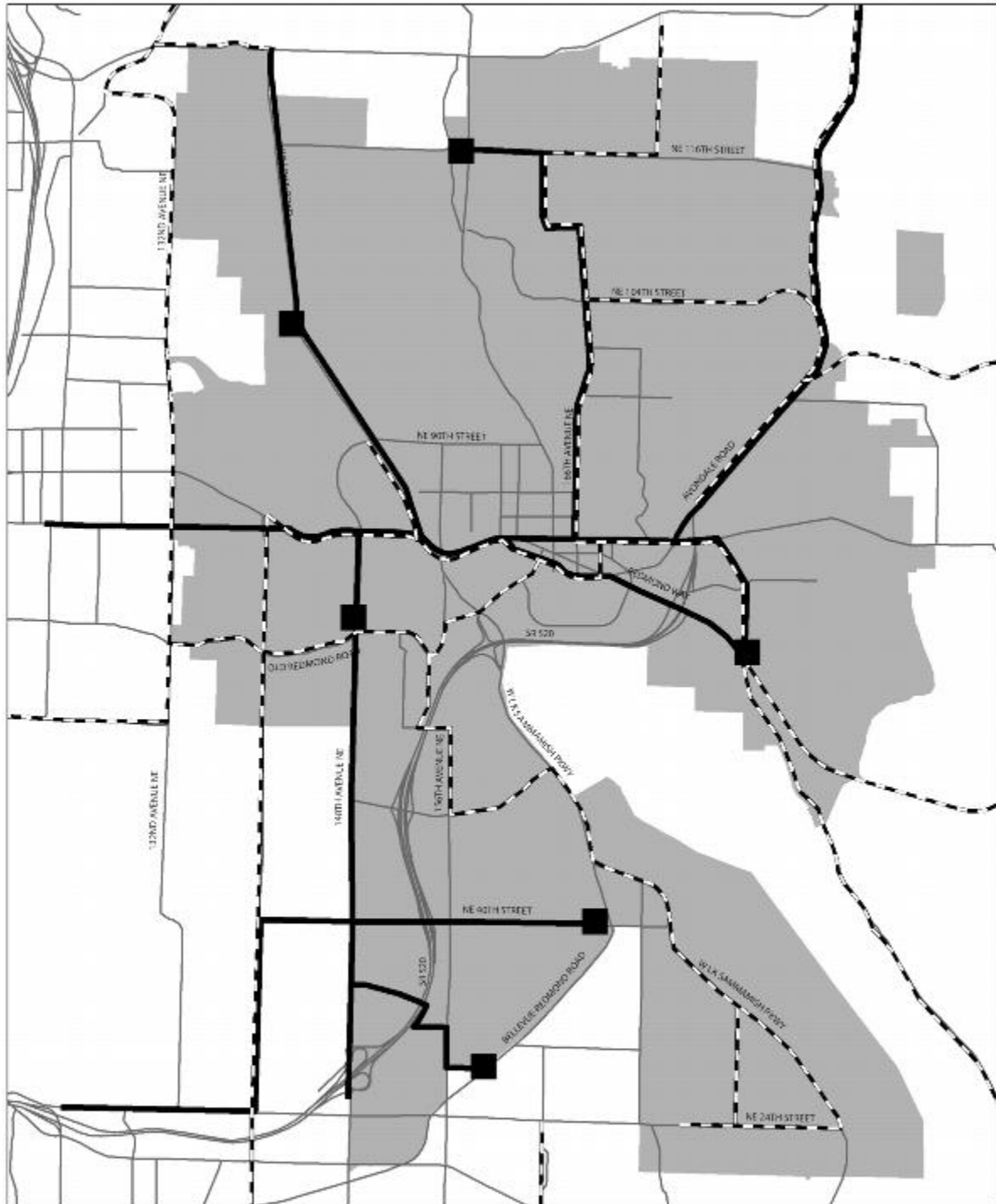
UT-7560 ~~Negotiate mutually-beneficial aggressively~~ franchise contract conditions that support the delivery of cost effective services desired by Redmond residents and businesses.

UT-763 Promote a wide range of telecommunications options. This can include:

- ◆ Making City facilities available for placement of antennas.
- ◆ Treating attached cellular base antennas as other building or rooftop appurtenances.
- ◆ Support website communication between the City, its residents, and its customers.

UT-774 Reconsider and update, as appropriate, existing regulation of satellite dishes as newer technology leads to downsizing of the dish antennas.

The changing regulatory framework and rapidly advancing ~~industry of cellular and pager~~ communications industry have created new pressures to find appropriate locations for the placement of antennas. Because these systems operate on line of sight communications, it often necessitates mounting at the highest point in a given area, which ~~could be a~~ often is the publicly owned water tank ~~or~~ Antennas are also often be mounted on large telecommunications tower ~~s~~. ~~These towers and antennas can become visual landmarks which are not aesthetically pleasing.~~ To reduce visual impacts, ~~avoid the look of antenna farms~~, facilities can be encouraged to use existing structures, share, or cluster facilities, ~~or locate near existing similar facilities.~~




Legend

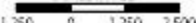
- Telephone Switching Station
- Telephone Main Feeder Route
- Cable Trunk Lines

**MAP UT- 4
Telecommunications Facilities**

Notes:
This map depicts general locations as of 2006.
For updates or more information contact the
respective carriers.

File name: g:\planning\compplan\arcgis\2006\maps\UT-4Telecommunications.mxd


N

SCALE IN FEET

 1,250 0 1,250 2,500

EFFECTIVE: 10/19/2004

UT-758 Prioritize City emergency and operating communications over private telecommunications in the case where a private telecommunication service desires use of a public building or facility to avoid conflicts between signal interference and mounting space.

UT-769 Acknowledge the importance of citizen band and amateur radio services in potential emergency situations when considering regulatory changes that would affect the operational ability of such facilities.



Emergency communications

UT-8077 Avoid the proliferation of telecommunications towers and reduce the visual impact of telecommunications equipment through such means as:

- ◆ Requiring facilities to be mounted on existing high structures such as water towers if sites are available.
- ◆ Requiring telecommunications providers to share tower facilities except in cases where the location would not be feasible due to operating parameters.
- ◆ Using of paint colors or tower materials that blend with or compliments the nearby area.
- ◆ Encouraging individual taller towers over multiple shorter ones.
- ◆ Requiring removal of towers no longer needed.
- ◆ Using screening or architecturally compatible design of service boxes.

UT-8178 ~~Maintain Redmond’s competitiveness in support of Recognize the importance to businesses, residents and visitors by promoting access to advanced and affordable communications technology of access to the Internet and support efforts to provide affordable, high-speed wireless Internet access Citywide.~~

JH. Hazardous Liquid Pipelines

Facilities, Inventory of Conditions and Future Needs

The Olympic Pipe Line Company, operated by BP Pipelines, North America, operates a 400-mile long petroleum pipeline system from Ferndale, Washington, to Portland, Oregon. Two parallel lines, 16-inch and 20-inch, pass through the west portion of Redmond generally along the Puget Sound Energy easement. The pipelines carry gasoline, diesel, and aviation fuel. Delivery lines carry products from this mainline to bulk terminals at Sea-Tac International Airport; Seattle, Tacoma, Olympia and Vancouver, Washington; and Linnton and Portland, Oregon.



Olympic Pipeline event with (former) Mayor Rosemarie Ives

The pipelines are hazardous liquid pipelines, as defined by State law. Liquid pipelines transport petroleum products much more efficiently and safely than is possible by truck. Pipeline facilities, if ruptured or damaged, can pose a significant risk to public safety and the environment due to the high operating pressure and the highly flammable, explosive, and toxic properties of the transported products.

The Federal Office of Pipeline Safety (OPS) is responsible for regulation of interstate pipeline facilities and addresses safety in design, construction, testing, operation, maintenance, and emergency response for pipeline facilities. The Washington State Utilities and Transportation Commission (UTC) has authority to act as an agent for OPS.

In 2000, Redmond’s Fire Department established a response plan in the event of a pipeline failure. The Olympic Pipeline Response Plan includes technical information about the pipeline, potential hazards, a guide to hazardous-materials scene management, emergency response and evacuation plans, and contacts and other resources.

The policies below supplement existing State regulations and the City's risk management/ response plan by focusing primarily on land use measures that help minimize and prevent unnecessary risk to the public due to hazardous liquid pipelines, recognizing it is impossible to eliminate risk entirely. These policies address the risk by addressing the issues most likely to be safety concerns such as:

- ◆ Damage to hazardous liquid pipelines due to external forces such as construction equipment, the leading cause of pipeline accidents.
- ◆ Location of land uses with high on-site populations that are difficult to evacuate.
- ◆ Location of emergency facilities, and other land uses where the consequence of the loss in the event of a pipeline failure is high.

Other actions that can be taken to ensure a higher degree of safety include early detection of potential pipeline damage or failures through adequate maintenance of the hazardous liquid pipeline corridor, neighborhood education, and working with other governments and industry representatives to seek improvements in safety measures for hazardous liquid pipelines. Although many of these provisions by their nature address uses, individuals, class of individuals, or organizations located near the hazardous liquid pipeline, they are more broadly intended to protect the health, safety and welfare of the general public.

Policies to Minimize Pipeline Damage

The corridor for the hazardous liquid pipeline system through Redmond varies, but is typically about 50 feet wide and contains the pipelines and right-of-way or easements. The depth and location of the pipelines within the corridor also varies, although the lines are typically buried at a depth of less than five feet. The depth of cover over the pipelines may change over time due to erosion or other reasons. If not properly directed, on- or off-site stormwater discharge can erode soil cover over the pipelines, particularly where the pipeline is located in areas of steep slope, such as the Willows/Rose Hill Neighborhood.

External forces, accounting for 31 percent of all accidents, are the leading cause of reported pipeline releases according to OPS statistics. Damage from external forces such as construction equipment can produce an immediate release or a scratch on a coated-steel pipeline can lead to accelerated corrosion and failure at a later time.

During development review and construction for projects in the vicinity of the pipelines, setting requirements for avoidance of damage and coordination between Redmond and the pipeline operator, Olympic Pipe Line Company, or its successor can help avoid problems. The following actions can reduce the chance of an incidence:

- ◆ Identifying the location of the pipeline corridor on site plans, plats, or other construction drawings.
- ◆ Using the one-call locator service, particularly during construction on adjacent properties.

- ◆ Physically verifying pipeline locations as needed to minimize the likelihood of damage.
- ◆ Establishing and maintaining setback requirements from the hazardous liquid pipelines for new or expanded structures and other significant land disturbance.
- ◆ Monitoring land disturbance close to the pipeline by the pipeline operator or their representative.

UT-8279 Require proposed developments, expansions of existing uses, and construction projects, both public and private, located near hazardous liquid pipeline to:

- ◆ Show the location of the liquid pipeline corridors in relation to proposed structures, utilities, or clearing and grading activities;
- ◆ Use techniques prior to and during construction to minimize the potential for disturbing the pipeline;
- ◆ Identify and mitigate potential erosion over pipelines from stormwater discharge;
- ◆ Use setbacks and other site design techniques to minimize the potential hazard; and
- ◆ Develop emergency plans as appropriate.

UT-830 Coordinate with the pipeline operator when developments are proposed near a hazardous liquid pipeline corridor to reduce the potential for problems. Methods include but are not limited to:

- ◆ Notify the pipeline operator of proposed development projects located within one-quarter mile of a pipeline corridor;
- ◆ Seek the pipeline operator's participation in pre-construction meetings for projects located within 150 feet of a pipeline corridor;
- ◆ Request the operator to determine if additional measures above the normal locating process are necessary to physically verify pipeline locations before proceeding to develop; and
- ◆ Seek monitoring by the pipeline operator of development that involves land disturbance or other significant work within the pipeline corridor, or within 30 feet of a pipeline, whichever is greater.

Land Use Compatibility

Redmond can help reduce the risk of injury in the event of a pipeline failure by not allowing certain land uses to locate near hazardous liquid pipelines. Land uses with high-density on-site populations that cannot be readily evacuated or protected in the event of a pipeline failure are considered “high consequence land uses.” Examples are schools and multi-family housing exclusively for elderly or handicapped people. Uses such as these carry a relatively higher risk and have higher potential consequences in the event of a pipeline failure and therefore are not as appropriate as other uses near pipelines. Facilities that serve critical “lifeline” or emergency functions, such as fire and police facilities or utilities that provide regional service, are also considered “high consequence land uses.”

UT-844 Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of existing high consequence land uses to, at a minimum, avoid increasing the level of risk in the event of a pipeline failure, and where feasible, to reduce the risk.

There are other developments, such as the businesses located along Willows Road and multi-family development in the Grass Lawn and Willows/Rose Hill Neighborhoods, that while not defined as high consequence land uses are located in the vicinity of the hazardous liquid pipelines. Because of this location, these developments warrant special consideration due to the number of occupants, characteristics of the development, or other factors and should have appropriate emergency procedures in place, such as an emergency guide or plan. New or expanded developments can use measures such as site planning that reflects anticipated flow paths for leaking hazardous materials and emergency procedures.

UT-852 Require appropriate mitigation measures that help reduce adverse impacts in the event of a pipeline failure to be used by commercial, industrial, multi-family or other development which, because of proximity to a hazardous liquid pipeline corridor, poses safety concerns due to characteristics of the occupants, development, or site.

Pipeline Safety

The pipeline operator can help reduce the likelihood of accidental damage by adequately maintaining the pipeline corridor. Dense vegetation such as blackberry bushes can impede visibility and access. Instead, the pipeline corridor can be properly maintained with grass or other low growing vegetation that enables easy inspection while preventing erosion. Ensuring that the pipeline locations are marked and that missing markers are replaced is also important, as is periodic aerial inspection of the pipeline corridor to detect potential problems. Redmond can assist this effort when permits are necessary for inspections or repair with prompt processing of permits.

UT-863 Require, through a franchise agreement or other mechanisms, maintenance of the hazardous liquid pipeline corridor through activities including but limited to the following:

- ◆ Maintaining vegetation to enable visibility and access for inspection while ensuring that such maintenance does not contribute to soil erosion;
- ◆ Using plant species and plantings that prevent erosion;
- ◆ Ensuring that above and below grade pipeline markers contain information such as operator name and number and facility type are in place; and
- ◆ Conducting periodic visual inspections of the corridor.

UT-874 Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.

People who live, own property, or work near the pipelines can play an important part in avoiding pipeline damage and identifying potential problems early on. Redmond and the Olympic Pipe Line Company or its successor can promote public safety through periodic neighborhood mailings and meetings. Important information should include facts about the pipelines, how to avoid damage, potential problems to watch out for, such as unusual smells or suspicious construction activities, and how to respond in the event of a failure or other problem.

Working with other jurisdictions and agencies as part of a unified approach to addressing pipeline safety issues is also important. This unified approach can address issues such as maintaining a model franchise agreement, periodic review of the pipeline operator's safety action plan to identify any deficiencies, and advocacy of City and County concerns regarding pipeline safety regulation.

UT-885 Strive to establish, in cooperation with the pipeline operator, a neighborhood education program with a frequency of every two years for those who live or work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety.

UT-896 Continue to work with other jurisdictions, State and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.

Ord. 2230



CAPITAL FACILITIES

Future Vision for Redmond: Capital Facilities

Infrastructure and services ~~have been provided to~~ meet the needs of a growing population ~~and, as well as to correct existing deficiencies~~ promote a safe and healthy community. Redmond ~~has excellent police and fire protection~~ provides high-quality public safety services and well-maintained and dependable public facilities. The community continues to enjoy ~~excellent a rapid~~ fire and emergency response ~~times~~, professional police ~~services work~~, beautiful parks, ~~pure 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. An efficient multi-modal transportation system has taken shape and is continually improved. Redmond ~~citizens residents~~ also embrace and support the high-quality educational, cultural, and recreational facilities in the community.



This long-term planning for services and facilities carries out the Comprehensive Plan goals and policies, such that new development and new services and facilities arrive concurrently. Over the past 20 years, all the areas of urban unincorporated King County within Redmond's Potential Annexation Area have been annexed to Redmond, so that residents may receive a full range of urban services.

The cost of providing and maintaining Redmond's quality services and facilities is borne equitably, balancing the needs of the community with those of the individual. Redmond continues to draw from diverse revenue streams in order to finance capital facility projects. Additionally, maintenance of new facilities is anticipated well in advance as part of the capital planning program ensuring facility maintenance costs can be effectively incorporated into the City's operating budget. The public facility

costs associated with new growth are recovered in part using impact fees that reflect up to date costs, including those related to land acquisition and construction. In addition, Redmond continues to seek grants and other outside funding in order to maintain its high quality of life.

Organization of This Element

Introduction

- A. Capital Facilities Inventory
- B. Capital Facility Investment Planning
- C. Capital Investment Strategic Plan~~Facility Financial Plan~~
- D. Redmond's Revenue Sources
- E. Lands Useful for Public Purposes
- F. Capital Planning References

Introduction

The Capital Facilities Element is a critical part of Redmond's Comprehensive Plan. It establishes policies to direct the development of the City's capital investment program in support of the community's vision for the future. It guides the actions of public agencies, as well as private decisions related to individual developments. The Capital Facilities Element helps achieve Redmond's vision by:

- ◇ Providing a clear definition of the role and purpose of the City's capital investment program, which refers to all planning and budget documents that guide Redmond's capital investments;
- ◇ Assuring that capital facility investments are prioritized to support growth in the locations targeted in the Land Use Element, including infrastructure to support ~~Redmond's the~~ Downtown and Overlake Urban Centers;
- ◇ Identifying ~~level-of-service (LOS)~~ service standards for capital facilities to meet community expectations for municipal service delivery; ~~and~~
- ◇ Requiring that adequate, long-term financial capacity exists to provide capital facilities needed to support expected growth while maintaining adopted service standards;
- ◇ Furthering Redmond's sustainability principles by minimizing environmental impacts of capital facilities when possible, and mitigating unavoidable impacts; and
- ◇ Anticipating capital asset maintenance ~~rehabilitation~~ and replacement.

A. Capital Facilities Inventory

This section provides a brief summary of existing publicly owned capital facilities that support services to those who live and work in Redmond. The descriptions are intentionally brief; the documents listed at the conclusion of this element contain more detailed information on existing and planned capital facilities in the City of Redmond.

Fire and Emergency Medical Response

The Redmond Fire Department serves the City of Redmond and Fire District 34, providing a full-range of fire suppression and emergency medical response services. The Fire Department ~~'s seven stations~~ ~~utilizes six fire stations that~~ serve an area of approximately ~~42-47~~ square miles. The ~~Fire~~ Department's mission is to continuously protect and preserve life and property through quality education, prevention, disaster preparedness, and rapid emergency response within the City of Redmond and King County Fire District 34 (see Map CF-1). The ~~Fire~~ Department also provides emergency medical services at the "Basic Life Support" level, and ~~operates is the lead agency for~~ Northeast King County Medic One to deliver "Advanced Life Support."~~""~~.



Fire Station 12

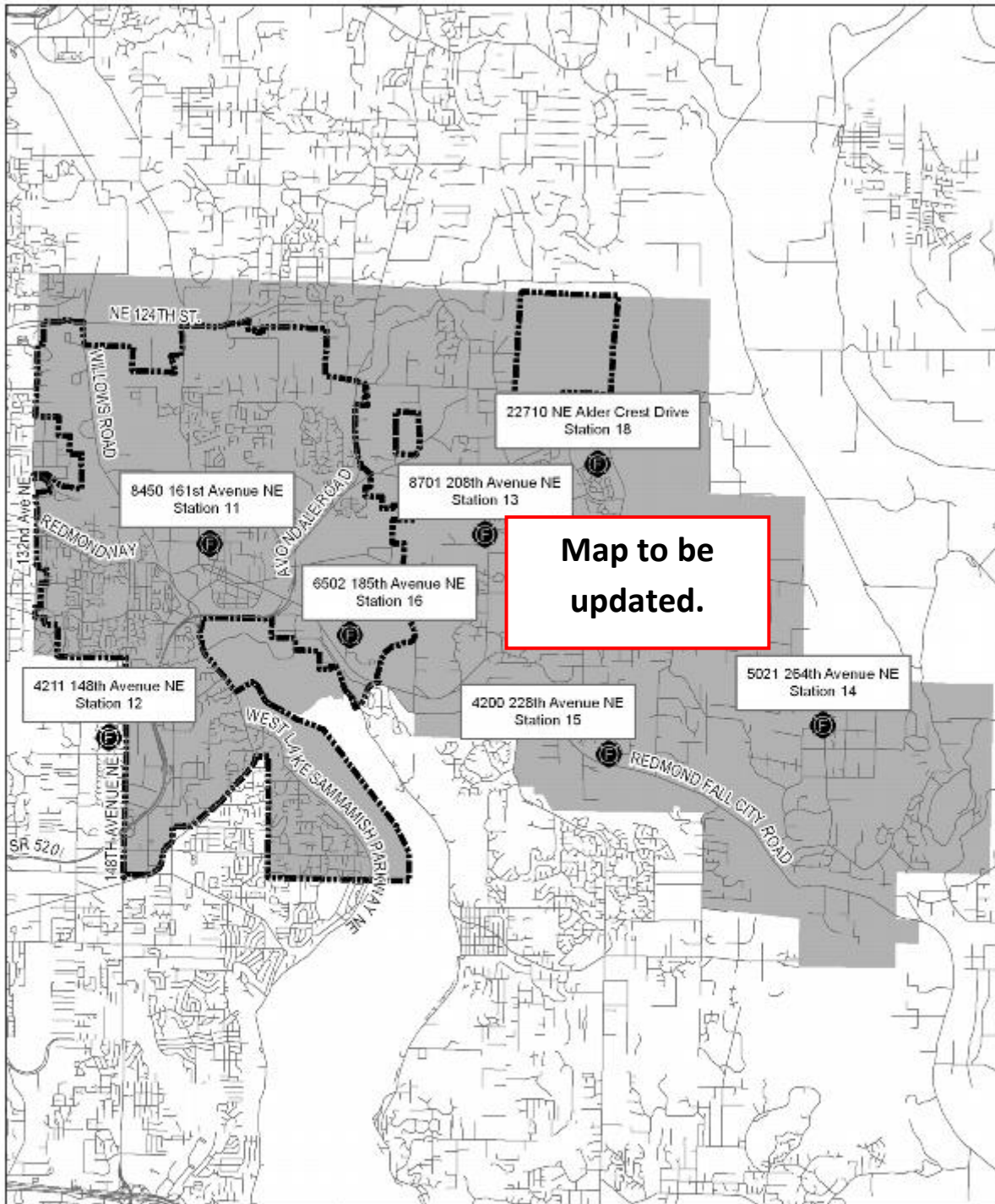
Parks and Recreation Facilities

~~Both the City of Redmond and King County own and operate public parks and recreational facilities in or near Redmond. Redmond operates four recreation centers and 41 parks. The City's facilities include a range of neighborhood, community, and resource parks, and a network of trails used for transportation and recreation. There are more than 40 miles of trails in Redmond that have been constructed by the City, King County and Washington State Department of Transportation. Private parks and trails are also owned and maintained by entities such as home owner's associations. The City's facilities include a range of neighborhood, community, and resource parks, and a network of trails used for both transportation and recreation. The City of Redmond Watershed Preserve, located northeast of the City, is a major resource park with equestrian, hiking, and bicycling trails. The four recreation centers operated by the City are: the Old Redmond Schoolhouse Community Center; the Old Firehouse Teen~~

~~Center; the Senior Center; and the Redmond Pool. The Old Redmond Schoolhouse operates as a community center, with adjacent sports fields available for recreation.~~



~~King CountyCounty's facilities serving Redmond residents include Marymoor County Park is located in the heart of Redmond between Downtown, SE Redmond and Idylwood neighborhoods. It contains more than 600 acres of, which offers a variety of recreational area, such as baseball and soccer fields, a velodrome, a climbing rock, hiking, model airplane flying, a dog exerciseoff-leash areaexercise areas, and the Sammamish River Trail, offering opportunities for walking, running, and horseback riding trails, and bicycling.~~



- LEGEND**
- Fire District 34
 - City Limit
 - F Fire Station

**MAP CF-1
CITY OF REDMOND & KING
COUNTY FIRE DISTRICT 34 STATIONS**

Notes:
Station 15 is currently inactive, without staffing.

File name: g:\planning\comp...plan\eng\gis\2006\maps\CF-fire.mxd

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EFFECTIVE: 09/21/2006

Police Facilities

The City of Redmond Police Department provides quality policing in partnership with the community, through long term problem solving, crime prevention and law enforcement

in the City of Redmond, and back-up for surrounding jurisdictions. The Police Department's primary capital facility is its operations center located in the City's Public Safety Building on the Downtown Municipal Campus. That building contains a booking and temporary holding facility as well as a property impoundment area, classrooms, and an evidence room. Secondary facilities include a sub-station at Redmond Town Center



Public Educational Facilities

The Lake Washington School District (LWSD) serves the City of Redmond by providing public primary and secondary education. The locations of existing LWSD facilities are shown in Map CF-2. The Bellevue School District serves portions of Redmond in the Idylwood Neighborhood. The Northshore School District serves the English Hill Neighborhood, which is part of Redmond's Potential Annexation Area north of NE 128th Street.

Ord. 2537

Sewer Facilities

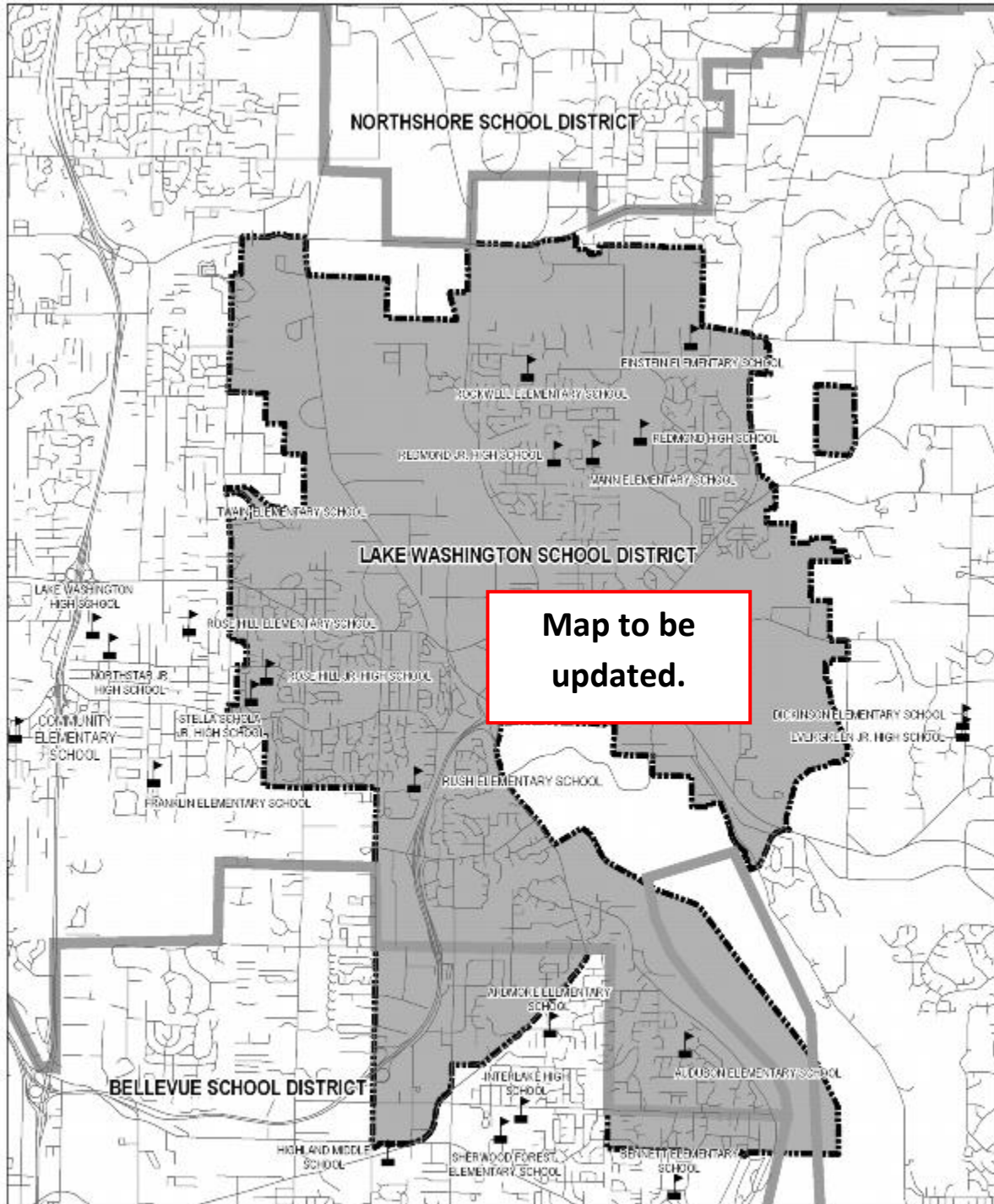
The City of Redmond through its sewer utility is the sole provider of sewer service within the Redmond City limits. The Redmond sewer system consists of a network of conveyance pipes and pumping facilities, including 220 miles of sewer line and 23 pump stations. The system works primarily on a gravity feed basis with some assistance from pumping stations. Larger transmission mains carry waste to King County Metro interceptors, with sewage ultimately treated at King County's Brightwater Metro treatment plants for the majority of the City and at either West Point (Seattle) or the South Renton treatment plant for a portion of Overlake. The City of Redmond operates a joint-use system with the City of Bellevue to convey sewage from the Overlake Neighborhood. Some properties in Redmond are served by private septic systems.

Storm and Surface Water Facilities



The City of Redmond Department of Public Works Natural Resources Division manages drainage systems, stormwater facilities, and surface water systems for the City. The goals are to: (a) convey water runoff from common storm events so that the utility of streets, sidewalks and public lands/facilities is not adversely impacted; (b) provide for

system overflow during significant storm events to minimize impacts to buildings and property; (c) provide treatment facilities to remove pollutants; and (d) provide for natural systems that are stable and maximize the habitat value. There are more than 220 miles of public drainage pipes in the City, more than 50 miles of surface waters (such as streams and creeks), and hundreds of stormwater control facilities (detention/retention and water quality). The Natural Resources Division **also** inspects the more than 1,400 private drainage and stormwater facilities to ensure these systems are maintained and functioning as designed. Maintenance of the public stormwater system occurs via the City's Maintenance and Operations Center.






LEGEND

-  Schools
-  School District Boundaries
-  City Limit

**MAP CF-2
REDMOND AREA SCHOOLS**

Note:
Some students in Redmond's Potential Annexation Area attend Northshore School District schools.

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SCALE IN FEET
1,500 0 1,500 3,000

EFFECTIVE: 09/21/2006

Transportation Facilities

The City of Redmond is served by a wide variety of transportation facilities, ranging from ~~equestrian and~~ biking trails, to transit stations, to a major network of arterial and freeway facilities, and in the future light rail. The City’s transportation system supports and enhances the City’s land use vision through 350 lane miles of roadway, 180 miles of sidewalk, and 13,000 street and traffic control signs. This is done by maintaining and developing a sustainable, clean, accessible, safe and efficient transportation system that moves people and goods. The City is primarily responsible for the development and maintenance of over 140 linear miles of existing streets and associated traffic control hardware, sidewalks, and bicycle lanes, and trails. Public transportation facilities are operated by King County Metro, ~~Community Transit,~~ and Sound Transit, and include a variety of park and ride lots and transit stops and stations. The Washington State Department of Transportation is responsible for the development and maintenance of the State Route 520 Corridor, and has some limited maintenance and development responsibilities associated with other state routes in Redmond.

Water Facilities

Water facilities serving the City of Redmond and the Novelty Hill Service Area are developed and maintained by the City’s water utility. Water is supplied through a combination of local City-owned wells and water purchased from Cascade Water Alliance ~~the City of Seattle~~. Redmond’s water system consists of five well sites, ten seven water storage tanks and 320422 miles of water pipe, serving approximately 12,000 residential and business customers through 17,500 meters. The City also owns 87 monitoring wells in the wellhead protection areas ~~out the City~~. Water in the Overlake area is provided through a joint-use agreement with the City of Bellevue. Several facilities are jointly owned with the cities of Bellevue and/or Kirkland.



Water storage tank

Other Municipal General Government Facilities

The City owns, leases, and operates a number of other capital facilities in order to provide administrative, maintenance, or special services. Facilities include Redmond City Hall, where administrative departments are located, Senior Center, where senior-oriented and other recreational activities are offered, and Public Safety Building, located within Redmond’s Downtown Municipal Campus, and the City’s Maintenance and

Operations Center (MOC) located in SE Redmond. MOC personnel conduct repair and maintenance activities on the City's entire capital infrastructure and provide fleet management services for more than 250 pieces of rolling stock and 150 pieces of equipment.



B. Capital Facility Planning Investment

Capital Facilities and Functional Plans

Successfully planning for the development of major capital facilities, such as water, sewer, public safety, and parks and transportation systems, requires a disciplined and comprehensive process. The City of Redmond accomplishes that objective process traditionally is accommodated through the development of functional plans consistent both with policies provided in the Capital Facilities Element, and requirements for capital facility planning set forth by the Growth Management Act. that include a significant capital component. The City of Redmond Water System Plan and Transportation Master Plan Comprehensive Plan and Fire Master Plan are examples of such functional plans.

Together, the policies in the Capital Facilities Element, the City's functional plans, its capital budget, and long range financial strategy for capital investments ~~ese and other functional plans~~ comprise Redmond's Capital Facilities Program. lan (CFP). This, a comprehensive planning and budgeting framework documents that assesses the capital facility needs of the City based on service standards, and the cost of obtaining and maintaining them over the long term, and financing strategies. Functional plans are core components of the CFP, and provides ~~the~~ opportunity for a detailed, professional assessment of background information, current and future needs, and alternative strategies for meeting those needs. Done well, the CFP Development of some of these documents, such as the PARCC Plan and the Transportation Master Plan, also may incorporates significant public involvement through the use of citizen advisory boards, such as the Redmond Parks Board, as well as public hearings, open houses, and other outreach efforts.

CF-1 Develop and regularly update functional plans ~~and that~~ **comprehensively** assess capital facility needs and strategies for addressing such needs. ~~As part of the functional plan development process, p~~Provide opportunities for public involvement appropriate to the nature of the update. Use functional plans to guide the development of capital priorities and investment decisions within each of the following functional areas:

- ◆ Fire protection and emergency management response including the City and Fire District #34;
- ◆ Police protection;
- ◆ Stormwater and surface water management;
- ◆ Water and sewer systems;
- ◆ Parks, arts, recreation, culture and conservation ~~arts, and open space~~;
- ◆ Transportation; ~~and~~
- ◆ General government facilities; and
- ◆ Other functional areas as identified.

CF-2 Include in ~~the~~ functional plans and supporting documents, at a minimum, the following features necessary for maintaining an accurate account of long-term capital facility needs and associated costs to the City, and consistency with the Comprehensive Plan and the Zoning Code ~~Community Development Guide~~:

- ◆ ~~A clear delineation of the functional plan into two sections, one section responding to Growth Management Act requirements, and the other section addressing non-Growth Management Act issues;~~
- ◆ A description of the current capital facility infrastructure and the scope and cost of its operation and maintenance;
- ◆ A description of current capital facility deficiencies and appropriate funding strategies to remedy these deficiencies;
- ◆ An analysis of capital facilities needed through the year 2030, at a minimum, ~~through the year 2022~~, and estimated costs to meet those needs;

- ◆ ~~An analysis of capital facilities needed through build-out of the Comprehensive Plan, and estimated costs to meet those needs;~~
- ◆ An analysis specifying how capital facilities will be financed and maintained;
- ◆ A ~~public participation program describing~~description of the functional plan's public outreach, participation, and review process;
- ◆ A set of criteria to be used to prioritize projects and inform in the City's Six-Year Capital Improvement Program (CIP); and long-term capital investment strategic plan;
- ◆ A description of how the functional plan and supporting documents respond to Growth Management Act requirements; and
- ◆ An analysis indicating that the functional plan, including any subsequent revisions to or modifications of the functional plan, are consistent with ~~the policies in~~ the Comprehensive Plan policies, and the regulations in the Community Development Guide Zoning Code regulations, and the capital investment strategic plan.

~~CF-3 Adopt by reference sections of functional plans that respond to Growth Management Act requirements as components of the Capital Facilities Element of the Comprehensive Plan.~~

~~CF-34~~ Review proposed functional plans and updates to existing functional plans to ensure that the plans both Growth Management Act and non-Growth Management Act required sections:

- ◆ Focus on changing infrastructure needs in both developed and developing areas of Redmond;
- ◆ ~~Ensure that the functional plans a~~re consistent with the Comprehensive Plan; ~~including compliance with urban design policies;~~ and
- ◆ Comply with State law.

~~CF-45~~ Require that new functional plans and updates to existing functional plans adhere to the conform to the following review processes:

- ◆ For minor modifications to existing plans, Aadministratively review changes updates that are consistent with and do not impede the implementation of the Comprehensive Plan;

- ~~◆ Seek Planning Commission review on an advisory basis, and provide opportunities for input, for functional plan updates that are consistent with the Comprehensive Plan;~~
- ◆ For major updates and new functional plans, Use the Comprehensive Plan amendment review process. A major update is characterized by any of the following: to consider new functional plans or updates for:
 - ~~○ A functional plan section that responds to Growth Management Act requirements;~~
 - ~~○ Facilities that are insufficient to serve planned growth envisioned in the Comprehensive Plan, including the adopted Land Use Plan;~~
 - ~~○ New or revised policies that are to be inserted into the Comprehensive Plan; or~~
 - Amendments representing more than clarification of existing language or intent;
 - Significant changes to anticipated service provision based on new analyses, assumptions, or implementation strategies;
 - Changes proposed by private parties that are inconsistent with or may impede implementation of the Comprehensive Plan.
 - ~~Policy changes that are inconsistent with the Comprehensive Plan requiring that changes be made to the Comprehensive Plan;~~
- ~~◆ Update functional plans within two years of a Comprehensive Plan update;~~
- ~~◆ Delay updates to functional plans when a major update of the Comprehensive Plan is expected within one year.~~

CF-56 Require that properties, when they develop or redevelop, construct or contribute to improvements as identified in adopted plans.

Service Standards Level-of-Service Standards

Service standards represent a yardstick against which to measure the performance of a particular type of capital facility. Service standards may be defined by local, State or federal law, as is the case with water and sewer systems and facilities. Standards; may also be recommended by State and national professional associations, as is the case for parks, or may be locally defined based on community preferences, such as policing standards. Once service standards are established for capital facilities, they become a requirement that dictates what type and level of investment must be made to maintain the standards. Increased population and employment growth, for example, may

generate the need for increased levels of capital investment to keep capital facilities performing up to standard.

CF-67 Establish capital facility service level-of-service (LOS) standards that help for the following types of facilities in order to determine long-term capital facility and funding requirements, as follows:

◆ Water system:

A flow volume that meets instantaneous demand together with projected fire flows.

◆ Sewer system:

A level that allows collection of peak wastewater discharge plus infiltration and inflow.

◆ Transportation facilities⁴:

Transportation The transportation service standards help identify LOS is established to identify the need for growth-related transportation programs and projects, as well as those that serve people already living and working in Redmond. Redmond has adopted a type of standard based on mobility, which encompasses the overall transportation system.

Mobility-based standards support The transportation concurrency, meaning the transportation system is continually balanced as requirements ensure that these programs and projects are implemented proportionally with the level of growth and, and serve to implement the City's land use vision. Refer to the Transportation Master Plan and policies TR 26-28 for further information on mobility. Land Use Plan as contained in the Comprehensive Plan.

~~Transportation LOS standards are contained in the Transportation Element and are as follows:~~

~~Table CF-2
Arterial and Transit Service Standards with Mode Split Targets~~

Transportation Management District	Arterial Intersection Level-of-Service Standard ² (Area average of intersections)		Transit Level-of-Service Standard (% of land uses within 1/4 mi of 30-minute, peak-hour transit service)		Mode Split Targets Level-of-Service Standard (% daily trips by modes other than Single-Occupant Vehicle)	
	Letter Value	Maximum V/C Ratio	Residential Land Uses	Employment Land Uses	1993	2012
-						

1. Downtown	E+	0.95	100%	100%	48	30
2. NE Redmond	D+	0.85	30%	90%	48	23
3. Willows/Sam. Valley	D-	0.90	30%	90%	40	20
4. Grass Lawn	D+	0.85	50%	90%	45	18
5. Overlake	E+	0.95	50%	100%	48	30
6. Idylwood	D+	0.85	30%	50%	45	18
7. SE Redmond	D-	0.90	70%	30%	40	20

1. These transportation level of service standards will be revised as part of the adoption of the recommendations contained in the Transportation Master Plan.
2. Level of service (LOS) standards are more fully described in the Transportation Element. LOS is based on a volume to capacity (v/c) ratio for motor vehicles. LOS A = v/c less than 0.600, LOS B = v/c of 0.601 to 0.700, LOS C = v/c of 0.701 to 0.800, LOS D+ = v/c of 0.801 to 0.850, LOS D- = v/c of 0.851 to 0.900, LOS E+ = v/c of 0.901 to 0.950, LOS E- = v/c of 0.951 to 1.000, LOS F = v/c above 1.000.

Ord. 2537

The target threshold for Redmond’s mobility-based transportation service standard strives for a condition where enhancement of the transportation system occurs concurrently, proportionately, in parallel with City growth, and in a manner consistent with the Comprehensive Plan. This arrangement meets state requirements for establishing service standards.

In addition, the mobility-based service standard is designed to have the effect of expanding travel choices and achieving a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking and bicycling environment and transportation demand management.

- ◆ Parks and recreational facilities:
 - Neighborhood parks: 1.0 acres per 1,000 neighborhood population.
 - Community parks: 3.0 acres per 1,000 citywide population.
 - Resource parks: 2.5 acres per 1,000 citywide population.
 - Trails: 0.25 miles per 1,000 neighborhood population; until 2017, then 0.35 miles per 1,000 neighborhood population.

- ◆ Fire protection:

~~Travel Total response~~ time of ~~five and one-half~~ six minutes or less for ~~890~~ percent of emergency fire and ~~emergency~~ medical calls in the City.

- ◆ Police protection:

Police capital facility needs are associated with police protection, operations, special operations, and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services. ~~No additional significant capital facilities are anticipated beyond the replacement of police vehicles.~~

- ◆ Stormwater & Surface Water Facilities:
 - A level that permits adequate drainage for the appropriate rainfall duration and intensity to ensure the safety, welfare, and convenience of people in the developed areas; ~~;~~
 - A level of stormwater treatment that adequately protects surface and groundwater quality; and aquatic life.
 - A level of stormwater detention such that the rate of flow from a property shall not exceed pre-development levels; ~~;~~ and
 - ~~A level of water quality treatment and detention to ensure that fish and wildlife habitat will not be degraded.~~
 - A stormwater system that is maintained per NPDES permit requirements.
 - A level that permits fish passage through all Class 2 streams.

- A level that adequately protects fish and wildlife habitat.
- ◆ General Government Facilities
 - Facilities that are safe and meet all applicable building standards, codes, state and Federal regulations and environmental quality aspects.
 - Facilities that are properly sized, designed for their intended purpose, and evolve to meet future demands such as population growth, expanded infrastructure and changes in regulatory requirements.

C. Capital Investment Strategic Plan~~Facility Financial Plan~~

Plan-Level Financial Balance

Fulfilling Redmond's vision for the future is highly dependent on the City's ability to provide and maintain adequate capital facilities. The City must be able to demonstrate that it can afford to construct the facilities that are needed to support growth anticipated by the Land Use Plan – both to preserve the high quality of life offered by Redmond as well as to meet mandates of the Growth Management Act.

The success of the Comprehensive Plan hinges on “plan-level financial balance.” This means the financial capability to operate programs and construct adequate facilities at the time they are required, in support of growth anticipated by the adopted Land Use Plan through the planning period (year ~~2022~~, ~~and 2030~~~~22~~) ~~beyond to the build-out year~~. This does not require that the details or timing of every capital project be identified in advance. Rather, it calls for general comparison of anticipated capital improvements to be made against reasonably expected revenues, to ensure that they are in balance.

CF-78 ~~Maintain a financial plan~~Develop and maintain a strategic plan for implementing capital projects in support of the City's land use vision as described by the Comprehensive Plan. The intent of the plan is to:~~that summarizes the revenue and expense components of the City's functional plans. Include financial data for capital spending in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2022, and beyond to the build-out year.~~

- Guide the City's investment decisions in the near, middle, and long-term as part of the overall 20-year plan;
- Further strengthen the City's readiness for grant applications and partnerships;
- Help the City leverage capital investments and ensure wise

effective use of public funds;

- Highlight key strategic actions necessary to carry out planned capital investments; and
- Inform the community of the overall improvement plan.

Ensure that the capital investment strategic plan:

CF-88.5

- Is consistent with the Comprehensive Plan;
- Summarizes the revenue and expense components of the City's functional plans;
- Includes financial data for capital spending in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2030, and 20-year capital investment period;
- Identifies key strategic actions and investments needed to carry out the Comprehensive Plan vision for Downtown, Overlake and established neighborhoods;
- Summarizes planned capital facility improvements, sequencing and costs over a 20-year period;
- Includes all functional areas: Transportation, Parks, Water; Stormwater; Sewer; Police, Fire, and General Government;
- Addresses service deficiencies;
- Addresses ongoing operating costs, maintenance and retrofitting;
- Addresses funding strategies; and
- Addresses monitoring and reporting on progress.

CF-9

Define "plan-level financial balance" as the financial capability to construct and operate adequate capital facilities at the time that they are required, in support of growth anticipated by the adopted Comprehensive Plan through the planning period to 2022203022, and the 20-year capital investment period.

CF-10

Waive project-level requirements of demonstrating "plan-level financial balance" to the extent that the City's Capital Facility Plan itself

~~demonstrates “plan-level financial balance.”~~

CF-1~~04~~12 Biennially evaluate the City’s ability to achieve “plan-level financial balance.” Take one or more of the following actions if the financial capacity to provide necessary capital facilities for all or part of the City is found to be insufficient:

- ◆ Reassess planned land use and adjust the capacity for growth;
- ◆ Institute mechanisms for phasing or deferring growth;
- ◆ Reassess service standards for capital facilities; or
- ◆ Identify new revenue sources.

CF-1~~12~~23 Adopt the City’s Six-Year Capital Improvement Program (CIP) as the short-term budgetary process for implementing the long-term capital investment strategic plan. ~~Capital Facility Plan (CFP)~~. Ensure that project priorities, funding allocations, and financing strategies incorporated in the CIP are substantially consistent with the strategic plan. ~~long-term CFP~~.

Focus on Redmond’s Centers

The Downtown Redmond and Overlake Urban Centers will accommodate much of Redmond’s growth over the planning period and beyond. The Land Use Element recognizes that since growth will focus on these areas, investment in facilities should likewise focus on these areas.

CF-1~~23~~23 Use capital facilities to attract growth to centers by:

- ◆ Giving priority to funding for public facilities and services within the Downtown ~~Redmond~~ and Overlake Urban Centers;
- ◆ Creating a mechanism to provide ongoing capital funds for Redmond’s Urban Centers; and
- ◆ Prioritizing projects outside these Urban Centers that will increase mobility to and from the centers.

D. Redmond’s Revenue Sources

Unrestricted Capital Revenue

Consistent with the long range revenue forecast, a portion of R revenues available for capital investment within the City of Redmond’s Six-Year Capital Improvement Program (CIP) ~~include a significant portion of~~ are unrestricted revenues. Unrestricted revenues

do not have restrictions placed by State law ~~or by City policy~~ on how they are spent. In order to better facilitate long-range capital planning and year-to-year consistency within the City's capital investment program, the City may allocate unrestricted funds to various functional areas on a percentage basis. This permits the community to clearly assess the City's funding priorities to particular functional areas, and also permits those responsible for development of capital facilities to rely on specific revenue streams and plan facility development accordingly.

CF-134 Prepare a long range revenue forecast ~~Capital Facilities Financial Plan~~ to promote consistency and stability in capital planning and programming as well as inform the Budgeting by Priorities process and capital investment strategic plan. Determine through the biennial review of fiscal policies, this planning process the percentage allocation of unrestricted capital revenues to functional areas. ~~Review the percentage allocation preferably in every off year after the biennial budget process but at least every five years.~~

~~Many opportunities arise for the City to obtain funding for capital facilities from outside sources, such as State and federal grants. Securing these outside funding sources usually requires supplying some local matching funds. Using local funds as a match to grant funds, as opposed to using local funds as the sole source of funding of projects, allows the City to more efficiently leverage its financial resources.~~

CF-15 ~~Aggressively pursue funding from other levels of government and private agencies to accomplish the City of Redmond's capital investment program while optimizing use of City resources.~~

Developer and Other Restricted Outside Funding

Restricted revenues include those collected through taxes and fees. Impact fees are a type of restricted revenue that allow new growth to assume an equitable share of the costs associated with growth. In order to promote orderly growth and ensure that adequate facilities are available to serve it, new growth, the Growth Management Act (GMA) provides the City of Redmond with authority to collect impact fees for (a) public streets and roads; (b) parks, recreational facilities, and open space; (c) school facilities; and (d) certain fire protection facilities. State law also allows for the "pooling" of impact fees, whereby fees are allocated to projects that will be completed within the six-year fee-collection window.

The following points describe the City's policies for establishing and maintaining impact fees. For Redmond, impact fees are a necessary funding strategy that allows the community to achieve its vision for 20302022 – that while growth will occur, quality capital facilities will be provided maintained and planned for the long term.

CF-164 Follow the principle that growth shall pay for the growth-related portion of capital facilities. When imposing impact fees on new

development, the City will:

- ◆ Impose fees only for system improvements that are reasonably related to growth;
- ◆ Structure the impact fee system so that impact fees do not exceed the proportionate share of the costs of system improvements attributable to growth, and are reasonably related to the new development;
- ◆ Balance impact fee revenues with other public revenue sources in order to finance system improvements that serve new development;
- ◆ Use fee proceeds for system improvements that will reasonably benefit the new development;
- ◆ Prohibit the use of impact fee proceeds for correcting existing capital facility deficiencies;
- ◆ Establish/Maintain an annual adjustment to impact fees based on an appropriate capital cost index and other relevant local construction data, subject to annual City Council approval;
- ◆ Conduct a thorough rReview of the impact fees and indexthe indices used periodically every five years to ensure that the fees reflect the cost of planned system improvements related to growth; and
- ◆ Pool fees in order to more efficiently fund capital facilities resulting from new growth.

Many opportunities arise for the City to obtain funding for capital facilities from outside sources, such as State and federal grants. Securing these outside funding sources usually requires supplying some local matching funds. Using local funds as a match to grant funds, as opposed to using local funds as the sole source of funding of projects, allows the City to more efficiently leverage its financial resources. In addition, other financing strategies are available to the City to further support the capital program. Presenting these options in tandem with capital plans allows decision-makers and the public to consider implications of alternative financing.

CF-15 Aggressively pursue funding from other levels of government, non-profit, and private agencies to accomplish the City of Redmond's capital investment program while optimizing use of City resources. As appropriate, pursue alternative financing strategies such as public-private partnerships to further support the capital program.

CF-167 Consider exempting from payment of impact fees certain developments that have broad public purpose when adopting an impact fee ordinance.

School Facilities

Upon the formulation of a school Capital Facility Plan, and at the request of the responsible school district, the City of Redmond has the authority to impose impact fees to pay for new school facilities that future growth necessitates. The City must exercise diligence in assuring that the facility plans developed by the school district are consistent with the amount and location of growth envisioned in the Redmond Comprehensive Plan. Similarly, the City must determine that the school service standards used by the school district in development of the school facility plan are consistent with community expectations and values.



Audubon Elementary School

CF-178 Require school districts that propose to have the City of Redmond impose impact fees for them to prepare Capital Facility Plans that include:

- ◆ Plans for capital improvements and construction over a 20-year horizon;
- ◆ A demonstration of how facility and service needs are determined;
- ◆ An annually updated six-year (or longer) finance plan that demonstrates how capital needs are to be funded;
- ◆ Population and demographic projections consistent with those used in developing the City's Comprehensive Plan;
- ◆ ~~A strategy for achieving consistency between the land use and Capital Facility Plans beyond the Six-Year Capital Improvement Program, including identified improvements; and~~

- ◆ An assessment and comparison of the condition and functional characteristics of school facilities across the entire district.

E. Lands Useful for Public Purposes

To ensure that adequate lands are available for public uses, the GMA requires local governments to identify lands useful for public purposes, including land for governmental functions, such as parks and recreation areas, streets, trails, transit, fire stations, other governmental buildings and utilities.

Redmond's primary strategy for identifying lands useful for public purposes is to identify them in functional plans (and therefore the Capital Facility Element). Many of these sites are also identified in general terms in the various elements of the Comprehensive Plan. As the City acquires these properties, they may be identified more specifically in functional plans or, if they are large, they may be identified on the Land Use Plan Map.

CF-189 Identify lands useful for public purposes in functional plans and in the appropriate elements of the Comprehensive Plan. Identify alternative sites or lands more generally where acquisition is not immediate. Identify lands specifically when acquired and used for public purposes on the Land Use Map, or in the appropriate elements of the Comprehensive Plan where not otherwise identified by City or other governmental agency functional plans.

In addition to identifying lands useful for public purposes, the GMA also requires the local governments in a county to cooperatively develop a prioritized list of lands required for public facilities that serve more than one jurisdiction. These "shared needs" public facilities may include joint-use facilities or facilities that serve a region or the whole county. Local capital acquisition budgets must be consistent with this prioritized list.

CF-1920 Identify shared needs and the lands that may be used to meet these needs with nearby cities, King County, neighboring counties, the state, the Puget Sound Regional Council, school districts, special purpose districts, and other government agencies. Maintain a capital acquisition budget and schedule that reflects the jointly agreed-upon priorities.

F. Capital Planning References

Functional plans are major components of the City's overall Capital Facility Plan. The following functional plans have been adopted by the City and The following references are functional plans and may be consulted for more detailed information regarding existing and planned facilities, service standards, and facility development. issues:

- ◆ ~~City of Redmond, 2003-2004 Operating Budget and Six-Year Capital Improvement Program (CIP), adopted January 2003, as amended.~~

- ◇ ~~City of Redmond, *Capital Facilities Financial Plan*, to be developed.~~
- ◇ ~~City of Redmond, *Comprehensive Plan*, 1995, as amended.~~
- ◇ ~~City of Redmond, *Comprehensive Stormwater Program Plan*, March 1999.~~
- ◇ City of Redmond, *Stormwater Comprehensive Plan (Includes *Regional Stormwater Facilities Plan*, February 2010; *Stormwater Management Plan / NPDES Phase II Permit*, 2011; *Watershed Management Plan*, 2011).*
- ◇ City of Redmond, *Fire Service Master Plan*, 1990-2010. Adopted July 7, 1992; amended 2000.
- ◇ City of Redmond, *General Sewer Plan*, 2009-2014. Adopted 2009.
- ◇ City of Redmond, *Parks, Arts, Recreation, Culture and Conservation Plan*, 2010-2016. Adopted 2010. ~~*Open Space Plan*, June 2004.~~
- ◇ City of Redmond, *Transportation Master Plan*, 2012-2030. ~~*To be adopted 2012*~~ May 2006.
- ◇ City of Redmond, *Water System Plan*, 2011-2017 ~~200-2010~~, To be adopted 2011 ~~May 2002~~.
- ◇ ~~City of Redmond, *Overlake Master Plan and Implementation Strategy*, December 2007. If the *Overlake Master Plan and Implementation Strategy* and *Transportation Master Plan* conflict, the *Overlake Master Plan and Implementation Strategy* shall prevail.~~
- ◇ King County, *Final 2004 Comprehensive Solid Waste Management Plan*, November 1999.
- ◇ King County, *Local Hazardous Waste Management Program*. Adopted 2001. Updated 2010.
- ◇ Lake Washington School District, *Capital Facility Plan*, 2011-2016.

Ord. 2505; Ord. 2492; Ord. 2384; Ord. 2230

NEIGHBORHOODS

Future Vision for Redmond: Neighborhoods

In ~~2030~~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 acted to maintain a balance among the three pillars of sustainability while has gracefully accommodating growth and change: as a result, while ensuring that Redmond's high quality of life, cherished natural features, distinct places, and character are enhanced not overwhelmed. The community's evolution has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond's urban centers. The result is It's a place where people are friendly, often meet others they know and feel comfortable and connected. It is a place where diversity and innovation are embraced, and action is taken to achieve community objectives. It's a place that is home to people from a variety of ethnic backgrounds, which contribute to the richness of the City's culture.

Achieving a balance between accommodating growth and preserving Redmond's unique features and livability has been challenging, 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.



Many citizens continue to 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 ~~2030~~2022, as in ~~2010~~2003, Redmond is a community working together and with others in the region to implement a common vision for Redmond’s sustainable future of good neighbors.

Organization of This Element

Introduction

A. Planning for Neighborhoods

B. Implementing Neighborhood Plans

C. – J. Neighborhood Policies for Redmond’s Neighborhoods

Introduction

The Neighborhoods Element contains neighborhood-specific policies. The overall goal of neighborhood plans is to maintain and enhance the quality of life for all who live or work in Redmond’s neighborhoods today and in the future.

Neighborhood planning uses the City’s overall policies, neighborhood issues, and neighborhood opportunities to develop solutions that ~~foster~~take advantage of opportunities and address problems. The other Comprehensive Plan elements, for example, Transportation, Housing, and Utilities, address these topics Citywide; the Neighborhoods Element addresses these issues in a neighborhood-specific manner. The Neighborhoods Element is coordinated with other elements to ensure that policies are not duplicated. In addition to the neighborhood policies in this element, the Urban Centers Element includes policies applicable to the Downtown and Overlake Neighborhoods.

Figure N-1 illustrates the neighborhood planning and update process and the relationship of neighborhood plans to the Comprehensive Plan. The neighborhood planning and update process gives neighborhood citizens~~neighborhoods~~ the opportunity to develop or refine neighborhood policies to fit community circumstances while meeting Citywide objectives.

Neighborhood planning has the following benefits:

- ◇ Working at the neighborhood level, City staff are able to develop and respond to a comprehensive inventory of neighborhood-specific issues and concerns.

- ◇ Addressing neighborhood problems and recognizing, enhancing, and maintaining neighborhood opportunities helps improve neighborhoods.
- ◇ Neighborhood-specific policies can help residents retain or strengthen a sense of place; that is, a combination of character, setting, land uses, and environment that makes a neighborhood unique and sustainable for the long term.
- ◇ Neighborhood planning efforts bring together those who live, work, or own property and encourages participation by a diverse array of citizens in the neighborhood to address neighborhood concerns and goals jointly.
- ◇ Neighborhood planning brings together residents and City staff and officials, contributing to a stronger community.
- ◇ Two-way communication is enhanced among the neighborhood, the City staff, the Planning Commission; other City Committees, Boards, and Commissions; and the, and City Council so that information and ideas may be shared between the groups.
- ◇ Opportunities and barriers to implementing Citywide policies are identified and addressed, enhancing the effectiveness of Citywide planning.
- ◇ Policies developed on a neighborhood level may inspire efforts for the entire City, improving planning and implementation Citywide.

By addressing neighborhood concernsproblems and drawing on the desirable attributes of neighborhoods, the Neighborhoods Element works to enhance Redmond's quality of life. For example, neighborhood traffic management and land use policies help provide for efficient development while minimizing land use conflicts and adverse impacts on neighboring uses.

The Citywide vision and policies describe an overall preferred growth strategy for Redmond, while the Neighborhoods Element establishes a specific vision and policies for each neighborhood. The neighborhood policies are consistent with the Citywide framework, as required by the Growth Management Act. Fulfilling each neighborhood vision will collectively achieve the Citywide vision. For example, the Citywide policies call for creating opportunities within Redmond to provide a diversity of housing types at a range of prices, including affordable homes. The neighborhood policies identify the desired qualities of each residential neighborhood and the neighborhood's strategies for promoting innovative and affordable housing within the neighborhood.

A. Planning for Neighborhoods

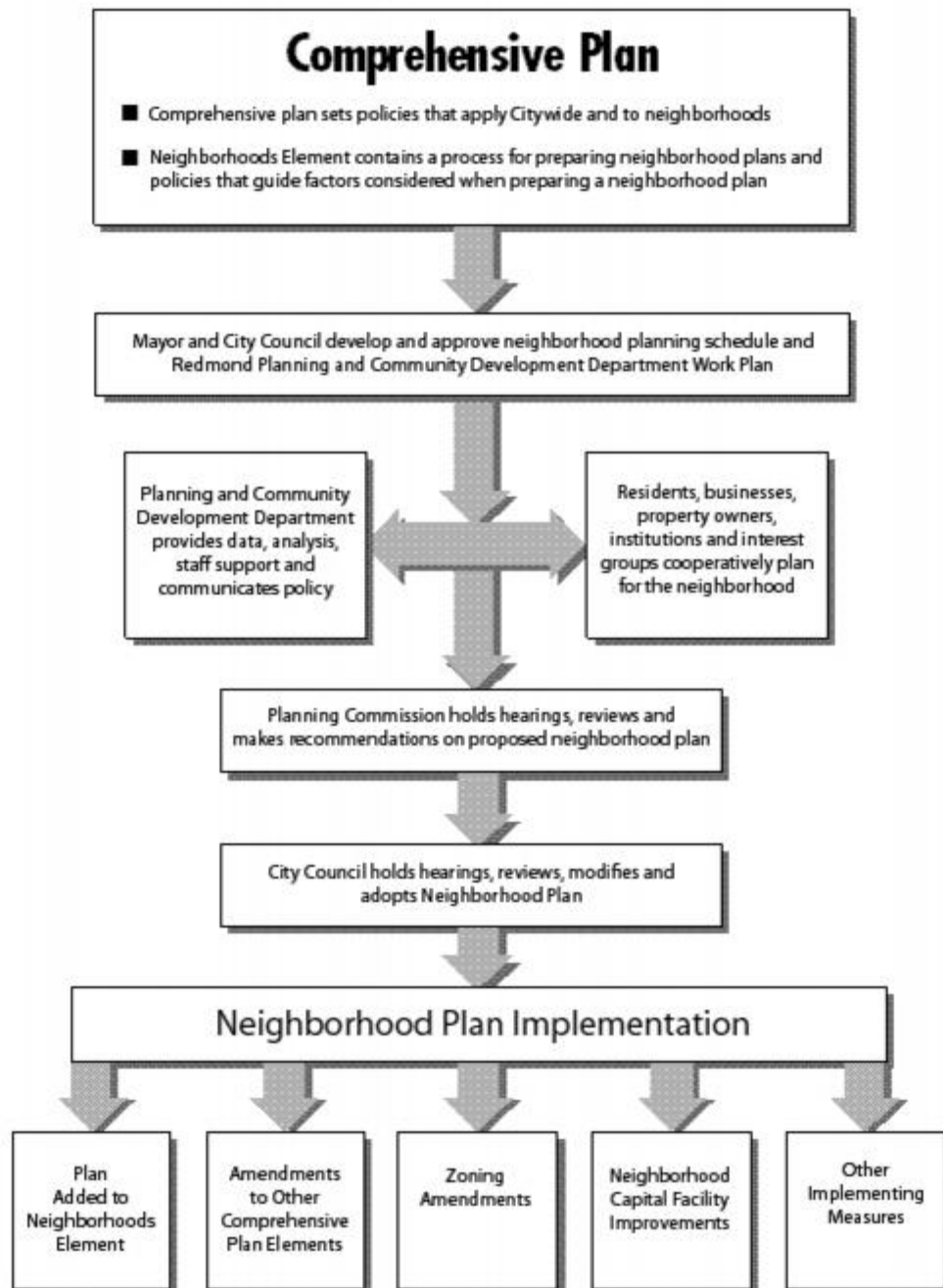
Redmond's substantial residential and employment growth has increased the complexity of opportunities and issues the City faces. While many of these opportunities and issues can be effectively addressed at a Citywide level, others need more specific solutions. This section includes policies that will guide the preparation, review, and update of neighborhood plans, including plans for the Downtown and Overlake

Page 3 of 14

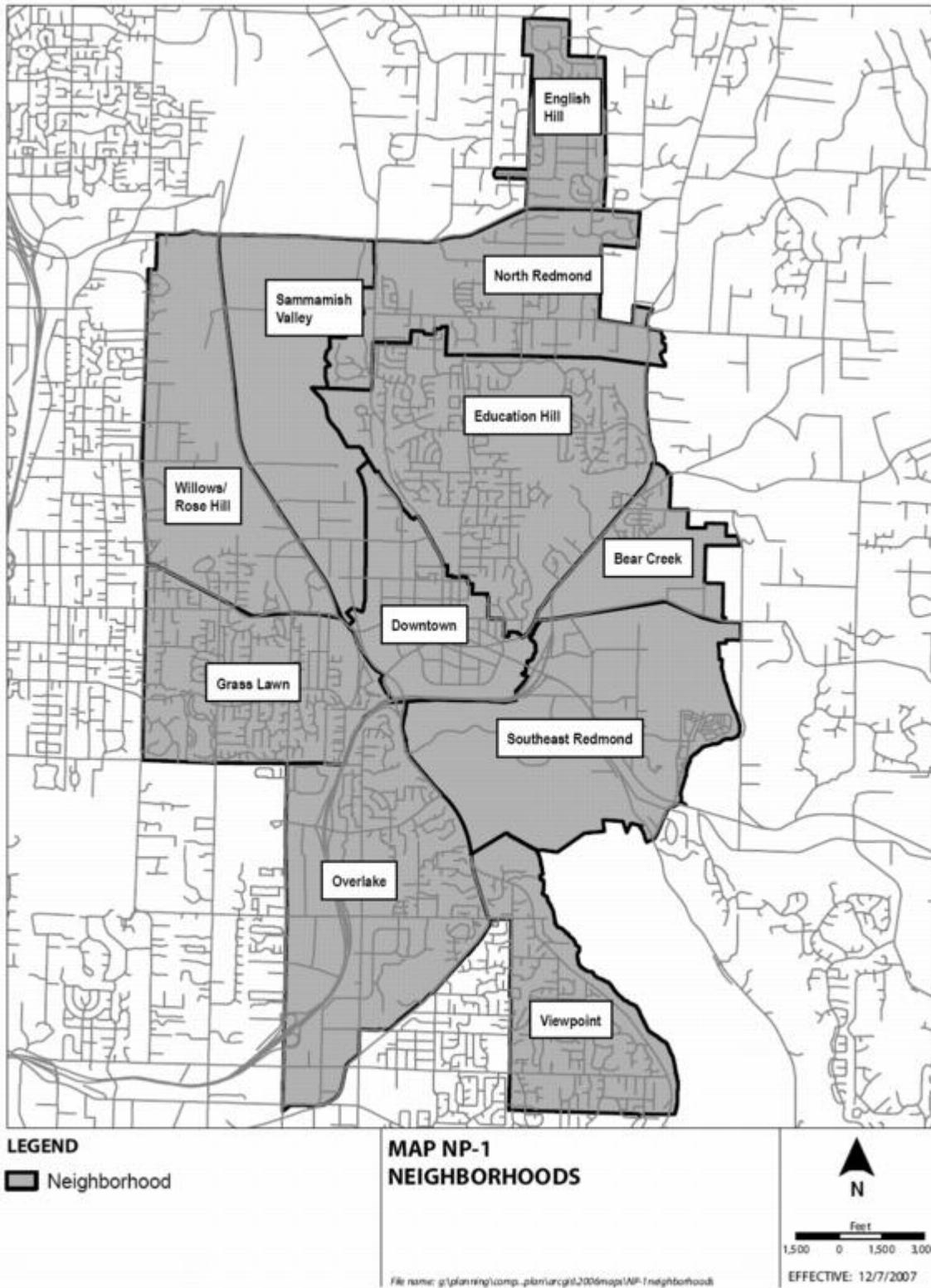
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Neighborhoods in the Urban Centers Element. Redmond's neighborhoods are shown on Map NP-1. These areas form the boundaries for the neighborhood plans, based on geography, the transportation network, and land use; they are utilized for planning purposes only.

Figure N-1 Neighborhood Planning Process



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Preparation and Coordination of Neighborhood Plans and Updates

Since the preparation and adoption of a neighborhood plan is typically an extended process, preparation of plans for different neighborhoods must be staggered to minimize costs and utilize staff effectively. The timing of the preparation of a plan for a given neighborhood will be based on the urgency of the issues, opportunities that need to be addressed, and the level of growth facing each neighborhood. For example, a neighborhood plan might be regarded as a high priority for update due to increased development activity or significant transportation concerns.

To be effective, plans must be current. Neighborhood plans will be periodically reviewed in anticipation of and during periods of growth. Based on that review, the City may decide that the plan does not require any changes, that limited updating is needed, or that the neighborhood plan should be redone.

NP-1 Plan for and undertake updates to Prepare or update neighborhood plans at consistent intervals as follows:

- Meet annually every six years, and include a review of neighborhood plans to determine if they are adequate or require updating. Work with neighborhood citizens to discuss progress of neighborhood plan implementation, neighborhood goals, representatives and vision, timely topics of interest, and the Planning Commission to prepare a recommendation on priority projects;
- Review and complete refinements to policies and regulations, as necessary every six years; and
- Review and complete more significant updates to policies and regulations, as necessary every twelve years, neighborhoods for consideration by the City Council.

NP-1.5 Maintain and foster awareness of neighborhood interests at regularly scheduled intervals on behalf of the Redmond community, staff, and City officials. Use a variety of communication tools such as newsletters, staff reports, and public meetings.

After being developed, eachThe Planning Commission will be informed of neighborhood events and the resulting citizen interests and feedback using a variety of communication techniques such as newsletters, written updates, and staff briefings. The Planning Commission will review and conduct a public hearing on the six- and twelve-year neighborhood plan. will be reviewed by the Planning Commission. The Planning Commission will conduct a public hearing on the plan and make a recommendation to

the City Council. The City Council will then consider adoption of the plan, after modification if needed, and incorporate it into the Neighborhood Element.

Maximum public input is essential for the preparation of, update to, and review of a neighborhood plan. At key milestones throughout the neighborhood planning and update process, staff emphasizes involvement from the community using a variety of methods, such as direct mailing, web announcements, flyers, and through other existing communication networks, such as homeowners' associations and faith-based communities.



Public participation at neighborhood meeting

In addition to encouraging participation from the neighborhood as a whole, a Citizen Advisory Committee may be formed to help advise on the guide neighborhood plan update.planning. Potential Committee members are recruited broadly through techniques, such as direct mailings and web announcements, and may also be recommended by City staff and officials. The process includes recommendation of Committee members by the Mayor and confirmation by the City Council.

Public involvement may also be pursued by using existing neighborhood organizations as advisory groups, conducting neighborhood surveys, or holding workshops. The techniques selected should be appropriate to the planning effort and the community while providing a fair and equal opportunity for all who live, work, and own property within the neighborhood to participate.

NP-2 Maximize public input to neighborhood plans through the guidance of a Citizen Advisory Committee or other representative group composed of people who live, work, own property, or own a business in the neighborhood. Ensure that neighborhood residents, businesses, and property owners always have the opportunity to be involved in the review, preparation, and adoption of neighborhood plans. Use techniques appropriate to the neighborhood and to the issues under consideration, and involve affected City departments, boards, and advisory committees in the update and review of

neighborhood plans.

Techniques and Structure of the Neighborhood Plan Update Process

Redmond's neighborhoods are unique and each neighborhood plan will address different issues and opportunities. However, to ensure that plans are consistent with the Citywide Comprehensive Plan and that appropriate problems and opportunities are addressed, each plan should consider a common set of issues and opportunities.

One such consideration is neighborhood character. Neighborhood character refers to the overall sense of a neighborhood. It evolves over time and results from the interaction of a variety of factors. Those factors include the appearance of the neighborhood, such as the buildings, landscaping and streets; the types of land uses; natural features and open space; and other focal points, such as schools, churches, parks, and neighborhood businesses.

Staff will utilize a variety of techniques with the neighborhoods so that interested citizens may they equally understand the issues, and opportunities, trends, and possible innovations, in order to establish a common knowledge base, and prepare for considering updates to each neighborhood plan, all involved. From this base knowledge, recommendations will evolve. As a result of this process, citizens may begin to identify with future leadership roles with Redmond government.

NP-3 Provide a common framework or knowledge base for citizens to capitalize upon, particularly when considering plan updates. Offer the Citizen Academy or similar tool at regular intervals for helping to establish the common framework.

NP-43 Address issues and opportunities in preparing neighborhood plans and updates, such as:

- ◆ Implementing the Citywide Comprehensive Plan;
- ◆ Establishing a long-range vision for the neighborhood;
- ◆ Coordinating neighborhood communication;
- ◆ Reviewing neighborhood boundaries;
- ◆ Preserving the natural environment;
- ◆ Promoting parks, recreation, open space, and cultural arts, especially those that address local neighborhood needs;
- ◆ Identifying community facilities and services;

Page 9 of 14

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- ◆ Encouraging provision of housing to serve people of a diversity of income levels, ages, family sizes, and special needs;
 - ◆ Supporting commercial uses, when appropriately sited, and informing future consideration of commercial land use and zoning;
 - ◆ Establishing and enhancing neighborhood character and design issues, such as identification and enhancement of formal and informal neighborhood gathering places, and identification and enhancement of neighborhood gateways;
 - ◆ Conserving and improving historic, archaeological, or cultural sites;
 - ◆ Supporting neighborhood transportation needs, including strategies to improve transportation connections, encourage use of alternative travel modes, and manage traffic; addressing modes of transportation, such as walking, bicycling, transit, and personal motor vehicle;
- Addressing sustainable, healthy, and active living at the neighborhood scale.
- ◆ Identifying and reporting other issues and opportunities raised by neighborhood residents, businesses, property owners, and other interested groups and individuals; and
 - ◆ Developing a list of priority projects based on recommendation by neighborhood representatives.

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

While each neighborhood will require individual solutions and have individual opportunities, a “tool kit” of solutions forms the starting point that can be applied to neighborhoods, reducing planning costs and easing implementation. The tool kit includes planning techniques, zoning techniques, traffic-calming methods, design standards, and other implementation measures. While these tools should be customized to fit the neighborhood, they must also be consistent with the Citywide Comprehensive Plan and Community Development Guide, and be economical to administer. Over time, new tools will be added to the tool kit.

Identify techniques and methods that can be used to address neighborhood NP-4 issues and opportunities. Choose solutions that are compatible with the City’s Comprehensive Plan and development regulations.

Update policy and development regulations necessary for a neighborhood NP-5 plan concurrently to enable the Planning Commission and City Council to review and amend both the policies and development regulations at the same time.

Ord. 2384

B. Implementing Neighborhood Plans

Once a neighborhood plan is prepared and adopted, it must be implemented. Neighborhood plans, including those for the Downtown and Overlake neighborhoods in the Urban Centers Element, will be implemented through coordination among City staff, programs and policies carried out by City departments, and by applying neighborhood policies and regulations to specific developments through land use reviews. Examples of situations in which related neighborhood policies and implementing regulations would be applied include proposed Comprehensive Plan amendments, rezones, subdivisions, site plan entitlements, SEPA reviews, certain building permits, and similar permits and approvals.

NP-6 Implement the neighborhood plans' vision, policies, and improvements by:

- ◆ Using discretionary land use reviews;
- ◆ Identifying capital facility improvements needed in a neighborhood and ways of funding them;
- ◆ Providing follow-up communication among interested parties and the members of the neighborhood;
- ◆ Offering the Neighborhood Spotlight Fund to complete appropriate projects; and
- ◆ Using other implementing measures.



Neighborhood Spotlight Fund project

Initial Neighborhood Improvements

The neighborhood planning and update process provides an opportunity to identify small capital improvements of particular importance to the neighborhood that can be completed through the Neighborhood Spotlight or Neighborhood Matching Fund. Projects for consideration may include improvements to bus shelters, public amenities such as benches and gardens, traffic safety improvements in conjunction with the City's Neighborhood Traffic Calming program, and other projects that serve the greater, public good of a neighborhood. ~~a trail connection, streetlights, signs, or a park improvement.~~ Examples of smaller, non-capital ~~noncapital~~ projects that could be considered for assistance through the Neighborhood Matching Fund include a workshop event that promotes the goals and vision of the final plan or a neighborhood parade float for festivals, such as Derby Days. The neighborhood planning and update process also provides opportunities for fostering citizen stewardship. Stewardship can consist of organizing collaborative efforts to implement smaller, neighborhood beautification projects. As well, citizen interest in stewardship can help implement programmatic efforts such as planting along the Sammamish River, establishing neighborhood-based community gardens, and promoting awareness of disaster preparedness.

NP-7 Work with neighborhood representatives to recommend projects for inclusion in the priority projects list. Give deference to neighborhood recommendations provided projects are consistent with the Comprehensive Plan and in compliance with safety standards set by the City. Periodically review the priority project list with neighborhood representatives, City staff, and officials, as well as key individuals identified by City staff and officials, in order to determine priority and feasibility.

NP-8 Identify and implement one or more small neighborhood projects to respond to specific issues identified during the planning process. Work

together with representatives of the neighborhood in order to ensure the completion of the projects in a timely manner.

Process and Planning Review

Ongoing review of the plan, assessment of the planning process, and evaluation of the tools utilized allow staff and residents to examine and improve the neighborhood update procedure. The review serves as a check-in period with the neighborhood residents during which new ideas and issues are presented, in addition to an examination of the steps taken to promote plan implementation. Methods for assessment will be designed to meet the specific needs of the neighborhood. For example, communication may continue through public sessions and surveys with citizen advisory group members and other representatives of the neighborhood. Review also occurs at the staff level to ensure that Best Management Practices continue to be utilized and methods improve as identified.

Key milestones provide opportunities for feedback from the residents of a neighborhood. At those times, notification of a survey, workshop, open house, or other collaborative effort is provided in an effort to bridge the interests and issues reflected by City staff and officials, the neighborhood representatives, and neighborhood residents. Milestones include but are not limited to:

- ◇ Announcement of the neighborhood planning and update process, and recruitment of neighborhood representatives;
- ◇ Presentations of the initial identification of issues and opportunities regarding the neighborhood;
- ◇ The formal development of a neighborhood vision which includes the long-range ideas and concerns for the neighborhood in its entirety; and
- ◇ The development of recommendations by the neighborhood representatives, which are the basis for the creation of neighborhood policies within the neighborhood plan, as part of the Comprehensive Plan.

NP-9 Utilize all reasonable measures of communication with the neighborhood and neighborhood representatives throughout the neighborhood planning and update process. Periodically review and evaluate the neighborhood plan update process in order to improve the planning process and to strengthen communication between City staff and officials and neighborhoods through:

- ◆ Updating of current issues and feedback regarding the neighborhood planning and update process by representative groups within the neighborhood;

- ◆ Coordination among the Strategic Neighborhoods Team which is comprised of staff from City departments and divisions, for the purpose of ongoing contact with the neighborhood, providing continued support throughout the plan update, and developing future enhancements to the update process;
- ◆ Maintenance and enhancement of communication strategies to achieve an active network for reporting and sharing feedback ~~amongbetween~~ City staff and officials and the neighborhood; and
- ◆ Identification and recruitment of neighborhood representatives and organizational contacts to provide ongoing maintenance of the neighborhood plan, to offer feedback to City staff and officials, and to remain informed of City projects and processes.

Remainder of Neighborhoods Element remains unchanged.

URBAN CENTERS

Future Vision for Redmond: Urban Centers

In 2030, Redmond's two urban centers – Downtown and Overlake – are thriving centers of residential and commercial activity. 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 comfortable, connected feel that appeals to residents, businesses and visitors. Many more people live Downtown, and housing choices include a wide range of pricing options. Strategic public and private investments have created a true multi-dimensional urban center with several new and expanded public amenities, including the City Hall campus, Downtown Central Park and the Redmond Central Connector that are gathering places for the community as well as an arts and community cultural center, a pedestrian connection to Marymoor Park, a vibrant Saturday market and a variety of quality arts and cultural programs and performances.

Various portions of Downtown have their own identities, design and appeal, and it is easy to walk, bicycle, use transit or drive between them as well as to the rest of Redmond and the region. Many visitors walk or take transit to get to their destinations or park in one of the conveniently located garages. The congestion of 20 years ago has been tempered primarily by providing convenient and effective 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, and theatres, 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. The Redmond Central Connector, (the former railroad right-of-way), has been transformed to an urban green space that people of all ages enjoy, with convenient access to light rail as well as 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, Downtown Central Park, the Redmond Central Connector, 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 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 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 Overlake Village 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 variety of housing choices, small-scale shopping and services to serve employees and residents, and connections to a network of parks, sidewalks, trails and transit services. In many ways Overlake has demonstrated that high technology uses can thrive in a sustainable urban setting that offers opportunities to live, work, shop, and recreate to an increasingly diverse workforce.

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 multi-dimensional 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.

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.~~

Organization of This Element

Introduction

A. Common Urban Centers Policies

Compliance with Regional Requirements

Air Pollution and Greenhouse Gas Emissions

Land Use

Character and Design

Parks, Arts, Recreation, Conservation and Culture

Transportation

AB. Downtown Neighborhood Policies

—Introduction

—General Policies

—Downtown ~~Districts~~ Zones Policies

BC. Overlake Neighborhood Policies

Introduction

Public Participation in the Neighborhood Plan Update

—Neighborhood Vision

—General Policies

—Overlake Subarea Policies

Introduction

Redmond's Downtown and Overlake are both major activity and employment centers. The Comprehensive Plan continues to direct the majority of the City's employment and housing growth to these two areas. In recognition and support of this continued growth, portions of the Downtown and Overlake Neighborhoods are designated as Urban Centers by the King County Countywide Planning Policies and as Regional Growth Centers by the Puget Sound Regional Council.

Center designations are a strategy employed in King County and in the central Puget Sound region for purposes of growth management and transportation planning, and for programming of regional transportation funds to areas of concentrated growth. Centers throughout the region are envisioned as higher density focal points within communities, attracting people and businesses to an excellent transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities.

The Urban Centers Element contains policies specific to the two Redmond neighborhoods that contain urban centers: Downtown and Overlake. Like the neighborhood plans contained in the Neighborhoods Element, the overall goal of these plans is to enhance the quality of life for all who live or work in these urban centers. Planning for the Downtown and Overlake neighborhoods follows the process, techniques, and implementation strategies described in the Neighborhoods Element.

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.

A. COMMON URBAN CENTERS POLICIES

Downtown and Overlake are clearly distinct, but both are designated as urban centers and so they share certain characteristics and policy direction. For example, both urban

centers are major activity centers in Redmond, and both interface with SR 520 and will in the future have light rail stations. The following policy sections describe Redmond's urban centers in general.

Compliance with Regional Requirements

Redmond's Comprehensive Plan must be consistent with state, regional, and countywide planning goals. In addition, the Urban Centers Element must conform to certain regional requirements developed by the Puget Sound Regional Council, of which Redmond is a member. Many issues, such as addressing regional transit, encouraging compact growth, and including an overview of the relationship of the Urban Centers Element to the overall Comprehensive Plan, are incorporated into this element. Other issues, such as how to protect the environment, and how to develop a multi-modal transportation system, are addressed in other elements of the Comprehensive Plan.

The issues and topics that are addressed in other elements of the Comprehensive Plan are listed in Table UC-1.

Table UC-1

<u>Topic</u>	<u>Location in Comprehensive Plan</u>
<u>Environmentally Critical Areas</u>	<u>Natural Environment Element</u>
<u>Parks, Open Spaces, and Civic Places</u>	<u>Parks, Arts, Recreation, Culture, and Conservation Plan</u>
<u>Stormwater Treatment</u>	<u>Natural Environment Element (also Urban Centers Element)</u>
<u>Complete Streets</u>	<u>Transportation Master Plan</u>
<u>Pedestrian and Bicycle Design Standards and Standards for Transit-oriented Developments</u>	
<u>Multimodal Transportation Network</u>	
<u>Context-sensitive Design</u>	
<u>Capital Facilities</u>	<u>Capital Facilities Element and Functional Plans referenced therein</u>
<u>Housing Target Monitoring</u>	<u>Housing Element (also Urban Centers Element)</u>
<u>Housing Variety</u>	
<u>Housing Affordability</u>	
<u>Housing Special Needs</u>	

Air Pollution and Greenhouse Gas Emissions

The Puget Sound Regional Council requires Urban Center plans to address strategies and programs to reduce air pollution and greenhouse gas emissions. Redmond addresses these topics through a set of integrated land use and transportation policies that together provide people options for living and working that result in fewer pollutant and greenhouse gas emissions.

UC-1 Emphasize mixed-use developments in Redmond's urban centers so that people have convenient access to goods and services in close proximity.

UC-2 Continue to build a multimodal transportation system, as described in the Transportation Master Plan (TMP), so that people who live and work in Redmond's urban centers have a variety of convenient low- or no-emission transportation options.

UC-3 Continue to promote commute trip reduction strategies as a way to reduce air pollution and greenhouse gas emissions.

Land Use

Downtown and Overlake are Redmond's primary centers of activity. Over the next twenty years, each will continue to attract growth in housing and employment. It is the policy of the City of Redmond to retain and attract a wide range of uses and activities in the urban centers. The land use policies that follow guide development in a manner that will serve the needs and desires of existing and future residents, businesses, while ensuring that change over time enhances the character of the urban centers.

Note: Text below regarding existing policies that are being consolidated will not be shown in the final Comprehensive Plan document

Consolidated Policies	New Policy	Policy Text
DT-2 OV-4	<u>UC-4</u>	Support the urban centers as Redmond's primary locations for added residential development to help create economically vibrant and healthy neighborhoods in the morning, daytime and evening.
OV-11	<u>UC-4.5</u>	Require a minimum of 10 percent of the units in all new housing developments of 10 units or greater to be affordable. Minimize development costs associated with this requirement by providing incentives and bonuses.
DT-3 OV-53	<u>UC-5</u>	Promote the urban centers as locations for a variety of businesses, including retail, office, services, and entertainment uses that are compatible with a mixed-use urban environment. Encourage a variety of economic activities, ranging from daily goods and services to small and locally-owned boutiques and other specialty stores, as well as restaurants, residences, and offices that promote the urban centers as appealing places to live, work and shop and provide for active uses during the day and evening hours.
DT-5 without language about land use change criteria because criteria duplicate ordinary	<u>UC-6</u>	Apply flexible regulations that encourage creative proposals consistent with urban center policies.

Consolidated Policies	New Policy	Policy Text
amendment criteria		
DT-6 OV-6 OV-55	UC-7	Carry-out an economic development and marketing strategy to implement the vision for the urban centers. As part of the strategy, periodically monitor the economic conditions and trends affecting the urban centers.
DT-7 OV-46 with Master Plan language held in OV section of document	UC-8	Create and implement facility plans to provide adequate utilities, transportation, parks, beautification, civic, and other infrastructure to accommodate anticipated growth. Carry out a capital improvement strategy to implement these improvements in the urban centers.
OV-48	UC-9	Use public-private partnerships to meet public facilities and service needs, such as utilities, transportation, parks, beautification, civic, and other improvements. Encourage public and private partnerships to meet human services needs as well.
DT-7.5 OV-7.5	UC-10	Coordinate land use and infrastructure plans such that major public and semipublic uses are located near transit stations.
DT-11	UC-11	Recognize that the light rail alignment, station locations and park and ride location illustrated in Map TR-1 best fits Redmond's needs for a planned light rail extension to Overlake and Downtown.
DT-12 with language about SE Redmond parking facility moving to Transportation Element OV-71	UC-12	Prepare station area plans in cooperation with Sound Transit and other stakeholders to guide updates to policies and implementation measures and to preserve opportunities for transit-oriented development. Create a dynamic and high-quality urban place that emphasizes pedestrian and bicycle activity and minimizes motor vehicle parking facilities through consideration of design, land use density and mix, community facilities, and public and private investments.

Character and Design

Both Downtown and Overlake will be home to thousands who live or work in the urban centers, and will be developed to urban intensities. Therefore, it is especially important that they be great places to spend time. Character and design attributes are critical to creating great places. While each urban center has its own distinct character and design aesthetic, there are some character and design attributes that are common to Downtown and Overlake. Development in both urban centers should exhibit high-quality design with durable materials. Both urban centers should feature public places that attract people for visits. Streetscapes in both urban centers should be pedestrian-friendly and attractive.

Consolidated Policies	New Policy	Policy Text
DT-14 OV-15	UC-13	Enhance the appearance of the built environment through superior design and the 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 healthy trees.

Consolidated Policies	New Policy	Policy Text
DT-15 OV-24	UC-14	Identify and create public places that: <ul style="list-style-type: none"> ◆ Offer activities and uses that attract people; ◆ Incorporate site furnishings such as benches and bike racks; ◆ Are easy to see and to access, and are safe and welcoming; ◆ Foster interactions among visitors; and ◆ Have a sense of permanence.
DT-17 OV-32	UC-15	Encourage pedestrian activity, including informal gatherings, through public and private investment in improvements along the streetscape, such as: <ul style="list-style-type: none"> ◆ 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 wayfinding; and ◆ A planting program, including special plantings, flower baskets and/or other seasonal plant displays.

Parks, Arts, Recreation, Culture, and Conservation

Parks, plazas, pathways, open space, and art all enhance the urban environment and make Downtown and Overlake more attractive places in which to live, work, and visit. It is important that these amenities be linked together to ensure access to them. Also, given that there is a lack of recreational amenities in the core of Downtown and Overlake, it is important that new development incorporate recreational areas for occupants and visitors.

Consolidated Policies	New Policy	Policy Text
DT-19 DT-20 OV-22	UC-16	Promote the vision of the parks, plazas, art, pathways, and open spaces in the urban centers as being part of a cohesive system of public spaces that is integral to distinguishing the urban centers as “people places”.
	UC-17	Develop and maintain a variety of linkages, such as paths and wayfinding elements, among parks, plazas, and open spaces to create an interconnected system of public spaces that are within walking distance of each other.
DT-22 OV-67	UC-18	Encourage new development to incorporate recreational areas and open space for use by residents, employees, and visitors.
OV-65	UC-19	Size and design plazas and open spaces to meet the needs of those who live, work and shop in the area. Include among the facilities a place to gather, rest, eat and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.

Transportation

Transportation policies for Downtown and Overlake emphasize providing a variety of mobility choices in order to increase access to, from, and within the urban centers. While the policies recognize future reliance on vehicles, they also place an emphasis on investments that will enable more safe and attractive opportunities for walking, using transit, and bicycling.

Consolidated Policies	New Policy	Policy Text
DT-30 OV-31	UC-21	Ensure that improvements, including streets, sidewalks, transit facilities, lighting, landscaping, and parking lots/structures, provide a comfortable and attractive pedestrian environment and contribute to the urban centers' aesthetic appeal.
OV-69	UC-22	Design and construct pedestrian corridors to enhance pedestrian safety and pedestrian use of the area. Connect businesses within the retail area with each other and with transit. Include street furniture, such as benches, on pedestrian corridors on public rights-of-way or public property to make them functional and inviting.
OV-75	UC-23	Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.
DT-32 OV-42	UT-24	Implement a parking development and management program that: <ul style="list-style-type: none"> ◆ Minimizes on-site surface parking; ◆ Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors, and to increase the economic and aesthetic potential of the area; ◆ Creates incentives for structured parking; ◆ Maximizes on-street parking, particularly for use by those shopping or visiting; and ◆ Provides techniques to property owners, businesses and organizations to manage parking demand.
DT-33	UC-25	Ensure safe, efficient access to and within shopping areas for all transportation modes by: <ul style="list-style-type: none"> ◆ 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-35 with HOV-land use connections geographically generalized OV-39	UC-26	Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520: <ul style="list-style-type: none"> • Support the operation of City arterials for all modes; • Connect HOV lane users conveniently with transit hubs; • Reserve capacity for light rail transit; and, • Avoid new, and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects.
DT-35.5 OV-29	UC-27	Strive to achieve, by 2030, a non-single-occupancy-vehicle (transit, bicycling, walking, car/vanpooling, telecommuting or other "virtual" commute) mode split of 40% for peak-period trips in the urban centers. Do this by providing a pedestrian- and transit-supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including light rail and bus rapid transit, enhancing transportation demand management strategies, and implementing a parking development and management plan.
OV-35	UC-28	Work with regional transit agencies to provide a full range of transit service to and within the urban centers. Provide transit stations, shelters, and other amenities that support these services in locations that conveniently serve the urban centers and support the vision for them.

Consolidated Policies	New Policy	Policy Text
OV-51	<u>UC-29</u>	Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.

AB. DOWNTOWN NEIGHBORHOOD POLICIES

Introduction

~~Redmond's Downtown and Overlake are both major activity and employment centers. The Comprehensive Plan continues to direct the majority of the City's employment and housing growth to these two areas. In recognition and support of this continued growth, portions of the Downtown and Overlake Neighborhoods are designated as Urban Centers by the King County Countywide Planning Policies and the Multicounty Planning Policies for the central Puget Sound region.~~

~~Center designations are a strategy employed in King County and in the central Puget Sound region for purposes of growth management and transportation planning, and for programming of regional transportation funds to areas of concentrated growth. Centers throughout the County are envisioned as higher density focal points within communities, attracting people and businesses to advantages such as an excellent transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities.~~

~~The Urban Centers Element contains policies specific to the two Redmond neighborhoods that contain urban centers: Downtown and Overlake. Like the neighborhood plans contained in the Neighborhoods Element, the overall goal of these plans is to enhance the quality of life for all who live or work in these urban centers. Planning for the Downtown and Overlake neighborhoods follows the process, techniques, and implementation strategies described in the Neighborhoods Element.~~

~~The community's vision for Downtown Redmond is based upon many years of workshops and forums with people who live or 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 streets appropriate for a destination environment;~~
- ~~◇ Provides easy and convenient access to transit;~~

- ◇ 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 comfortable and connected feel and sense of Redmond's history and historic buildings yet promotes the City's identity as a major economic center.

The community envisions a place that is attractive to a wide variety of people, including those who choose Downtown because living and doing business there is one way of reducing impacts to the natural environment. 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.

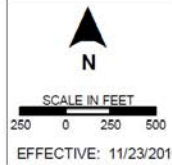
The Downtown Urban Center boundary is shown in map DT-1 below.



LEGEND
 [Thick black line] Downtown Urban Center
 [Thin black line] Parcel

**MAP DT-X:
 DOWNTOWN URBAN CENTER**

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Public Participation in Neighborhood Plan Update

DT-0.1	<u>Revisit the Downtown plan on a periodic basis with broad input from the community to ensure that the community is making progress toward achieving the Downtown vision.</u>
DT-0.2	<u>Support Downtown residents in ongoing and enhanced communication with the City as well as community building efforts.</u>

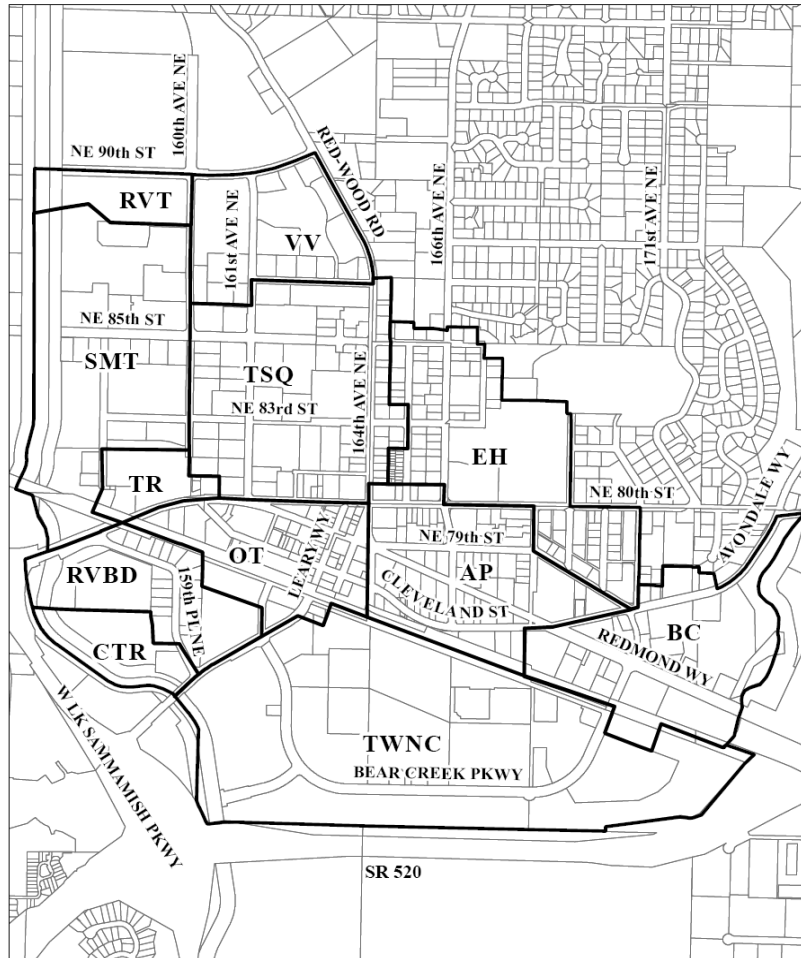
General Policies

Land Use

~~Downtown Redmond is growing into a center of activity in Redmond with a high quality of life for those who live, work, and visit the area. 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 that are specific to Downtown 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 (see Map DT-1):

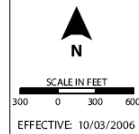
- ◆ Old Town and Town Center: A pedestrian-oriented retail, ~~and~~ entertainment and residential core that provides opportunities for comparison shopping for a wide variety of goods and services and creates an active focus for the Downtown and City;
- ◆ Sammamish Trail, Town Square, River Bend, and 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.



LEGEND	
AP Anderson Park	RVT River Trail
BC Bear Creek	SMT Sammamish Trail
CTR Carter	TWNC Town Center
EH East Hill	TSQ Town Square
OT Old Town	TR Trestle
RVBD River Bend	VV Valley View

DOWNTOWN ZONES

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The map produced above is for reference purposes only and represents the current Downtown Zones Map adopted in the Redmond Zoning Code. The map is not adopted as part of the Redmond Comprehensive Plan and the Redmond Comprehensive Plan need not be amended each time the Downtown Districts Map in the Redmond Zoning Code is changed. The Planning Director or designee is authorized and directed

to update this reference map whenever the Downtown Zones Map in the Redmond Zoning Code is amended.

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-3 Encourage growth in the advanced technology sector in Downtown.

DT 3.5 Plan to accommodate the following levels of development through the year 2030 in the Downtown Urban Center.

	Existing (2010)	Planned (2030)
<u>Residents</u>	<u>4,270</u>	<u>11,350</u>
<u>Dwelling Units</u>	<u>2,300</u>	<u>6,170</u>
<u>Residential Density (units/gross acre)</u>	<u>5.3</u>	<u>14.2</u>
<u>Employees</u>	<u>8,100</u>	<u>10,800</u>
<u>Employee Density (jobs/gross acre)</u>	<u>18.72</u>	<u>24.95</u>
<u>Zoned building intensity</u>	<u>3.5 FAR</u>	<u>3.5 FAR</u>

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DT-4 Retain existing Downtown boundaries and encourage redevelopment and infill within these boundaries. Encourage ~~informally~~ natural or naturally 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.~~

~~Delete map on page 12. Replaced by map on page 9.~~

<<Old map DT-1 deleted.>>

Redmond Central Connector

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

DT-8 ~~Purchase, plan~~Plan for, and improve the BNSF railroad right-of-way Redmond Central Connector within the Downtown in order to:

- ◆ ~~Preserve sufficient area~~Provide for a continuous regional trail, open spaces, and high-capacity transit/light rail;
- ◆ Improve opportunities for and access to retail and cultural activities;
- ◆ -Link the north and south parts of the Downtown through a variety of multi-modal connections including, but not limited to, woonerfs, mid-block paths, local streets with pedestrian and bicycle facilities, and arterials;

~~additional right-of-way crossings to accommodate for pedestrians, bicycles and for vehicles~~

pedestrian-oriented mid-block connections through adjacent private developments

◆, as well as improvements to Encourage encourage easy and safe non-motorized pedestrian and bicycle access along the and across the railroad corridor;

;

◆ Improve its aesthetic appeal through enhancements, such as trees, landscaping, plazas and gathering places for enjoyment of visual or performing art;

◆ Honor Redmond's history as a small rural town, including the function of the former railroad. ◆ ~~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 and adjacent to the Redmond Central Connector ~~within the railroad right-of-way and on adjacent properties~~ relate to and support contribute to the character and function of the variety of adjoining districts, particularly Old Town; ~~;~~ and

◆ Achieve the goals of the Redmond Central Connector Master Plan.

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.~~ Create a phasing plan for the development of the Redmond Central Connector that includes the regional trail; park, art, plaza and historical features; utilities; and transit features to ensure efficiency in constructing multiple capital projects with the Connector.

DT-10

Ensure when new development, redevelopment, or exterior remodeling takes place on properties adjoining on both sides of the BNSF railroad right-of-way Redmond Central Connector that the building and site features face integrate with the corridor to create active and engaging spaces for corridor users that are well-designed with high-quality materials that respond appropriately, aesthetically and functionally, and contribute to achieving the City's goals and vision for the Redmond Central Connector. ~~that facade treatments facing the right-of-way are attractively designed to create an engaging environment for users of future trail, open spaces and high-capacity transit/light rail, 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/light rail stations. As Sound Transit plans for high-capacity transit/light rail, the City must ensure that its station and alignment interests are reflected in the development and construction of the East [King County Link](#) high-capacity transit/light rail. The character and function of Redmond's future high-capacity transit/light rail stations will vary to reflect land use and transportation goals specific to the Downtown, Overlake and SE Redmond Neighborhoods. The following Comprehensive Plan policies articulate the City's preferences concerning the general character of the stations and surrounding areas.

~~DT-11 Recognize that the City of Redmond's preference for high-capacity transit/light rail alignment, station locations, and park and ride location illustrated in Map 1 DT-1.5 best fits Redmond's needs for a planned high-capacity transit/light rail extension from Overlake to Downtown.~~

~~<<Delete Map DT-1.5>>~~

~~DT-12 Prepare detailed Downtown high-capacity transit/light rail station area plans in cooperation with Sound Transit and other stakeholders. Do this to create a dynamic and high-quality urban place that emphasizes pedestrian and bicycle activity and minimizes vehicle parking facilities through consideration of design, land use density and mix, community facilities, and public and private investments. Evaluate Downtown zones/districts adjoining stations for revisions in preferred land uses and densities. Provide for a park and ride to address commuter parking needs at the SE Redmond high-capacity transit/light rail station.~~

DT-12 Evaluate and consider changes to development regulations in areas adjacent to future light rail stations to encourage transit-oriented development.

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, the Old Firehouse Teen Center, the City Hall campus, 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 wayfinding; 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.
- ◆ Encouraging signage or other informational markings at historic sites or structures
- ◆ 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. Celebrate the history of Redmond through creative and meaningful presentations of historical objects and integrated historical features and art as part of public places and developments.

Parks, Arts, Recreation, Open Space, and the Arts Culture and Conservation

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.~~ This will be achieved by continuing to highlight and preserve the natural features of the Downtown by maintaining and enhancing the Downtown parks and trails system and improving connections between these features. The parks and trails system will evolve with changes in the Downtown to provide a variety of amenities desired by users. The parks system will be capable of hosting small and large events, performances and classes

that draw people to Downtown. The park and trail systems will have integrated art and historical elements and interactive features to encourage communication among visitors. Chapter 13 of the Parks, Arts, Recreation, Culture, Conservation (PARCC) Plan Map DT-2 and Table DT-2 shows existing and proposed parks, and open spaces, and trails in the Downtown and provides goals, and strategies related to arts, recreation, culture and conservation within the urban center.

Map DT-2 deleted. Refer instead to PARCC Plan.

**Table DT-2
Redmond Downtown Parks**

Park Name	Location	Type	Acreage (acres)	Status
Municipal Campus	City Hall Campus/ NE 85th	Resource Park; -Special Use	1.1	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	166th Avenue NE/ NE 80th Street	Neighborhood Park and Community	3.00	Building partially developed, with improved parking.

Center (ORSCG)		Center		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

Promote the vision of the parks, trails and open spaces in Downtown as DT-19 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.

Develop and maintain a variety of linkages, such as paths and wayfinding DT-20 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. Plan and provide for the changing recreational needs of the Downtown through remodeling of existing park, trail and recreational facilities and planning for new facilities such as considering a new community fitness and aquatics center, more trails and increased opportunities for the arts in Downtown. Plan and provide for the changing recreational needs of the Downtown. Provide for a new community and aquatics center and remodeling of existing facilities. Change park and trail features to meet new demands and needs.~~

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 as well as integrated art designs; 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, and major events.

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 se parks with connecting landscaping, picnic areas, plazas, and other pedestrian features;
- ◆ Locating parking lots, garages, auto-oriented signing, garbage, utilities, and service areas where they are not visible from the se parks;
- ◆ Using creative design concepts and construction methods to protect natural features; and
- ◆ ~~Designing surface detention~~ Encouraging low impact development. When using traditional stormwater management techniques, design ponds and bioswales 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 that does not have a destination in Downtown to use bypass routes, which will reduce traffic on Downtown streets and allow better access to businesses;
- ◆ Encouraging use of transit, car pools, bicycles, walking, 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;~~
- Maintaining an attractive and efficient Downtown transit center that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside, and the region;
- ◆ Supporting an extension of the regional ~~high-capacity transit~~/light rail system into Downtown to provide frequent all-day transit service;
- ◆ Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector, and other regional corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points;
- ◆ Completing and preserving Downtown sidewalk systems, mid-block pedestrian walkways, and bicycle lanes to provide strong linkages among destinations throughout the Downtown;
- ◆ Implementing shared-street connections to provide access, circulation and active spaces for adjacent properties in Downtown focusing on nonmotorized transportation; and
- ◆ Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives.

~~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 Downtown 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-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 improvements to extend Bear Creek Parkway, 161st Avenue NE and 164th Avenue NE have been completed.

DT-32 Create and Continue the implementation of a parking development and management program for the Downtown and implement a program in Overlake 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 parallel 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 Ensure safe, efficient access to and within shopping areas for all transportation modes, including personal vehicles by:

- ◆ ~~Providing for sufficient vehicle 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-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.~~

DT-35.5 ~~Strive to achieve, by 2030, a non-single-occupancy vehicle (transit, bicycling, walking, car/vanpooling, telecommuting or other "virtual" commute) mode split of 40 percent for peak-period trips in Downtown through such means as providing a pedestrian- and transit-supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including high-capacity transit/light rail and bus rapid transit, enhancing transportation demand management strategies, and implementing a parking management plan.~~

Downtown East-West Corridor

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, 161st Avenue NE and 164th Avenue NE have been started/completed.~~

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" Implement the recommendations of the~~

adopted Downtown East - West Corridor Study (DEWCS) in order to encourage the creation of a unique, vibrant, and pedestrian-friendly “main street” environment along Cleveland Street that:

- ◆ Creates informal outdoor gathering places;
- ◆ Uses 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~~ Redmond Central Connector for vehicles, bikes, and pedestrians; and
- ◆ Complements the historic character of the Old Town district.

~~**DT-59 Ensure that new development on Redmond Way and Cleveland Street includes street-level building and landscaping design that enhances the pedestrian character of these streets and complements Old Town.**~~

~~**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.~~

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.~~ Map DT-1 The Downtown Zones Map shows these districts.

Pedestrian-Oriented Retail Areas

Downtown Redmond contains two districts planned for extensive pedestrian-oriented retail activity, comparison shopping, ~~and entertainment,~~ and residences: 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 ~~former BNSF Burlington Northern Santa Fe Railroad right-of-way~~ Redmond Central Connector. The block faces of the streets and intersections in these districts will be lined with continuous storefronts and entries 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.

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 more direct and attractive 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.

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, the Redmond Central Connector, 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;

- ◆ ~~Retain Bear Creek Parkway as a tree lined boulevard with safe pedestrian and bicycle connections. Preserve the Bear Creek open spaces and environmentally sensitivecritical areas adjacent and near Bear Creek Parkway. 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 per the Town Center Master Plan, as indicated on Map DT-3, Mixed-Use Design-District Public Open Space Plan; and~~
- ◆ Encourage the addition of residential development.

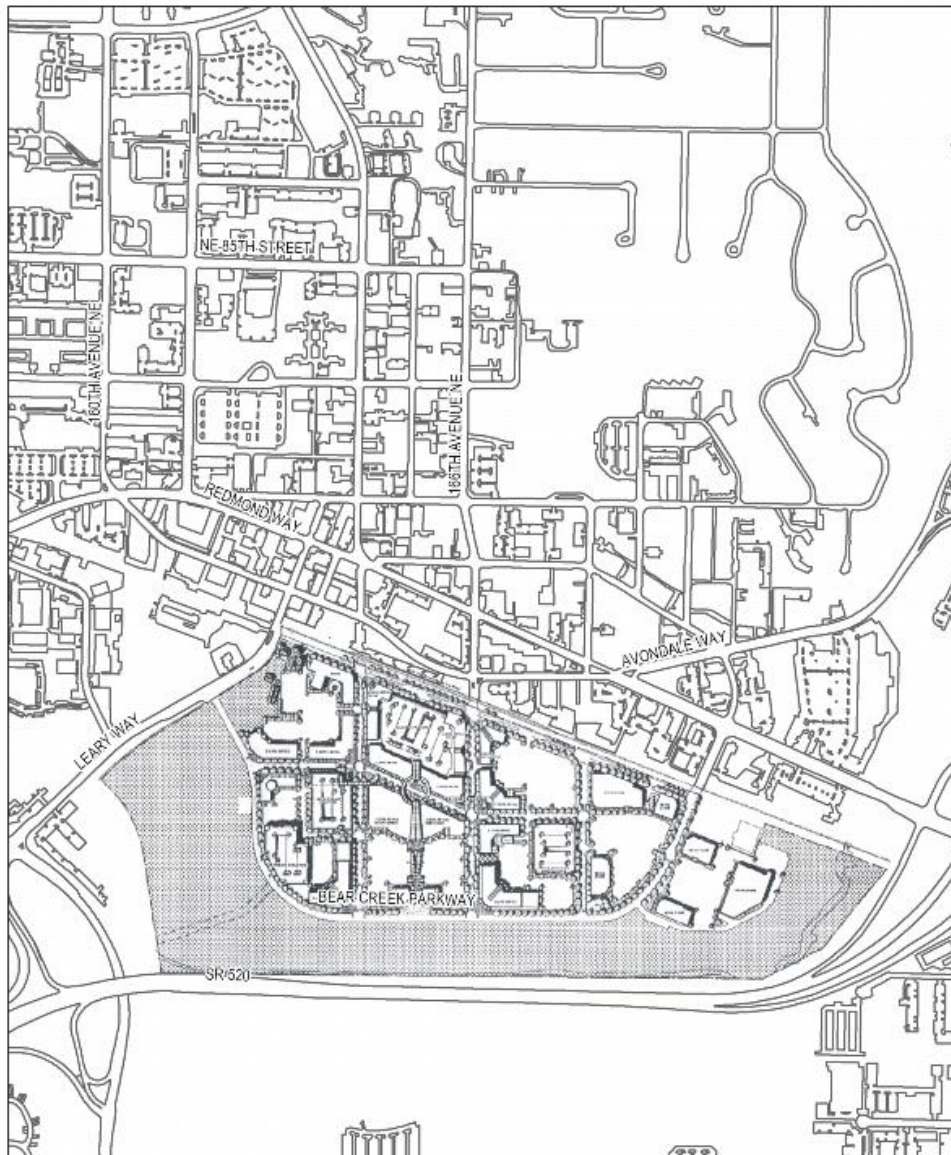
DT-44 Encourage development of residential uses by maintaining the maximum commercial building area for Town Center of 1,490,000 square feet without transfer development rights (TDRs), or 1,800,000 square feet with the use of TDRs.

DT-45 Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a graceful-convenient, direct and attractive connection across SR 520 and light rail facilities.

Convenience Commercial Areas

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.

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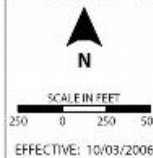


LEGEND

- Pavement Edge
-  Plazas, Linkages, and Significant Onsite Landscaping
-  Public Access Open Space

**MAP DT-3
MIXED-USE DESIGN DISTRICT
PUBLIC OPEN SPACE PLAN**

Note:
This map reflects concepts for the Town Center area as of 1995. The area subsequently developed in a substantially similar way, but particular building and landscaping locations on the ground may differ from what is shown on this map.
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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 four stories, and additional residential densities for redevelopment of retail centers into urban village forms that provide desirable mid-block streets that provide vehicle and bicycle access, 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 districtzone;
- ◆ Additional building height can transition gracefully from nearby lower density neighborhoods; and
- ◆ Adequate transportation and other public facilities and services can be provided.

~~Repealed by Ord. 2392.~~

~~DT-50~~

Mixed-Use Residential/Office Districts

The Downtown Neighborhood contains four distinct mixed-use residential/office ~~districts~~zones, 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.

The purpose of these districts is to foster the evolution of mixed-use residential/office neighborhoods Downtown in an attractive, urban environment within walking and bicycling 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~~for 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~~Downtown zones 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, and bicycle ~~and equestrian~~ trails connected to the Sammamish River;
- ◆ Orienting building entrances, plazas, and upper-l 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 bus-based 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 complements 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.

River Trail, Carter, and East Hill Districts

**Promote the development of residential districts with buildings
DT-62 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.

**Provide desirable long-term living environments for a variety of age and
DT-63 economic groups by offering incentives to develop affordable housing and
senior housing.**

**Allow general service uses as part of the ground floor of residential
DT-64 developments when the non-residential uses are:**

- ◆ Complementary and compatible with the nearby residences and ~~does do~~ 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 reflect the characteristics of the existing houses, with similar roof and architectural styles, honor and reflect the character of the existing houses.

Within the East Hill district lies the Perrigo's Plat Subarea, which is bounded by NE 85th Street, NE 80th Street, 164th Avenue NE, and 166th 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 nonresidential 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 nonresidential 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 nonresidential 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 nonresidential 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 nonresidential uses.

DT-68 In the Perrigo's Plat Subarea, 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 165th Avenue NE in this area; and
- ◆ Contribute to retaining variety and visual interest in the subarea through techniques, such as variation in building features and site design elements.

DT-69 Retain and enhance 165th 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; [and](#)
- ◆ A narrow two-lane street with curb-side parking [and sidewalks to promote pedestrian safety.](#) ~~and~~
- ~~◆ On street parking to promote pedestrian safety.~~

BC. Overlake Neighborhood Policies

Introduction

The Overlake Neighborhood, with its mixed-use and commercial areas, corporate campuses, and residential neighborhoods, is located in the southwest corner of Redmond. The neighborhood is bounded on the west by 148th Avenue NE, on the north by NE 60th Street and State Route (SR) 520, and on the east by West Lake Sammamish Parkway and Bellevue-Redmond Road, which also forms the southern boundary with NE 20th Street. While the area commonly referred to as Overlake extends west into Bellevue, those areas are not part of the plan for Redmond's

Overlake Neighborhood, although they were considered in preparing policies for Overlake.

A. Public Participation in the Neighborhood Plan Update

The Overlake Neighborhood Plan was developed in partnership and close coordination with the area's business and property owners, people who live or work in the area, interested community members, Redmond elected officials, and members of several boards and commissions. The 2007 update of the Overlake Village and Employment Area supplemented the work of the 1999 Citizens Advisory Committee was supplemented with input and comments from three neighborhood events, several focus group and stakeholder meetings, and through the Redmond website. The 2010 update for the Residential Area engaged a three-member Citizen Advisory Committee to consider updates to the single-family portion of the Residential Area. They vetted their consideration of issues, opportunities, and long-term ideas with neighborhood residents at regularly scheduled work meetings, open houses, and through questionnaires, a neighborhood website and FOCUS magazine.

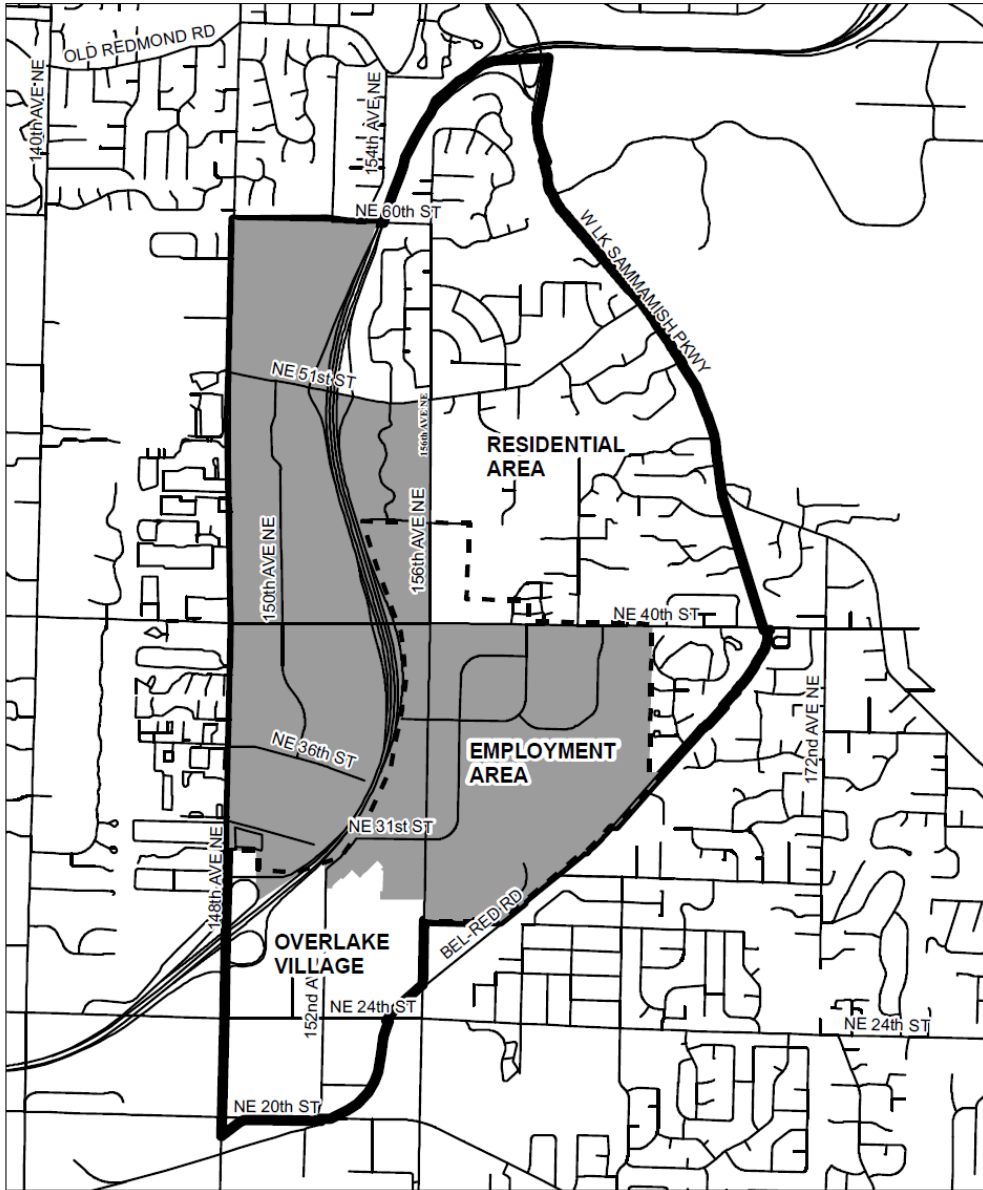
B. Neighborhood Vision

The vision statement below is a word picture of the Overlake Neighborhood in the year 2030. It is intended to describe what the neighborhood will look and feel like when the Plan is implemented.




The Overlake Neighborhood provides excellent opportunities to live, raise a family, work, develop a business, shop, and recreate. Overall, it is a place that:

- ◇ 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;
- ◇ Meets community needs for employment, shopping, recreation, and other uses in the morning, afternoon, and evening;
- ◇ Is oriented toward pedestrians and bicyclists, well served by local, regional and ~~high-capacity transit~~/light rail, and offers strong multi-modal connections within its boundaries, and to nearby areas;
- ◇ Is an urban environment enhanced by ~~abundant~~ landscaping, parks, plazas and open spaces, and preservation of natural features; and
- ◇ Is a place that people want to be, with a unique character that is still distinctly Redmond.

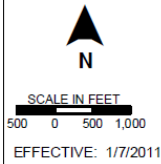
Within the neighborhood are three subareas, shown in Map ~~N~~-OV-1: Overlake Village, the Employment Area, and the Residential Area. [This map also shows the Overlake Urban Center boundary.](#)



LEGEND

-  OVERLAKE URBAN CENTER
-  OVERLAKE NEIGHBORHOOD
-  STREET

**MAP OV-1:
OVERLAKE NEIGHBORHOOD
SUBAREAS**



Overlake Village

This area has become an ~~true~~-urban, mixed-use neighborhood with a sense of place and activity that makes it attractive for living. It is part of a larger, ~~vibrant~~ commercial area that extends west into Bellevue with a mix of activities and uses, and is a destination for many in Redmond and in the region.

- ◇ Improved connections, including a light rail station at the north end of 152nd Avenue NE, between this area and the Employment Area allow residents and visitors greater access to a major employment hub.
- ◇ Residences have been added near stores and services and many more people live in the area. Housing choices include residences attractive and affordable to a wide range of household sizes and income levels. With more residents, there is a stronger sense of shared community identity in the Village.
- ◇ Redevelopment has brought retail storefronts closer to the street, making the area more hospitable to transit, pedestrians, and bicycling. The neighborhood's core, 152nd Avenue NE, is a pleasant place to walk or sit, and people stroll on the street during the day and evening. The redevelopment encourages the residents of surrounding Redmond and Bellevue neighborhoods to shop and work here.
- ◇ Small and international businesses have been retained, while others have arrived. ~~It~~They offers a mix of retail commercial opportunities that meet a range of needs, from daily goods and services, to niche and boutique retailers, to restaurants and entertainment.
- Residents and business owners alike choose Overlake Village in part because living and doing business in the Village is one way of reducing impacts to the natural environment.

<<Existing Map N-OV-1 deleted>>

- ◇ A system of plazas, parks and open spaces has developed providing residents, employees, and visitors with opportunities to gather, recreate, or enjoy the natural environment and abundant landscaping. A network of walkways and trails provides connections among these spaces and to others within the Overlake Neighborhood and in nearby areas.

Employment Area

The Employment Area is home to major corporations, advanced technology, research and development, and compatible manufacturing businesses. Over time, it has maintained a campus-like environment with attractive landscaping and the protection of important natural features while developing intensively yet efficiently.

- ◇ Improved connections, including ~~high-capacity transit~~/light rail, between this area and Overlake Village allow employees greater pedestrian, bicycle and transit access to shops, entertainment, recreation, and residences.
- ◇ ~~Smaller-scale~~ mixed-use developments offer employees convenient shopping and services and the opportunity to live close to work.
- ◇ Together with Overlake Village, the area helps meet City and regional economic development goals by providing for economic diversity and high-wage employment. These core activity areas function and are recognized as a regional Urban Center, demonstrating 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 Areas

The Residential Areas, generally located in the northeastern portion of the neighborhood, are attractive and well maintained. Neighborhood parks and other amenities serve these areas.

- ◇ The single-family neighborhoods in the northeast command an east-facing slope with spectacular views of the Cascades, Marymoor Park and Lake Sammamish. An easy walk from Overlake's employment area and adjacent to Downtown, they are in high demand.
- ◇ The multi-family areas provide housing close to employment. This convenient housing is well maintained and much in demand.
- ◇ Residential streets have little cut-through traffic, and cars travel at safe speeds.

The policies in this plan are designed to help the community achieve the above vision. Fulfilling the future vision 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 this area and encourage private investment.

General Policies

The neighborhood planning process provided several opportunities to involve the public and improve communication between City government and the people who live, work or own property in the Overlake Neighborhood. Based on input received during the planning process, the City's neighborhood team will continue to work to develop strong connections with the neighborhood and to enhance delivery of City services through a coordinated effort.

- OV-1 Convene neighborhood residents, property owners, area employees, and the broader community periodically to reevaluate the vision for the neighborhood, progress made towards achieving the vision, urban design, and proposed public improvements in Overlake to ensure**

community objectives are being met. Evaluate the effectiveness and feasibility of the allowed uses, incentive program, parking standards, and design standards every five years.

N-OV-2 ~~Initiate and encourage community involvement to foster a positive civic and neighborhood image by establishing programs to physically enhance neighborhoods.~~

OV-2.1 Support Overlake residents in ongoing and enhanced communication with the City as well as community building efforts.

Land Use

~~Overlake is one of Redmond's primary centers of activity, and Between 2010 and 2030, Overlake will continue to through 2030 will attract greater growth in housing and continue to attract employment growth. In 2010, there were approximately 3,000 residences in Overlake (including single-family areas) and an estimated 46,000 jobs. By 2030, Overlake is expected to grow to about 8,000 residences and about 70,000 jobs. The neighborhood allows for a wide range of uses and activities now, and the intent is to maintain and enhance this variety and intensity. The land use policies that are specific to Overlake focus on the type and intensity of growth that the City is planning for over the next 20 years, guide development in a manner that will serve the needs and desires of existing and future residents, businesses, and visitors, while ensuring that changes enhance its character.~~

OV-3 **Designate the following subareas within the Overlake Neighborhood**

- ◆ Overlake Village: A vibrant mixed-use, pedestrian-oriented area with opportunities to live, work, shop and recreate.
- ◆ Employment Area: A regional employment center with a campus-like environment that also offers employees opportunities to live near work.
- ◆ Residential Area: Established single- and multi-family neighborhoods.

N-OV-4 ~~Support Overlake as one of Redmond's primary locations for residential development to help create an economically healthy and vibrant neighborhood in the morning, daytime, and evening. Promote the Overlake Village area as the primary location for mixed-use residential development within the neighborhood.~~

OV-4 Promote the Overlake Village area as the primary location for mixed-use residential development in the neighborhood.

OV-5 Recognize and maintain Overlake's important regional employment role. Encourage businesses that provide family wage jobs, export services or goods, or help diversify the regional economy, to remain or locate in the area and grow consistent with adopted City policies.

OV-5.5 Plan to accommodate the following levels of development through the year 2030 in the Overlake Urban Center.

	<u>Existing (2010)</u>	<u>Planned (2030)</u>
<u>Residents</u>	<u>1,500</u>	<u>10,550</u>
<u>Dwelling Units</u>	<u>840</u>	<u>5,730</u>
<u>Residential Density (units/gross acre)</u>	<u>1.7</u>	<u>11.5</u>
<u>Employees</u>	<u>21,650</u>	<u>36,350</u>
<u>Employee Density (jobs/gross acre)</u>	<u>43.29</u>	<u>72.69</u>
<u>Zoned building intensity (Overlake Village)</u>	<u>Up to 5.35 FAR</u>	<u>Up to 5.35 FAR</u>
<u>Zoned building intensity (Employment Area)</u>	<u>Up to 1.47 FAR</u>	<u>Up to 1.62 FAR</u>

N-OV-6 ~~Support creation of an economic development and marketing strategy to carry out the Overlake vision and policies.~~

OV-7 Promote mixes of residential and commercial uses located either in a mixed-use building or among single-use buildings on a mixed-use site where appropriate.

OV-8 Protect residential neighborhoods in Redmond and Bellevue from potentially adverse impacts of uses and activities in Overlake Village and the Employment Area through such methods as:

- ◆ Locating uses with impacts such as noise and glare on a site in a manner to minimize such conflicts; and
- ◆ Scheduling and conducting construction, operations, maintenance, service activities, and other disruptive actions to minimize resulting impacts.

Overlake is ~~located in a unique portion of Redmond that is~~ bordered by the City of Bellevue on three sides. Redmond and Bellevue both emphasize the need for growth in the neighborhood to be well-balanced with available and planned public facilities,

including transportation facilities and services. The policies below provide direction for achieving that balance.

OV-9 Consider allowing a total development capacity of up to 19.9 million square feet of retail, office, research and development, and manufacturing uses within the Overlake Neighborhood through the year 2030. ~~Phase-Link~~ increases in nonresidential development capacity in the Overlake Business and Advanced Technology zone ~~over time by linking increases~~ to progress on mode-split goals, improvements to transportation facilities or services, increased residential development in Overlake, and the adequacy of parks, emergency services and other services needed for a daytime population.

OV-10 Continue to collaboratively plan with Bellevue to address common challenges and capitalize on common opportunities. Work together to implement jointly agreed-to plans and strategies. Consult on significant development approvals, plan amendments and development regulations, and address mitigation of potential adverse impacts through consultation. ~~Systematically e~~Coordinate on transportation and other public facilities, such as regional stormwater treatment facilities that impact both cities.

Residential

As Redmond seeks to increase its supply and diversity of housing available to residents of various income levels and family types and sizes, a number of opportunities exist to provide for the housing needs of the community. In Overlake, providing more affordable home options could allow more employees in the area to live near work.

~~**OV-11** Require a minimum of 10 percent of the units in all new housing developments of 10 units or greater in the Overlake Neighborhood to be affordable. Minimize development costs associated with this requirement by providing incentives and bonuses.~~

While the mixed-use areas of Overlake provide significant opportunities for future housing development, it is equally important to maintain and protect the existing residential areas and their character. The policy below provides direction on how to maintain and protect these areas.

OV-12 Provide for transitional uses and transitional building and site design to protect nearby residential neighborhoods. Include such techniques as:

- ◆ Maintaining the existing multi-family residential designations that act as transitional zones;
- ◆ Maintaining the current boundaries of the Employment Area by not extending into areas designated primarily for residential uses;
- ◆ Providing for transitional regulations, including a greenbelt and buffer along the west side of Bel-Red Road between NE 28th and 40th Streets; and
- ◆ Maintaining regulations on building bulk, building placement, site and building lighting, landscaping, noise control, and other appropriate measures.

Character and Design

Developing a distinct neighborhood character and sense of place depends on and in turn will ensure that Overlake remains a place where people want to live, conduct business, visit, and spend time. This character reflects Overlake’s diverse economy, unique natural features, and high-quality environment.

OV-13 Enhance the character and environment of the Overlake Neighborhood to achieve the vision. Use neighborhood-specific design standards and other design techniques to help Encourage developments that create a character for Overlake that is distinct from the Downtown.

OV-14 Apply flexible regulations that encourage creative proposals for sites within Overlake Village and the Employment Area that are consistent with Overlake policies. Ensure that:

- ◆ Developments space buildings to maintain interspersed Building height respects-views of treelines;
- ◆ Developments contribute to the creation of an urban place that feels comfortable for pedestrians;
- ◆ Facades in the public view are varied and articulated; and
- ◆ Buildings do not appear bulky or massive.

N-OV-15 Enhance the appearance of Overlake’s 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 healthy trees.~~

Gateways that define the entry points of the City, Overlake Neighborhood or its subareas help people orient themselves and identify their location. Gateways also provide opportunities to display an image unique to the area through symbolic markers, landscaping, or monuments.

OV-16 Create gateways to the Overlake Neighborhood that convey the neighborhood's identity and that are integrated with the transportation system, including bicycle and pedestrian connections, using features such as artwork, signage, landscape features and structures. Work with property owners to help create gateway design features and coordinate with the City of Bellevue to communicate continuity across jurisdictional borders. Gateway locations include:

- ◆ 148th Avenue NE at NE 20th Street;
- ◆ NE 24th Street at Bel-Red Road;
- ◆ NE 40th Street at Bel-Red Road; and
- ◆ NE 40th Street at 148th Avenue NE.

OV-17 Create gateways at the City border that welcome residents, employees and visitors to Redmond. Consider the NE 31st/36th Street Bridge across SR 520 as a gateway. Consider the creation of a regional stormwater facility at the south end of Overlake Village corner of 148th Avenue NE and NE 20th Street as a "green gateway."

Protecting and enhancing the green and natural environment has long been a cornerstone of Redmond's identity. Green building techniques can be used to reduce the impact of developments on energy use, air quality and stormwater runoff. Low-impact development techniques, such as rain gardens and green roofs, tree retention and compost-amended soils, reduce the quantity and improve the quality of stormwater runoff.

OV-18 Encourage the use of green building techniques and low-impact development methods, such as green roofs, bioswales, and rain gardens.

OV-19 Develop regional stormwater treatment facilities within Overlake to treat and detain stormwater. Integrate facilities with parks and open spaces where feasible. Offer incentives to encourage public and private partnerships to develop these facilities.

OV-20 Reduce the negative impact of Overlake stormwater runoff on the water quality of Lake Sammamish, Kelsey Creek, the Sammamish River, and other creeks in the neighborhood. Protect downstream properties, streambeds, and receiving waters from erosion and other adverse impacts from the quantity of runoff.

Tree retention and the planting of additional trees contribute to the image of Redmond as a green community and provide visual relief for residents, employees and visitors of the urban Overlake Neighborhood.

OV-21 Strive to retain significant concentrations of trees in such areas as wooded ravines, steep slopes along wooded slopes and terraces, and trees located along highways and streets that have the potential to buffer or screen transportation facilities, and commercial and employment areas from residential uses.

The Overlake neighborhood offers opportunities for panoramic views of the Puget Sound region's mountains. Residents cherish the ability to view the Cascade mountain range from the northern portion of the neighborhood and from publicly accessible vantage points such as Westside Neighborhood Park and SR-520 overpasses.

OV-21.1 Preserve the public views of the Cascade mountain range from public vantage points. Design structures and landscaping on public spaces such as parks or transportation corridors to maintain or enhance public views. Public vantage points within the single-family portion of the Overlake neighborhood include:

- NE 51st Street overpass of SR-520
- NE 57th Street
- Westside and Cascade View Neighborhood Parks

Parks, Arts, Recreation, Culture, and Conservation Open Space, and the Arts

Portions of Overlake developed with minimal parks, open space, or recreation opportunities. Creating a cohesive system of parks, plazas, gathering places,

recreational ~~spaces~~ facilities, and connecting paths and trails will help meet the recreational and open space needs of current and future Overlake residents, employees, and visitors.

~~Promote the vision of the plazas, open spaces, parks, trails and pathways, and art in Overlake as being part of a cohesive system of public spaces that is integral to distinguishing Overlake as an urban “people place.” Develop and maintain a variety of linkages, such as paths and wayfinding elements, among plazas, parks and open spaces in Overlake and in nearby neighborhoods that are within walking distance of each other.~~

OV-23 Recognize the urban park and open space system in Overlake Village as the neighborhood’s highest-priority park and recreation need. Achieve the park and open space system through a strategy of City investment together with encouraging future development to include plazas, artwork, and other recreation opportunities that augment and enhance public park infrastructure.

~~Identify and create public places in Overlake that:~~
N-OV-24

- ~~◆ Offer activities and uses that attract people;~~
- ~~◆ Include details such as good seating and bike racks;~~
- ~~◆ Are easy to see and to access, and are safe and welcoming;~~
- ~~◆ Foster interactions among visitors; and~~
- ~~◆ Have a sense of permanence.~~

OV-25 Encourage the creation and placement of public art, especially when it is integrated with public infrastructure projects. Also consider providing including sculptures, water features, and other elements throughout the Overlake Neighborhood.

Several parks and open spaces have been developed in the Residential Area and northern Employment Area of Overlake, including Cascade View Neighborhood Park, Westside Neighborhood Park, the Redmond West Wetlands Park, and the Bridle Trails Open Space. The Bridle Crest Trail, an equestrian trail, runs through the northern portion of Overlake connecting Bridle Trails State Park with Marymoor Park.

- OV-26** Retain and enhance existing parks in Overlake and add new parks, open spaces, and recreational areas in Overlake Village to make it more inviting.
- OV-27** Maintain and protect existing equestrian and multi-use trails within the neighborhood. Consider the outer portion of stream buffers as places for potential soft surface interpretive trails.
- OV-27.1** Consider establishing public trail connections at:
- 159th Avenue NE to NE 44th Court
 - 162nd Avenue NE to 162nd Avenue NE, crossing the stream where feasible
 - 166th Court NE to NE 50th Way
 - 159th Place NE to the Bridle Crest Trail
 - 159th Avenue NE to NE 40th Street, along the sewer easement
 - NE 51st Street at West Lake Sammamish Parkway to Marymoor Park
- OV-27.2** Promote awareness of the mature cedar tree within Westside Neighborhood Park as a neighborhood landmark or heritage tree. Consider techniques that promote awareness of this tree as a neighborhood asset.
- OV-27.3** Coordinate with vicinity residents when considering lighting for neighborhood parks to minimize light trespass and visual impacts.

Transportation

A variety of mobility choices that significantly increase access to, from, and within Overlake are needed in the neighborhood. For example, SR 520 is a barrier to east-west connections in the neighborhood. While there will be continued need for vehicle travel, future investments will also enable more safe and attractive opportunities for walking, using transit, or bicycling between residences, stores, work, and amenities.

OV-28 Increase mobility within Overlake and provide for convenient transit, pedestrian, and bicycle routes to and from Overlake by:

- ◆ Encouraging commuter traffic to use regional facilities, such as SR 520;

- ◆ Encouraging use of transit, carpools, bicycles, and other forms of transportation that decrease congestion and parking demand through the Commute Trip Reduction or other programs;
- ◆ Enhancing multi-modal connections within the Overlake Neighborhood and between the neighborhood and nearby areas, including Downtown Redmond; ~~and~~
 - ◆ Providing bicycle facilities, such as bicycle racks, in new developments, bike lanes on key streets, and signage at key points to reduce conflicts with vehicles; and:
 - Partnering with area stakeholders to reconnect activity centers on the east and west sides of SR 520 by planning for, designing, and constructing bridges that at a minimum accommodate pedestrians and bicyclists.

~~Strive to achieve, by 2030, a non-single-occupancy vehicle (transit, N-OV-29 bicycling, walking, car/vanpooling, telecommuting or other “virtual” commute) mode split of 40 percent for peak-period trips in Overlake through such means as providing a pedestrian- and transit-supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including high-capacity transit/light rail and bus rapid transit, enhancing transportation demand management strategies, and implementing a parking management plan.~~

Overlake ~~is a~~ is designated ~~ion as an Urban Center qualifies it as a candidate for a~~ Growth and Transportation Efficiency Center (GTEC) ~~designation~~. The GTEC concept is part of Washington’s Commute Trip Reduction program and enables areas to receive additional funding and assistance in creating programs to encourage use of alternatives to single-occupant vehicle use and reduce single-occupancy vehicle trips and vehicle miles traveled. Such programs benefit the community by supporting improved transportation efficiency, economic development, energy conservation, air quality, and livability.

~~Establish~~ Maintain Overlake as a Growth and Transportation
 OV-30 Efficiency Center to promote the use of alternative transportation modes in Overlake and the surrounding neighborhoods in Redmond and Bellevue.

Pedestrian and Bicycle Environment

In addition to providing pedestrian and bicycle connections within Overlake, and between the neighborhood and nearby areas, these facilities must also appear be attractive and safe to encourage residents, employees, and visitors to walk or bike.

~~Ensure that improvements, including streets, sidewalks, transit facilities, N-OV-31 lighting, landscaping, and parking lots/structures, provide a pedestrian-supportive environment as outlined in the Transportation Master Plan (TMP) and contribute to Overlake's aesthetic appeal.~~

~~OV-32 Encourage pedestrian activity within Overlake, including informal gatherings, through public and private investment in improvements along the streetscape, such as:~~

- ~~◆ Street furniture, such as benches and kiosks, that provide a unifying element;~~
- ~~◆ Parks, plazas, and other "people places";~~
- ~~◆ Visual features, such as fountains, squares, and sculptures; and~~
- ~~◆ Signage and markers to assist with wayfinding.~~

OV-32.1 Design sidewalks on the south side of NE 51st Street, from 156th Avenue NE to West Lake Sammamish Parkway, to minimize impacts on mature, site-appropriate, and healthy vegetation while providing needed neighborhood connectivity.

OV-33 Consider grade separation where persistent conflicts between nonmotorized modes and vehicles create safety concerns.

Within Overlake, a number of multi-modal corridors require innovative investments to improve the pedestrian and bicycle environments. Along these corridors, multi-use pathways provide an efficient means of meeting pedestrian and bike standards.

OV-34 Develop multi-use pathways that accommodate pedestrians and bicyclists adjacent to multi-modal corridors as an efficient and cost-effective means of meeting pedestrian and bike standards.

Transit

A full range of transit service includes local, regional and regional express bus routes, a bus rapid transit line, and future ~~high-capacity transit~~/light rail. Transit stations and shelters can help to facilitate the use of these services.

~~**Work with regional transit agencies to provide a full range of transit service to and within Overlake. Provide transit stations, shelters, and other amenities that support these services in locations that conveniently serve the neighborhood and support the vision for Overlake.**~~
N-OV-35

Overlake, together with the Downtown and SE Redmond, are the portions of Redmond long identified in the Comprehensive Plan as preferred locations for ~~high-capacity transit~~/light rail 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.

~~**Work closely with Sound Transit and other agencies to identify a preferred high-capacity transit/light rail alignment through Overlake Village, along such routes as 152nd Avenue NE, NE 24th Street, or others as identified through Sound Transit's East Link Light Rail planning process. Promote SR 520 as the preferred corridor leading from Overlake Village to the Employment Area and Downtown Redmond.**~~
N-OV-36

OV-37 Locate two ~~high-capacity transit~~/light rail stations within the Overlake Neighborhood. Locate a station in Overlake Village ~~alongside SR 520 between in the vicinity of 151st and 152nd Avenues NE and NE 24th Street~~. Create a dynamic and high-quality urban place through consideration of design, land use density and mix, community facilities, and public and private investments, which emphasizes pedestrian activity and minimizes parking facilities. Locate a second station in the Employment Area ~~adjoining at~~ the existing Overlake Transit Center at NE 40th Street. Create a high-quality place that fits seamlessly with the character of the Employment Area, facilitates transfers between transportation modes, and encourages additional uses to be developed on the Overlake Transit Center site that are supportive of transit stations, such as housing and convenience retail or service uses.

~~**Support and encourage the provision of transit and shuttle services that enable nearby residents to access high-capacity transit/light rail service**~~
N-OV-38

~~without driving to the transit centers. Work closely with Sound Transit and other agencies to develop the SE Redmond transit center to intercept regional trips attracted to light rail service.~~

Roadways

Due to its role in the regional economy, Overlake attracts both regional and local activity. Directing regional through traffic to regional facilities protects residential neighborhoods. Identifying standards for streets that serve regional, local, or a combination of these types of traffic directs improvements to better meet the needs of pedestrians, bicyclists, transit users, residents, employees, and visitors.

~~N-OV-39 Recognize the importance of SR 520 as a regional facility and work closely with WSDOT and other jurisdictions to ensure it functions efficiently.~~

OV-40 Direct regional and through motor vehicle traffic away from residential neighborhoods through street improvements, such as traffic-calming measures ~~that provide access to homes, while discouraging travel through the neighborhood~~. Locate driveways and streets in such a way as to minimize through traffic on primarily residential streets and reduce other adverse impacts on residential neighborhoods.

OV-41 Develop and maintain street cross sections for arterial and key local streets in Overlake to guide public investments and private development. Define standards related to sidewalks, on-street parking, vehicle lanes, and planting strips, setback zones and other important elements.

Traffic on nearby regional and local transportation facilities creates noise impacts for residents of Overlake's single-family neighborhoods. Residents seek the City's continued collaboration with regional and state agencies on use of techniques to help reduce traffic noise.

OV-41.1 Encourage use of street treatments, such as vegetation, to buffer and absorb traffic noise near residential developments. For vegetation-based treatments, include appropriately selected and sited trees in street side planter strips.

Parking

Providing parking options that do not conflict or adversely affect the pedestrian environment allows ~~for~~ Overlake to remain an active, vibrant area. The policies below describe how parking management can be used to enhance the neighborhood.

Create and implement a parking development and management N-OV-42 program for Overlake that:

- ◆ ~~Minimizes on-site surface parking;~~
- ◆ ~~Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors, and to increase the economic and aesthetic potential of the area;~~
- ◆ ~~Creates incentives that encourage structured parking; and~~
- ◆ ~~Maximizes on-street parking, particularly for use by those shopping or visiting Overlake.~~

OV-43 Consider reducing parking requirements for developments near transit stations. Consider eliminating minimum parking standards as regional and local transit service in the neighborhood improves, as ~~high-capacity transit~~/light rail is provided to the neighborhood, or as parking demand data indicates it is appropriate.

OV-44 Support and encourage methods of recognizing the true cost of parking, including:

- ◆ Separating commercial space and parking costs in tenant leases;
- ◆ Encouraging employers to identify the cost of employee on-site parking through fees or incentives related to the price; and
- ◆ Providing on-street parking with time limits and fees that is supported with adequate monitoring.

OV-45 Monitor the need for a residential parking permit program should parking needs associated with retail commercial and office uses adversely impact residential neighborhoods.

Public Facilities and Services

Adequate public facilities and services, including human services and civic outlets, are necessary to support continued growth in Overlake. Developing a center ~~containing with~~ a combination of civic uses, such as a police substation or teen center, could add to the

vibrancy of the area, support local residents and employees, and attract additional visitors.

~~N-OV-46 Create and implement facility plans for Overlake to provide adequate utilities, transportation, and other infrastructure to accommodate anticipated growth. Carry out a capital improvement strategy to implement these improvements, as well as pedestrian improvements, bikeways, beautification projects, parks, trails, and civic facilities in Overlake. Use the Overlake Master Plan and Implementation Strategy to guide public and private investments so that new projects fit the community's vision and accomplish public as well as private objectives.~~

OV-46 Use the Overlake Master Plan and Implementation Strategy to guide public and private investments to ensure that new projects fit the community's vision and accomplish public as well as private objectives.

OV-47 Maintain and periodically update a priority list of public facilities and services needs, including transportation improvements.

~~N-OV-48 Encourage public and private partnerships to meet public facilities and service needs, such as transportation, stormwater, parks, open space, pedestrian corridors, and other improvements. Encourage public and private partnerships to meet human services needs as well.~~

OV-49 Monitor the need for the development of civic facilities, such as a community center. Work with future residents and employees of the area to identify needed services. Consider locating a moving the Overlake Transit Center police substation in the Overlake Village as part of a larger civic facility.

D. Overlake Subarea Policies

~~The Comprehensive Plan recognizes~~ Overlake ~~as~~ a single neighborhood that contains a number of subareas. These subareas will continue to develop as distinctly different places within the neighborhood, characterized by different land uses, building heights and designs, and amenities. Map OV-1 shows these subareas.

Overlake Village

As described above, Overlake Village is envisioned to become an urban, mixed-use neighborhood that functions as the core of the Overlake Neighborhood. As a mixed-use

area, it is intended to provide for significant residential growth, while remaining part of a larger, vibrant commercial area that is a destination for many.

- OV-50 Encourage redevelopment of Overlake Village in order to enhance the attractiveness and functionality of this area as a place to live, work, shop and recreate. **Establish-Implement** requirements for new developments to incorporate housing to support land use, environmental and transportation goals for Overlake.

- OV-51 Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.

- OV-52 Develop incentives to encourage the construction of housing and variety in housing style, size and cost.

~~Promote Overlake Village as a location for a variety of businesses, including retail, office, services, and entertainment uses that are compatible with a mixed-use urban environment. Encourage a variety of economic activities, ranging from daily goods and services to boutiques and other specialty stores, as well as restaurants, residences, and offices that promote Overlake as an appealing place to live, work and shop and provide for active uses during the day and evening hours.~~

- OV-54 Actively support economic development measures that retain and promote existing businesses and attract new businesses compatible with the scale and vision of Overlake Village. Recognize the unique nature of small and ~~independently-locally~~-owned businesses and the importance of diverse ethnic businesses by placing a special emphasis on encouraging these businesses through flexible standards, incentives, or other innovative measures.

~~Maintain Overlake Village's economic health, vitality, and diversity of businesses. Periodically monitor the economic condition and economic trends affecting this area.~~

- OV-56 Allow those uses that are compatible with a mixed-use urban environment and that promote Overlake Village as an appealing place to live, work, and shop. Periodically review the allowed uses to ensure that the code is updated to provide for new or emerging uses.

The Overlake community identified 152nd Avenue NE as a desired future linear neighborhood core for Overlake Village. The policy below builds on community preferences for character and provides direction for future improvements to the right-of-way, as well as further development of adjoining properties.

OV-57 Encourage development and invest, when possible, in conjunction with other public agencies, in improvements on 152nd Avenue NE that:

- ◆ Create a linear neighborhood core with a main street character that attracts significant numbers of people to multiple activities;
- ◆ Include within the mix of uses at street level restaurants, retail, cultural or entertainment uses, personal service uses and similar businesses that are pedestrian oriented;
- ◆ Include residential or office uses in upper floors;
- ◆ Maintain a pedestrian-friendly scale along the street by requiring buildings taller than six stories to step-back upper stories;
- ◆ Promote the use of transit through the effective placement of transit facilities and routes; and
- ◆ Achieve the goals of the multi-modal corridor designation.

A portion of Overlake Village is the former site of a Group Health hospital and clinics. It is centrally located, the existing Group Health site, is zoned as the Overlake Design District due to various unique features, such as its central location between the Employment Area and the rest of Overlake Village and is further characterized by having a history as a location for a large institutional use, a large size under single ownership, significant slopes and large quantity of trees. The following policies refer specifically to the Group Health site.

OV-58 ~~Encourage Pursue~~ master planning of the Group Health site to foster opportunities to live, shop, work and recreate in a ~~vibrant~~, mixed-use setting. Integrate the goals of creating compact transit-supportive development, employing environmentally sustainable development practices, and preserving stands of healthy trees where feasible.

OV-59 Recognize the public benefit that can be derived from the site's proximity to the Overlake Village Transit Center, the planned bus rapid transit line, and the ~~proposed-planned~~ Sound Transit ~~high-capacity transit~~/light rail station by encouraging walkable, transit-supportive

development through incentives tied to building height and allowable floor area.

- OV-60 Encourage inclusion of a full-service hotel/conference center in plans for redevelopment on the Group Health site within the Design District to help serve the needs of visitors to the area and provide entertainment and gathering opportunities for people who work or live nearby.

Overlake Village has its own unique character within the Overlake Neighborhood. This character reflects not only nearby high-tech businesses, but also the many international businesses that have located here. The policies below are designed to ensure that new developments in Overlake Village reflect the vision of the area as an urban, mixed-use neighborhood that provides a comfortable pedestrian and residential environment and yet is unique to the area.

- OV-61 Establish an image unique to Overlake Village related to its concentration of diverse ethnic and nearby high-tech businesses or other themes and display this identity through building design and streetscape improvements.
- OV-62 Allow building heights up to five stories for mixed-use developments throughout Overlake Village. Consider allowing additional height and/or floor area as an incentive for provision of features that implement neighborhood goals for public amenities, housing and environmental sustainability. Encourage ~~taller~~ buildings taller than 6 stories to be designed so as to avoid creating a “canyon effect” and to provide transit-supportive densities.
- OV-63 Orient buildings to the streets and include design features that encourage walking and biking to the area, and between stores and shopping centers. Locate parking beside, behind or underneath buildings. Include street trees and landscaping to provide green space between buildings and the street. Encourage this type of building and site design in development regulations, including parking requirements.

Plazas, parks and open spaces provide relaxing, recreational, and community gathering opportunities to residents, employees, and visitors. The policies below are intended to guide the development of a functional urban park system within Overlake Village that is connected to parks, open spaces and trails in nearby areas.

OV-64 Establish **and implement** a park plan specific to Overlake Village in recognition of the neighborhood’s urban character. Include criteria related to size, function and desired location of plazas, open spaces, parks, and other public places.

~~N-OV-65 Size and design plazas and open spaces to meet the needs of those who live, work and shop in the area. Include among the facilities a place to gather, rest, eat and engage in active recreational activities that do not require large amounts of space. Provide trees and places for shade and relief.~~

OV-66 Integrate parks and open spaces with regional stormwater facilities where feasible. Connect any regional stormwater facilities with the park system in Overlake Village.

~~N-OV-67 Encourage new development to incorporate recreational areas and open space for use by residents, employees, and visitors.~~

OV-68 Recognize sidewalks with landscaped planting strips and street trees as part of Overlake Village’s park-like amenities.

As the urban core of the Overlake Neighborhood, Overlake Village has unique transportation needs related to pedestrian corridors, the local street grid, regional transit, and parking. The policies below address these issues.

~~N-OV-69 Design and construct pedestrian corridors to enhance pedestrian safety and pedestrian use of the area. Connect businesses within the retail area with each other and with transit. Include street furniture, such as benches, on pedestrian corridors on public rights-of-way or public property to make them functional and inviting.~~

OV-70 Improve local street access and circulation by expanding the street grid in Overlake Village as redevelopment occurs.

~~N-OV-71 Prepare a station area plan for a high-capacity transit/light rail station area once a high-capacity transit/light rail alignment is selected by the~~

~~Sound Transit Board of Directors 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.~~

Employment Area

The Employment Area is intended to remain a home to major corporations and high technology research and development businesses as well as compatible manufacturing uses, while maintaining a campus-like environment. Smaller developments within this area are intended to provide for employees' basic shopping needs and services and to provide opportunities for employees to live near work.

OV-72 Encourage development that maintains the Employment Area as a ~~moderate-intensity~~ district for research and development, advanced technology, compatible manufacturing, and corporate headquarters with development intensities consistent with planned growth through 2030. Encourage residential development that provides employees with opportunities to live close to work.

OV-73 Encourage higher-intensity employment development within walking distance of 156th Avenue NE north of NE 31st Street and south of NE 40th Street and encourage lower-intensity development near Bel-Red Road.

OV-74 Permit small-scale convenience commercial and convenience service uses that primarily serve employees and nearby residents in the Overlake Business and Advanced Technology district, such as convenience grocery stores, restaurants and delis, dry cleaners, banks, post offices, recreational facilities, health clubs, day care facilities, and similar commercial and service uses that meet employees' daily needs.

~~**N-OV-75** Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.~~

~~The campus-like environment of the Employment Area can best be achieved by continuing the development of mid-rise buildings with attractive landscaping and the~~

protection of natural features. The policies below direct development to continue with this character.

OV-77 Encourage street trees, trees on site, landscaping, open space, and recreational areas to provide a sense of openness for the site and the neighborhood.

OV-78 Encourage linkages between employment campuses and other parts of the neighborhood for walking, biking, transit use, and other non-single-occupancy transportation modes through building and site design.

Private open spaces within the Employment Area provide outlets for employees during working hours and also have been publicly programmed during summer months. The need for public programming and provision of public parks and open space will grow as more people work and live in the area. The ~~Parks, Recreation and Open Space (PRO)~~Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan of 2010~~04~~ identified the opportunity for two special use parks within the Employment Area. The policies below direct how to continue and strengthen the recreation, outdoor, and cultural opportunities provided here.

OV-79 Develop the parks identified in the ~~Parks, Recreation and Open Space (PRO)~~PARCC Plan within the Employment Area.

OV-80 Encourage continued public programming of large private open spaces as part of the Art in the Parks summer series.

Residential Area

The northeastern portion of the neighborhood includes a collection of single-family and multi-family neighborhoods. Each of these neighborhoods are within a convenient walk of the Employment Area and are in high demand. These policies promote variety in the type and price of new infill residential developments to enable families of different ages, sizes, and incomes to live in the area.

OV-81 Allow attached dwelling units in the Residential Area on lots that meet the requirements for this type of development.

Maintaining the traditional residential character of these areas is an important community objective. The policies below provide direction on how new developments can help to preserve this established character.

OV-82 Allow a mix of housing types and a range of choices while maintaining the overall single-family character of established developments within Overlake.

OV-83 Require a minimum of 80 percent of the total dwelling units within the single-family, portion of the Residential Area to be detached single-family dwellings to maintain this area's primarily single-family detached character.

OV-84 Design buildings and sites in areas designated Multi-Family Urban to have a residential character. Encourage balconies overlooking streets and courtyards.

OV-85 Design duplexes, triplexes, and fourplexes to portray the appearance of single-family houses and to be compatible with the character of nearby single-family homes.

OV-85.1 Provide a density bonus in the multifamily portion of the Residential Area for attached dwelling units that are affordable to households earning 80 percent or less than the King County median income.

Cottages and backyard homes can provide increased housing variety within the single-family portion of the Residential Area while maintaining the neighborhood character. These housing types can also help support sustainable development because they involve smaller structures on smaller lots. Cottage housing also requires greater establishment of common open space thereby further enhancing the neighborhood's vegetated, green character.

OV-86 Allow cottages in the single-family portion of the Residential Area on lots that meet the requirements related to this type of development.

OV-87 Allow backyard homes in the single-family portion of the Residential Area on lots that meet the requirements related to this type of development.

Overlake's Residential Area includes a variety of non-motorized connections: sidewalks, public trails, and paths. Residents support the creation of additional connections to provide enhanced opportunities to walk or bicycle while commuting, recreating or getting together with neighbors.

OV-88 Create non-motorized connections, where feasible, as part of new residential development to support alternative commute modes and provide connections to bus routes, major parks, and between developments.

In the Residential Area, while opportunities to acquire additional public land for green space are limited, existing places in the neighborhood may provide opportunities for additional plantings, supplementing dedicated open spaces.

OV-89 Seek opportunities to create recreational open spaces where citizens can walk, rest, or view natural features by landscaping places such as utility easements, right-of-way, and unimproved portions of parks, where appropriate.

OV-90 Promote greater preservation, restoration, and continued maintenance of vegetation and green space:

- Continue to support public trail stewardship as a partnership program between the City and neighborhood, and
- Consider programs, such as public-private partnerships, that encourage establishing increased vegetation and landscaping through common open space and in-crease the inventory of publicly owned properties such as parks and dedicated easements.

OV-91 Encourage a variety of tree specimens for use as street trees along significant corridors in the Residential Area, including 156th and 159th Avenues NE and NE 51st Street, to establish and maintain a vegetated neighborhood character and to provide tree canopy.

Neighborhood entryways can help calm traffic and highlight transitions between the Employment Area and single-family neighborhoods for motorists traveling in the

neighborhood. Through collaborative efforts with the City, residents can help identify, establish, and maintain these signature places throughout the neighborhood.

- OV-92 Emphasize transitions from the Employment Area to the single-family portions of Overlake through entryway treatments such as landscaped medians similar to those located at NE 51st Street and 156th Avenue NE. Work in collaboration with residents to find opportunities to create and maintain neighborhood entryways that incorporate landscaping and other natural features where right-of-way is sufficient or upon appropriately located public land.**

ANNEXATION AND REGIONAL PLANNING

Future Vision for Redmond: Annexation and Regional Planning

Redmond has accommodated growth through annexation while protecting rural and agricultural areas outside the Urban Growth Area. The City has reached its ultimate size, having annexed all remaining territory in its Potential Annexation Area so that residents may receive a full range of urban services. The new neighborhoods have been seamlessly interwoven with existing neighborhoods. The process of annexation ~~was logical and orderly, has~~ allowed ~~the City to provide these~~ new residents to enjoy areas with high-quality facilities and services.

Redmond is an integral member of the regional planning community. As was the case in 2010~~2004~~, Redmond continues to work cooperatively in regional planning with neighboring jurisdictions, King County, neighboring counties, State agencies, and other jurisdictions. Redmond is an active member of regional planning organizations where it simultaneously advances the interests of Redmond community members ~~citizens~~ and works toward regional goals.

Organization of This Element

Introduction

- A. Regional Planning Policies
- B. Annexation Policies
- C. Urban Growth Area Policies

Introduction

The Annexation and Regional Planning Element supports Redmond's vision of a community that is complete and sustainable; offering a wide range of services, opportunities, and amenities without compromising the ability of future Redmond citizens and businesses to enjoy the same. The policies of the Element identify ways to coordinate planning with neighboring jurisdictions and regional bodies, guide annexations and preserve the Urban Growth Area for Redmond.

ANNEXATION AND REGIONAL PLANNING

~~Implementation of the City's vision affects other jurisdictions just as surely as the planning efforts of other jurisdictions affect Redmond. To that end, policies in this element support Redmond's vision by calling for cooperation in regional planning efforts and coordination with other jurisdictions and agencies.~~

~~In 1990, Washington State enacted the Growth Management Act (GMA) in response to rapid population growth and concerns with suburban sprawl, environmental protection, quality of life, and related issues. The GMA requires the establishment and maintenance of the Urban Growth Areas (UGAs). The land within UGAs is designated for urban uses; the land outside UGAs is set aside for rural uses. This division makes the provision of public facilities and services more efficient by providing for contiguous and compact urban lands while protecting rural resources such as farming, logging, and fish and wildlife habitats.~~

~~, by guiding future annexations and identifying ways to coordinate planning with neighboring jurisdictions.~~

~~To fulfill the vision,~~ Redmond expects to annex areas adjacent to the City that are within the UGA yet remain in unincorporated King County. This element identifies those areas, also known as Potential Annexation Areas (PAA). Among these areas are neighborhoods that are split between the City and King County. This element guides their annexation to the City, resulting in more unified neighborhoods that are better places to live, play, move about in and ~~and~~ work.

Together with the Utilities Element, this element addresses facilities and service provision, including how to handle facility and service issues within the PAA, as called for in the King County Countywide Planning Policies.

~~Implementation of the City's vision affects other jurisdictions just as surely as the planning efforts of other jurisdictions affect Redmond. To that end, policies in this element support Redmond's vision by calling for cooperation in regional planning efforts and coordination with other jurisdictions and agencies.~~

~~The history of Redmond's past growth provides a background to its future. Table A-1 illustrates Redmond's population and land area over time. Map A-1 illustrates Redmond's annexation history.~~

Table A-1

Year	Population	Land Area (acres)
1912	300	193

ANNEXATION AND REGIONAL PLANNING

Year	Population	Land Area (acres)
1920	438	193
1930	460	193
1940	530	193
1950	573	525 (in 1951)
1960	1453	2,386
1970	11,031	6,831
1980	23,318	8,422
1990	35,800	9,023
2002	46,040	9,979
2004	46,900	10,771

A. Regional Planning Policies

The City of Redmond works with other jurisdictions to plan for land uses and infrastructure in areas surrounding the City. Conversely, King County and adjacent cities' plans, regulations, and development affect Redmond. Redmond has directly participated in regional plans and the regional planning processes such as [VISION 2040, 2020 and Destination 2030](#), and [ARCH, A Regional Coalition for Housing](#). Maintaining a view of this larger context enables Redmond to relate plans within the City limits to broader regional policies and issues.

[Additional notable examples of Redmond working with other jurisdictions on plans and regional issues include:](#)

- [East Link, Sound Transit's voter-approved project to build light rail between Seattle and Redmond](#)
- [ARCH, A Regional Coalition for Housing](#)
- [Water Quality Improvement Project for the Cedar-Sammamish Watershed \(WRIA 8\)](#)
- [Puget Sound Starts Here: Consortium of 57 cities and counties – called STORM \(Stormwater Outreach for Regional Municipalities\), Washington State Puget Sound](#)

ANNEXATION AND REGIONAL PLANNING

Partnership and Washington State Department of Ecology, dedicated to improving water quality in Puget Sound and our local water bodies

- Cascade Water Alliance, non-profit corporation comprised of eight municipalities (five cities and three water and sewer districts) in the Puget Sound region formed to provide safe, clean, reliable water supply

- A-1** **Work cooperatively at all levels in the region to carry out the Redmond Comprehensive Plan. Accomplish this by supporting the Puget Sound Regional Council, the Growth Management Planning Council, and other regional bodies to ensure that Redmond’s interests in long-term regional planning are represented and that the City can take into account the interests of other jurisdictions in its own long-term planning.**
- A-2** **Develop interlocal agreements where development within the Potential Annexation Area will require Redmond public facilities or services.**
- A-3** **Pursue with King County, through interlocal agreements or other means, upgrades to deficient roads and bridges that will become the City’s responsibility upon annexation.**
- A-4** **Track development that will result in impacts within Redmond that must be mitigated by City of Redmond improvements and participate with other jurisdictions in developing conditions for approval.**
- A-5** **Identify preferred land uses in the Comprehensive Plan for the Potential Annexation Area. Provide opportunities for comment from King County and neighboring jurisdictions when proposing major changes.**

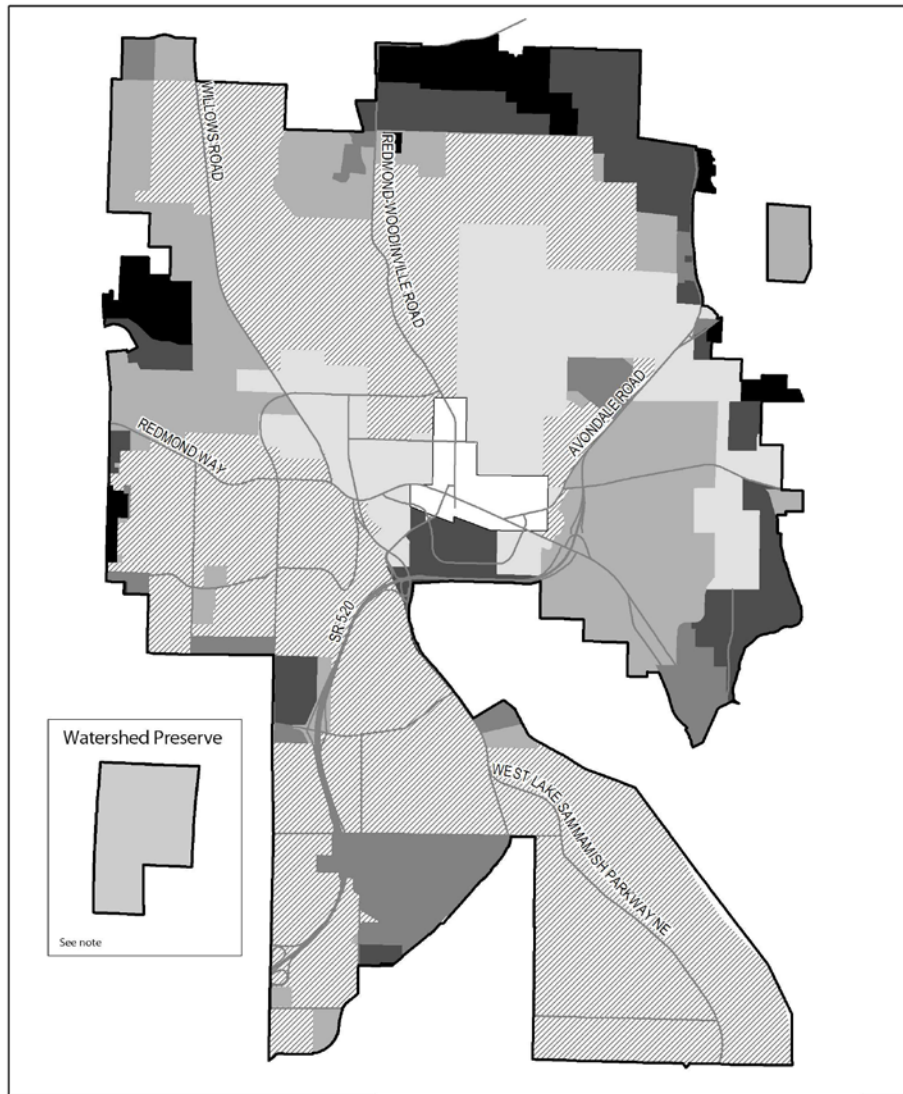
~~Redmond also has worked cooperatively with other jurisdictions on plans and regional issues. For example, Bellevue and Redmond prepared and regularly update the Bellevue Redmond Overlake Transportation Study (BROTS). King County and Redmond worked cooperatively in the Bear Creek Basin Plan.~~

ANNEXATION AND REGIONAL PLANNING

A-6 **Coordinate with nearby jurisdictions in developing capital improvement programs and studies addressing multi-jurisdictional issues.**

[Updated Map A-1 ANNEXATION HISTORY goes here.](#)

ANNEXATION AND REGIONAL PLANNING



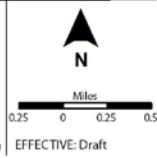
LEGEND

□ Incorporation (1912)	■ 1980 - 1989
■ 1912 - 1959	■ 1990 - 1999
▨ 1960 - 1969	■ 2000 - Present
■ 1970 - 1979	

**MAP A-1
ANNEXATION HISTORY**

Note:
The Redmond Watershed Preserve is a non-contiguous part of Redmond located northeast of the main city limit, at 21760 NE Novelty Hill Road.

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ANNEXATION AND REGIONAL PLANNING

Projects outside Redmond's Potential Annexation Area also have the potential to affect Redmond. This area is defined by the issue and its scope rather than a particular geographic boundary. Areas most likely to fall under this sphere include nearby areas of Kirkland, Bellevue, Woodinville, [Sammamish, and the watersheds of the Sammamish River, Bear Creek, the Bear-Creek Basin, and Lake Sammamish and Lake Sammamish.](#)

- A-7** **Monitor, review, comment, and otherwise proactively attempt to mitigate or participate in major projects or programs of King County, Bellevue, Bothell, Kirkland, Issaquah, Woodinville, Sammamish, Washington State agencies, and other jurisdictions or agencies when the project or program has potential to affect the City of Redmond. Likewise, provide notification to others when Redmond's plans or programs may affect them to give them the same opportunity.**

B. Annexation Policies

[The history of Redmond's past growth provides a background to its future. Table A-1 illustrates Redmond's population and land area over time. Map A-1 illustrates Redmond's annexation history.](#)

[Table A-1 \(Update through 2010, change last years to 1990, 2000, 2010\)](#)

<u>Year</u>	<u>Population</u>	<u>Land Area (acres)</u>
1912	300	193
1920	438	193
1930	460	193
1940	530	193
1950	573	525 (in 1951)

ANNEXATION AND REGIONAL PLANNING

<u>Year</u>	<u>Population</u>	<u>Land Area (acres)</u>
<u>1960</u>	<u>1453</u>	<u>2,386</u>
<u>1970</u>	<u>11,031</u>	<u>6,831</u>
<u>1980</u>	<u>23,318</u>	<u>8,422</u>
<u>1990</u>	<u>35,800</u>	<u>9,023</u>
<u>2000</u>	<u>45,256</u>	<u>10,628</u>
<u>2010</u>	<u>54,144</u>	<u>10,973</u>

Sources: City of Redmond, US Census, Washington State Office of Financial Management

The King County Countywide Planning Policies require cities to designate Potential Annexation Areas (PAAs) in collaboration with King County and adjacent cities, and in consultation with the residents and property owners in the affected areas. This has been accomplished and no major revision is expected in the near future. Map A-2 shows the Potential Annexation Area for Redmond.

To annex to a city, State law generally requires that the property within the proposed annexation be contiguous to the city. In addition, cooperation between cities is important to provide for efficient service delivery and to prevent wasteful duplication of services and public facilities. The following policies implement these concepts.

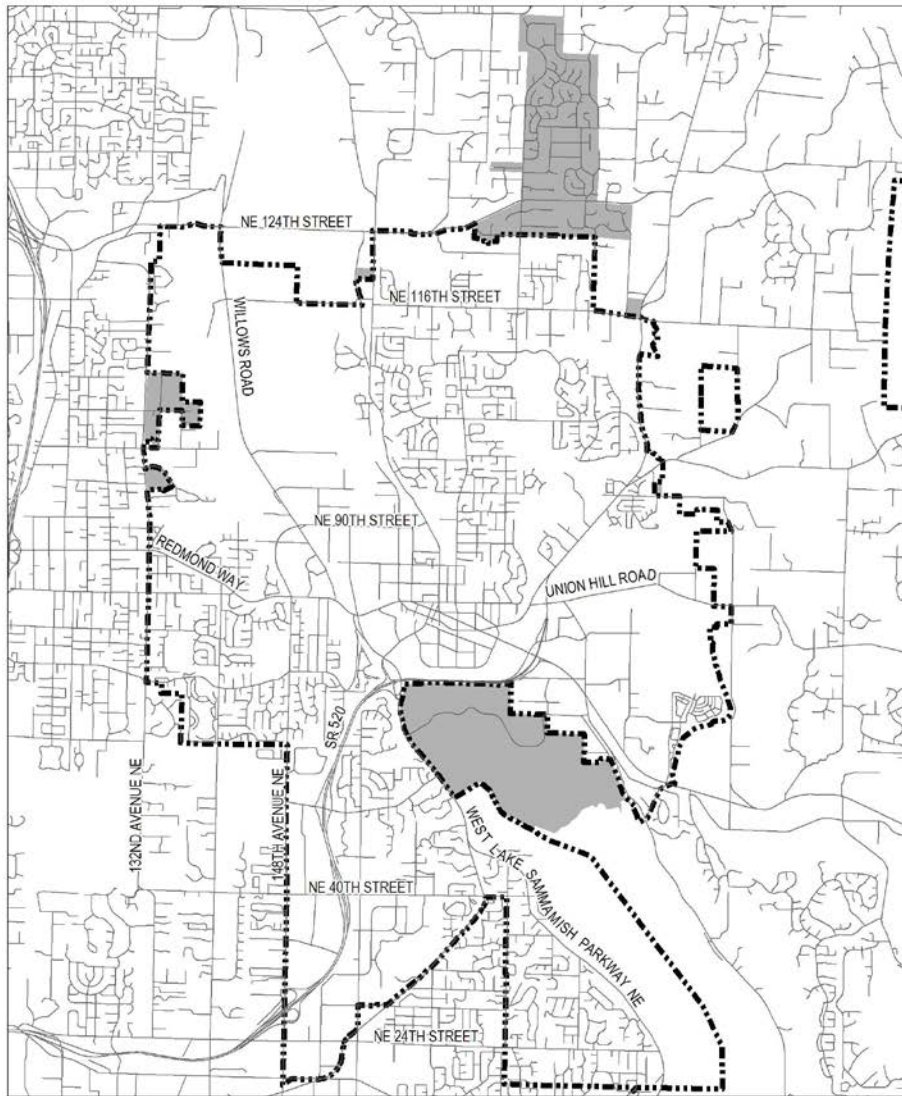
ANNEXATION AND REGIONAL PLANNING

- A-8 **Pursue actively the annexation of all land ~~Annex all land~~ within the Potential Annexation Area (PAA), in collaboration as soon as with residents or property owners within the PAA, -support annexation, and concurrently adjust growth targets between the City and the County.**
- A-9 **Provide all necessary City of Redmond support to annexation efforts.**
- A-10 **Require annexation prior to extending utility service to unincorporated areas except for the following cases:**
- ◆ Where Redmond is required to serve due to pre-existing service agreements; or
 - ◆ Where an individual well or septic failure occurs, immediate annexation is not possible or expedient, and the property owner is willing to sign an agreement to annex the property in a timely manner.
- A-11 **Use easily identified landmarks for boundaries, such as streets, streams, and permanent physical features and strive to retain neighborhood integrity in adjusting Potential Annexation Area boundaries.**

ANNEXATION AND REGIONAL PLANNING

[Updated Map A-2 POTENTIAL ANNEXATION AREA goes here.](#)

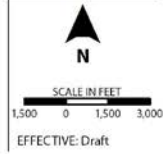
ANNEXATION AND REGIONAL PLANNING



LEGEND
--- City Limit
■ Potential Annexation Area

**MAP A-2
POTENTIAL ANNEXATION AREA**

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ANNEXATION AND REGIONAL PLANNING

Ord. 2441

There is relatively little unincorporated land contiguous to the City of Redmond remaining. The intent of the City is to annex these lands expeditiously. Some areas of the PAA are already served by another utility district reducing the likelihood of and the need for immediate annexation. It is more efficient to concentrate efforts on the unserved areas first. As residents seek greater local control of land use and capital improvements, or as the needs for public facilities arise, Redmond should encourage annexation. Additionally, as annexation occurs, the City is required by the Growth Management Act to ensure that zoning is consistent with the Comprehensive Plan. Pre-annexation zoning is a method of expediting annexations and ensuring consistency.

A-12 Focus annexation efforts south of NE 124th Way/NE 128th Street and promote expeditious annexation of unincorporated land within Redmond's Potential Annexation Area by:

- ◆ Waiving annexation application fees;
- ◆ Encouraging joint applications;
- ◆ Prohibiting extension of sewer service into unincorporated areas (with exceptions as noted in this element);
- ◆ Identifying environmentally constrained areas prior to annexation for inclusion in the City's sensitive area ordinance;
- ◆ Involving potential future residents in neighborhood plans;
- ◆ Ensuring consistency with Redmond's Comprehensive Plan; and
- ◆ Adopting pre-annexation zoning.

Requests for public facility extensions often immediately follow annexation and can be the main reason property owners annex. Annexations should be designed and timed to result in efficient and cost-effective provision of City services.

State law allows cities to decide whether new residents should help pay for bonds currently being paid for by existing residents. Often such bonds fund facilities that already are being used by

ANNEXATION AND REGIONAL PLANNING

people outside the City; in other cases, annexation may increase use of these facilities. Requiring the assumption of the City's bonded indebtedness is a method of ensuring fairness.

Annexations can result in either a negative, positive, or revenue-neutral fiscal impact on the City. The City must weigh the fiscal impacts with the other goals it is trying to achieve.

- A-13 Require developers to construct or fund public facilities to serve that development and require owners to construct or pay for health and safety related improvements related to their property for newly annexed areas. Consider using capital facilities funding as a supplement or instead of owner or developer funding if a Citywide benefit can be shown for public facility improvements for those areas.**
- A-14 Ensure that newly annexed territory accepts its equitable share of the City's bonded indebtedness.**

Because of the nature of Redmond's Potential Annexation Area, annexation of individual lots or small clusters of lots will continue to occur. The following policies underscore Redmond's interest in logical and orderly annexations.

ANNEXATION AND REGIONAL PLANNING

- A-15** Require to the extent practical that individual annexation proposals have logical boundaries that include streets, natural topographical breaks, streams, and other physical features.
- A-16** Avoid individual annexations that create islands of unincorporated land.
- A-17** Review the right-of-way issues prior to defining boundaries of individual annexations to determine logical inclusions or exclusions, including review of the following issues:
- ◆ Whether the right-of-way will be needed for eventual provision of utilities or transportation links.
 - ◆ Whether there are pre-existing utilities from a particular district or jurisdiction already in a right-of-way.
 - ◆ Whether streets or bridges are in a safe condition.
 - ◆ Whether assumption of a section of a regional arterial will produce an unfair burden for maintenance and expansion on the City.

C. Urban Growth Area Policies

The Growth Management Act requires that counties designate Urban Growth Areas (UGAs). The UGA must include all cities and may include land outside cities “already characterized by urban growth or ... adjacent to territory already characterized by urban growth.” (RCW 36.70A.110.)

UGAs are intended to achieve several important objectives. Designation of UGAs [identifies](#) lands that will be developed for urban uses, allowing landowners and government agencies to plan and invest in urban uses. Most land within the UGA will be developed for urban uses with the exception of limited constrained or resource land, making the provision of public facilities and services more efficient by providing for contiguous and compact urban lands.

ANNEXATION AND REGIONAL PLANNING

Designation of UGAs also protects rural areas, resource lands such as farms and logging tracts, and large areas of fish and wildlife habitats. These areas are generally excluded from the UGA. Property owners know they can continue rural and natural resource uses without worrying about nearby urban uses.

A-18 Support preservation of the existing Urban Growth Area (UGA) near Redmond except for changes supporting the annexation of municipally owned facilities such as parks. Participate and collaborate with King County and the other cities on UGA issues.

A-19 Support permanent protection of designated rural and agricultural lands outside of the Urban Growth Area, including the Bear and Evans Creeks floodplains, wetlands, and salmon habitats.

A-20 Protect equestrian uses to the east of the City of Redmond by:

- ◆ Accommodating growth by encouraging such things as redevelopment and more compact development within the current Urban Growth Area (UGA), thus reducing pressure to expand the UGA and ensuring that lands to the east remain rural.
- ◆ ~~Encouraging and working with King County, the King County Executive Horse Council, and other interested parties on development and maintenance of an equestrian district for areas to the east where horse keeping is occurring.~~
- ◆ Working with King County on the development and preservation of the trails systems for equestrian use, especially those connecting with existing Redmond trails.

Ord. 2230

Recommended Amendments to Participation, Implementation, and Evaluation Element

Participation, Implementation, and Evaluation

Future Vision for Redmond: Participation and Implementation

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

In ~~2022~~ 2030, 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, distinct places, and character are not overwhelmed. It's a community that has acted to maintain a balance among the three pillars of sustainability while gracefully accommodating growth and change; as a result, Redmond's high quality of life, cherished natural features, distinct places, and character are enhanced. The community's evolution has successfully woven the small town feel of older, established neighborhoods with the energy and vitality of Redmond's urban centers. The result is it's a place where people are friendly, often meet others they know and feel comfortable and connected. It's a place where~~ diversity and innovation are embraced, 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 a balance between accommodating growth and preserving Redmond's unique features and livability was challenging, 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.

Organization of This Element

- A. Public Participation
- B. Consistency
- C. Plan Amendments
- D. Development Review
- E. Implementation and Monitoring

A. Public Participation

Broad-based community participation is essential to maintaining an effective and useful Comprehensive Plan for the future. Redmond has a long tradition of public involvement in planning processes, and the Comprehensive Plan is based on extensive public involvement.

However, public participation in Comprehensive Plan updates is just part of the process. The community also must be involved as the Plan is implemented, including opportunities to review proposed updates to regulations and functional plans, as well as to review public and private projects. Different levels of involvement are appropriate at various stages of Plan preparation and implementation.

PI-1 Value public participation, and promote broad-based involvement by members of the Redmond community in the update and implementation of the Comprehensive Plan, as well as in other issues and opportunities of significance to the City.

PI-2 Provide opportunities for public review of plans, regulations, and development proposals while tailoring the review approach and specific issues to the appropriate stage of plan

preparation and implementation.

- PI-3 Treat all members of the public fairly, and respect and consider all citizen input as an important component of the planning and implementation process.
- PI-4 Promote as part of Comprehensive Plan updates and implementation a culture of dialogue and partnership among residents, property owners, the business community, organizations, other interested citizens, and City officials.
- PI-5 Ensure that public involvement opportunities, particularly for Comprehensive Plan updates and significant implementation actions, support the following:
- Respect the diversity of the Redmond community and provide opportunities for all members of the community and other interested citizens to participate;
 - Use a wide variety of types of announcements and outreach methods, such as RCTV, web, non-City media, mailings, flyers, and signs to help share timely information with citizens in the places where they live, work, learn, and recreate;
 - Use existing community groups and other organizations, as feasible;
 - Encourage active public participation at the initial stages of the process, as well as throughout the process;
 - Provide communications that are clear, timely, and broadly distributed; and
 - Promote mutual understanding of issues, options, concerns, and preferences.
- PI-6 Enable citizens to learn more about local government and promote public discussion of community issues through use of techniques such as educational materials, workshops, and special programs.
- PI-7 Facilitate citizen access to information concerning Redmond City Government, such as meeting times and related documents for City Council, boards and commissions; opportunities for public input; the Comprehensive Plan; the Community Development Guide and other implementing measures; and project updates. Provide access to this information via the City's website, as feasible.
- PI-8 Use all public involvement and communication options at the City's disposal, such as websites; surveys; workshops, open houses and other meetings; and citizen advisory groups.
- PI-9 Evaluate the effectiveness of public involvement methods, and take action as needed to improve them. For example, survey citizens as part of current public processes to obtain feedback when considering changes to process, format, and frequency.

B. Consistency

The Growth Management Act requires local governments to make decisions on planning activities, including development regulations and functional plans, as well as the capital budget in a manner that conforms with and supports their comprehensive plans. Redmond's development regulations are located primarily in the Redmond Zoning Code, such as zoning and subdivision standards, are included in the Community Development Guide. The City has adopted several functional plans, such as the General Sewer Plan, the Water System Plan, and the Parks, Arts, Recreation, Culture and Conservation Open Space Plan. The Comprehensive Plan is also implemented through more-specific or management plans which that address policies related to a particular geography or topic in more detail, such as the Downtown East-West Corridor Study and the Economic Development Strategic Plan or an economic vitality strategy. In addition, the City implements the Comprehensive Plan through provisions in the Municipal Code, such as those dealing with wellhead protection or building construction.

The Growth Management Act also requires consistency among all the elements of a comprehensive plan. While the City takes steps to ensure this consistency, sometimes conflicts and questions of priority arise

in the implementation of policies. In deciding these conflicts and questions, the City needs to carry out the adopted community goals for how Redmond should look and feel over the next 20 years.

- PI-10** Maintain a Comprehensive Plan that embodies broad community agreement on the future vision for Redmond and carries out the City's local, regional, and ~~S~~statewide responsibilities.
- PI-11** Ensure that development regulations, functional plans, budgets, and other implementing measures and actions are consistent with and reinforce the Comprehensive Plan.
- PI-12** Resolve any conflicts that arise when applying Comprehensive Plan policies or implementing measures in a manner that supports the goals for Redmond in the Comprehensive Plan, and considers the City's intent in establishing a policy or regulation.
- PI-13** Use the following guidelines for resolving conflicts within the Comprehensive Plan, or conflicts between the Comprehensive Plan and ~~development regulations~~Community Development Guide ~~or, and~~ other functional plans in use by the City:
- If there are conflicts within the Comprehensive Plan, base decisions on the map or policy that most specifically addresses the issue.
 - If there are conflicts between the Comprehensive Land Use Plan Map and the land use designation policies, base decisions on the Land Use Plan Map.
 - If there are conflicts between the Comprehensive Plan and ~~the development regulations~~ Community Development Guide or functional plans, base decisions on the Comprehensive Plan.

C. Plan Amendments

Redmond's Comprehensive Plan ~~is long-term; it~~ looks out over the next 20 years. Plans take this long-range perspective ~~so that community members can evaluate opportunities and issues with an eye toward the long-term health of the community, so the community can prepare clear goals on how they would like the community to develop. This gives members of the community the opportunity to review opportunities and issues in a broad context.~~

While a long-term perspective is important, a plan must be periodically reviewed to ensure it reflects the best available information, current community views, and changing circumstances. For this reason, the Growth Management Act requires regular review and evaluation of plans. The Growth Management Act also provides that local governments must consider amendments to a comprehensive plan not more than once a year to avoid piecemeal erosion of the plan's integrity.

- PI-14** Establish the docket for any proposed amendments to the Redmond Comprehensive Plan once a year, considering the Plan amendments as a package in order to better evaluate their cumulative impact. Recognize ~~that~~ the need for emergency amendments may require modification to this process.
- PI-15** Conduct a major Comprehensive Plan review no less frequently than once every ~~five-seven~~ years. Analyze the opportunities and issues facing the City, review changes in ~~S~~state law, complete a thorough review of existing policies, and update the Plan and implementing measures as needed.
- PI-16** Take the following considerations, as applicable, into account as part of ~~City~~ decisions on applications for amendments to the Comprehensive Plan:
- Consistency with the Growth Management Act, the Procedural Criteria, VISION ~~2020~~ 2040 or its successor, and the Countywide Planning Policies;
 - Consistency with the Comprehensive Plan, including the preferred land use pattern in the Land Use Element;
 - The capability of the land for development including the prevalence of sensitive areas;

- The capacity of public facilities and services, and whether public facilities and services can be provided cost-effectively at the proposed density/intensity;
- Whether the proposed land use designations or uses are compatible with nearby land use designations or uses;
- If the amendment proposes a change in allowed uses in an area, the need for the land uses which would be allowed and whether the change would result in the loss of capacity to accommodate other needed uses, especially whether the proposed change complies with Policy HO-16, the City's policy of no-net loss of housing capacity;
- Potential general impacts to the natural environment, such as impacts to critical areas and other natural resources;
- Potential general economic impacts, such as impacts for business, residents, property owners, or City Government
- Potential general impacts to the ability of the City to provide fair and equitable access to services; and
- For issues that have been considered within the last four annual updates, whether there has been a change in circumstances that makes the proposed amendment appropriate or whether the amendment is needed to remedy a mistake.

PI-17 Update development regulations concurrently with Comprehensive Plan amendments or, where a major revision to the Comprehensive Plan is adopted, update development regulations within one year of the Comprehensive Plan amendment.

PI-18 Update functional plans and any other applicable City code provisions in a timely manner following amendments to the Comprehensive Plan, to ensure consistency between the Comprehensive Plan and other planning documents directly following a Comprehensive Plan amendment or, where a major revision to the Comprehensive Plan is adopted, within one year of Comprehensive Plan amendment.

PI-19 ~~Update functional plans to make them consistent with the Comprehensive Plan within two years, when amendments to the Comprehensive Plans are adopted that affect a functional plan.~~

D. Development Review

The administrative policies below guide how Redmond should implement the Comprehensive Plan policies to meet community goals in cooperation with the public and private sector. Time is a critical factor in financing development projects. Promoting predictability and clarity as part of development review, and reducing the time needed to receive final approval from the City, can translate into savings to the applicant and, eventually, to those who live or work in the development. Predictability and clarity in the development review process are also important for the community as a whole so that residents and businesses can have confidence regarding the potential nature of future development and redevelopment in Redmond.

Major or potentially controversial projects can benefit from consulting with neighbors early in the process. Early involvement can often lead to project design that more successfully meets goals for both the applicant and neighbors. Undertaking this process before substantial sums have been spent on detailed design can reduce costs and expedite approvals.

PI-20 Prepare and maintain development regulations that implement Redmond's Comprehensive ~~PI-19~~ Plan and include all significant development requirements. Ensure that the development regulations are clearly written, avoid duplicative or inconsistent requirements, and can be efficiently and effectively carried out.

PI-21 Ensure that Redmond's development review process provides applicants and the ~~PI-20~~ community a high degree of certainty and clarity in timelines and standards, and results in

timely and predictable decision-making on development applications.

~~PI-22 Review and make decisions on development applications in a timely and predictable manner.~~

~~PI-23~~ Ask applicants to carry out the following responsibilities during the development review ~~PI-21~~ process:

- Use processes for early review of proposals, such as pre-application conferences, where appropriate to the scale and nature of the proposal;
- Involve the community early in the design process in a manner appropriate to the scale and nature of the proposal;
- Provide project information appropriate to the level of review as soon as possible; and
- Respond to requests for information and review comments in a timely manner.

~~PI-24~~ Provide community involvement assistance, on a time-available basis, to applicants ~~PI-22~~ proposing major or potentially controversial projects, as follows:

- Help identify interested parties who should be contacted and involved in the review process;
- Participate actively in the community review process if the project is consistent with the Comprehensive Plan or could have a significant benefit to the City; and
- Establish an agreement in advance with the applicant for reimbursement of costs if substantial staff time will be devoted to the community review process.

~~PI-25~~ Allow voluntary, concurrent development review and permit processing where appropriate. ~~PI-23~~

~~PI-26 Base land use decisions, conditions, and performance guarantee requirements on clearly written and objective standards.~~

~~PI-27~~ Establish in the Community Development Guided development regulations a reasonable time ~~PI-24~~ period during which approved development permits remain valid to enable an applicant to complete a project while ensuring new development regulations will apply if a project does not proceed in a timely manner.

E. Implementation and Monitoring

Achieving the values and goals held by people in the community for how Redmond should look and feel depends on taking action. Similar to many family budgets, while there are not sufficient resources to accomplish all of the strategies simultaneously, the City can make progress on carrying out the Comprehensive Plan by identifying priorities. Successful implementation of the Plan also depends on evaluating the actions taken to determine if they are meeting community goals. Finally, implementing the Comprehensive Plan requires the cooperation of and partnerships among the private sector, the public, the City of Redmond, and other local, Sstate, and federal agencies.

The City's ~~action strategy and~~ monitoring program for the Comprehensive Plan will ~~be a "management plan" that provides~~ a framework for accomplishing these objectives. ~~Similar to a functional plan, t~~his monitoring program "management plan" will be guided by the policies below ~~and contain the details for this program.~~

~~PI-31~~ Establish ~~benchmarks and~~ a program for measuring the effectiveness of the ~~PI-25~~ Comprehensive Plan as implemented. Report annually on progress toward carrying out the Comprehensive Plan, success in achieving community goals, and any suggested amendments needed to meet community goals.

~~PI-28 Develop and adopt by reference as a management plan an action strategy that identifies~~

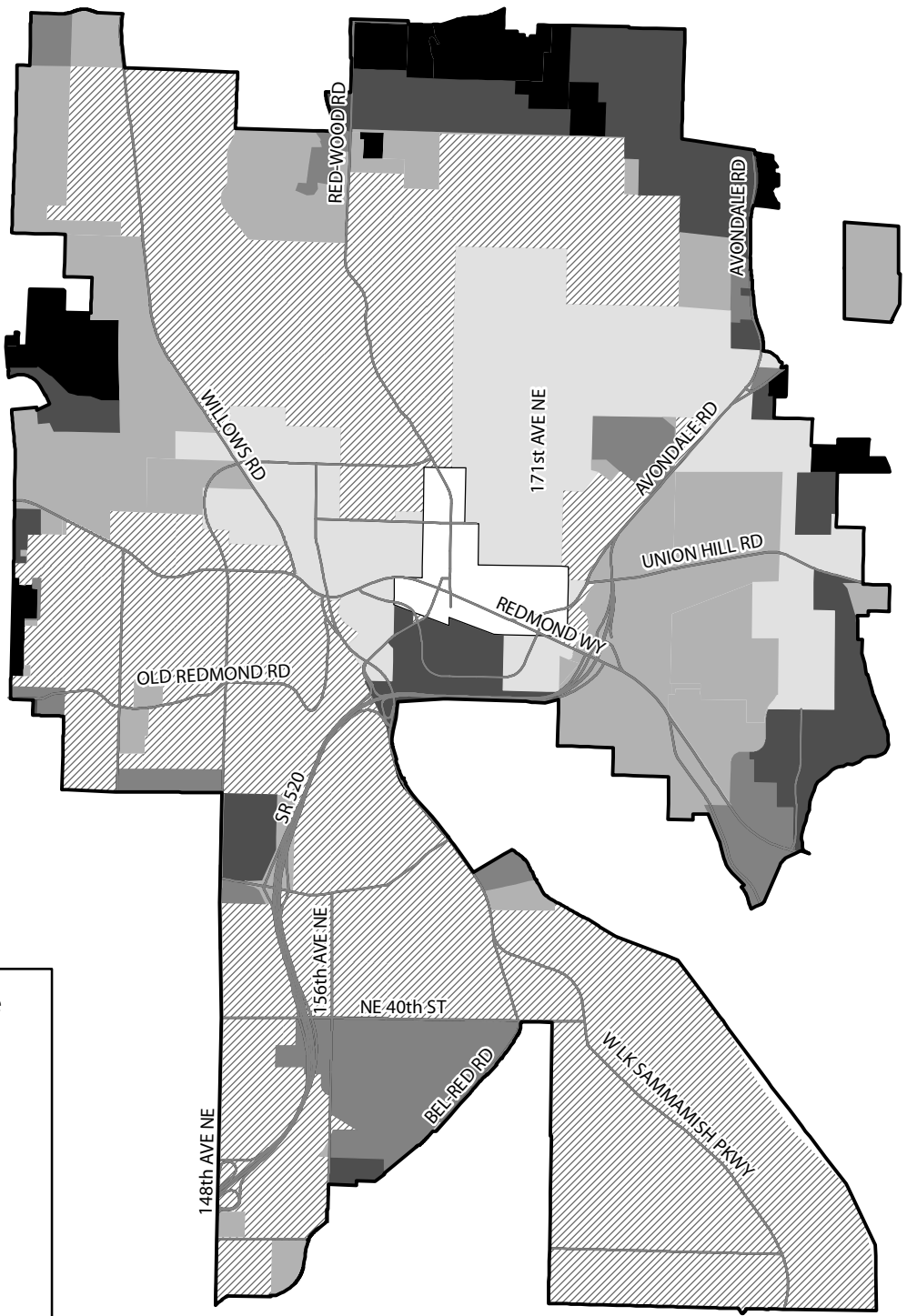
PI-26 Report on progress toward achieving short- (zero to two years), mid-~~range~~ (two to five years), and long-range (five to ~~10-ten~~ years) priorities needed to implement the Comprehensive Plan. Such priorities may include new programs, regulatory updates, or capital investments needed to carry out adopted policies.

~~PI-29 Encourage establishment of public-private partnerships that help to implement the Comprehensive Plan and provide community benefit.~~








~~PI-30 Monitor implementation of the Comprehensive Plan, including actions taken and progress made toward implementation through actions such as private development, budget decisions, and facility improvements.~~

PI-32 Seek extensive community participation in evaluating the effectiveness of the Comprehensive Plan. For example, broadly disseminate the results of annual Comprehensive Plan monitoring reports and seek periodic feedback on the format and distribution methods of the reports.

~~PI-33 Prepare implementation reports identifying progress in carrying out the Comprehensive Plan and effectiveness in achieving community goals. As part of the report, identify progress in carrying out the Comprehensive Plan, success in achieving community goals, and any suggested amendments needed to meet community goals. Coordinate completion of the reports so that any information important to the review of the Comprehensive Plan is available prior to the annual Comprehensive Plan amendment and, every five years, the major Comprehensive Plan review.~~



Legend

-  Incorporation (1912)
-  1912 - 1959
-  1960 - 1969
-  1970 - 1979
-  1980 - 1989
-  1990 - 1999
-  2000 - Present

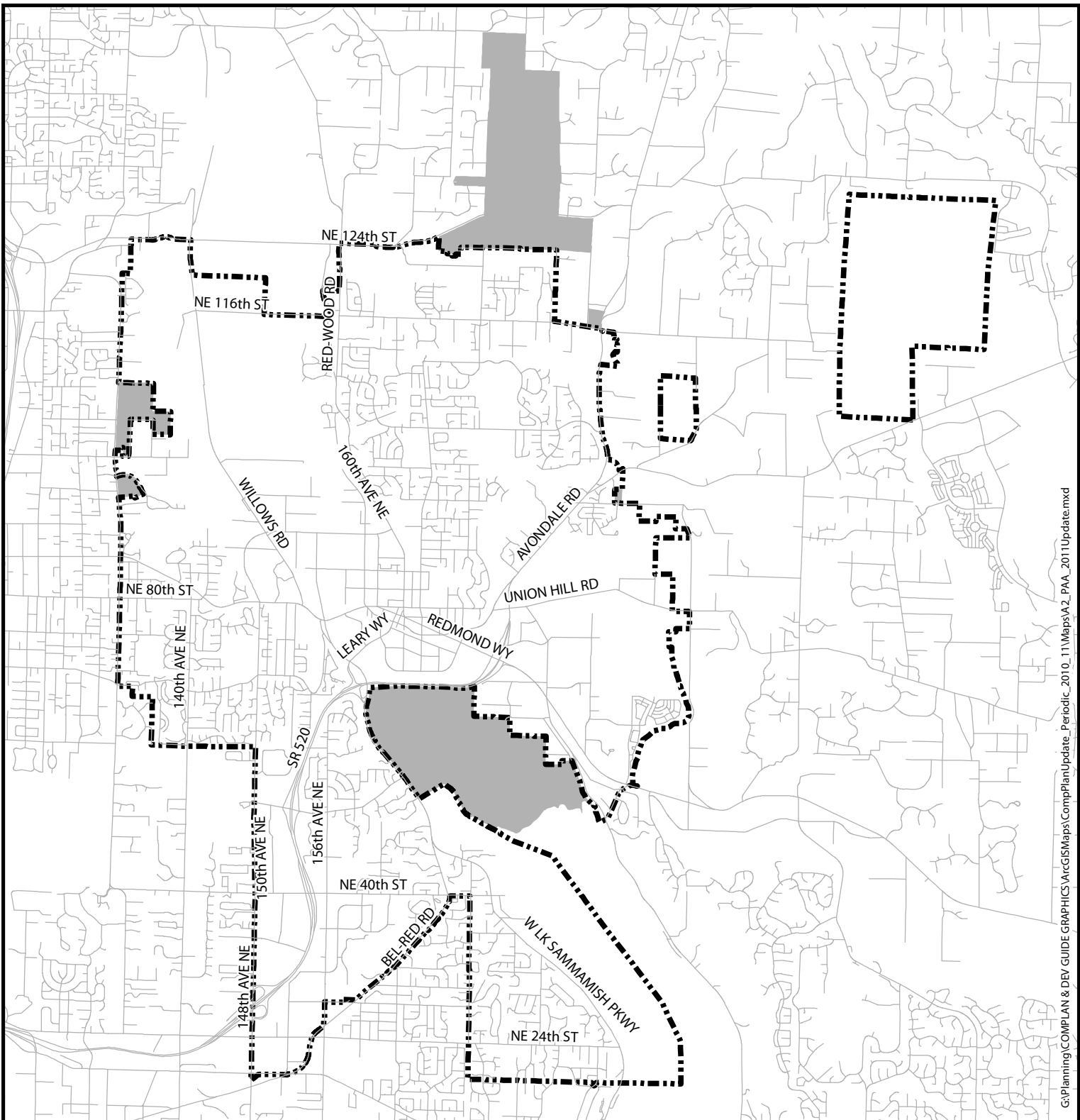


Map A-1
ANNEXATION HISTORY

Effective: Month dd, yyyy

Note:
The Redmond Watershed is a non-contiguous part of Redmond located northeast of the main city limit, at 21760 NE Novelty Hill Road





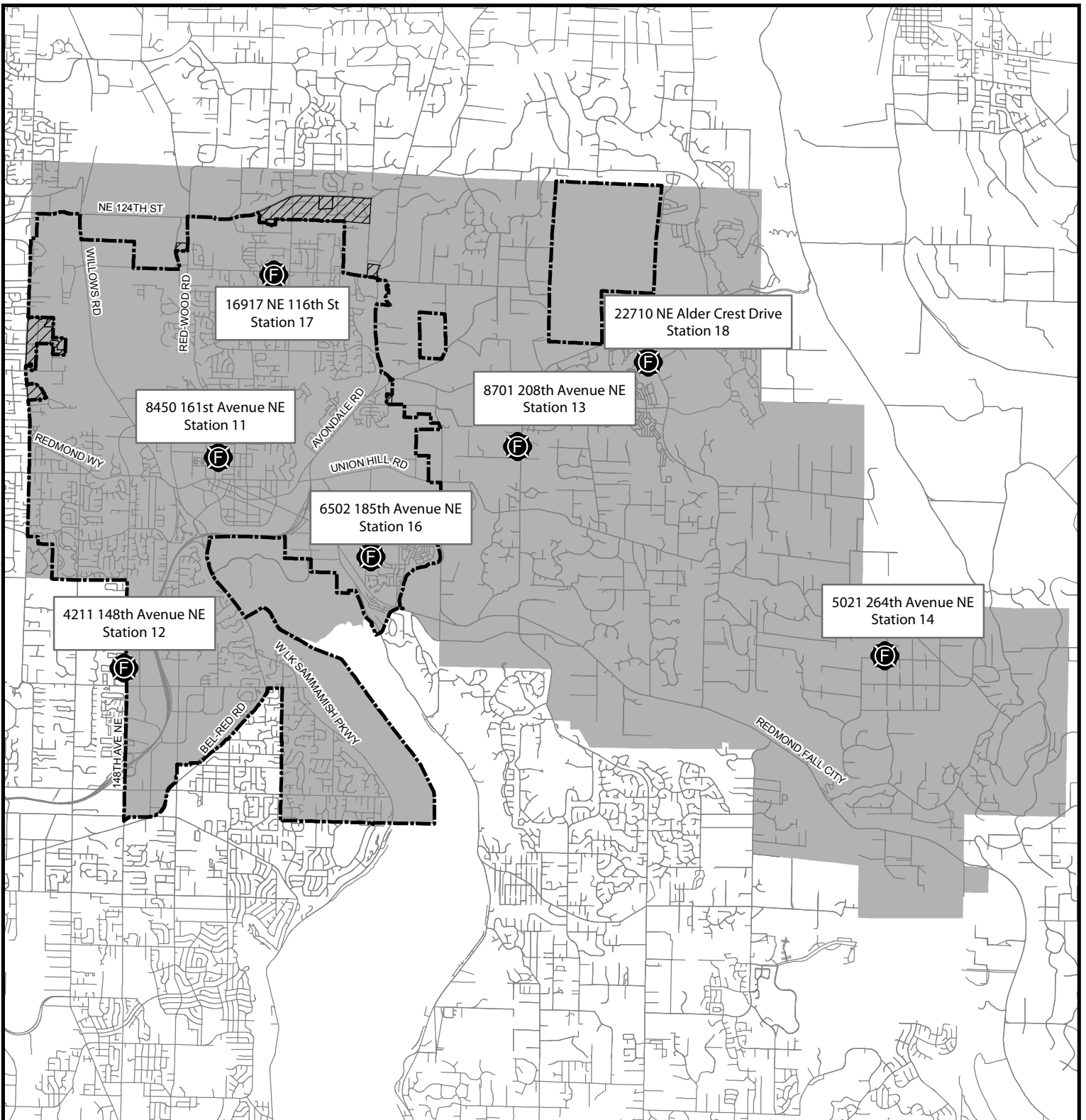
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Legend




- City Limit
- Potential Annexation Area


Map A-2
POTENTIAL ANNEXATION AREA
 Effective: Month dd, yyyy

0 1 2
 Miles




Legend

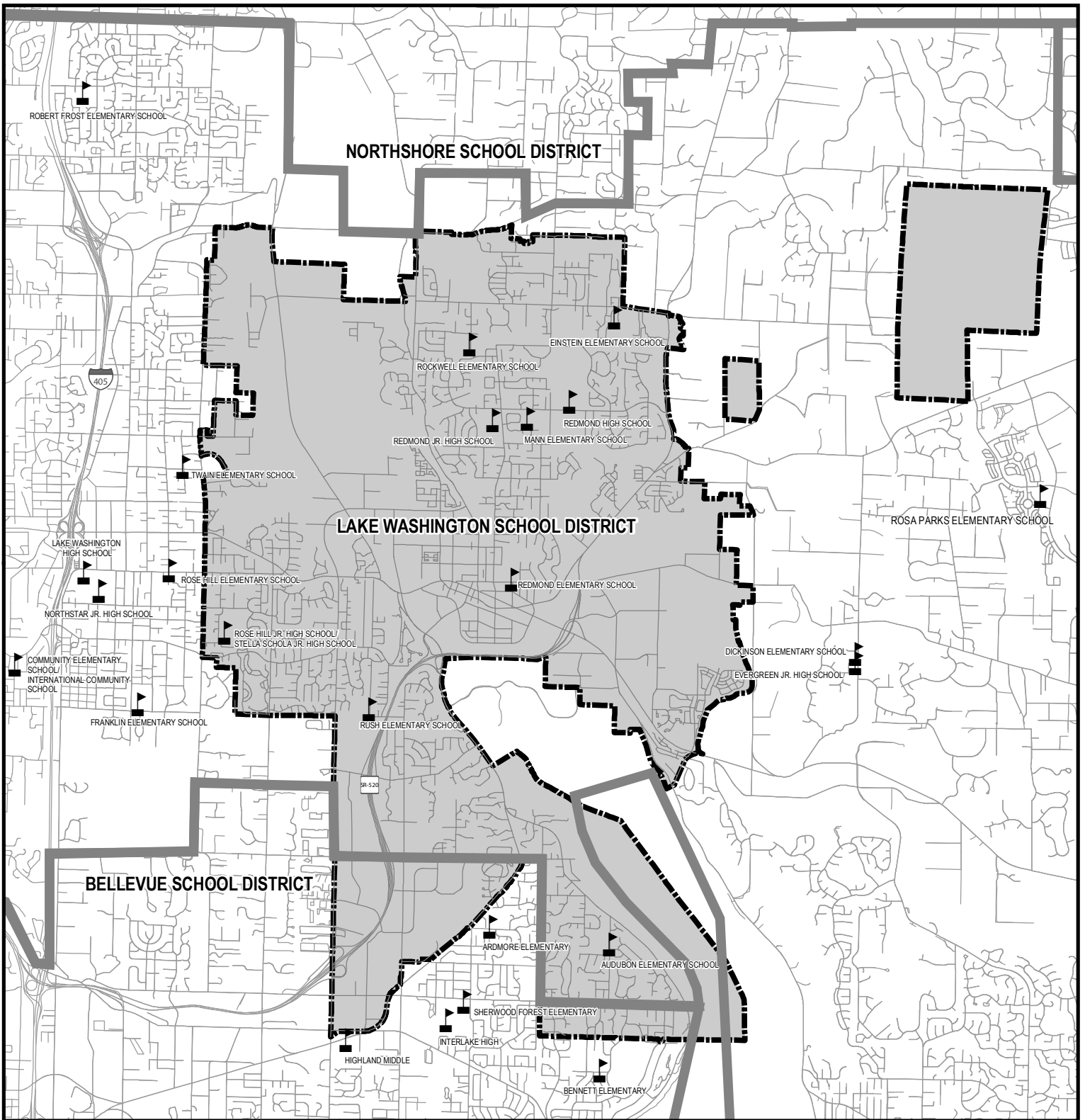
-  Fire Station
-  City Limit
-  Fire District 34






Map CF-1
City of Redmond and King
County Fire Stations and
Fire District #34
 Effective: Month dd, yyyy


0 0.5 1 1.5 2
 Miles







Legend

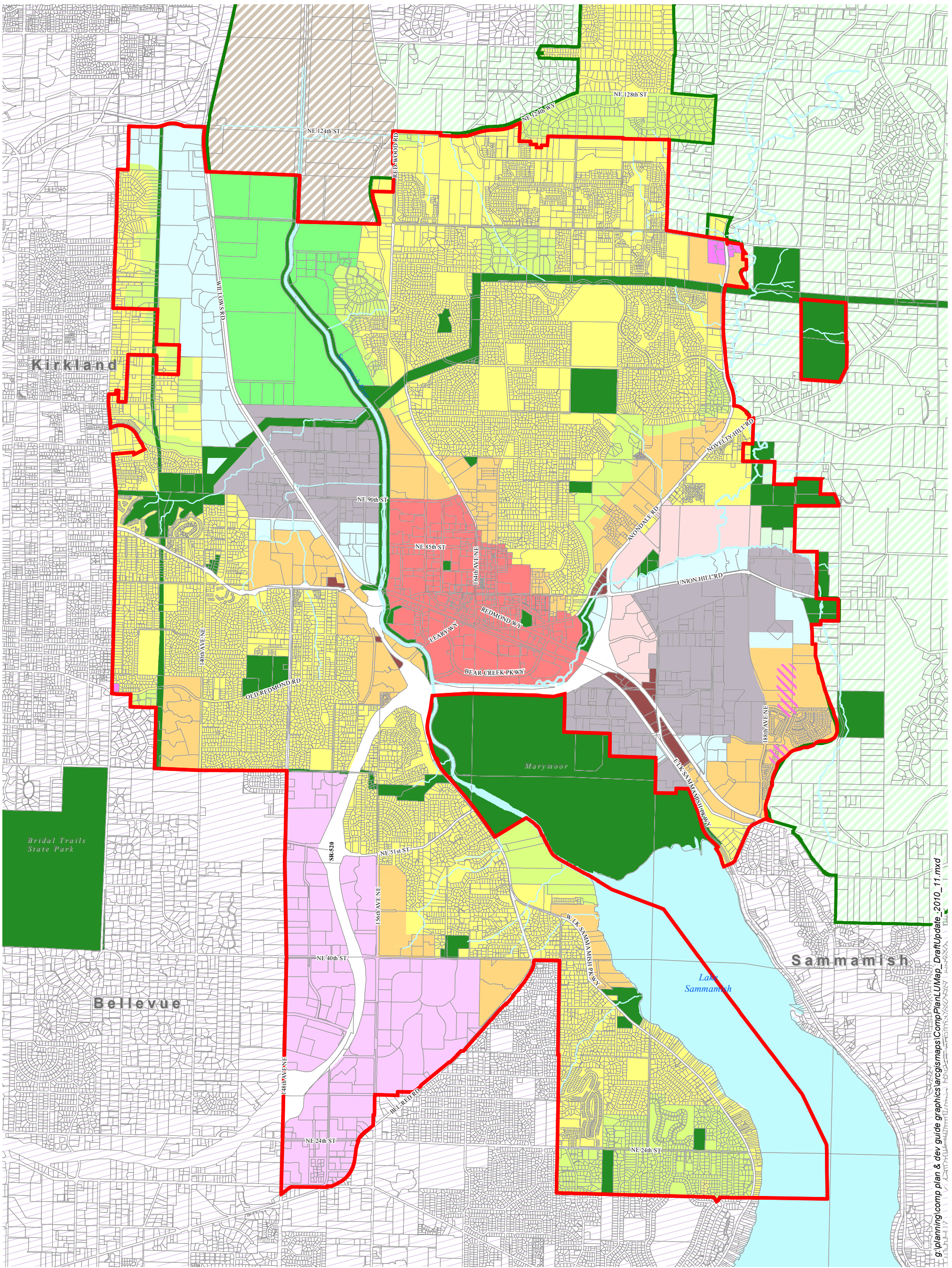
-  Schools
-  School District Boundaries
-  City Limit



Map CF-2
Redmond Area Schools
 Effective: Month dd, yyyy

0  1
 Miles





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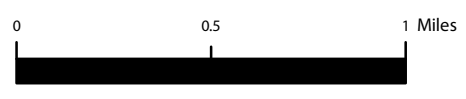
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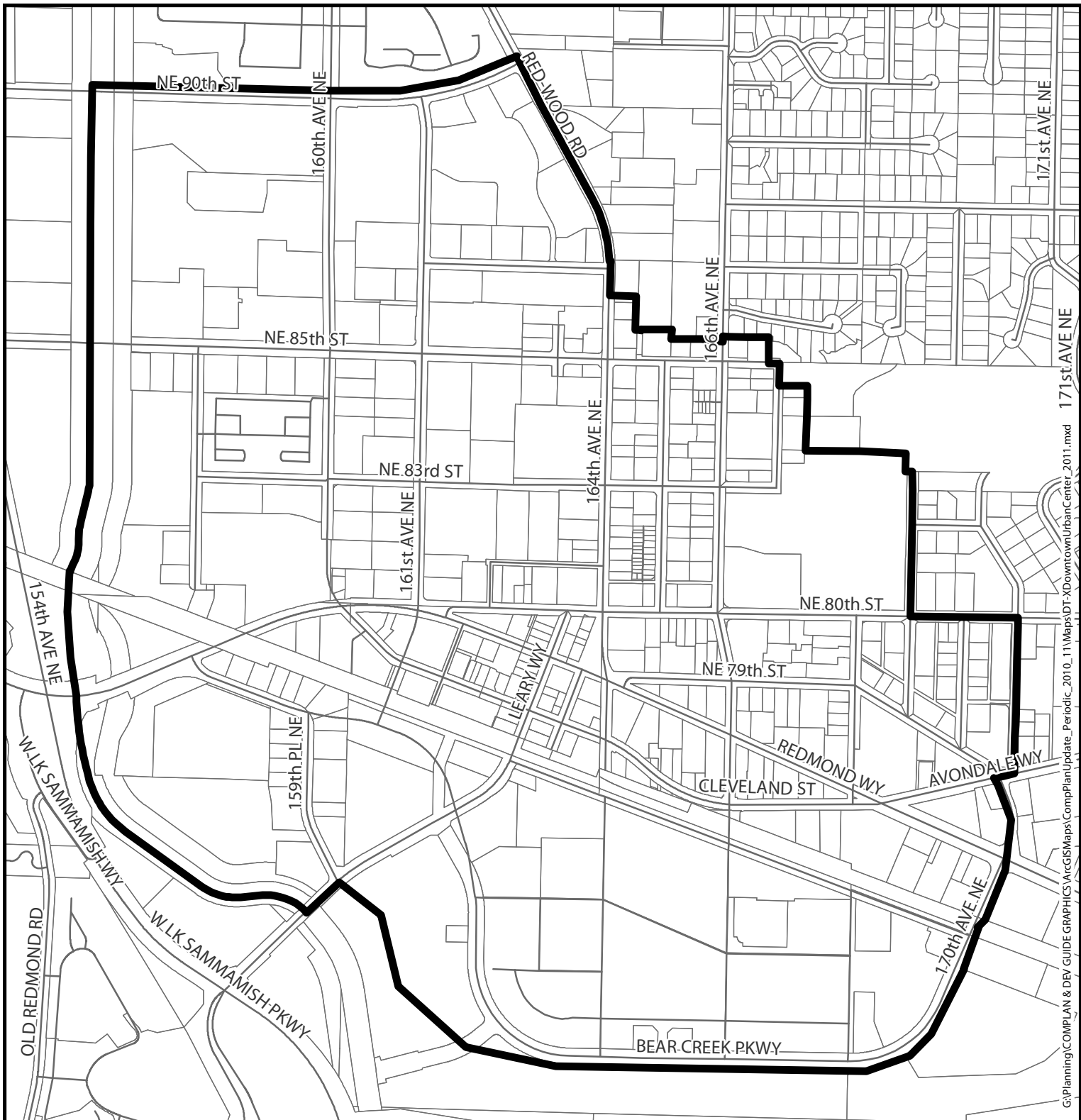
- | | | | |
|---------------------------|---------------------|--|---|
| Plan Designations | | | |
| Single-Family Constrained | Overlake Mixed Use | Proposed General Areas for Neighborhood Commercial | Agriculture (outside of UGA) |
| Single-Family Urban | Business Park | Agriculture (outside of UGA) | Rural (outside of UGA) |
| Multi-Family Urban | Manufacturing Park | Redmond City Limits | King County Urban Growth Area |
| Neighborhood Commercial | Design District | King County Urban Growth Area | Other Cities and Their Potential Annexation Areas |
| General Commercial | Urban Recreation | | |
| Downtown Mixed Use | Semi-Rural | | |
| | Park and Open Space | | |



**Map LU-1
Comprehensive
Land Use Plan**


Effective: Month dd, yyyy






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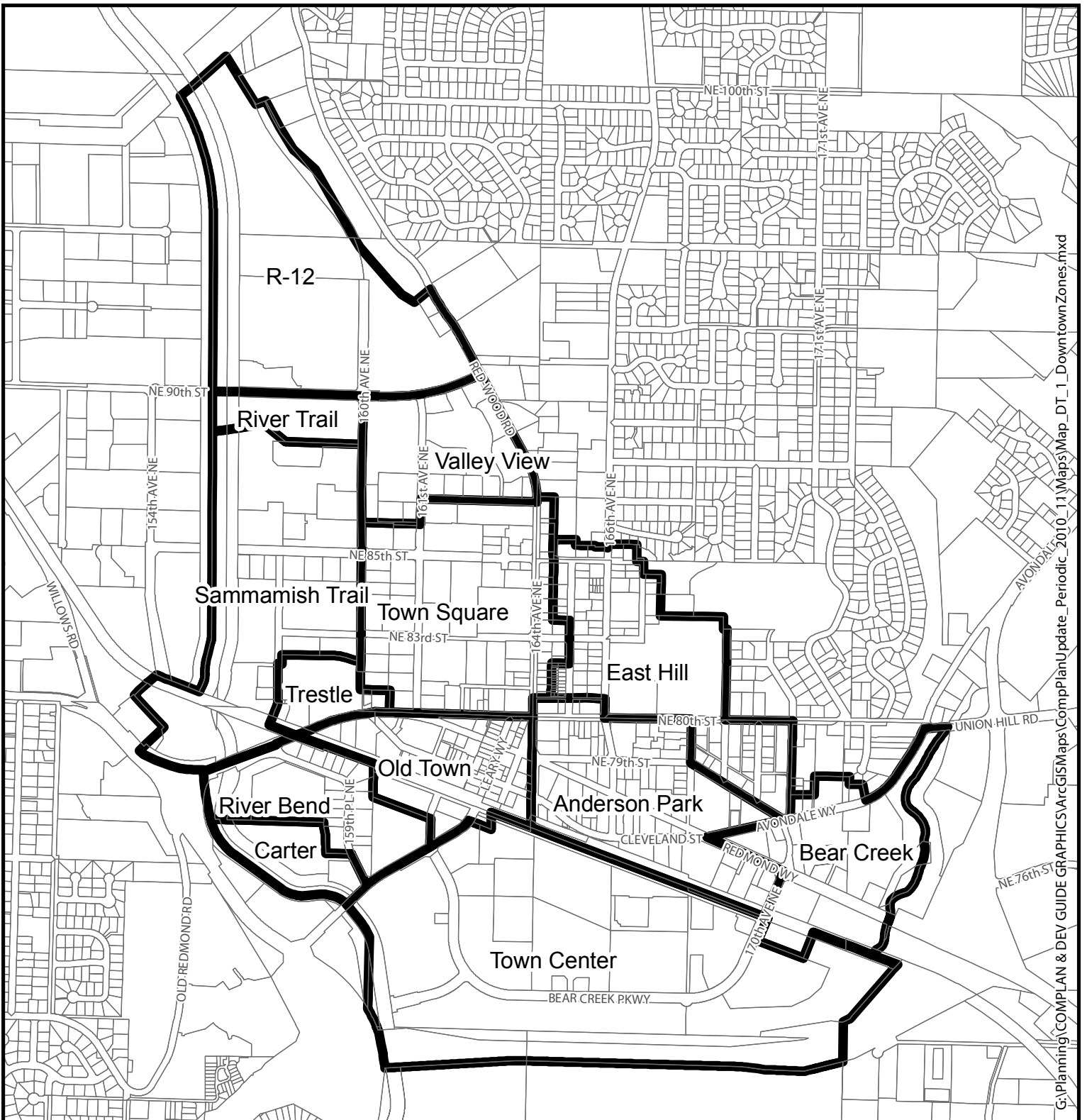
 Downtown Urban Center



Map DT-X
DOWNTOWN URBAN CENTER


Effective: Month dd, yyyy






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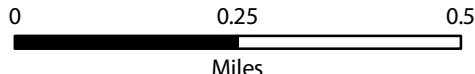
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Downtown Zone

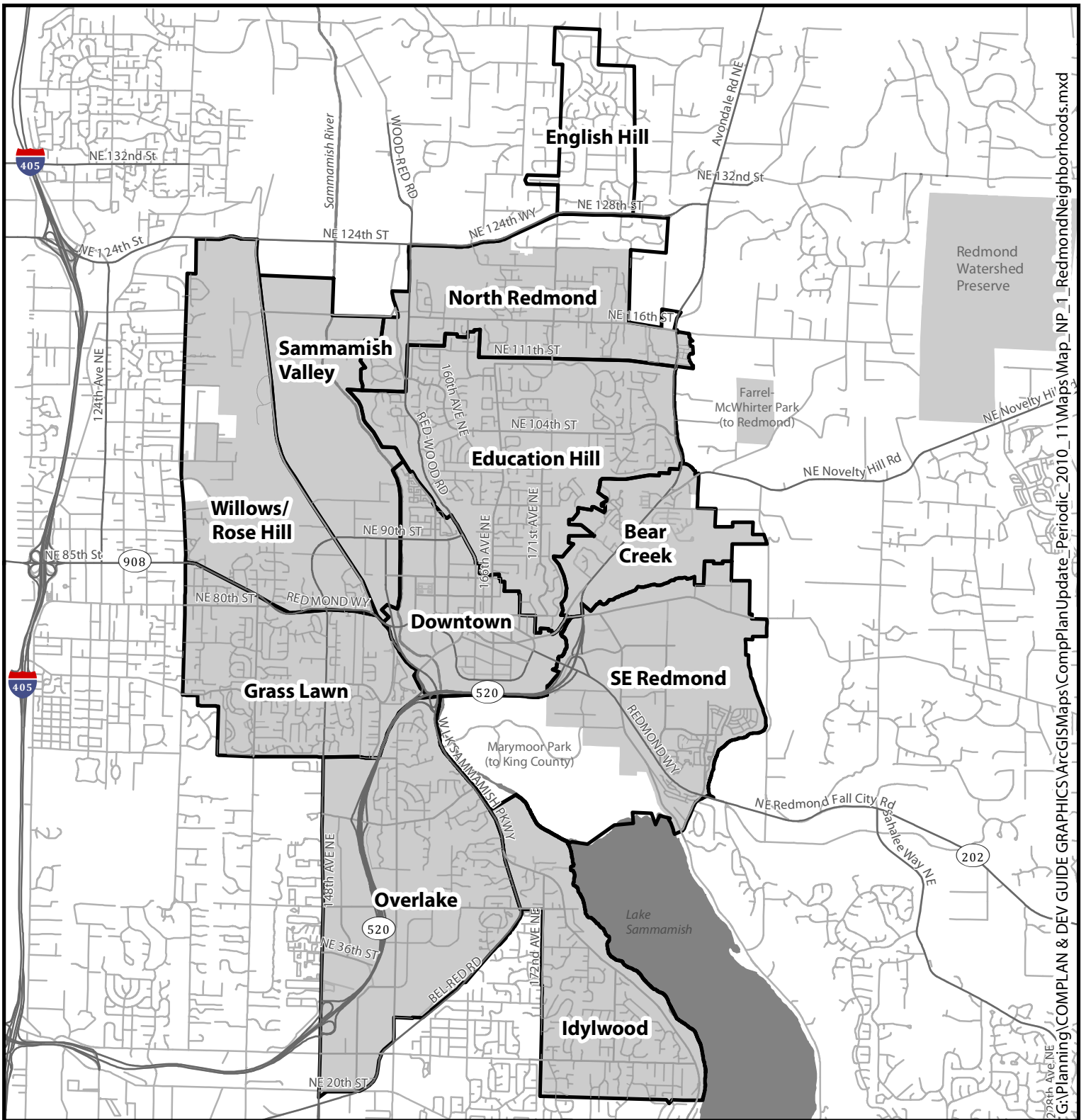


Map DT-1
Downtown Zones
Effective: Month dd, yyyy



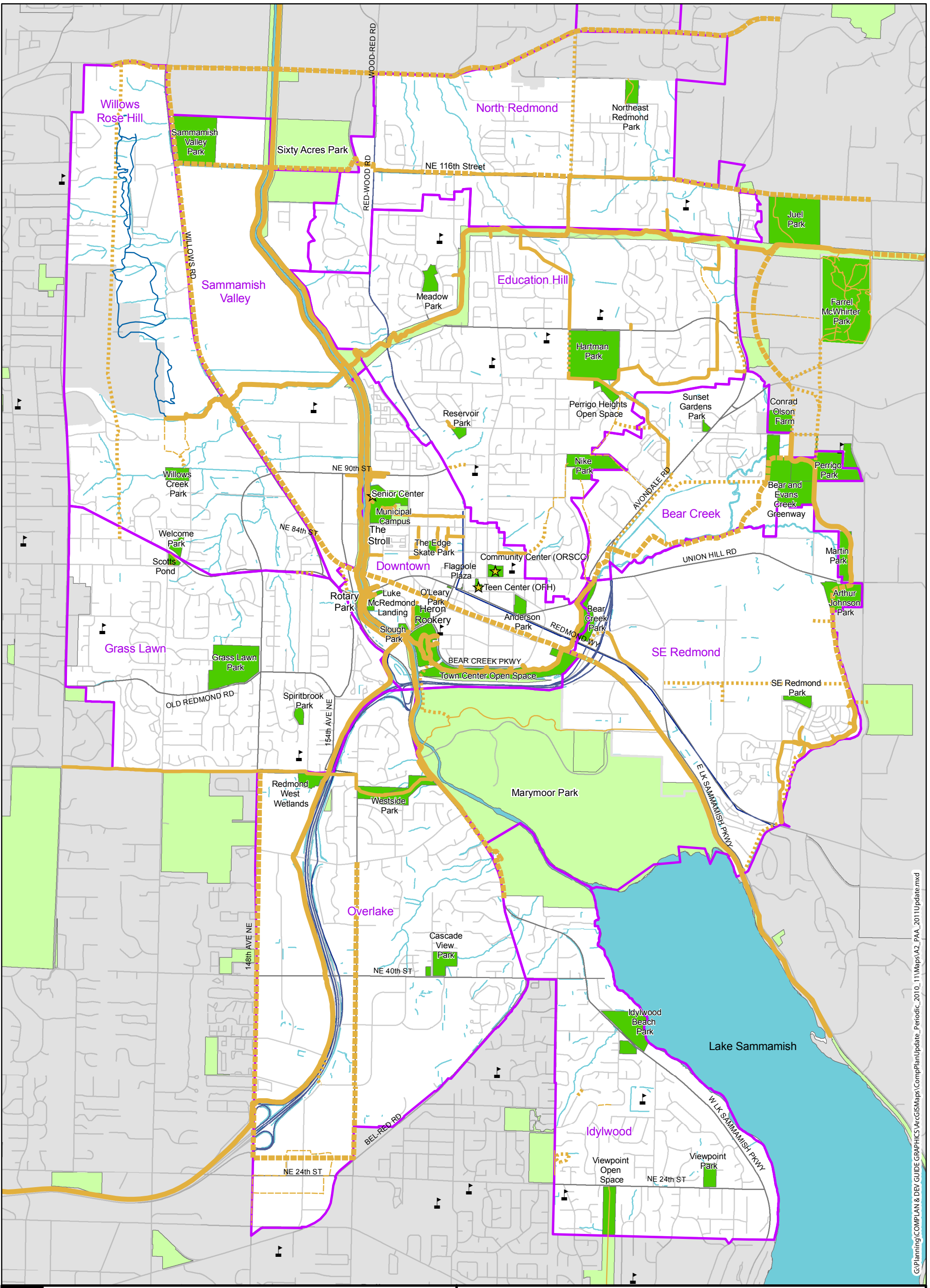
0 0.25 0.5
Miles






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Legend		Neighborhood	<p>Map NP-1 Redmond Neighborhoods Effective: Month dd, yyyy</p>
		Redmond City Limits	
		<p>Miles</p>	



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Legend	Parks	Proposed Trails	
	 Redmond Parks	 Regional	 Neighborhood
	 Non-Redmond Parks	 Connector	 Water Bodies
	Existing Trails	 Local	 Redmond City Limits
 Regional	★ Recreation Buildings	▲ School Sites	
 Connector	— Roads	— Major Roads	
 Local			
 Social trails			




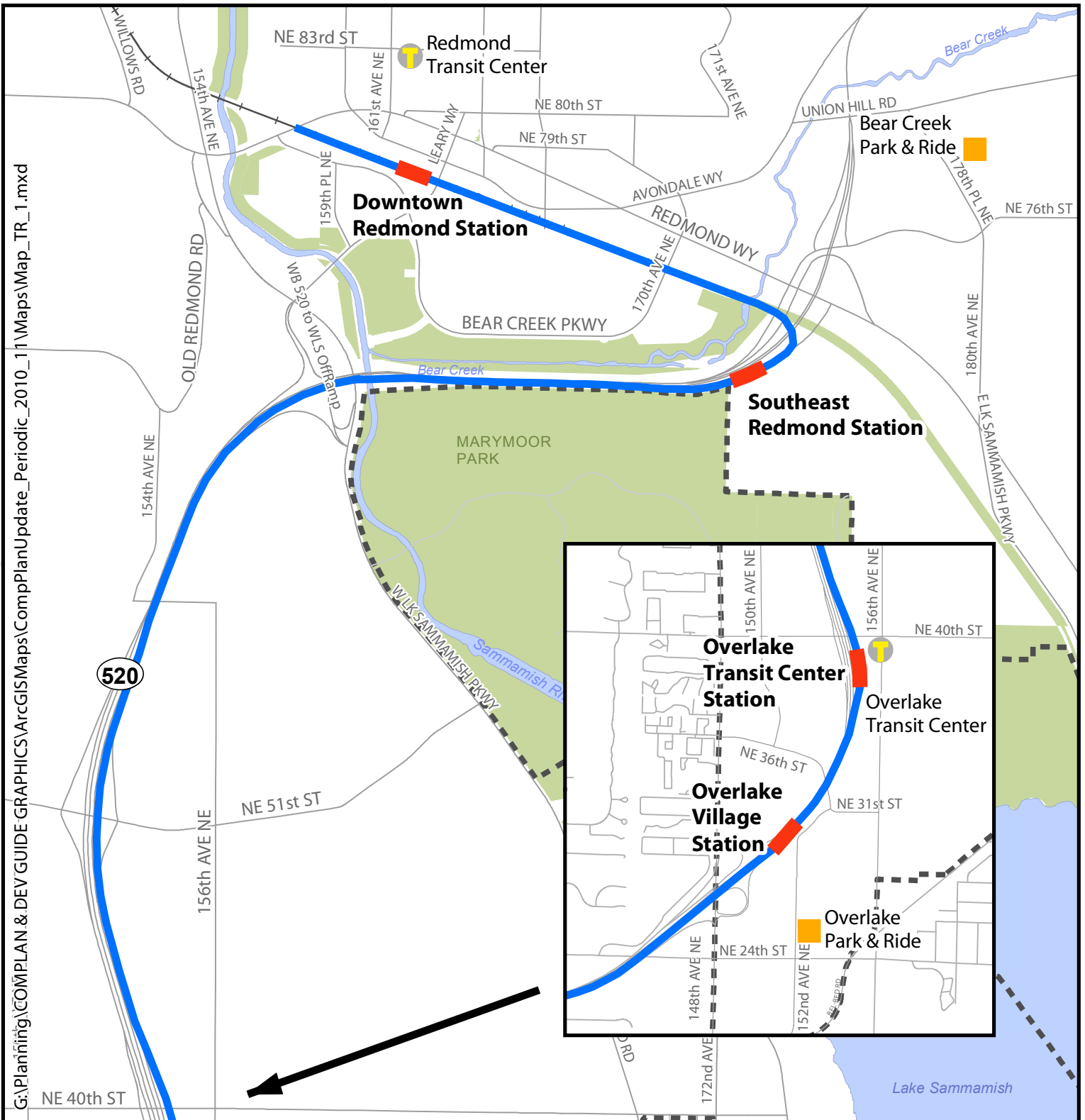
City of Redmond
WASHINGTON

Map P-1
REDMOND PARKS & TRAILS






Effective: Month dd, yyyy









Legend

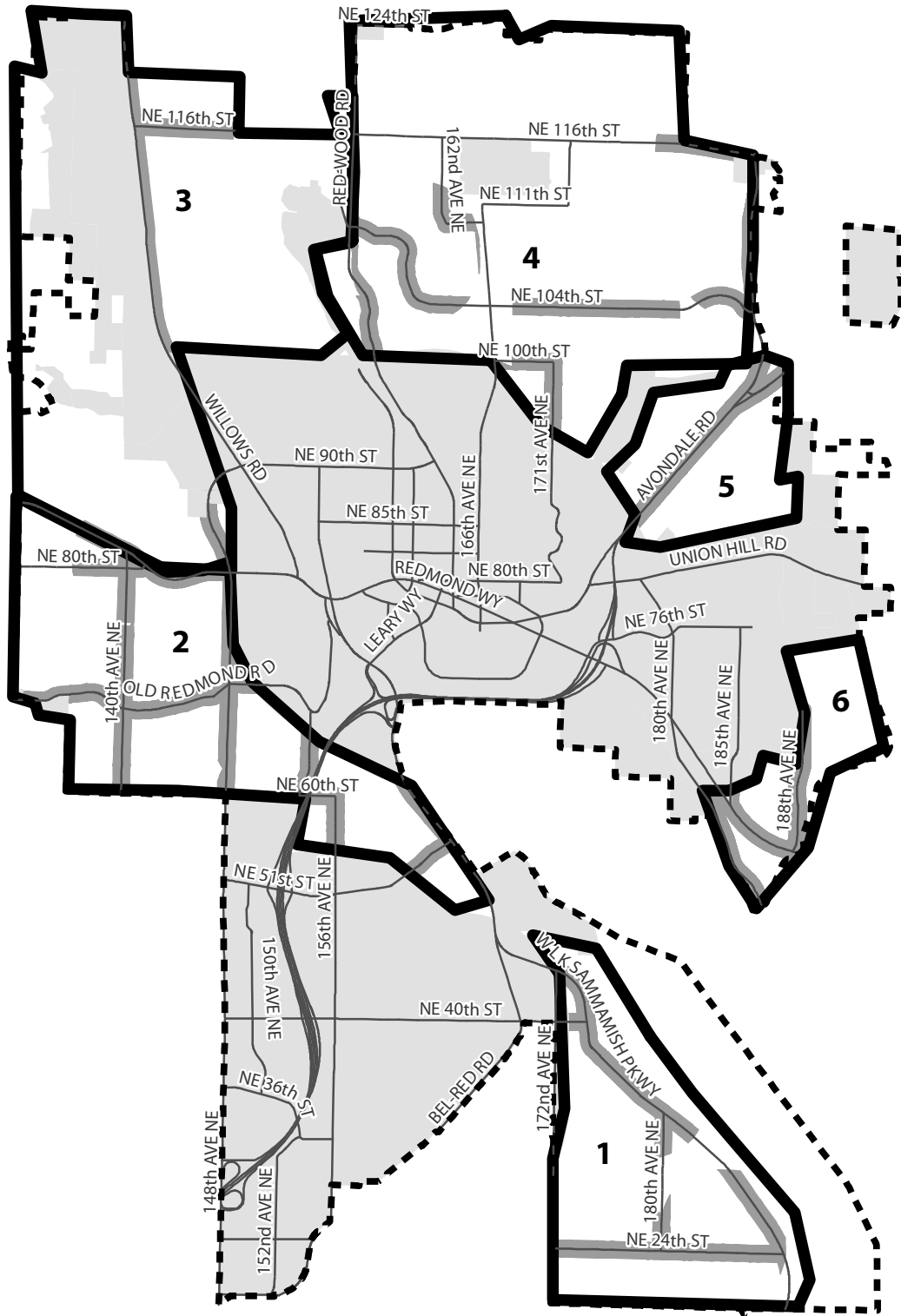
-  Transit Center
-  Park & Ride
-  Light Rail Stations
-  Light Rail Alignment
-  City Limit






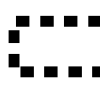
Map TR-1
Sound Transit East Link Project
Light Rail Alignment
 Effective: Month dd, yyyy

0 0.25 0.5
 Miles





Legend

-  Prohibited areas for rezones to Neighborhood Commercial
-  Neighborhood Commercial Overlay zone
-  Allowed locations for any requested Neighborhood Commercial rezone within each of six overlay zones
-  City Limit

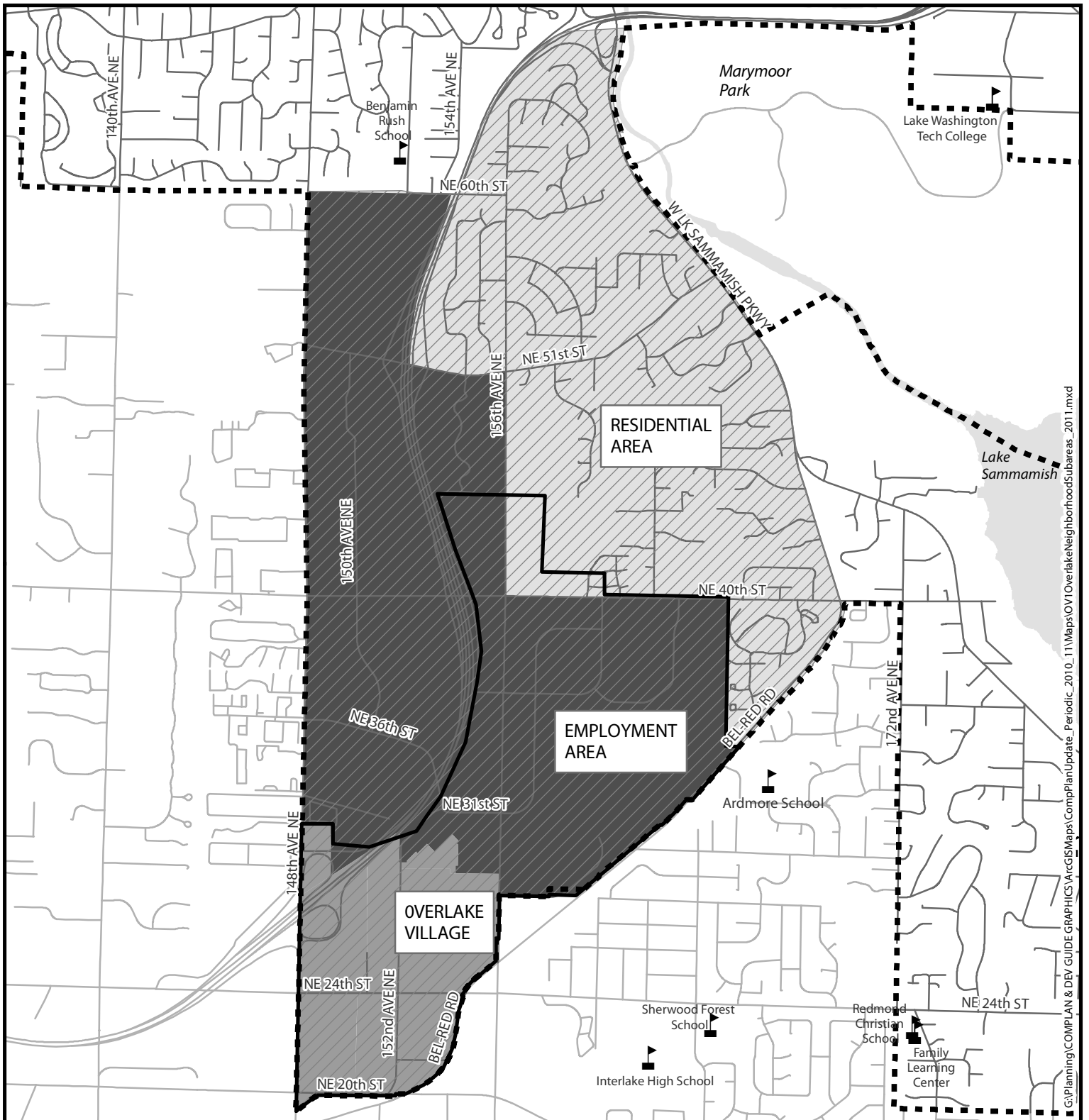


NC-1 Neighborhood Commercial Overlay Zones

Effective: Month dd, yyyy







Notes:
Neighborhood Commercial Overlay Zone: Each of six overlay zones would allow no more than one change to land use and zoning designation for the purpose of subsequent development as small-scale Neighborhood Commercial. Consideration of an application for change to a land use and zoning designation of Neighborhood Commercial would include neighborhood-wide outreach and a Neighborhood Commercial Review Panel process.






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Legend

-  Residential Area
-  Overlake Village
-  Employment Area
-  Overlake Neighborhood
-  Overlake Urban Center
-  City Limit




Map OV-1


OVERLAKE NEIGHBORHOOD

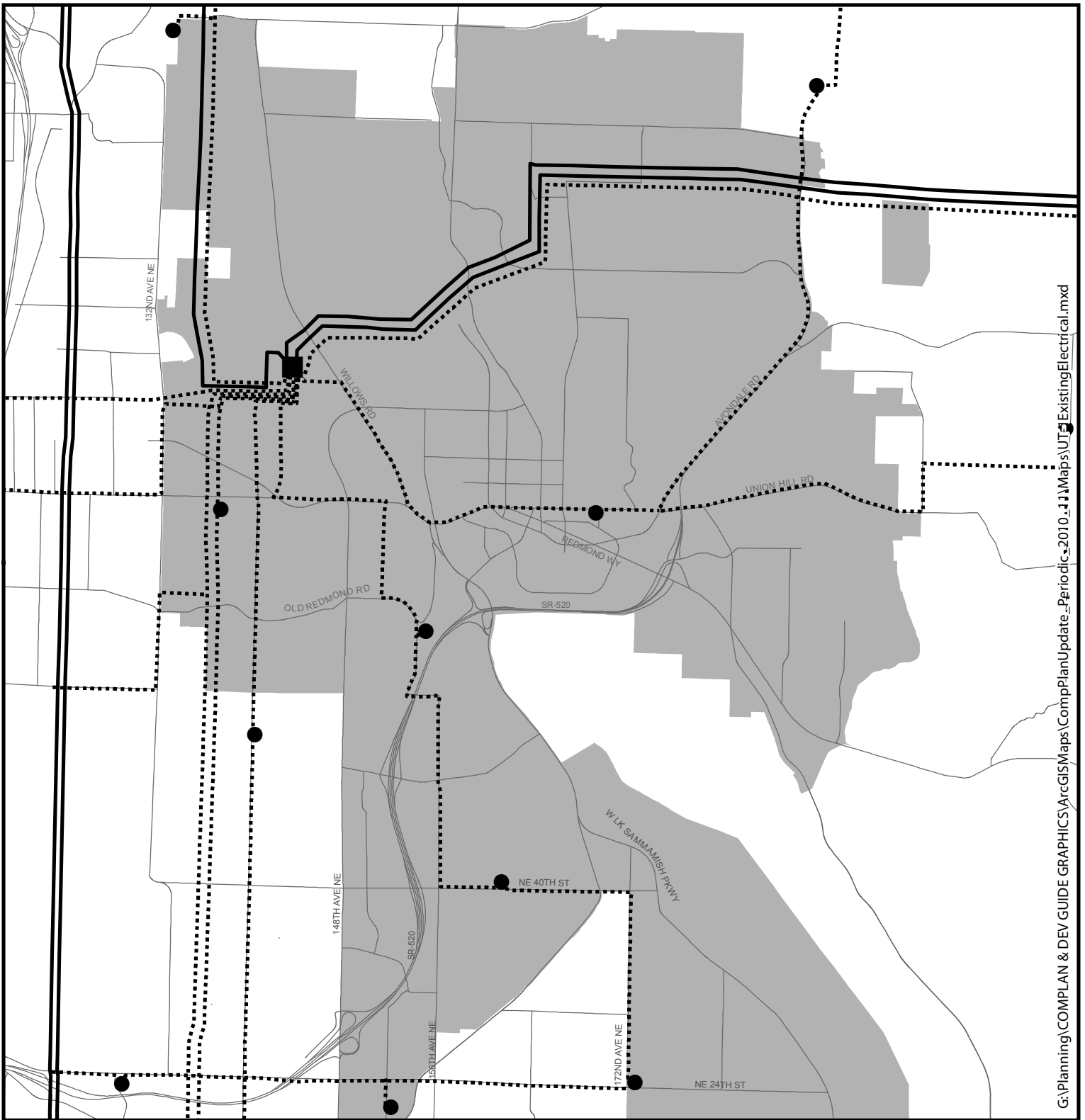
SUBAREAS

Effective: Month dd, yyyy







Miles






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Legend

Electric Station		Electric Lines	
Type		Size	
	Transmission		115 KV
	Distribution		230 KV



UT-1


Existing Electrical Facilities

Effective: Month dd, yyyy

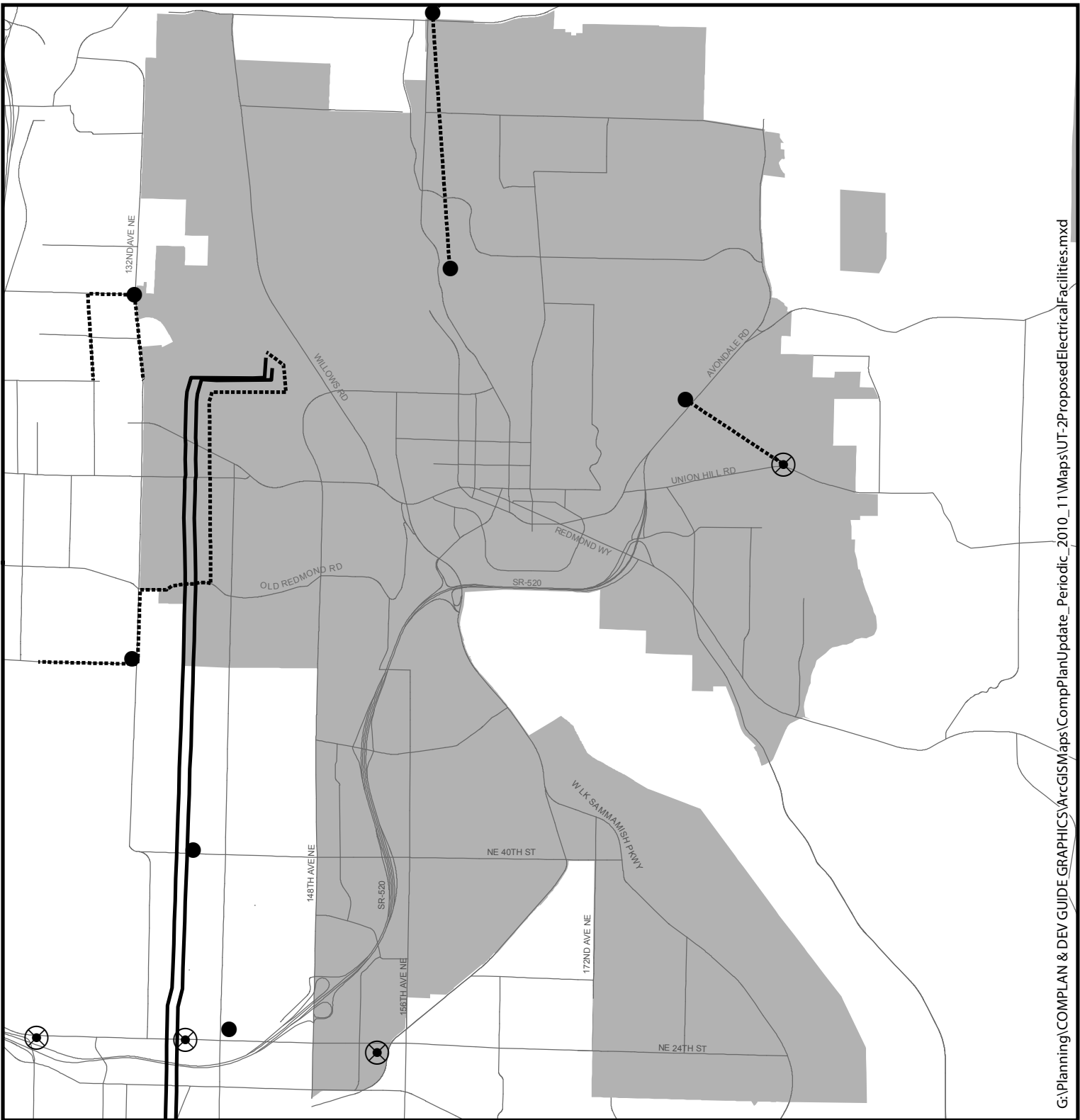
Notes:
 This map depicts electrical facilities as of 2011
 For updates or more information contact
 Puget Sound Energy.

0 1

Miles




N



Legend

Electric Stations		Electric Lines	
Type		Size	
■	Transmission	⋯	115 KV
⊗	Transmission Switch	—	230 KV
●	Distribution		




UT-2 Proposed Electrical Facilities


Effective: Month dd, yyyy

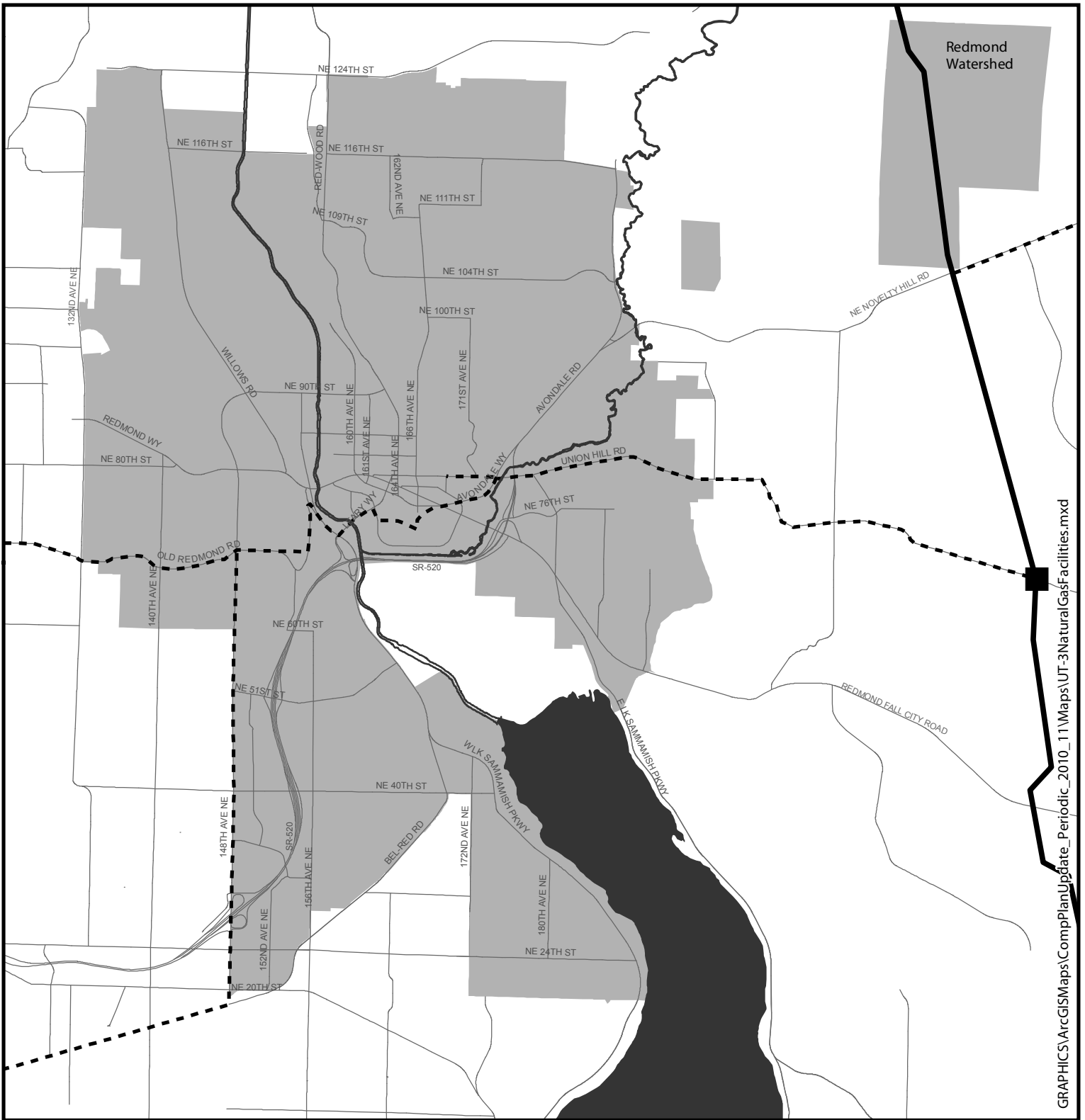
Notes:
This map depicts proposed electrical facilities as of 2011. For updates or more information contact Puget Sound Energy.

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Miles





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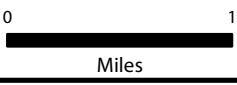
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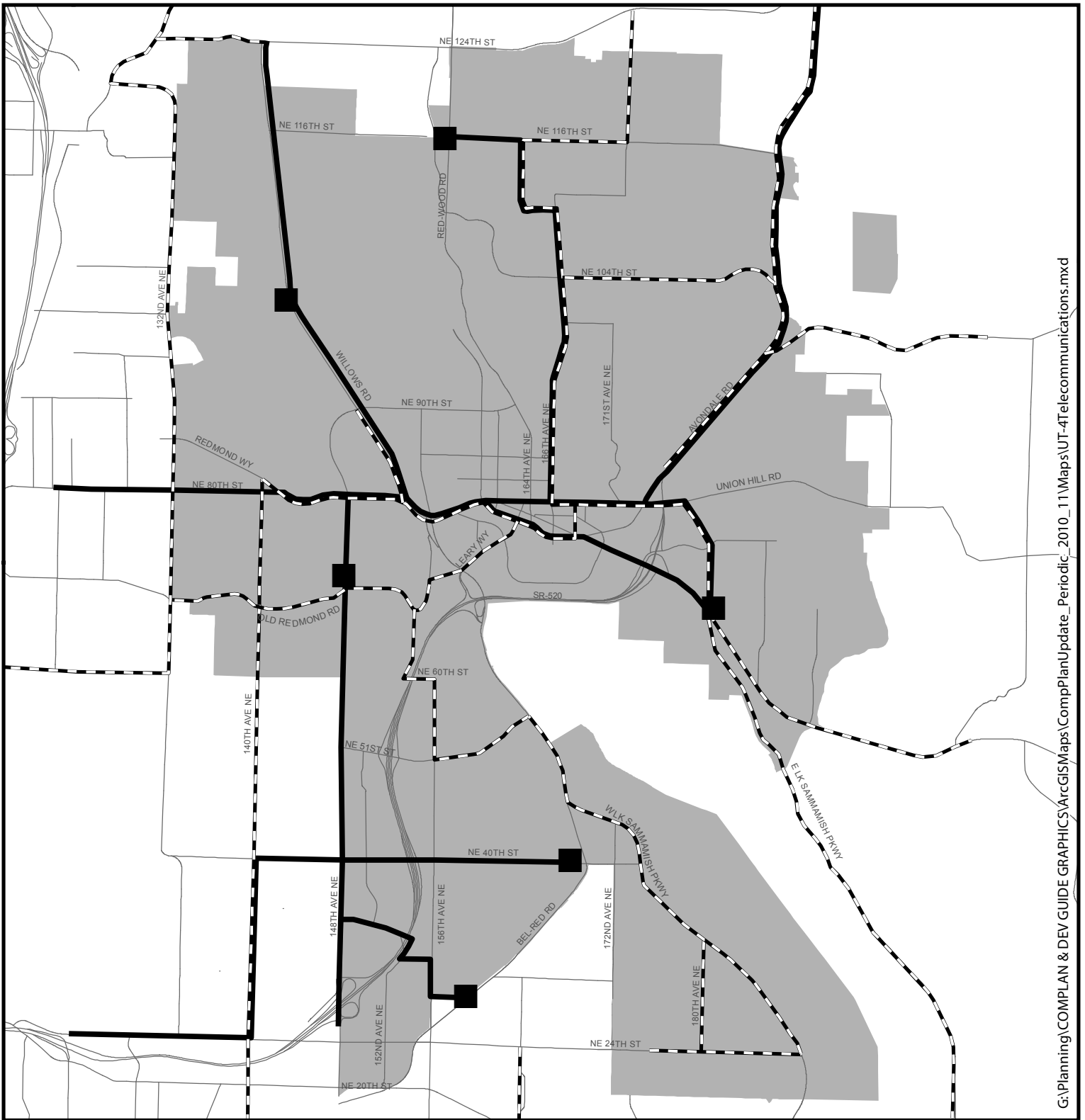
-  Gate Stations
-  Northwest Gas Pipeline
-  Natural Gas High Pressure Mains



**UT-3
Natural Gas Facilities**




Effective: Month dd, yyyy
 Notes:
 This map depicts natural gas facilities as of 2011.
 For updates or more information contact
 Puget Sound Energy.





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Legend

-  Telephone Switching Station
-  Cable Trunk Lines
-  Telephone Main Feeder Route



**UT-4
Telecommunications Facilities**

Effective: Month dd, yyyy

Notes:
This map depicts general locations as of 2011.
For updates or more information contact
the respective carriers.

