

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.

- ◆ 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~~22~~

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 s for the community; an arts and community cultural center, a technology museum, a

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

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.

~~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 maintain ~~ed~~ **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 citizens of all ages.



Nintendo of America in Overlake

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 and contribute to healthy lifestyles of residents for people of all ages. Known as the bicycle capital of the Northwest, Redmond has developed an excellent extensive system of bike paths and trails that are used for recreation, commuting and riding



to schools, parks, and other destinations.

~~Redmond has embraced energy efficient and environmentally sound transportation systems. The City has invested strategically and leveraged regional funds to improve transportation choices and mobility, and every year more people walk, bicycle, carpool, or use transit or alternative fuel vehicles to travel. Transit service links all of Redmond's neighborhoods to the hubs of Downtown and Overlake, creating an attractive and practical transportation alternative. Overlake and Downtown are extensively served by 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 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 clean and sustainable 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, functional, 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. 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.



Stormwater treatment

Redmond has excellent police and fire protection and well-maintained and dependable public facilities. The community continues to enjoy a rapid fire and emergency response, professional police [services work](#), beautiful parks, pure water, and effective wastewater and stormwater management because the capital facilities needed to provide these services were, and still are, planned 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 citizens embrace and support the high-quality educational, cultural, and recreational facilities in the community. [Parks and recreation facilities, along with public art and events are integral to the City for community building, and connecting people with the arts. These facilities, programs and events attract a wide range of ages and cultures and reflect the needs of a diverse population.](#) The City works as a partner with schools, businesses, service providers, and other organizations and jurisdictions to help strengthen a human services network that provides vulnerable persons the food, shelter, job training, child care, and other services they need to become



more independent.

Locally grown food sources, farmers markets, community pea patches and home gardens provide healthy and sustainable options.

Redmond in 203022 has maintained a very green character. The City is framed within a beautiful natural setting and open spaces and an abundance of trees continue to define Redmond's physical appearance. 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. ~~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. People continue to enjoy Lake Sammamish and the Sammamish River for boating, swimming, and other types of recreation. 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 ~~the City to provide these~~ new citizens to enjoy ~~areas with~~ high-quality facilities and services.

Redmond is an integral member of the regional planning community. As was the case in 2010⁹⁴, 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 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 place on the community's appearance. The design also reflects the diversity of the community. Care has ~~also~~ been taken to employ special treatments on identified streets and pathways, and to enhance the comfort, safety, and usability of public places. Public view corridors and entryways have been ~~identified~~, preserved, and enhanced. The City's historic roots are still apparent through preservation of special sites, structures, and buildings. Interpretive signage has been used in addition to enhance the City's sense of its heritage.



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



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

private projects have incorporated natural features and enhanced natural systems.



The cost of maintaining Redmond's quality services and facilities is borne equitably. Redmond continues to draw from diverse revenue streams in order to finance capital facility projects. 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 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 citizens actively participate** in Redmond's planning process and system improvements, and their preferences are incorporated so that Redmond continues to be the community desired by its citizens.

In 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 takes a systems perspective and 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 alternative 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
- ◆ 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.

FW-11 Plan to accommodate a future population of **782,000** people and an employment base of **~~126,600~~118,000** jobs in the City of Redmond by the year 20**~~30~~22**.

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 VitalityDevelopment

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.



- 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- (0-6 years), middle- (6-18 years) and long- (18+) term planning horizons, and 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 servicesinformation.

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 offer 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

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

1 TRANSPORTATION FRAMEWORK POLICIES

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.

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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”.

TRANSPORTATION ELEMENT

Future Vision for Redmond: Transportation *(located in front of the Comprehensive Plan; transportation portion will be repeated in this element once final)*

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- The Transportation Master Plan - 20

Introduction

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

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

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

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

In supporting sustainability in these three areas, the City seeks to address the need for a better transportation system. Beginning with the policies below, a better transportation system is one that is accessible, with connections between places, helps improve air quality through the use of alternative fuels that reduce greenhouse gas emissions and is designed to encourage healthier 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, ~~and~~ work and recreate in Redmond.

Streets

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

TR-3 Maintain a street classification system in the Thoroughfare 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 "multimodal corridor" designation described in the Transportation Master Plan to identify corridors of critical significance to transit operations, bicycle circulation, and pedestrian circulation.

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.**

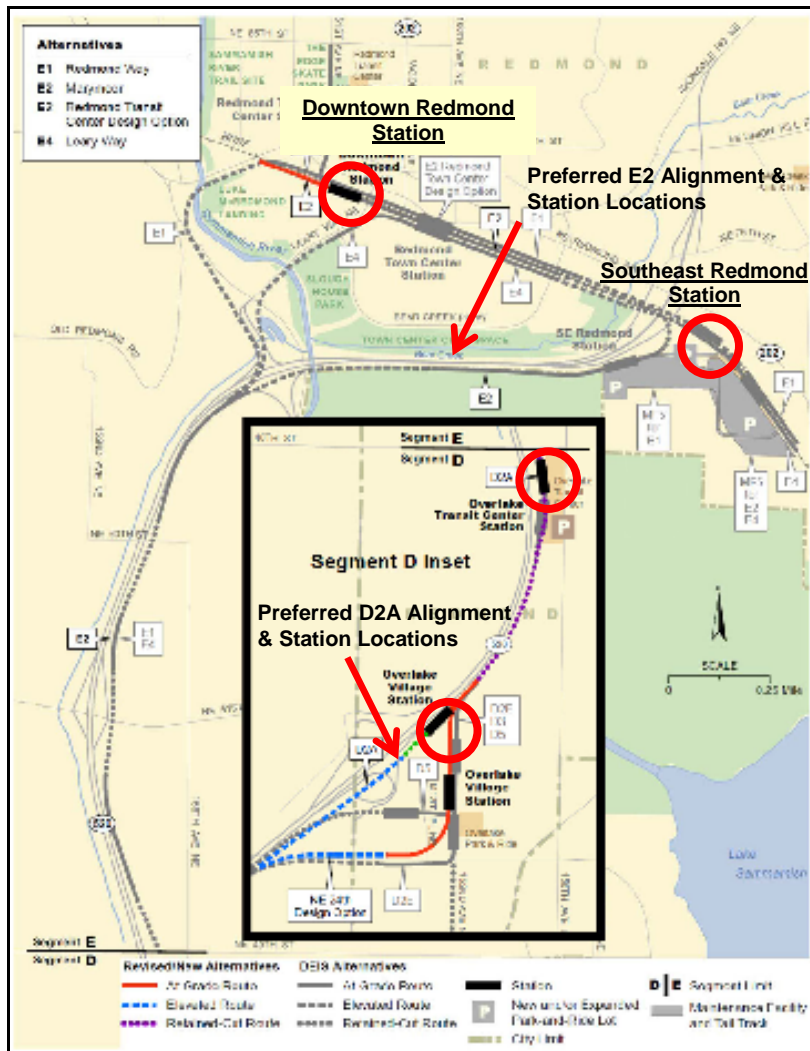
Local and Regional Transit

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 City’s preferred 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 preferred alignment identified through Sound Transit’s planning process and illustrated on Maps TR-1. Once the preferred light rail alignment has been approved, ensure that right-of-way is preserved.**



MAP TR-1

REDMOND'S PREFERRED LIGHT RAIL ALIGNMENTS SOUND TRANSIT EAST LINK PROJECT-SEGMENTS D AND E

Walking and Bicycling

A System of Pedestrian and Bicycle Facilities

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

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

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.

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,
 thoroughfare plan, and community character objectives. 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.**

8
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-24 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.**

1 *State Highways*

TR-25 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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Concurrency and Level-of-Service

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

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

TR-26 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-27 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-28 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-29 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; ~~or~~
- ~~Change the transportation level of service standard.~~

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

Finance

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

TR-30 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.

TR-31 Use the City’s six-year transportation investment programs to guide short-term transportation investment decisions, consistent with the Transportation Master Plan, and allocate resources according to the following in order of priority:

- Address essential public health and safety concerns, including neighborhood traffic protection;
- Ensure adequate maintenance of existing facilities [for all modes](#) throughout the City; and
- Ensure that investments in transportation facilities and services accomplish the following:
 - Support Downtown and Overlake Urban Centers
 - Provide multimodal travel choices
 - Provide neighborhood connections
 - Support light rail

Maintaining Community Character and Enhancing the Environment

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

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

Safety

Travel safety is affected by how the transportation system is designed, constructed, operated, and maintained. Motor vehicle fatalities and injuries are a leading public health problem in the United States affecting all system users. Safety planning and mitigation, including strategies for protecting the transportation system from disasters, are multidisciplinary efforts that can significantly improve the livability of our community. Many opportunities exist to implement relatively low-cost, but effective safety measures at the local level. The City of Redmond is committed to protecting our transportation system, and making it safe for users of all modes of 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 Protect Redmond's transportation system against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally.
TR-37.5

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-38 **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-39 **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-40 **Maintain and preserve the transportation system for the safety of users and long-term cost savings for transportation infrastructure such as pavement and sidewalks.**

TR-41 **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.

URBAN CENTERS

Future Vision for Redmond: Urban Centers

REVISE THE VISION FOR URBAN CENTERS PER UPDATED, OVERALL VISION STATEMENT

~~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.

Consolidated Policies	New Policy	Policy Text
DT-2 OV-4	<u>UC-4</u>	Support the urban centers as Redmond's primary locations for <u>added</u> 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 <u>small and locally-owned</u> 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 amendment criteria	<u>UC-6</u>	Apply flexible regulations that encourage creative proposals consistent with urban center policies.

Consolidated Policies	New Policy	Policy Text
DT-6 OV-6 OV-55	<u>UC-7</u>	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	<u>UC-8</u>	Create and implement facility plans to provide adequate utilities, transportation, <u>parks, beautification, civic</u> , and other infrastructure to accommodate anticipated growth. Carry out a capital improvement strategy to implement these improvements, <u>as well as pedestrian improvements, bikeways, beautification projects, parks, trails, and civic facilities</u> in the urban centers.
OV-48	<u>UC-9</u>	Use public-private partnerships to meet public facilities and service needs, such as <u>utilities</u> , transportation, <u>parks, beautification, civic, stormwater, parks, open space, pedestrian corridors</u> , and other improvements. Encourage public and private partnerships to meet human services needs as well.
DT-7.5 OV-7.5	<u>UC-10</u>	Coordinate land use and infrastructure plans such that major public and semipublic uses are located near transit stations.
DT-11	<u>UC-11</u>	Recognize that the City of Redmond's preference for 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	<u>UC-12</u>	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	<u>UC-13</u>	Enhance the appearance of the built environment through superior design and the use of high-quality and durable building materials.

Consolidated Policies	New Policy	Policy Text
		Soften the appearance of buildings, service areas, and parking facilities through landscaping, use of architectural screens, and retention of healthy trees.
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; ♦ <u>Incorporate site furnishings such as</u> include details such as good seating 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 median 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	UC-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; and ♦ 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, including personal vehicles by: <ul style="list-style-type: none"> ♦ 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 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,

Consolidated Policies	New Policy	Policy Text
		shelters, and other amenities that support these services in locations that conveniently serve the urban centers and support the vision for them.
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.~~

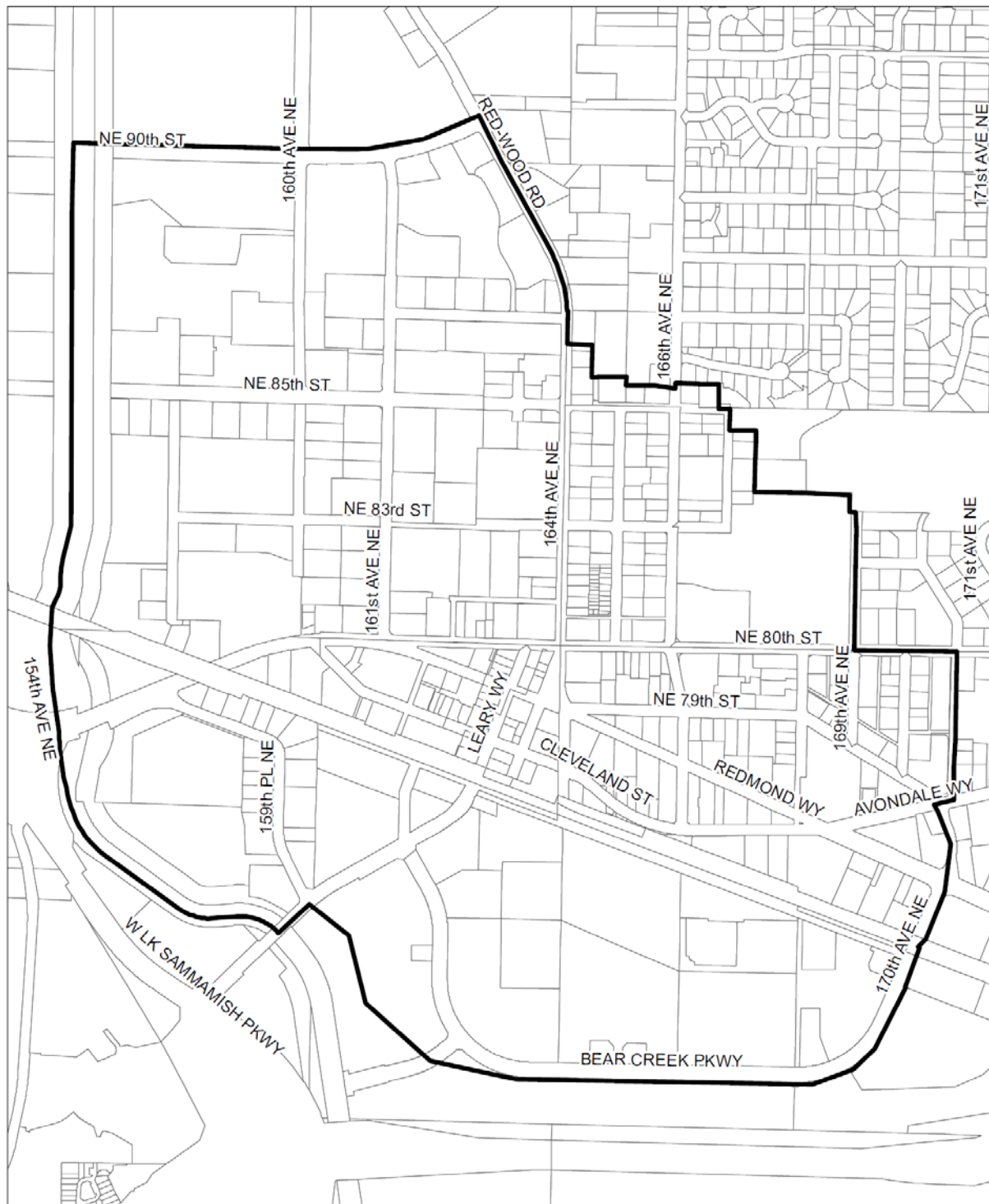
The community's vision for Downtown Redmond is based upon many years of workshops and forums with people who live or work in Redmond. At these workshops, citizens have agreed that the Downtown should be a place that:

- ◇ 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

- Downtown Urban Center
- Parcel

MAP DT-X: DOWNTOWN URBAN CENTER

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DT-XDowntownUrbanCenter.mxd



SCALE IN FEET
250 0 250 500

EFFECTIVE: 11/23/2010

Public Participation in Neighborhood Plan Update

<u>DT-0.1</u>	<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>
<u>DT-0.2</u>	<u>Support Downtown residents in ongoing and enhanced communication with the City as well as community building efforts.</u>

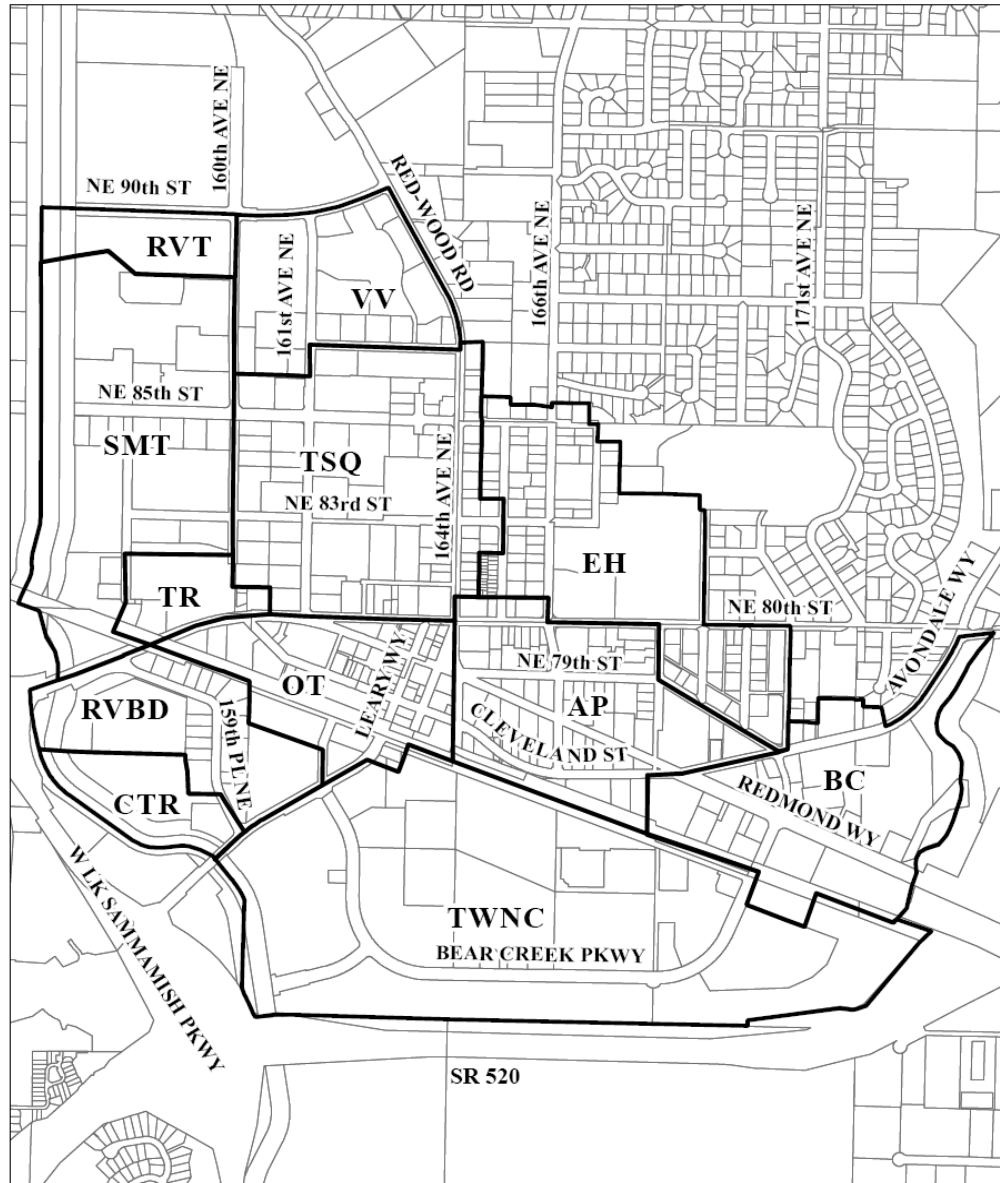
General Policies

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~~ ensures ing 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.

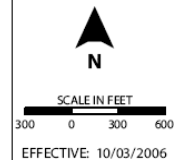


LEGEND

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](#).

	<u>Existing (2010)</u>	<u>Planned (2030)</u>
<u>Residents</u>	<u>4,385</u>	<u>10,875</u>
<u>Dwelling Units</u>	<u>2,360</u>	<u>5,910</u>
<u>Residential Density (units/gross acre)</u>	<u>5.45</u>	<u>13.65</u>
<u>Employees</u>	<u>9,131 (2009)</u>	<u>13,055</u>
<u>Employee Density (jobs/gross acre)</u>	<u>21.23</u>	<u>30.36</u>
<u>Zoned building intensity</u>	<u>3.5 FAR</u>	<u>3.5 FAR</u>

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 e~~Community 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~~ 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 façade 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 Map1DT-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 show~~ 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	11	To be redeveloped with construction of new City Hall
Edge Skate Park	NE 83rd Street/ 161st Avenue NE	Resource Park; -Special Use	1.4	Developed
Luke McRedmond Landing	Redmond Way/ 159th Avenue NE	Resource Park; -Special Use	2.11	Developed
Town Center Open Space	Along Bear Creek Parkway	Resource Park; -Open Space	44.00	Owned by Town Center, City maintains multi-use trail
Bear Creek Park	Bear Creek/ Union Hill Road	Resource Park; -Open Space	11.10	Future paved trail and picnic sites
O'Leary Park	Leary Way/ Redmond Way	Resource Park; -Special Use	0.11	Developed
Flagpole Plaza	Redmond Way/ Leary Way	Resource Park; -Special Use	0.11	Developed
Anderson Park	168th Avenue NE/ Redmond Way	Neighborhood Park	2.80	Developed
Old Redmond Schoolhouse Community	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

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

DT-20 ~~Develop and maintain a variety of linkages, such as paths and wayfinding 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 s 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.

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

DT-31 Establish standards for special Downtown streetscape treatments to reinforce the identity of 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-4 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 residential~~. 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.

Enhance Old Town's pedestrian activity, safety, and historic character by:
DT-40

- ◆ 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.

Encourage the retention and addition of afternoon and evening
DT-41 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.

~~**Develop and adopt a handbook or strategic plan to guide the development**~~
DT-42 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.

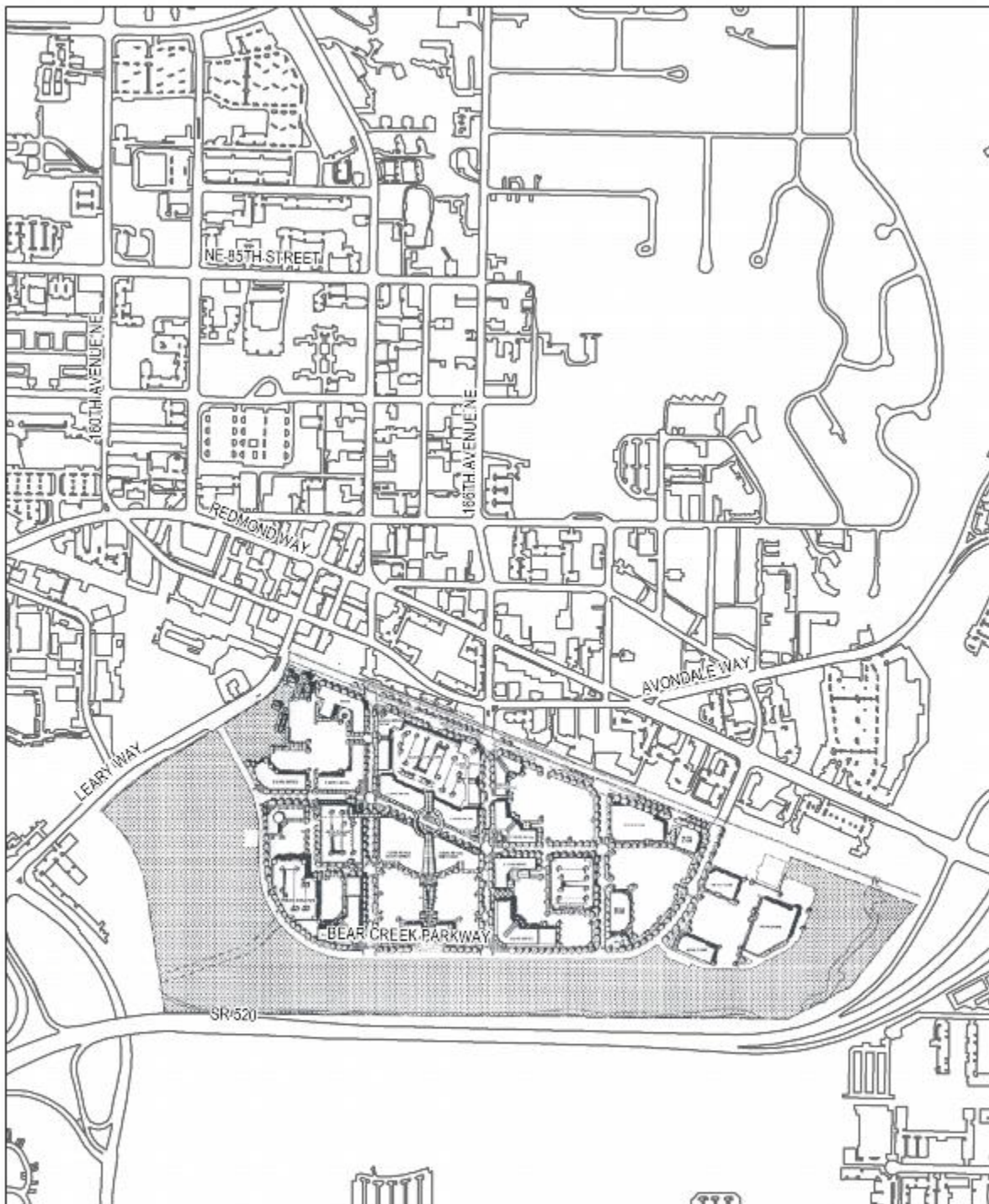
DT-44 Encourage development of residential uses by maintaining the maximum commercial building area for Town Center of 1,490,000 square feet without transfer development rights (TDRs), or 1,800,000 square feet with the use of TDRs.

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.

Delete map on page 32.



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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SCALE IN FEET
250 0 250 500

EFFECTIVE: 10/03/2006

-

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.

DT-50 ~~Repealed by Ord. 2392.~~

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-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 complement^s 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

DT-62 Promote the development of residential districts with buildings whose design, density, height and bulk reinforce a high-quality character by:

- ◆ Encouraging a variety of well-designed housing styles and densities;
- ◆ Applying development standards and guidelines to promote aesthetically pleasing, private, safe, and comfortable housing through design and open space; and
- ◆ Ensuring appropriate landscape design and installation in multi-family yards to enhance and maintain comfortable and appealing residential neighborhood environments.

DT-63 Provide desirable long-term living environments for a variety of age and economic groups by offering incentives to develop affordable housing and senior housing.

DT-64 Allow general service uses as part of the ground floor of residential developments when the non-residential uses 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.

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

When considering different types of commercial land uses that may be DT-66 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.

Provide development standards and guidelines for nonresidential uses in DT-67 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.

In the Perrigo's Plat Subarea, provide development standards ~~and~~ DT-68 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.

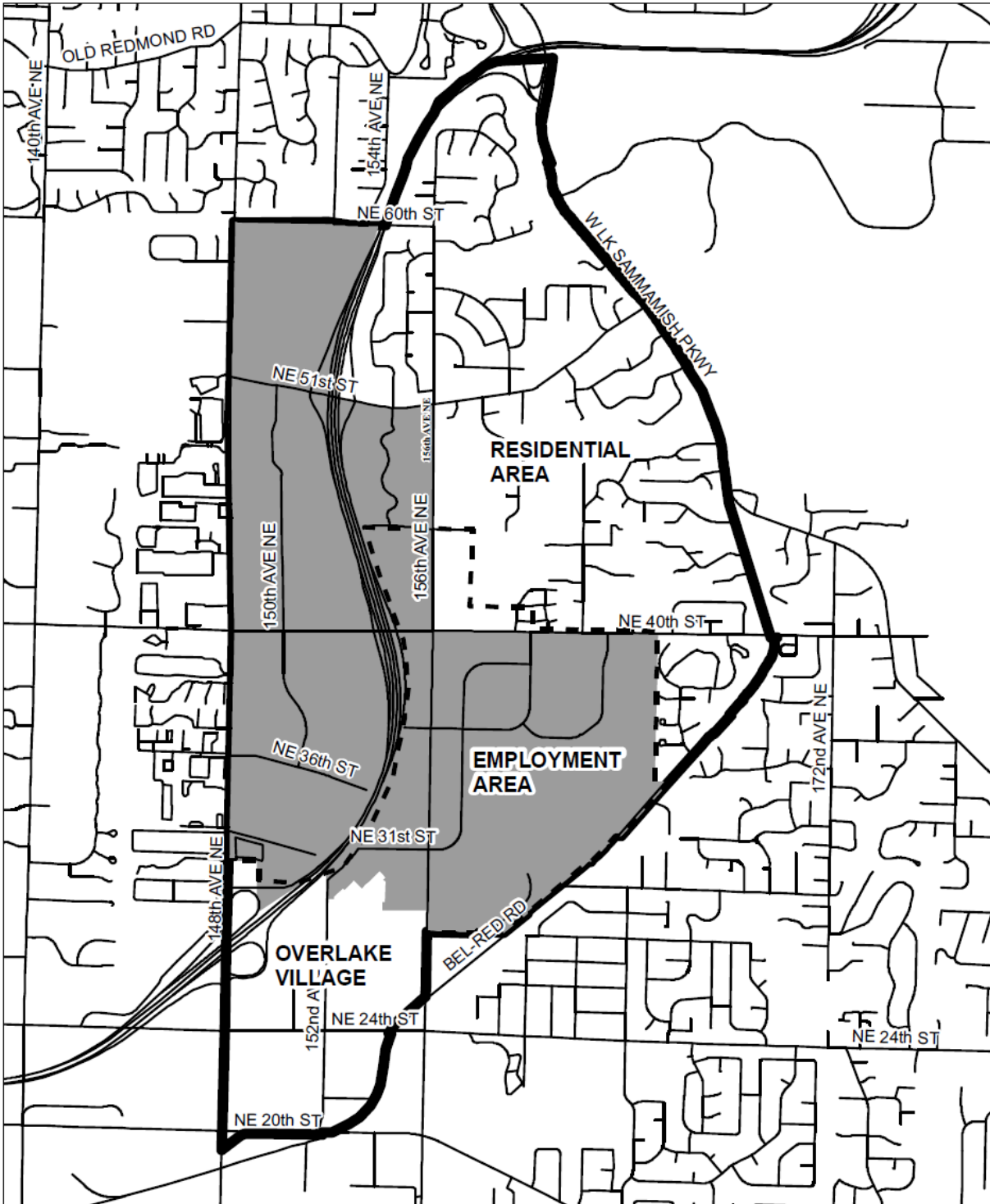
B. Neighborhood Vision

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**



SCALE IN FEET
500 0 500 1,000

EFFECTIVE: 1/7/2011

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.

C. 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 49,000 jobs. By 2030, Overlake is expected to grow to about 8,000 residences and about 74,000 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>1,485</u>	<u>9,725</u>
<u>Dwelling Units</u>	<u>810</u>	<u>5,285</u>
<u>Residential Density (units/gross acre)</u>	<u>1.62</u>	<u>10.57</u>
<u>Employees</u>	<u>22,968</u>	<u>39,265</u>
<u>Employee Density (jobs/gross acre)</u>	<u>45.94</u>	<u>78.53</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 c~~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 a ~~s-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.

OV-30 Establish-Maintain Overlake as a Growth and Transportation 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.~~

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.~~

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~~

~~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.

~~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.

~~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 to 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.

~~**N-OV-53** 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.

~~**N-OV-55** 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 increase 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.

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 become more independent 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. TIn 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 Ppromote 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

EXHIBIT 5

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, allowing the City to provide these new areas with high-quality facilities and services.

Redmond is an integral member of the regional planning community. As was the case in [20102004](#), 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 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.](#)

[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](#)

ANNEXATION AND REGIONAL PLANNING

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
1920	438	193

ANNEXATION AND REGIONAL PLANNING

Year	Population	Land Area- (acres)
1930	460	493
1940	530	493
1950	573	525 (in 1951)
1960	1453	2,386
1970	11,034	6,834
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 Partnership and Washington State Department of Ecology, dedicated to improving water quality in Puget Sound and our local water bodies](#)

ANNEXATION AND REGIONAL PLANNING

- 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.**

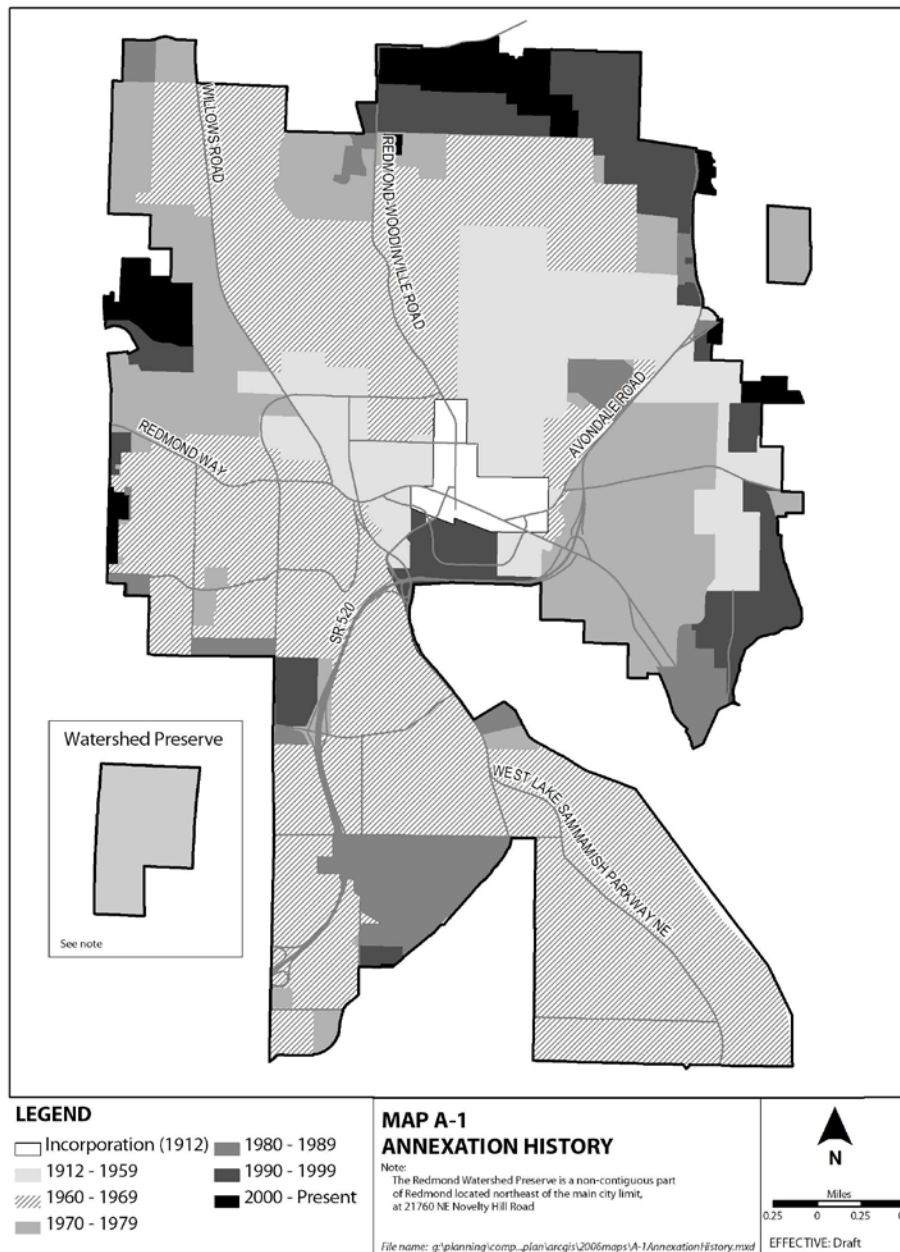
~~Redmond also has worked cooperatively with other jurisdictions on plans and regional issues. For example, Bellevue and Redmond prepared and regularly update the Bellevue-Redmond-Overlake Transportation Study (BROTS). King County and Redmond worked cooperatively in the Bear Creek Basin Plan.~~

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.](#)

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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 \(Update through 2010, change last years to 1990, 2000, 2010\)](#)

Year	Population	Land Area (acres)
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.

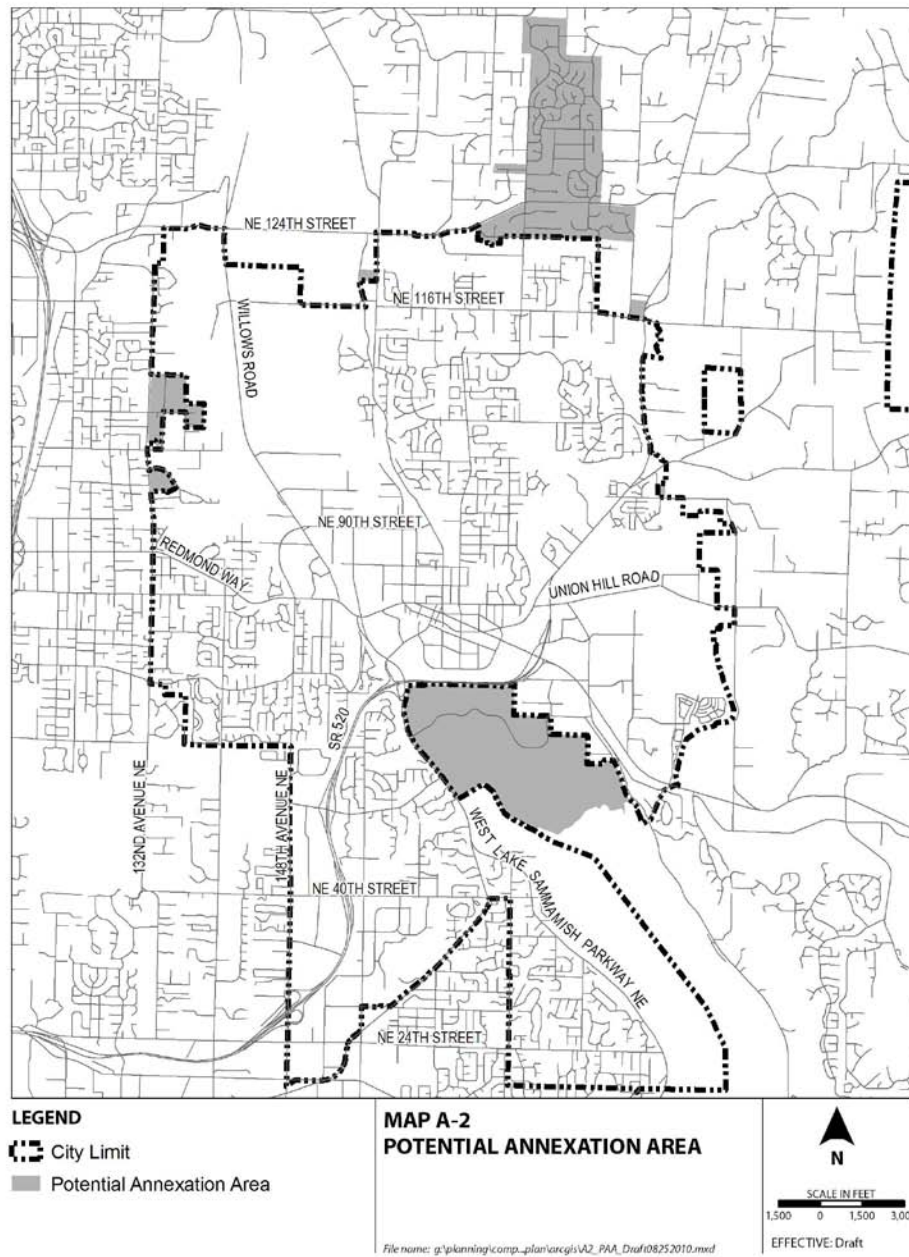
ANNEXATION AND REGIONAL PLANNING

- 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:
- u Where Redmond is required to serve due to pre-existing service agreements; or
 - u 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



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:**

- u Waiving annexation application fees;
- u Encouraging joint applications;
- u Prohibiting extension of sewer service into unincorporated areas (with exceptions as noted in this element);
- u Identifying environmentally constrained areas prior to annexation for inclusion in the City's sensitive area ordinance;
- u Involving potential future residents in neighborhood plans;
- u Ensuring consistency with Redmond's Comprehensive Plan; and
- u 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:**
- u Whether the right-of-way will be needed for eventual provision of utilities or transportation links.
 - u Whether there are pre-existing utilities from a particular district or jurisdiction are already in a right-of-way.
 - u Whether streets or bridges are in a safe condition.
 - u 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 [identify](#) 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:

- u 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.
- u ~~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.~~
- u 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 citizens actively participate in Redmond's planning process and system improvements, and their preferences are incorporated so that Redmond continues to be the community desired by its citizens.

In ~~2022~~ 2030, Redmond citizens describe their community as one that is complete, offering a wide range of services, opportunities and amenities. As a result of planning for the long-term, Redmond has sustained the health of the natural environment, the vibrancy of the local economy, and the ability to provide fair and equitable access to services. 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 place where people are friendly, 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 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 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 process:
- PI-21**
- 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 proposing major or potentially controversial projects, as follows:
- PI-22**
- 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 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.
- PI-24**

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~~This 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 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-25**
- 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 ~~40-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.~~