

# REDMOND 2050

From suburb to city

## STREETS & TRANSPORTATION



TESTING PHASE  
Nov/Dec 2022

## TESTING PHASE FOR CODE REVISIONS

Updates to the Redmond Zoning Code and Redmond Municipal Code will be required to implement the updated Comprehensive Plan. Over November and December of 2022, staff will be testing code update concepts with community stakeholders.

Enclosed you will find the proposed concept(s) for the update and the existing code language. Staff will be holding open houses and a virtual workshop to discuss these changes and other code updates proposed (see Redmond Zoning Code Rewrite information at <https://www.letsconnectredmond.com/rzrewrite>) on the following dates:

- **Open Houses at City Hall** - drop in as time allows
  - November 30, from noon to 1:00 p.m.
  - December 1, from 5:30 to 7:00 p.m.
  - December 7, from 4:30 to 6:00 p.m.
- **Virtual Technical Testing** on TEAMS, December 5, from 2:30 to 4:00 p.m., to work with staff while exploring development scenarios based on draft code. (Register for this hands-on event by emailing Principal Planner Kimberly Dietz at [kdietz@redmond.gov](mailto:kdietz@redmond.gov).)

The amendments are in draft form; your feedback will help staff ensure the code's accuracy and ease of use. The City Council's action is anticipated during Q3-Q4 2023.

**Please provide feedback to the staff contact for this update:**

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## CODE UPDATE TIMELINE:

- Nov-Dec 2022                      Finalize Draft Proposals  
   **Testing Phase / Review**
- Jan-Feb 2023                      Finalizing Code Amendments
- Spring 2023                        Planning Commission Review  
   Public Hearing
- Summer 2023                        City Council Review
- **Summer/Fall 2023**                **Adoption**

## PART ONE: SUMMARY OF PROPOSED CHANGES

The existing code has multiple ways to address streets, streetscapes, build-to lines, and setback lines. In some cases, there are several sections of code that need to be referenced to determine if there is a different standard that applies to a specific property. To simplify the code and take advantage of the consolidations underway, as well as improve transparency to the community, staff is proposing a new street-based system that will form the basis for many

dimensional requirements. Community members and staff can reference one map and the associated table to find applicable standards. This proposal would:

Corridor Type	Color
Retail Street	Red
Neighborhood Street	Blue
Access Street	Yellow
Woonerf Street	Tan

- Update and adopt the Overlake Village South Infrastructure Plan
- Consolidate information into one map and table for ease of use and clarity; and

- Refocus areas around the light rail stations to be pedestrian and bicycle-oriented design.

Staff is also working on other updates related to streets, public realm and streetscape standards, and parking requirements. Standards will be updated to include inclusive/universal design features.

### Related Resources

The Planning Commission discussed this concept at their meeting on September 28, 2022.

- [Planning Commission Memo](#)
- [Presentation](#)
- [Video](#)

Transportation and parking updates are a part of the [Redmond Zoning Code Rewrite](#).

- [Summary of proposed changes](#)
- [Video](#)

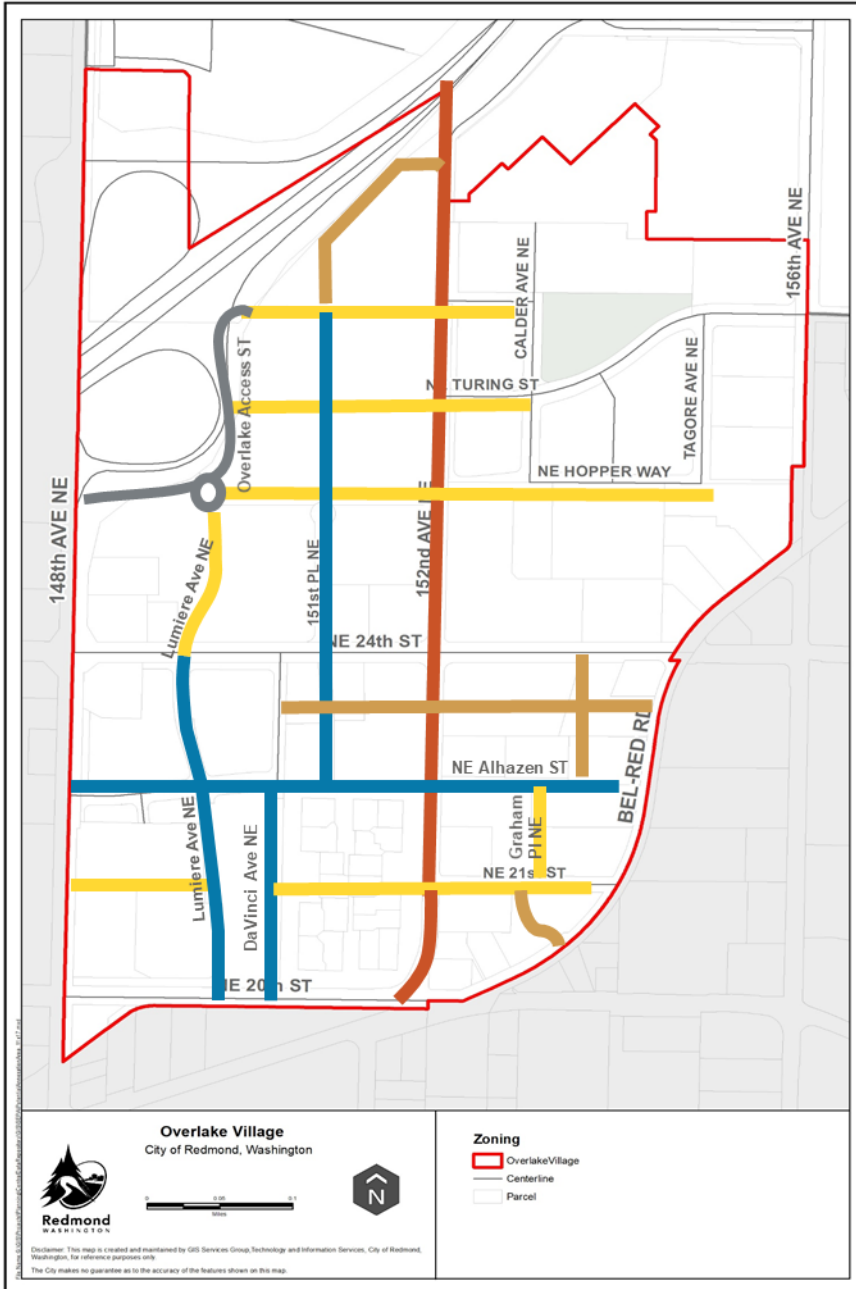
## PART TWO: FEEDBACK NEEDED

The street-based system proposal is conceptual in nature and will be refined over the next few months. Feedback will help refine the concept, add new street typologies where needed, and identify where those standards will apply. Please share with staff if the purpose of the street typologies is understood and follow up any questions. Will the proposed street network create a more pedestrian and bicycle friendly access through Overlake Center?

In 2023, staff will provide proposed updates to streetscape and public realm standards.

## PART THREE: PROPOSED CONCEPT

This concept will apply to Overlake Village and Overlake Business and Advanced Technology (OBAT) zoning districts. The following information is conceptual only and shows how this might be applied to Overlake Village.



Corridor Type & Concept	Retail Streets Are intended to create a unique environment that includes substantial space for travel modes with strong support for pedestrians and cyclists.	Neighborhood Streets Create green connections between transit, open spaces, and residents. There is a focus on sustainability to reduce vehicle travel and improve water quality .	Access Streets Are essential routes for loading service and parking access. They should still be friendly to pedestrians and have sidewalks wide enough for café seating, street furniture, and lighting.	Woonerf A Dutch term that describes a shared facility for non-motorized uses but can also function as an area for deliveries and parking access.
Right-of-Way Geometry				
Total Right-of-Way				
Sidewalk				
Planting Strip/ Furniture Zone				
On-Street Parking				
Bike Lane				
Traffic Lanes				
Median/Two Way left turn Lane				
Curb				
Building Placement				
Build-To-Line (Front and Side Street)				
Setback Line (Side and Rear)				
Building Use				
Ground Floor Use Requirements				

TEMPLATE

## PART FOUR: EXISTING CODE

- [RZC 21.12.150 Overlake Village Street Cross-Sections](#)
- [RZC 21.12.160, OV Urban Pathway](#)
- [Map 12.4 - RZC 21.12.200.A., Regulations Common to All Uses](#)
- [RZC 21.12.210.C..2..b., Map 12.7-Overlake Business and Advanced Technology \(OBAT\) Height Limits](#)
- [RZC 21.50.020, Transition Overlay Areas](#)