

ORDINANCE NO. 338

AN ORDINANCE, adopting a revised Comprehensive Plan for the physical development of the City of Redmond, Washington; providing for the implementation thereof; and revising and amending Ordinance No. 299.

WHEREAS, continued growth and development of the City of Redmond and the annexation of territory thereto and the need for proper planning require that there be a constant study of development problems for the attendant expansion and improvement of the Comprehensive Plan in order that coordinated and orderly development of the City might be assured; and

WHEREAS, the Planning Commission has studied such problems and has held a public hearing on the adoption of a revised Comprehensive Plan, and has presented its recommendations to the City Council; and

WHEREAS, the City Council has duly considered the recommendations of the Planning Commission, has held a public hearing on the proposed Comprehensive Plan, and now deems the following Comprehensive Plan adequate and proper to guide the future development of the City of Redmond under appropriate regulations implementing such Comprehensive Plan, Now, Therefore,

THE CITY COUNCIL OF THE CITY OF REDMOND DO ORDAIN AS FOLLOWS:

THE COMPREHENSIVE PLAN

Section 1. - Adoption. There is hereby adopted for the physical and other generally advantageous development of the City of Redmond, a Comprehensive Plan which shall be known and may be cited as the "Comprehensive Land Use Plan for the City of Redmond."

Section 2. - Purpose. The purpose of the Comprehensive Plan is to define and establish the policy relating to the development of the City of Redmond and environs; to indicate the principles and objectives which shall guide the development of precise plans, both public and private; to provide the coordination of the many separate plans governing the development of the City; and to officially adopt a program and guide which will enable the City of Redmond to attain the objectives set forth in Chapter 35.63 of the Revised Code of Washington in the manner therein provided and as thereafter amended.

Section 3. - Parts. The Comprehensive Plan is composed of two principal parts: The Text (Section 3), which presents the existing conditions, the problems, the objectives and the proposed policies in writing, and the Maps (Section 4), which illustrate the program. Additional supplementary parts developed in the future may include special studies, charts or graphs, additional general maps, localized maps, reports or schedules, which will become a part of the Comprehensive Plan upon being duly adopted by ordinance, resolution or order.

Section 4. - Text. The following is the text of the Comprehensive Land Use Plan for the City of Redmond:

A. History. The original settlers of Redmond: Luke McRedmond, after whom the City was named, and Warren Perrigo, arrived in 1871 and established themselves as farmers on the rich

bottom land east of the Sammamish River near the present site of Redmond's commercial center. Agricultural and lumbering opportunities attracted additional pioneers and the population increased. Construction of the Seattle, Lake Shore and Eastern Railway through the former Squak (former name for Sammamish) Valley further increased the logging and lumbering economy. Although the townsite of Redmond had been platted on May 11, 1891, the Town itself was not incorporated until December 31, 1912. Agriculture and lumbering constituted the economic base of the area for many years. However, as nearly stands of timber were depleted, lumber products decreased in significance as a contributor to the economy of the area. Thereafter, Redmond served primarily as a shopping center for a rather extensive agricultural hinterland. More recently, and particularly since World War II, increased growth of the entire Seattle metropolitan area has been reflected in Redmond by an increasing population growth rate as well as intensified industrial and commercial activity.

B. Growth Factors. In 1910, the Redmond precinct (which included more than the actual townsite incorporated in 1912) had an official census of 790. The population increased slowly and consistently from that time until 1950. During the period from 1930 to 1950, the population grew from 460 to 573 for a numerical increase of 113 in 20 years, or 5.65 persons per year. This growth was considerable less than the average for all municipalities in the State of Washington. Since 1950, the population growth has taken a marked change, increasing at a rate far above the average for other municipalities in the State. Redmond was one of seven municipalities to more than double in population during the decade from 1950 to 1960. During this decade, 20 times as much growth took place within the City of Redmond as in the previous decade. At the same time, there has been a considerable increase in the size and assessed valuation of the City of Redmond. The following growth factors for the period from 1950 to 1964 are significant:

<u>Year</u>	<u>Population</u>	<u>Area(acres)</u>	<u>Assessed Valuation</u>
1950	573	193	\$ 450,000.
1955	792	525	760,562.
1960	1453	2537	1,895,009.
1964	3497	5611	8,000,000. (Approx)

Although the above figures include annexations to the City, the territory annexed generally was sparsely inhabited and contributed little to the population growth at the time of annexation.

Projections by the King County Planning Department indicate that an estimated 1396.8% increase in population can be expected in King County Census Tract No. 4 (in which Redmond is located and is the major urban center) during the years 1960 - 1985. This represents the highest percentage increase in any King County Census Tract for the same period of time. Projections for the "greater" Redmond area show an estimated population of 93,000 by 1985.

These statistics indicate in part the growth which has occurred as well as the anticipated growth. This growth has not been confined to the city limits alone, but is also indicated in the areas surrounding Redmond. The advent of the second Lake Washington bridge at Evergreen Point and the eventual linkage of that bridge through the Redmond area to the Stevens Pass Highway, together with an improved highway system for better circulation of traffic, has and will add materially to the continuation of this growth pattern. It is to be anticipated that Redmond will form a part of an urban area east of Lake Washington with industrial, commercial and governmental services forming a part.

C. Development Studies. The City Council, Planning Commission, City Engineer, Lake Washington School District Citizen's Advisory Committee, and many short term special committees have studied the problems related to the development of Redmond. These many studies present a relatively clear picture of the City's position in relation to its sphere of influence, and its future. Studies by the Puget Sound Regional Planning Council, King County Planning Department, and others have added to the fund of information and to the understanding of the problems and the destiny of the City.

The conclusions reached by these studies and reports indicate that the Redmond Business District is a regional center, and that its business, industrial and residential growth is directly related to the growth of an adjacent part of the metropolitan Seattle complex.

D. The Goal. The ultimate goals of the Comprehensive Plan in accomplishment of the purposes of the plan are as follows:

(1) Residential Districts.

(a) Residential uses of varying size, density and kind have developed in the bulk of the improved land area in the City of Redmond. In many instances, potential neighborhoods have developed, utilizing the early road system and favorable topographical features. The continuation of many of these neighborhoods shall be encouraged by the creation of regulated districts therefor and provision shall be made for the development of new neighborhoods. In some areas, existing residential uses will eventually give way to business and industrial uses as the need for these uses increase. Provision will be made for the orderly transition of such uses.

(b) Provision will be made in residential districts to encourage a semi-rural atmosphere, conserve and restore natural beauty, and preserve the character of particular areas through variable population density control.

(c) The development of multifamily residential areas shall be encouraged in locations adjacent to business districts or in areas where the character of the land is advantageous for such development or the environment is such as to preclude or make unfavorable single family residential development.

(2) Business and Industrial Districts.

(a) The non-residential parts of the City now existing as Commercial and Industrial, and the buffer districts providing for the blending of passive business uses and residential uses, form contiguous cores. These Use Districts shall be preserved and their orderly growth and expansion as contiguous cores shall be regulated in relation to the community need, and in keeping with separation of areas of intense industrial or business use from single family residential neighborhoods.

(b) The buffer and the multifamily Use Districts shall be used as instruments for containing the core and reducing the intensity of conflict between the core and the single family neighborhoods, and in circumstances involving localized problems, to prevent blight and encourage stable development.

(3) Protection of Uses. Each Use District shall have equal protection from encroachment or infiltration by the uses of another district.

(4) Platting. The complete and permanent construction of streets and drainage, the installation of available utilities, and the dedication of such facilities shall be required in the platting and development of land.

(5) Street Plan. The Street Plan is designed to reduce congestion in the Business Districts through the use of by-pass routes and circumvential routes. Major highways and free-ways are to be accessible on city arterial streets, which in turn provide access for residential streets. Within the residential areas, the streets which are for local access to property need not be designed to provide general traffic circulation. Standards for different classifications of streets will be developed in detail and the construction of streets shall be related to need as demonstrated by traffic engineering studies.

(6) Parking. Provision will be made for off-street parking in all Use Districts.

(7) Parks and Parkways. At the present time, the City owns and maintains a 3.16 acre park located immediately east of the Business District. An additional city park might be located on forty acres of city-owned property adjacent to the Redmond High School property. Recent acquisition of the Marymoore Park Site by King County for use as a County Regional Park will increase the park area available to Redmond residents. The development of a City-wide park system will coordinate similar plans of the state, county, school district and adjoining cities and will be encouraged.

(8) Special Districts. At the present time, the City of Redmond offers a full range of municipal services with its own water system, sewer system, street lighting, police department and fire department. By special agreement or franchise, King County Water District 81, Fire District 34, the King County Library System and Lake Washington School District No. 414 are special districts currently providing their respective services in the Redmond area. At appropriate times, consistent with sound economic practice, these special districts (with the exception of the school district) may be taken over by the City and integrated into its applicable municipal department. Special Local Improvement Districts will be needed from time to time to finance improvements of benefit to a local area.

Section 5. - Maps. The following maps, each of which has been duly inscribed this date with the number of this Ordinance, dated and initialed by the Mayor and City Clerk, are hereby adopted as a part of the Comprehensive Land Use Plan, and the same incorporated herein as a part of this Ordinance by this reference thereto:

A. Land Use Map. The Land Use Map illustrates in broad terms the foreseeable development of the City of Redmond. The use areas shown indicate principles which are intended to guide the implementation of this development program.

B. Highway Map. The Highway Map illustrates the proposed program for traffic circulation and is intended as a guide in the dedication, or acquisition of rights of way, the development of standards and regulations, and the construction of streets.

Section 6. - Implementation. In order to accomplish the objectives of this Comprehensive Land Use Plan, ordinances of the City of Redmond concerned with the development and welfare of the community and its people shall be considered in the light of and related to the general principles, objectives and policies set forth herein. To fulfill the requirements of Chapter 35.63 of the Revised Code of Washington, in the interest of public safety, health, morals and the general welfare, specific instruments of official implementation will carry out the necessary controls, regulations, standards and penalties to effectuate the Comprehensive Land Use Plan, including, but not limited to, the following:

- A. The Redmond Zoning Plan
- B. The Comprehensive Street Program
- C. The Redmond Platting Code
- D. The Building Codes.

Section 7. - Amendment. Ordinance No. 299, approved January 22, 1963, is hereby amended and revised by the adoption of this Ordinance. The Planning Commission shall continue to observe the development of the City and its environs in relation to the Plan. Where development or absence of development indicates a condition, a problem, a new element, or expansion, unforeseen and not anticipated or appreciated by the Plan, the Commission may recommend an Amendment of the Comprehensive Plan to the City Council.

PASSED by the Council of the City of Redmond at a regular meeting thereof and APPROVED by the Mayor this 14th day of July, 1964.

CITY OF REDMOND


G. C. GRAEP
MAYOR

ATTEST:


JOSEPH ITTES
CITY CLERK

APPROVED AS TO FORM:


JOHN D. LAWSON
CITY ATTORNEY